

THE OCTAGON

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



August 2014

About *The Octagon* and MGOC...

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

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

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Webmaster: Steve Kellogg, 408-335-5899, webmaster@mgocsf.org

CLUB ADVISOR PROGRAM

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

MGB 1962-74: Marty Ray, 831-475-6204, martyray@cruzio.com
MGB 1974-1980: Ed Adams, 510-483-6821
MGB V8 Conversion: Tony Bates, 408-666-6174, Tony@BatesFamily.net
MGC: Kent Leech, 925-253-9757, kent@kentleech.com
MG Midget: Craig Kuenzinger, 925-934-3130, mrcraigk@aol.com
MGA/Coupe/Twin Cam 1955-62: George Steneberg, 510-525-9125, j2george@pacbell.net
Z-Magnette Saloon: Eric Baker, 510-531-7032, mgpb36@yahoo.com
T-types: George Steneberg, 510-525-9125, j2george@pacbell.net
Pre-war Midgits-Magnas-Magnettes: George Steneberg, 510-525-9125
PA/PB Midget 1934-36: Eric Baker, 510-531-7032, mgpb36@yahoo.com
S.U. Carburetors: Marty Ray, 831-475-6204, martyray@cruzio.com

COVER PHOTO:

2014 MGs by the Bay T-Shirt, Mindy Hungerman

COMMERCIAL ADVERTISING IN *THE OCTAGON*

Direct all questions about advertising to Mike Jacobsen at 415-333-9699 or MikesMuseum@yahoo.com. 2014 rates are presented *monthly* (yearly): full page \$25 (\$240), half page \$18 (\$175), third page \$12 (\$120), business card \$8 (\$75). All ads expire on January 1, and fees for a partial year will be pro-rated to that date. Deadline for ad materials is the 10th of the preceding month. The MGOC makes no claims as to the reputation or quality of work performed by businesses advertising in *The Octagon*.

MGOC FINANCIAL INFORMATION

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

MAKING CONTRIBUTIONS TO *THE OCTAGON*

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

RECRUITING MEMBERS FOR THE MGOC

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

MGOC.SF.ORG

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

Forthcoming Events

MGOC Events in bold

August 3 – Blackhawk Cars and Coffee, Danville

August 7-10 – Club “T” MG-Oregon Rendezvous, Florence, OR

August 9 – **MGOC Annual Picnic**, Kennedy Grove Regional Park, Hitching Post Picnic Site, El Sobrante, Tim Polidoroff

August 11-17 – Monterey Car Week

August 25-29 – GOF West, San Diego, San Diego MG T-Register and Vintage MG Car Club of Southern CA

August 30-31 – Scottish Highland Games, Pleasanton

September 7 – Blackhawk Cars and Coffee, Danville

September 13-14 – Third Annual British Fall Classic, Morgan Hill, Bill Hiland

September 20 – **MGOC Club Meeting, Natter ’n Noggin**, Santa Cruz

September 21 – Danville Concours d’Elegance

From the Editor...

Number 3, Ain't Bad

Well, MG's most recent accolade may be it's best one yet. In a recent 2014 *Auto Express* Magazine survey of 50,000 respondents, in the UK, the revived MG brand "comes storming into the top three," amongst Britain's list of best car makers. Quite a feat, especially since it didn't even rank in 2013. That's 16 spots ahead of Volkswagen, 14 ahead of Toyota, 9 ahead of Audi, 8 ahead of Volvo, 7 ahead of BMW, 6 ahead of Mercedes, 3 ahead of Porsche, and 1 ahead of Lexus (2013 winner). Each manufacturer was ranked in 10 categories. MG scored particularly high marks in running costs (4th place), ride and seat comfort (3rd), and handling (2nd place). Although third, MG's overall 2014 score of 88.98%, would have been enough to have secured the top spot, in 2013. What a difference a year makes and what a way to kick-off its 90th Birthday year. MG's primary model, the new 2014 MG MG6, rated number 6 with an overall score of 90.92%. So, number 3, ain't bad.

As mentioned, in February 2014 edition of *The Octagon*, celebrations for MG's 90th will be had on both sides of the pond. And, if you happen to come to the 2014 MGOC Annual Picnic at Kennedy Grove Regional Park, at the Hitching Post Picnic site in El Sobrante, you can partake in a special 90th Birthday Cake, baked by Samantha and Stephanie Lee, and sing Happy Birthday to our beloved #1 Marque.

MG

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

SHOCK ABSORBERS:	Front	Rear
MGTC.....	185.00	185.00
MGTD & TF.....	185.00	85.00
MGA, MGB, MGC, Midget..	108.00-125.00	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.....	\$115 -155
MGA, Midget twin master 1956-67.....	\$195.00
MGB, Midget master 1968-80.....	\$95.00-145.00
MGB brake booster servo.....	\$175.00
MGC booster servo.....	\$445.00
Cylinder sleeved only.....	\$50-\$95
Kingpin swivel axle rebushed.....	\$60-\$108
Front end A-arm (Midget).....	\$95.00

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NOV13

DID YOU KNOW? Two brand new entrants – Dacia and MG – have made impressive Driver Power debuts, and both rank in the top five.

