

THE OCTAGON

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



CHAM - PION GI - ANTS!

November 2014

About *The Octagon* and MGOC...

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

MGOC OFFICERS FOR 2014

President: Tim Polidoroff, 650-342-6443, polidoroff@comcast.net
Vice President: Steve Kellogg, 408-335-5899, webmaster@mgocsf.org
Treasurer: Marla Preston, marlapreston@hotmail.com
Secretary: Dan Shockey, magnut_dan@hotmail.com

BOARD OF DIRECTORS

Member-at-Large: Craig Kuenzinger, 925-934-3130, mrcraigk@aol.com
Member-at-Large: John Hunt, huntsails@comcast.net
Member-at-Large / Immediate Past President: George Steneberg, 510-525-9125, j2george@pacbell.net

APPOINTEES

Commercial Advertising: Mike Jacobsen, 415-333-9699, MikesMuseum@yahoo.com
Corresponding Secretary: George Steneberg, j2george@pacbell.net
Historian: George Steneberg, 510-525-9125, j2george@pacbell.net
Membership Development: Bob Stine, 650-349-5128, rbrtstine@gmail.com
Registrar: Steve Kellogg, 408-335-5899, webmaster@mgocsf.org
T Register Director: Jim Carlson, 408-224-3992, mgjim@comcast.net
The Octagon Editor: Felix Lee, 650-947-9282, octagoneditor@mgocsf.org
Webmaster: Steve Kellogg, 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 Midgets-Magnas-Magnettes: George Steneberg, 510-525-9125
PA/PB Midget 1934-36: Eric Baker, 510-531-7032, mgpb36@yahoo.com
S.U. Carburetors: Marty Ray, 831-475-6204, martyray@cruzio.com

COVER PHOTO:

Tom Doyle's San Francisco Giants themed 1976 MGB Roadster at MGs by the Bay 2014, Felix Lee

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

November 2 – Blackhawk Cars and Coffee, Danville

November 8 – **San Francisco Tech Session**, San Francisco, Mike Jacobsen

December 13 – **MGOC Holiday Tea**, San Francisco, Mike Jacobsen and Elaine Chan

January 10 2015 – **MGOC Planning Meeting**, Los Altos Hills, Steve Kellogg, Felix Lee

June 14-19, 2015 – **GoF West 2015**, Rohnert Park, Andy Preston, Mike Jacobsen

June or July or August 2017 – **NAMGAR GT-42**, Monterey, Randy Grossman, Mike Jacobsen, Andy Preston

From the Editor...

... *British Racing Orange* is, officially, the new *British Racing Green* ...

When you think of competitive racing car colors, you have Italian Red, French Blue, German White or Silver, Japanese White with red sun, United States White with Blue Stripe or Blue with White Stripe, and British Racing Green. But what about "British Racing Orange?"

Typically, orange is never a good color when you are talking about classic British cars. Or any old car, for that matter. When you hear orange, the first thing that comes to mind is "unintended" orange, also known as, rust. Although, we don't see many late model orange cars (black, white and silver are the most common colors), for whatever reason, orange was quite fashionable in the '70s. Thinking back, our home carpet was orange, our couch was orange, our swivel chairs were orange, and the tenants renting our basement, back in the '70s, owned an orange Plymouth Barracuda. But with the Halloween season upon us and the San Francisco Giants in the World Series, at the same time, "British Racing Orange" is, officially, the new British Racing Green.

Three World Series Titles in 5 years. Let's just put that into perspective for a moment. The fabled New York Yankee shortstop, Derek Jeter (#2), of the '90s-'00's Dynasty, just retired from a twenty year career, with the very same team he was a rookie on, with 5 World Championship rings. But somehow, "His Airness," "Air" Michael Jordan (#23) of the Chicago Bulls '90s Dynasty, also a twenty year veteran, is always quick to remind Derek, that he has 6 NBA Championship rings, despite a mid-career retirement, including 2 phenomenal Three-Peat runs, '91-'93 and '95-'98.

So, once again, we are witnessing history. This San Francisco Giants team, a bunch of twenty-somethings, have quietly and definitively built a National League Dynasty, with three World Series Titles in 5 years, starting with Buster Posey's (#28) National League Rookie-of-the-Year, 2010 year. An achievement that has not occurred since the 1942-'44-'46 St. Louis Cardinals.