4. LEXUS 88.34% 2013 POSITION 1 DOWN 3 <p>IT'S only down three places, and it's still a top five finish, but this slip represents quite a fall for Lexus. It's been a regular in the Driver Power top two, and in 2013 it even displaced Skoda as your number one brand. Yet this year the percentage share of the firms around it have pushed it off the podium, despite a higher overall score than in 2013. So, what's gone wrong? Well nothing, it seems. The brand came top in two key categories, with a first for both reliability and build quality. It also topped the in-car tech table. Other highlights include a second place finish for ease of driving and second for seat comfort, too.</p> <p>A 29th place for practicality is a black mark – although for a maker that deals predominantly in saloons, it's not a huge surprise. A bigger disappointment is the 25th ranking for running costs. Servicing costs at 18th isn't bad, but 29th for fuel economy is downright poor for a company so reliant on hybrid tech. Surprisingly, it must be made ahead of our 2013 survey, or Lexus could slip further down the table.</p>	3. MG 88.98% NOT RATED 2013 NOT RATED 2013 <p>OUT of nowhere, MG comes storming into the top three. It's a remarkable debut for the revived Brit brand. Third place in the manufacturer list tops off a superb return to Driver Power for the company, which also saw the MG6 take sixth place in the model rundown as well as being crowned best-handling car.</p> <p>However, while the brands above it have exceeded expectations and scored highly for particular categories, MG's done a decent job across the board. Second place in the handling section is the highlight, while third for ride and seat comfort are also particularly good.</p> <p>A few minor improvements could be made. MG finishes fourth for running costs, but 14th for fuel economy is saved only by a second place in servicing costs. With just two models on sale, the maker's done extremely well to feature in the top 10 at all, let alone in such a high position. And interestingly, its overall score of 88.98 per cent would've been good enough to secure it top spot last year. An impressive start.</p>
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2. JAGUAR 89.34% 2013 POSITION 3 UP 1 <p>FOLLOWING a third-place finish for the past two years, Jaguar's managed to rise one position in 2014. And while it continues to keep its spot on the podium, more astonishing is the fact that it's held on to first place for the same two categories for the third year running. Once again, it was ride and ease of driving that pleased owners the most about their cars.</p> <p>As well as those first place finishes there's a third for performance, thanks in part to the XJR's high rating in the model table, while a second place for in-car tech also assists this latest push up the ratings. However, 15th place for reliability and 17th for running costs is category it's always likely to struggle in drag Jaguar down.</p> <p>Nevertheless, the manufacturer must be very pleased with its three per cent rise on last year's overall score – especially as that increase has brought it ever closer to fine-placed Skoda. In fact, with a few minor improvements, Jaguar will be in the running to claim the number one spot next year.</p>	1. SKODA 89.75% 2013 POSITION 2 UP 1 <p>AFTER losing its top spot to Lexus in 2013, Skoda reclaim its title as Britain's best car maker. Owners are still clearly delighted with the company, and the fact its cars took the top three spots in our top 100 – with the Yeti, Citigo and Superb – was always going to stand it in good stead in this chart.</p> <p>The prime highlight to off-putting, the brand came top in the combined running costs category, and within this it was the best-placed company for least money and servicing costs. But there is more to Skoda than simply saving you money, however. It was rated the best car maker for practicality, too.</p> <p>However, it's Skoda's consistency across the board that impresses once again. Seat comfort is the only category where it falls outside of the top 10, while the overall score is more than two per cent up on last year's. This is a thoroughly deserved victory for the Czech brand.</p>
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www.autoexpress.co.uk

30 April 2014

<http://www.autoexpress.co.uk/best-cars/86801/best-car-manufacturers-2014>

Safety Fast!

Felix Lee

- Chicken or Beef?, Beef or Chicken?
Chicken or Beef?, Beef or Chicken?
See you at the Picnic
Chicken or Beef?, Beef or Chicken?



President's Ponderings...

Hello! Once again, I'd like to start with some thanks and kudos. Specifically to Marcia Crawford and George Steneberg for organizing our Oakland Aviation Museum "Open Cockpit Days" event on July 27th. Bravo!

Next, I'd like to ask members for their feedback on how best to spend some of our budget surplus. At this month's monthly General Meeting, in Foster City, Craig Kuenzinger expressed concern about the size of the club's checking account balance. (i.e., \$13.5K) He pointed out that the Sorry Safari Touring Society, our sister MG club, operates with a much smaller balance.

Craig makes a valid point – over the year,s MGOC membership has trended up, (increasing revenue) and more members have opted to receive their Octagon's electronically (reducing expenses as the club saves on postage and publication costs). As a result, the club has been able to achieve a relatively consistent surplus.

Craig suggested that the club spend some of this surplus by subsidizing an additional "BIG" event each year, on the same order of magnitude as the current annual Brunch, as a "Thank You," to members. Good idea! But, given the small number of attendees at the meeting the Board decided to postpone discussion of this issue to allow others an opportunity to share their thoughts.

So, if you have an opinion on how best to spend the MGOC's surplus, send it to me at polidoroff@comcast.net. Just enter, "MGOC Spending Ideas," in the subject line. Later, we'll then send out a member survey to vote on the ideas suggested.

Next, another reminder that, if you haven't done so already, it is time to renew your MGOC membership. If you have questions about your membership status, contact Steve Kellogg at sfkellogg@verizon.net. Also, Steve has updated the MGOC website to make paying for your renewal on-line using Paypal even easier. Just go to the MGOC home page <http://www.mgocsf.org/Home.aspx>, log in, and click the link on left hand column that says "Renew your annual membership dues with Paypal". Thanks Steve!

Moving on, I'd like to extend a big "MGOC Welcome" to our newest members: Alex Ertis (1971 MGB); Allen Henderson (white 1969 MGB); Destine Hamasaki (1952 MGTD MARK II); Melinda and Joe Mongelluzzo (red 1979 MGB); and Bruce Capaccio (MGB GT). Also, congratulations to Bud and Barbara Sanders, on the purchase of their new, for them, 1969 MGB.

Finally, a reminder that our next General Meeting will be in held in conjunction with the Annual MGOC picnic on August 9th at the Kennedy Grove Regional Park, Hitching Post Picnic Site, El Sobrante. The meeting will start at 10 AM and the picnic will run until 4 PM. For more information click on this link <http://www.mgocsf.org/Events/tabid/67/ModuleID/395/ItemID/301/mctl/EventDetails/Default.aspx>.

Regards,
Tim Polidoroff
MGOC President



Dixon All British Motoring Show and Swap Meet

It's a Twofer!! - In more than One Way

By Tom Doyle

Last year, I reported in the Octagon, about the Dixon, CA All British Motoring Show and Swap Meet, where I displayed my 1978 MGB. This show is a participant choice event, where the entrants vote on each other cars. I was fortunate enough to win my class in the late MGBs last year. I was also lucky enough to win again this year in the same class, but I will have some good company along with me in the form of Andy Preston, representing the early MGBs from 1962-1974. It is a rare occurrence for any participant to win two years in a row. There are only two ways to accomplish this feat, win the Winners Circle class, which is extremely hard, or enter multiple vehicles. Since I no longer own the 1978 MGB, the latter was the case for me.

This year was the 25th Anniversary of the Dixon All British Motoring Show. 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, of British vintage. The structure of this show allows for many more entries, than just MGs and subsequently they had over 300 British cars of various makes and models scattered about the fair grounds. There were over 30 categories of cars competing in separate classes from Coopers to Morgans and everything in between. Plaques were awarded to the first, second and third place finishers in each class. As mentioned, there was also a Winner's Circle class, where the first place class winners from the previous year's competed against one another for Best of Show. I thought this was a great idea, because it assured that one vehicle wouldn't win its' class year-in and year out, and gave another deserving vintage British car a chance for glory.

In March of this year, I received a notice in the mail from the United British Sports Car Club, congratulating me on my 2013 class win. The letter instructed me to make sure I present the letter as my entry into the Winner's Circle for the 2014 show. I wasn't sure what to do because I no longer owned the 1978 MGB as I had sold it the previous year and wasn't sure if I should compete my 1976 in the Winner's Circle or with others in my MGB class. I sent off an email to the show's director, asking this very question, and he instructed me to enter my orange and black 1976 MGB in late MGBs class. The Dixon Car show rules state that Winner's Circle entries must be the

exact same car as entered the previous year. I suppose this prevents an owner from going out and buying a Concord De Elegance caliber car and competing against Winner's Circle cars.

I arrived in Dixon around 8am on a bright sunny Sunday morning on 18 May 2014. Arriving at Mayfair Grounds on the south side of Dixon, I entered through the rear gate and the nice attendant pointed me to my assigned spot. I was first to arrive and parked at the end of the row nearest the general parking area. The Dixon fairground was about the size of a two football fields which was divided by a paved road. Cars were parked by make and model. To the far south were

Jaguars, and then came the MGs; then Triumphs etc. To the north, on the other side of the pavement were more Triumphs and Austin Healeys, Morris Minors, Bentleys, and so on. There was even a class for motorcycles. To the far north of the field, beyond the show cars was a Swap Meet where were vendors selling their second hand British used car parts and memorabilia. Close by, there were food vendors selling



hamburgers, hot dogs, BBQ, etc. There was even a Pin-Ball expo going on at the same time, so if you got tired of looking at British cars, you could try your luck at the 100s of Pin-Ball tables on display for your enjoyment.

In the middle the field was a Public Address system and host table where the emcee would make various announcements through the day. In between announcements, they played British Rock & Roll music to get those in attendance into that "Mercy Mood." Just to the rear of the emcee, was a raffle booth, 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 particular prize. There was also a raffle for just the car entrants where the winning ticket was plucked from a wire drum.