But, rather than hearing it from a New York native, whose childhood baseball team are the New York Mets and favorite color is British Racing Black, please turn to page 9 and take in the *Showing Giants Pride* account of MGOC member William "Tom" Doyle, a 61 year old Anglophile, MG aficionado, and lifelong San Francisco Giants fan, and his very special, "British Racing Orange" 1976 MGB roadster.

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



Safety Fast!

Felix Lee

- We OWN the World Series
(at least on the even years)

Photo by Samantha Lee



President's Ponderings...

Hello! Once again, I'd like to start with some thanks and kudos. Specifically to Marla and Andy Preston, for leading our Sonoma Tour and organizing this month's General Meeting on Saturday, October 18th. Likewise, thanks to Mark McGothigan, for hosting our "Oakland Art Tour," Sunday, October 19th. And, as this is my last "Pondering," as your MGOC President, I'd like to also say **Thank You**, to all of you, for making my time in office such a wonderful and enjoyable experience.

Looking back, the MGOC has made a number of changes to further support our mission of promoting the acquisition, restoration, preservation, exhibition and use of MG automobiles. For example: holding General Meetings on Saturday morning at various Bay Area locations; enhancing the content of our newsletter, *The Octagon*, and publishing it on a predictable schedule; improving our website and allowing on line payments; and, notifying members, on a timely basis (via e-mail), of events of interest and MG cars and parts for sale.

However, I know even more can be done. Why not help make that happen? If you have an idea for increasing the value of your MGOC membership, please share it with the Board. And, if you are truly interested in getting the most out of your club membership consider running for club office or volunteering for an "At-Large" Board seat. I'm sure our nominating committee (Andy Preston, Steve Kellogg, and Mike Jacobsen) would love to hear from you.

Finally, our next General Meeting will be held at Mike Jacobsen's house at 320 Monterey Blvd. in San Francisco on Saturday, November 8th. This meeting will start at 9 AM (vs. our usual 10 AM start), as Mike will be hosting a Tech Session at his home immediately after the meeting. A light continental breakfast will be provided ... I hope you can make it.

Again, it has been a pleasure serving you!

Tim and Molly Polidoroff
MGOC President and First Lady



Photo by Felix Lee

Meet our Newest Member

1960 1600

By Keith Evans

As a new member of the NorCal MGOC (as opposed to the big UK club of the same name), I am pleased to offer a few words by way of introduction.

I was born in Northallerton, Yorkshire – James Herriot country – more years ago than I care to admit. After a succession of unreliable old bangers, I took a job which provided me with a company car, affording me the luxury of my first “toy” car, a 1979 MGB GT.

Shortly thereafter, I met a young lady from Berkeley on a British Airways flight from SFO to London, and to cut a very pleasant story short, I emigrated from the UK to the Bay Area in 1988.

My first job in the US was with Amdahl, in Sunnyvale (remember them?), as a Software Engineer; my first house in the US, was in Fremont; my first MG in the US was a 1967 MG Midget. I recall how hard it was to get that car through a smog check – failing, tweaking, failing, tweaking, and eventually, hopefully, passing (thank goodness we now have the smog exemption for pre-1976 cars).

A 1963 MGB Roadster soon followed the Midget. I decided to get this car completely restored, but suffice it to say, that restoration, is still ongoing (thereby hangs another tale). I sold the Midget and the B, and have since owned a number of other classic cars, British, German, and American, but no more MG’s.

Recently however, the hankering for an old British sports car resurfaced, something to potter around in and tinker with in my dotage. I have always admired the lines of the MGA, and so, the hunt began. I finally located a gem down in Temecula, which now sits in the garage. It’s a 1960 1600 Roadster, Chariot Red, Black/Red interior, Grey top, and chrome wires. The car has been completely restored to original specification (nothing was replaced which could be rehabilitated). The rebuilt engine only has about 100 miles on it, and I eagerly await the time when I can take it over 3000 rpm! My wife Sharon and I live in Santa Rosa, and we look forward to some MGOC tours around the wine country, and meeting other MGOC members.