Each entrant was given a voting card and was allowed one vote in each of the 30 or so vehicle classes. Total votes placed for a car determined the how the entrant placed. Each entry was uniquely numbered and mine was "F-14". After

parking my car and doing some sprucing up, I began the chore of voting for a car in each of these 30 or so classes. I took my task very seriously and compared cars, judging them on condition and originality. This process took about 90 minutes to complete as I went class to class talking to owners inquiring about various aspects of their entry. When I finally finished I dropped my ballot in a plastic tub located near the raffle booth.

After lunch, I hung out at my car and continued to chat with other MG owners in my aisle, waiting for the voting to be completed and the winners to be announced. It was at this time that a British gentleman came up to me and began to start up a conversation. He explained to me he had sold MGs in Sacramento in the 1970s and we discussed the demise of the MG company in 1980. What was an interesting coincident is that he could have the very salesman, who sold my car to the original owner. He informed me that from 1975-1980, a new MG could be bought for around \$6,000 with the dealer wholesale being between \$4,000 and \$5,000. It came with a 12 month or 12,000 mile warranty and invariably leaked oil on delivery. He told me you couldn't just buy new one at the show room, you had to put down a significant deposit, and preorder it, however, you could customize it at the time of the order. He said, the demand for MGs during the 1970s was high and they pretty much sold themselves, but it was and still is a niche market at that time. With backordered MGs coming in from England, it seemed odd that the factory would close all of a sudden, but that is just what happened. I thanked him for the chat and off he went into the sea of vintage British cars on the Dixon fairgrounds.

At around 1 pm, they started to announce the raffle drawing winners of which there were quite a few. At around 1:30 pm, the emcee began to announce the winners of each car show category. Having 30 categories and 3 winners per category amounted to handing out a lot of plaques. Each plaque was made of stained wood (Blue, Red and Black to signify the place) with a logo of the event on; a description of the place; and class. The emcee stated that some of the club members made the wooden plaques at his house and it was a labor of love. This year they added the "Silver Jubilee" logo to the plaque, which commemorated their 25th anniversary. The plaques do look very nice and stylish.

Since I was in F class, my class was called, relatively early in the awards ceremony. I heard the 3rd place winner called up, then the second place winner. I got to thinking either they were going to call my name and I would win a second year in a row, or they weren't and I would go home a loser. The day before the car show I ran into Andy Preston at our monthly meeting in San Rafael. I mentioned to him I

was going to the Dixon car show and he told me he was going also, but not to get my hopes up because local vs. style is the rule of the day at these affairs. So for that split second before they announced the first place winner I assumed I would be going home a loser. And much to my surprise my name was called up to receive my first place plaque!

When they announced my name, I immediately sprang out my chair, shook hands with the Sacramento club president, and went on my way back to my chair. I stayed a little while longer to listen to other award winners and see how the other club members did. When they called the 1962-1980 MGBs, lo and behold, Andy Preston, was called up and awarded first place, for the early MGBs. This was a particularly amazing feat, because Andy's car was competing against 20 or more MGBs, and there was some very stiff competition in his class. I, instead only had to beat out 5 other cars, so my chances of placing were pretty good. I was fortunate to snap Andy's picture just after being awarded his plaque. So between Andy and I, we swept the MGB roaders from 1962-1980. A Twofer for our club and a Twofer for me personally! Simply an amazing accomplishment for our club!



After a few more awards were passed out, I decided that I would begin putting things away and head back home to the Bay Area. I tuned in to the Giants games, and departed around 2:30 pm and heading south on 113 to Antioch, then snaked through the Berkeley hills with my plaque sitting on my passenger seat for all to see. On the drive home I realized I would have to come back in 2015 and compete my 1976 Giants themed MGB against all the other winners that day. The difference this time, I will be in the good company of Andy Preston!

BLUNT SPARK PLUG AWARD

PISMO BEACH 2014



HEY ANDY, WHAT ARE YOU LOOKING FOR?

THE BSPA, TO HAND OVER THE NEXT LUCKY MGOC OWNER!



OVER THERE, PERHAPS, THE NEXT BSPA WINNER FOR 2015 ...



HEY GEORGE, UH OH, WHY IS ANDY POINTING AT US?!?

BUT, WE NEVER BREAKDOWN, OR AT LEAST ... NEVER TELL ANYONE!



LATER, THAT AFTERNOON



**EXTRA EXTRA
READ ALL ABOUT IT**

GEORGE STENEGER BREAKS
DOWN ON RETURN FROM
PISMO BEACH
LEE SHELDON TELLS CRAIG
KUENZINGER
CRAIG KUENZINGER TELLS ALL

..... TO BE CONTINUED

Photos by Samantha Lee



MGOC 2014 ANNUAL PICNIC

Celebrate the final days of summer with an old style BBQ picnic and assorted "door" prizes
 Bring your stories and hook up with like-minded friends and share their stories
 Random "door" prizes will be disposed of ... I mean, ... awarded
 Hot coals will be at the ready to grill YFPOMOV (your favorite piece of meat or vegetable)
 Tickets for "door" prizes will be handed out (so come early before we run out of tickets)
 Come early and help with set up or Stay late and help with cleanup
 By the way, did I mention that there will be "door" prizes?

ORGANIZERS:

George Steneberg (j2george@pacbell.net) and Marcia Crawford (marciacrawford7@gmail.com)

WHERE

6531 San Pablo Dam Road
 El Sobrante, CA 94803
 phone: 888-327-2757

DATE

August 9, 2014

TIME

Arrive by 10:00 a.m. to start Business Meeting
 Then BBQ, Natter 'n Noggin'ing

DRIVING DIRECTIONS

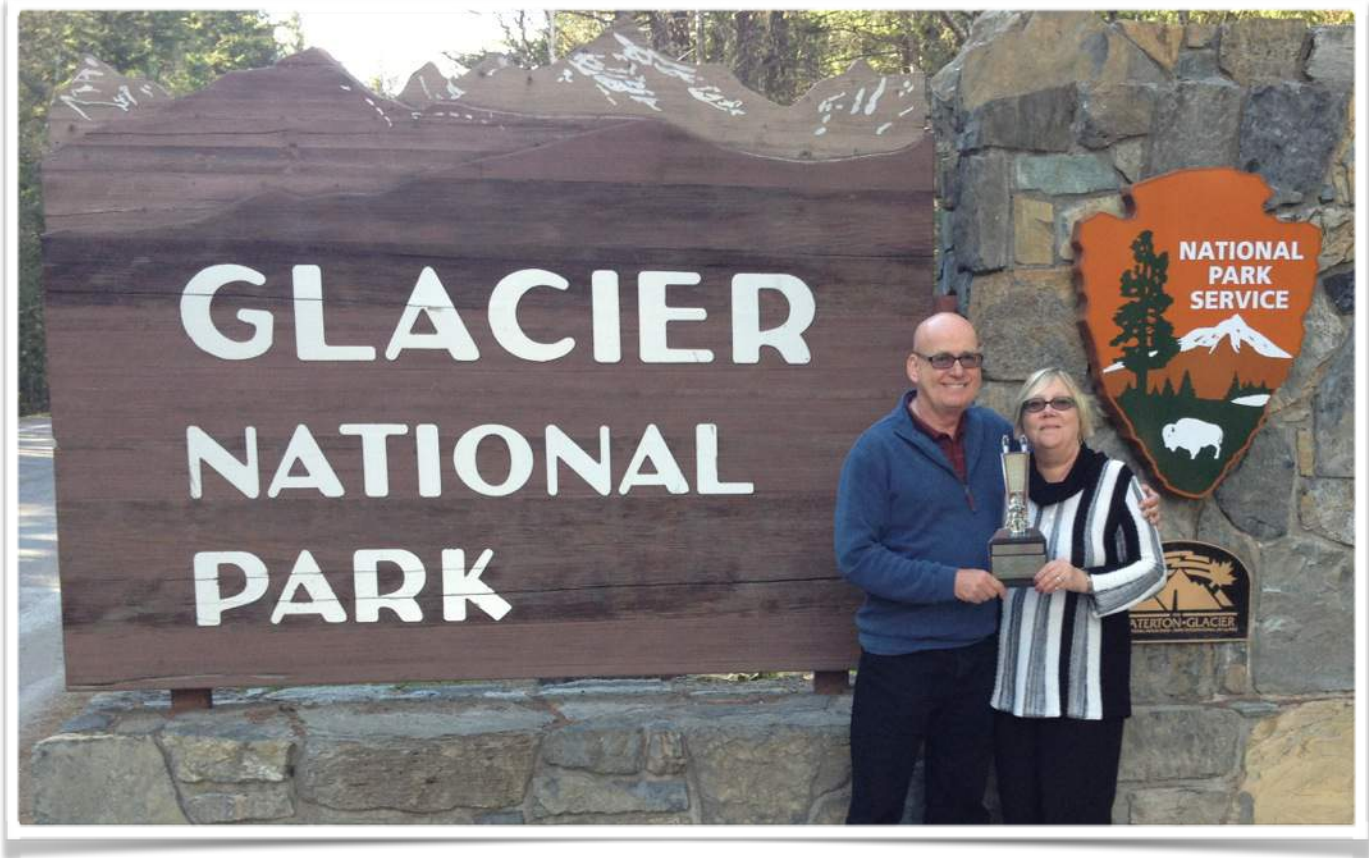
From wherever you are

- [directions](#)

Kim Kuenzinger will be leading a 20 mile woodsy countryside tour to the picnic site
 - meet at Lafayette Bart at 9:00am for 9:15am departure, arriving at 09:45 am



Where in the World is BSPA?



**Andy and Marla Preston and BSPA
at
Glacier National Park, Montana**

Photo by an Anonymous Frenchman
visiting Montana

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Who is Dan Dow?

North meets South at Pismo Beach

By Samantha Lee

On the weekend of May 2nd, my dad and I went to Pismo Beach for the North Meets South car show. We drove up while my classmates were still in school, then went to Wendy's for lunch. Craig came over and we drove together to the hotel. It was a long, beautiful scenic drive. Later, my dad and I went to the hotel where everyone else was hanging out and socializing. We grabbed a drink and then went to Marie Callender's, the restaurant, for dinner with the other MGOC members and talked about recent news. In the parking lot, we ran into Prince William, who just happened to be sitting in a blue MGB GT. We went for a swim in the hotel pool that night!