Photo by Keith Evans

MG Tour d'Oakland 2014

British Steel visits American Steel

By Mark McGothigan

The MG Tour d'Oakland 2014 brings old world automotive craftsmanship to the DIY spaces in Oakland. Oakland has an incredible variety of creative projects at the core of its society. This industrial city has vast urban areas to explore for signs of a resurgence spearheaded by these hands on incubators. Just like our restored classics, this is a tour of the new Oakland, emerging from the gritty past.

For lack of a better idea, I started the tour in my driveway. It was that or the Eastmont Mall, a mile down the hill, and original home of the "Sideshow." Before I finished coffee, while conning the map, a green '67 GT rolls up the driveway. We had a drivers meeting. We checked the car's road kits because urban driving can be unpredictable, with rail tracks, and road debris. So you need to be prepared for flats, especially driving through work yards. Watches synchronized, we then compared cars and I marveled at all the shiny mods under the '67 hood. Being a tour guide is new to me. So I organized it like a Zone Trip, where you expect the unexpected, and we went over a few deviations of the



caravan passed the lot parties and under the pedestrian overpass towards the stadium, and a flyby of the Vulcan studios.

Then the adventure began with the Oakland Riviera leg. After some typical Oakland whipping around unfamiliar streets, we found the Riviera and made an unscheduled stop, new to me, at an industrial building with an old crane outside, that was a camouflaged warehouse of old cars and classic car parts. We met the owner briefly, and slowly followed the Oakland waterfront along the embarcadero towards Jack

London square. We toured Chinatown and buzzed the Oakland Grill. We did a flyby of the Crucible studios, saving that for next time, and cruised up Mandela parkway, just after the 25th anniversary of the earthquake that collapsed the Cypress freeway structure.

For the final leg of the tour, British steel visits American Steel Studios. Amsteel is the largest art/industrial studio of its kind with more than 250,000 square feet of space. I brought my MG to American Steel Studios for its first night



itinerary.

So the fog cleared into bright sun and we went merrily rolling down the Oakland hills on Hegenberger towards the Coliseum and the first leg on the tour, NIMBY, where we were joined by a '70 maroon split bumper GT. NIMBY is a DIY industrial arts space known for its Art Car Mutant vehicle construction facilities.

We met our NIMBY host, Snook who is also a car builder and keeps a large mutant vehicle fleet rolling out of his shop doors. We looked around the indoor shop spaces. One of the more notable rides was the Maria Del Camino, a '60 El Camino on a slo-mo bulldozer chassis- that can be driven by an iPhone app. Outside, was a large work yard home to a lounge, fire barrel, multitude of containers, vehicles, vessels, and various and sundry materials.

Then, following truck routes, we headed onto San Leandro Ave and past the Coliseum, just before game time. The MG



out on the town, after taking it out of mothballs in 2007.

We drove the MGs right inside the main studio area, driving through a block long corridor of activity, and parked our MGs in a neat little row outside in the sun. First a visit to the large metal sculpture garden. We inspected the six giant industrial bays with 10 ton cranes, a helicopter, Tesla coils, and containers as far as the eye could see. It was a quiet time of year where many of the vehicles used at the desert hibernate. Adjacent to the work zone is a large event space gallery that could accommodate the MG club banquet and all the member's cars. Then we unloaded the picnic gear and had our little picnic in the shady garden under a panoramic mural.

After tea in our industrial oasis, we went our separate ways. As always, I headed out charged up from all the activity at these places, and pondering my next project...

BLUNT SPARK PLUG AWARD



MGOC BUSINESS MEETING



WORKING WITH YOU GUYS AND RUNNING MGOC HAS PROVIDED ME A WEALTH OF EXPERIENCE ...



AND MOLLY AND I PLAN ON USING EVERYTHING WE HAVE LEARNED FROM YOU, IN OUR NEXT JOB ...
RAISING CHIMPANZEES !

DURING THE BREAK



SO, YOUR SAYING THE BSPA CANNOT GO TO A CHIMP OWNER?

?!?



I WAS REALLY HOPING TO PASS ON THE BSPA TO THE PRESIDENT!