The next day, we woke up to a machine that made two pancakes with the press of a button. We drove over to Biddle Park for the car show. I took tons of pictures of cars, and then followed Andy Preston around and took pictures of him and the BSPA (Burnt Spark Plug Award - the infamous award for whoever breaks down in the grandest fashion). After voting and lunch, we went on a Road Rallye. There was a sheet of questions about what was on the road. Another sheet was a trivia about the British Invasion. One question asked was Who is Dan Dow? We finished the questions and turned them in, but didn't win because we didn't realize "zero," was the answer to "How many turn signs are *in* the Road?" (not *beside* the road)

We went to Madonna Inn for the British Invasion themed awards banquet. Many of our club members got awards. Including Andy Preston, Craig and Kim Kuenzinger, Mike Jacobsen and Elaine Chan, and Steve and Vicky Kellogg. Mike and Elaine won the award for completing the trivia questions with all the correct answers, without the help of a smart phone. We trust Mike because we know he does not own a cell phone. We tried to find Madonna Inn water goblets to take home in all of our favorite colors (black for my dad, purple for my mother, blue for Stephanie and green for me), but couldn't find a full set. The next day we drove home. There was supposed to be a Rallye to the Bay Area, but it had left already. We ended up having to go, just the two of us, and a bunch of Porsche 356s that were also on the road. Looking forward to doing it all again in 2016!



Photos by Samantha and Felix Lee

FIND 20 DIFFERENCES

BY FELIX LEE



Apologies to anyone trying to do this with a Black and White print copy

- you will fail
- differences can be very subtle
- colors matter

In order to be able to do this properly, you should:

- have a color printed copy
- preferably, enlarge image to at least 200x
- preferably, do this on a computer or smart device



If you either, do not have a computer or smart device, or your best "screen" is a monochrome CRT

- then, I recommend you go to the library

This activity is *officially* endorsed by the MGOC.

Answers can be found on page 14

Safety Fast!

Start Planning for 2014 ...



LATE SUMMER - FALL

MGOC ANNUAL PICNIC, 8/9
 GoF WEST, SAN DIEGO, 8/25-29
 SCOTTISH GAMES, 8/31
 SANTA CRUZ TOUR, 9/6
 BRITISH FALL CLASSIC, MORGAN HILL, 9/13-14
 DANVILLE D'ELEGANCE, 9/21-22
 NIELLO CONCOURS AT SERRANO, 10/5
 SONOMA TOUR, 10/18
 TOUR D'OAKLAND, 10/19
 SAN FRANCISCO TECH SESSION, 11/8
 MGOC HOLIDAY TEA, SAN FRANCISCO, 12/13

ANSWERS TO 20 DIFFERENCES

- 1) LIGHT: GONE
- 2) FLAG: USA
- 3) COOLER: GREEN
- 4) BASEBALL CAP: NY METS
- 5) RED POLO LOGO: GONE
- 6) REFLECTIVE SUNGLASSES: DARK
- 7) WHITE PANTS: GREY
- 8) WATCH: GONE
- 9) HAT BAND: GONE
- 10) MGB BACK: BLACK

- 11) BOLTS: GONE
- 12) CHRISTMAS LIGHTS: 2 GONE
- 13) NAME TAG: GONE
- 14) WHITE T-SHIRT MGOC LOGO: GONE
- 15) 402 ADDRESS SIGN: 102
- 16) NECKLACE: GONE
- 17) GREEN STRIPED SHIRT: WIDER
- 18) STAINLESS WATER BOTTLE: GONE
- 19) WHITE SOCKS: LONGER
- 20) BSPA AWARD WINNER: GONE

Wanted

Submissions of articles / photos /
 anecdotes / repairs
 are always welcome

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

Email Felix Lee at
octagoneditor@mgocsf.org.

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MGOC Fashionista



Marcia Crawford
at the
MGOC Information Table
showing off her
MG Polo Collection

Photo by Mindy Hungerman

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MGOC Business Meeting Minutes

Mimi's Cafe, San Mateo

July 12, 2014

Call to Order: Attending: Jim Carlson, Mark Cox, Steve Kellogg, Craig* & Kim Kuenzinger, Tim* & Molly Polidoroff, George Steneberg* & Marcia Crawford, and David Wright. (* - denotes Board Member)

July Mileage Winner - Jim Carlson, San Jose

Previous Minutes - Approved the May 17 minutes (thank you to Mike Jacobsen)

Reports

Treasurer's Report: Marla Preston

Account	July 2014	May 2014
Checking	10,054.26	10,385.68
Savings	3,461.82	3,461.68
Total	3,516.08	13,847.33

There was a lot of activity since the May treasurer's report. In summary, expenses for MGs by the Bay (MGsBTB) were \$3,014.26; income was \$2,567.00 for a loss of \$447.26. Major expenses were for T-shirts, \$1,299.56 and awards \$1,276.26 for a total of \$2,575.82. We have been having renewals coming in but we took another loss for repayment of previous Octagon printing charges for a total of \$821.72

Registrar's Report: Steve Kellogg

230 Regular Members , 63 Families = 293, 16 Corresponding, 119 Members Still Owe Dues

Steve will send a blast to remind members who still owe dues for 2014-2015. Dues are payable on-line (with PayPal) or by check (by mail).

Secretary's Report: Dan Shockey unable to attend. Tim Polidoroff & Marcia Crawford took the minutes.

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

Regalia: David Wright. No change.

The Octagon: Felix Lee. Unable to attend.

Website: Steve Kellogg, announced that members can now use just one button to renew their membership via PayPal on the MGOC website.

Past Events

- General Meeting/Tech Session, Saturday, 5/17 - San Rafael, Clint Wright - Good tech session. Major moment of excitement... Felix's car caught on fire while in the garage... Clint later repaired it.
- Packet Stuffing, Saturday, 5/31, George Steneberg – Approx. 15 members attended - went smoothly.
- MGs by the Bay, Sunday, 6/1, Craig Kuenzinger – Great event, well organized, lots of people volunteered, good turnout.
- MGOC General Meeting – Saturday, 6/7, Tim Polidoroff - meeting & tour to Canepa's canceled. The tour will be rescheduled.
- 49 Mile Dr., San Francisco, 6/22, Mark Mcgothigan - Approximately 6 cars/drivers participated and enjoyed.

Upcoming Events

- Hillsborough Concours, 7/20. – This year the featured car is Maserati. The show will be held at the Crystal Springs Golf Course, 6650 Golf Course Drive, Burlingame, CA 94010. (Craig Kuenzinger won 1st place in 2013 in class I2 - Imported Sports Cars 1963 – 1986.)
- Hayward British Car Show & Field Meet, Sat. 7/26 Sponsored by the Mini Owners of America San Francisco Chapter (MOASF) will be held on the Cal State East Bay Campus.
- Oakland Aviation Museum, Sunday, 7/27, George Steneberg & Marcia Crawford
- MGOC Annual Picnic, Saturday, 8/9, Kennedy Grove Regional Park, El Sobrante. George Steneberg & Marcia Crawford
- GOF West, Aug. 25 - 29, San Diego, SSTs members plan to drive down as a group... Jim Carlson mentioned he would be going.
- Jim Carlson offered to host a future MGOC meeting at his Pajaro Dunes beach home. The club will work with Jim to identify a date this Fall or Spring that works for all.

Old Business

- MGsBTB - General Discussion and Feed Back. Everyone thought that the “higher quality” T-shirts were nice. So too the event time change (early, 1 PM, start for raffle and award presentation vs. 2 PM traditionally). Areas for improvement: 1) Raffle prizes - winners must be present at time of drawing. If no one comes forward, another ticket will be drawn. All prizes

(raffle items) will be awarded. The Drawing will take place just prior to awards being handed out. David wright has volunteered to be "the town crier" with a large bell, letting all attendees know that the raffle and the awards presentation are about to begin. Craig Kuenzinger will explore the cost of a remote wireless speaker... again to better get the word out that the raffle/award presentation is beginning; and, 2) The president of the club will be the one to present the awards and be in the award photo.

Business Resolved Online Since the Last Meeting

- The board's previous action here stands (i.e., as relayed by Mike Jacobsen, from the MGOC's 9/7/2009 meeting minutes... "Motion made to add a lifetime membership category, not seconded, motion failed.").

New Business:

- Annual Picnic - Kim Kuenzinger has volunteered to lead a tour from the walnut creek area to the park. also, the club will pay the entrance fee to the park for all participating members. The August Octagon will contain all info re: picnic. Also, Tim will send a blast to remind all members.
- It was moved and past that Craig Kuenzinger would spend up to \$50.00 for a thank you gift to the marketing co. for the Danville Livery Group that helped with our MGsBTB logistics, etc..
- It was moved and past that the club would send \$200.00 to support and sponsor the British Fall Classic in Morgan Hill this September.
- Craig Kuenzinger expressed concern about the size of the club's checking account balance (Craig pointed out he the SSTS operates with a much smaller balance) and suggested that the club spend some of this money by subsidizing an additional "BIG" event each year (i.e., on the same order of magnitude as the current annual Brunch) as a thank you to members. Given the small number of attendees at the meeting the Board decided to postpone further discussion of this item to allow time for others to consider and provide feedback and suggestions on this issue.

Next Meeting August 9th, 10:00am At Picnic.