WE'D BETTER CHECK WITH SENSEI GEORGE



YEP, HE'S RIGHT, DON'T MESS WITH A CHIMP OWNER, REMEMBER PLANET OF THE APES?

TOLD YOU!

BACK IN SESSION



SO WE NEED TO NOMINATE A NEW PRESIDENT FROM THE MEMBERSHIP...



ANY TAKERS?

WHAT'S THAT RUSTLING NOISE?



ENZO DEMAYO FOR PRESIDENT!

..... TO BE CONTINUED

Photos by Samantha Lee

Showing SF Giants Pride

1976 MGB Roadster

By Tom Doyle (as featured in the SF Chronicle 10/12/14 and SF Gate 10/15/14)

The story begins in the summer of 2009. I was driving down the west shore of Lake Tahoe when I eyed a 1978 MGB roadster with a “for sale” sign on it. After a call to the owner, followed by a test drive, I just couldn’t resist buying it. I spent a year or so restoring it, and then I would drive it around the lake on weekends. Unfortunately, MBG Stromberg Carburetors are quite fussy little devils, especially at high altitudes like Lake Tahoe. Eventually I brought it down to the Bay Area where it performed much better at sea level.

In 2012, I noticed one of the members from the MG Owners Club of Northern California had advertised a 1976 MGB for sale in their monthly newsletter. The previous owner had posted, “had no time to properly care for the car and I needed room in my garage for the Jaguar.” It had a few dents and dings, a faded orange paint job and it just barely drove. But it had a good foundation for restoration, so we agreed on a price with the stipulation that I would not part it out. I had planned on giving the ‘78 to my son as a wedding present, but he politely declined due to his 6’5” frame and his inability to drive a stick shift. That decision upset his future bride as she really took a liking to the roaster. In June of 2013, I wound up selling it to a gentleman in Florida and reinvesting the proceeds from the sale of the 1978 MGB into the restoration of the ‘76.

When I bought the 1976 MGB the odometer showed less than 22,000 miles, which I was very suspicious of. I had the car towed to my mechanic, Tyrone at Collins Classics in Burlingame, and he assured me that the piston compression of 130 psi per cylinder was consistent with a car of this mileage. With the help of Collins Classics, the mechanics were sorted out and restored to working order. After that, I

shipped the car off to the paint shop for a re-spray. Since the original exterior color was “Tropical Orange”, and the San Francisco Giants had just won a world championship in 2012, I decided to keep the original color scheme to honor our hometown champions. The black interior was next, receiving all new carpets, dashboard, racing steering wheel, and door cards. I added 15” Panasport hubcaps and new tires to improve the looks and to smooth out the ride. For the finishing touch I installed a four-speaker stereo system to make the car sound as good as it looks.

In January of this year I reconnected with the previous owner and sent him a few photos of my finished work. The response I got from him was, “SIMPLY AWESOME!” Recently I added black decal racing strips along the sideboards, and I can now declare the restoration to be complete. My orange and black British 1976 MGB roadster has been given a new lease on life. It’s

been a fantastic way to enjoy all the scenic back roads that the San Francisco Bay Area has to offer. I drive it to club meetings, road tours and local car shows whenever I can. In May of this year, I was lucky enough to win first place at the Dixon All British Car Show and the Danville MG By-the-Bay in the late MGB (rubber bumper) class.

Of course I get plenty of “high fives” from my fellow Giants fans when driving around town. Someday I would love to drive around the infield at AT&T Park with “Lou Seal,” the Giants mascot in tow. Driving it in the next San Francisco Giants World Championship Parade down Market Street would be even better!



<http://www.sfgate.com/cars/myride/article/Showing-Giants-pride-with-MGB-Roadster-5825706.php>

Photos by Samantha Lee and Tom Doyle

Where in the World is BSPA?



**Andy and Marla Preston
and BSPA
at Lake Coeur D'Alene
in Idaho**

Photo by an Anonymous Frenchman
who happened to be visiting Lake
Coeur D'Alene



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MGC Annual Awards Banquet

January 24, 2015

Saturday

11:00 am–3:00 pm

\$ 20 / person

RSVP by January 15th 2015:

Marcia at 510-526-8951

or George at j2george@pacbell.net

Hs Lordships Restaurant
199 Seawall Drive, Berkeley, CA
94710



MGB Door Tech Session

Almost exactly three years ago, on November 12, 2011, I held a tech session in my garage. The object was to replace the steering rack boots on my MGA. The new boots were the wrong size, so the work wasn't completed that day. Since the car was already partially disassembled, I decided to do some other work after the tech session. Long story short, the car wasn't back on the road until October 2013, nearly two years later, but with many more changes besides the rack boots.