Meeting Adjourned At 10:58 am

Submitted By Marcia Crawford & Tim Polidoroff



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Classified Ads

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

Cars for Sale:

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



1964-65 MGB Roadster is a 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 at WESNEL@ATT.NET [Posted 06/13]



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

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



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



1971 MGB 1971 MGGT New Paint (RED) and all body work done by a pro. Runs very well with an overdrive Transmission. Overall condition is very good. I am looking for \$6,000.00. Contact member Robert Manina at 408-772-4354 or ssbedlam@sbcglobal.net [Posted 04/14]



1974 MGB Tourer Rust-Free California car ready for the road. Very straight, glacier white, chrome bumpers, custom dark gray carpets, original excellent black upholstery, dashboard top replacement, all instruments operational, Craig radio/cassette, aluminum "minilite" wheels, tires new (2011, 500 miles), new black vinyl top (Moss, professionally installed, tonneau (1 new, 1 original), car jack and equipment in original bags, mileage: 102,000, new calipers / pads / bushings / bearings / steering boots / alignment / fuel gauge sender / instrument voltage stabilizer / rear wheel bearings / belts / hoses / etc. No clear history on engine work. Compression average 136 lbs/cylinder. Runs great. Asking \$12,450. Contact member Jack Ford at jackrada@att.net. [Posted 02/14]



1976 MGB Roadster Orange with black interior (Giants colors). Vehicle has 22,000 original miles. 1800cc engine with Stromberg carburetor and 4-speed manual with electronic overdrive. Soft-top with tonneaus. AM/FM/CD stereo with removable face, remote control and MP3 interface. 15" PanaSport Aluminum Alloy hubs w/new tires. No rust and is fully restored to like new condition in and out. It is currently registered in California. Asking \$14,500. Contact Member Tom Doyle at 520-220-6228 or at wtdoyle@cox.net. [Posted 02/14]



Wanted:

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

Parts for Sale:

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

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

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

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

For All Items Below: Please contact member: Dave Loader at loader.dave@gmail.com [Posted 09/13]

- **MGB late overdrive transmission with gear lever and switch.** This unit has been rebuilt by Quantum Mechanics and never used. \$500 obo

- **MGB Parts.** 5BRG crank, 4 pistons/rods, engine/trans plate, trans mount/stay rod, sump, engine block +.040 rebore, new pistons +.040, inlet manifold, pulley. Make offer.

- **MGA Parts.** 1600 camshaft, flywheel, generator, inlet manifold, front engine plate. Make offer.

For All Items Below: Please contact: Member Bob Luebbert at r.luebbert@sbcglobal.net [Posted 07/13]

- **MG TD Head Light Tie Bracket attaches to radiator**, Moss Part # 451-100, used -- great shape! Price \$20 OBO

- **Two Headlight Stone Guard for MG T-Series, come with attachments**, Moss part #222-150 \$30 obo

- **Gas Cap for 1975 MG/Sprite**, - never used- \$15 obo (thought it would fit on my 69 MGB - but will not)

- **MG TD chromed radiator shell, false nose, slates and medallion**- total for sale at \$1000 USD obo



For All Items Below: Please contact member: Ken Gittings at a_67_bgt@yahoo.com or 510-791-8445 [Posted 08/14]

- **Tourist Trophy 14" Black Leather Rim Wheel W/3 Matte, Drilled Spokes.** \$180.00. Moss Part# 489-030, Must use Tourist Trophy/Moto-Lita adapter hub sold by Moss.

- **One pair front springs for rubber bumper MGB**, used less than 10 miles, way to low for my GT. \$40.00

- **One intake manifold w/ceramic coating for 1 3/4" SU**, Just the manifold!

- **7/8" front sway bar, also 3/4" rear sway bar for MGBs**

- **Steel dash for early MGB (63-67)**, dash has been repaired and has wrinkle powder coat finish. \$190

- **Used "Bad Boy" air horn**, yes it works. \$15

- **Dual Weber intake manifold for cross flow head.** Intake manifold only!

- **Trailer hitch for an MGB.**

- **Four 14x6 chrome Rostyle wheels.**

Announcements:

Enclosed Trailer for Rent: Enclosed car trailer for rent (16' x 8'). Trailer has integrated braking system and lights with the tow vehicle, and a 12 volt 2,000 lb. Electric Winch. Electrical outlets in and outside the trailer and air conditioning. Rental rates are very reasonable with a discount for rentals of three or more days. Contact: Andy Grossman (415-518-5210) or Eric Baker (510-517-2165) for more information. [Posted 06/13]



New and Used Parts Swap Meet / Bone Yard Sale: 2nd Saturday of the month starting January 11, 2013

- at Union Jack 13555 Depot Street, San Martin, CA 95046

- call Marcello or John @ 408-686-1101 with any questions

Club Meeting

Natter & Noggin

August 9, 2014

10:00 am - 4:00 pm

Kennedy Grove Regional Park

Hitching Post Picnic Site, El Sobrante

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

This meeting will be held at our annual MGOC Picnic and hosted by Steve Kellogg

Meeting starts at 10:00 am, No-host BBQ starts at 11:00 am As always, the member who drives their MG the furthest (to the meeting) gets a "door" prize, so be sure to record your mileage.

Kim Kuenzinger will be leading a 20 mile woodsy countryside tour to the picnic site

- meet at Lafayette Bart at 9:00 am for 9:15 am departure, arriving at 09:45 am



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