It's time to tempt fate again. On Saturday, November 8, I'm going to install the latches, windows, vent wings, and interior panels on my MGB/GT's doors. As before, come watch, or even help, and we'll turn this into a Tech Session.

What: Build up an MGB door.

Why: Because the all the pieces are in boxes instead of on the car.

How: Slowly & carefully.

When and Where: 9am Meeting, 10am Tech Session, on Saturday, November 8 in the garage at 320 Monterey Blvd, San Francisco. The cross street is Congo.

No RSVP necessary, but call Mike at 415-333-9699 if you need more information.

Note: Parking can be scarce in this neighborhood. You may need to drive up the hill on Congo, park on a side street, and walk back to the apartment building garage.



2014 SONOMA TOUR

BY MARLA PRESTON



Despite an earlier forecast of rain, the day was clear, as we met in Petaluma for our adventure to Yountville, ending up in Sonoma, for lunch. We had 3 new members join us, Fred Davison and the two Jerry's from Benicia. In addition, the ever popular George & Marcia, Eric and Victoria, Gary and Janet, John Hunt, David Wright, Ken Gittings, Felix & Samantha, and the man of the day with his article in *The Chronicle*, Tom Doyle were there. Joining us for "lunch only," were our President, Tim Polidoroff, and Betz Miller. My personal favorite MGOC member, Enzo, was there with his parents, Rowena and Ed DeMayo.

It was a lovely drive to Sonoma, through Glen Ellen and over Trinity, one of our favorite routes into the Napa Valley. The views are spectacular and we were happy that all made it over the grade, with no problems! The view off the Oakdale grade into Napa is one not to be missed.

We arrived in Yountville, and despite a full parking lot, were able to find an area for all of our cars. After a charming break in Yountville, we travelled backroads to our lunch destination, the Palms Grill, in Sonoma.

We were able to conduct most of our monthly meeting prior to lunch being served, and were most saddened by the announcement that our President Tim, was moving to Florida, to accompany Molly, on her new job there. Best wishes to both and please, return to the Bay Area soon!!



Photos by Marla Preston and Samantha Lee

Start Planning for the rest of 2014 ...



FALL - WINTER

SAN FRANCISCO TECH SESSION, 11/8
 MGOC HOLIDAY TEA, SAN FRANCISCO, 12/13
 MGOC PLANNING MEETING, 1/10/15



Wanted

Submissions of articles / photos /
anecdotes / repairs

are always welcome

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

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Email Steve Kellogg at
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MGOC Fashionista



Betz Miller
at the
October MGOC Business
Meeting at Palm Grill
showing off her
MG TC

Photo by John Hunt

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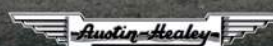


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SUNBEAM



MGOC Business Meeting Minutes

Palm's Grill, 18999 Sonoma Hwy, Sonoma

October 18, 2014

Call to Order: The meeting was called to order at approximately 1:10pm. Present: Tim Polidoroff, President, Andy and Marla Preston, George Steneberg & Marcia Crawford, Gary & Janet Germano, Ed & Rowena & Enzo De Mayo, John Hunt, David Wright, Ken Gittings, Jerry Bowles, Tom Doyle, Eric & Victoria Baker, Fred Davison (new member joined 2 months ago), Felix & Samantha Lee, and Betz Miller.

October MG mileage Winner: Felix Lee, of Los Altos Hills, won this month's lunch for driving his MG the furthest to Sonoma.

Minutes of Previous Meeting, September 20, 2014:- Approved.

REPORTS

Treasurer's Report Marla Preston

Account	October 14, 2014	September 14, 2014
Checking	\$10,463.46	\$10,247.19
Savings	\$3,462.08	\$3,461.99
Total	\$13,925.54	\$13,709.18

Since the last Treasurer's Report we have paid the October Octagon printing charges and have received member renewals.

Registrar's Report: Steve Kellogg unable to attend but sent the following report.

162 # of Regular members
 49 # of Regular family members
 211 Total # of regular and family members
 8 # of corresponding members

According to Steve quite a few fell off from not renewing this year.

Secretary's Report: Dan Shockey (N/A, could not attend meeting).

Corresponding Secretary's Report: George Steneberg had nothing to report.

Regalia: David Wright stated that the Club still has some very nice Grill Badges (with cut away design) and he will bring them to the next meeting. It was decided that the Badges could be given away. The subject of Dash Plaques was mentioned and decided that they could be brought to the next couple of meetings to be given away.

The Octagon: Felix Lee - Asked members to get articles, pictures, etc. to him by the 15th of the month if at all possible. A counting function was enabled this past month which allows us to see the number of times an edition of the Octagon was downloaded. Some interesting trends were noted and discussed.

Website: Steve Kellogg (N/A could not attend) Steve simplified the membership renewal process on the site. A question was brought up regarding the By Laws being on the website. They are listed under the "Members Only" tab; however, this tab is only visible after you login to the site.

PAST EVENTS

- 1) Danville Concours d'Elegance, 9/21: The Kuenzingers and the Shaheens took prizes.
- 2) Niello Concours at Serrano, 10/10. No report of who attended.
- 3) MGOC Sonoma Tour 10/18 Led by Andy and Marla Preston. 10 Cars, drivers and navigators -Great Tour.

UPCOMING EVENTS

- 1) Tour D'Oakland 10/19
- 2) San Francisco General Meeting/Tech Session - Sponsored by Mike Jacobsen. Saturday, November 8, 2014. Meeting at 9am followed by Tech Session @ 10pm - Building up a MG door. Garage of 320 Monterey Blvd., San Francisco, (across from Congo). No RSVP necessary - complementary coffee & donuts. Mike's # 415/333-9699.
- 3) MGOC Holiday Tea and Toy Drive.. San Francisco, 12/13 (Sponsored by Mike Jacobsen and Elaine Chan)

OLD BUSINESS

- 1) Nominating Committee: Mike Jacobsen and Steve Kellogg have agreed to participate and Andy Preston agreed to be the third member.
- 2) Marcia received a check from Treasurer Marla Preston for \$50.00 made out to the Oakland Aviation Museum and will send a thank you note along with the check to Ian Wright, Manager of the OAM for our tour in July, 2014

NEW BUSINESS

- 1) Member Betz Miller asked for info regarding the new membership badges. Tim will forward info re: the Website and how to order a badge.

BUSINESS RESOLVED ONLINE SINCE LAST MEETING: None

ANNOUNCEMENTS

- 1) Member Tom Doyle made the SF Chronicle "My Ride" Friday, Oct. 17th edition with 2 pictures of his orange MGB and a history of his car.

NEXT MEETING - Saturday, November 8, 2014 at Mike Jacobsen's (320 Monterey Blvd., San Francisco, CA) at 9am. See Upcoming Events for more info.

Meeting adjourned at 2:45pm

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]



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



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

Contact Robert chevaili@gmail.com (415) 441-7699 [Posted 09/14]



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



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

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

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

1974 MGB Tourer Rust-Free California car ready for the road. Very straight, glacier white, chrome bumpers, custom dark gray carpets, original excellent black upholstery, dashboard top replacement, all instruments operational, Craig radio/cassette, aluminum "minilite" wheels, tires new (2011, 500 miles), new black vinyl top (Moss, professionally installed, tonneau (1 new, 1 original), car jack and equipment in original bags, mileage: 102,000, new calipers / pads / bushings / bearings / steering boots / alignment / fuel gauge sender / instrument voltage stabilizer / rear wheel bearings / belts / hoses / etc. No clear history on engine work. Compression average 136 lbs/cylinder. Runs great. Asking \$12,450. Contact member Jack Ford at jackrada@att.net. [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 10/14]

- **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.**

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

November 8, 2014

9am Meeting, 10am Tech Session

320 Monterey Blvd, San Francisco (cross street is Congo)



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.



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