

MGOC Octagon
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San Francisco, CA 94131

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THE OCTAGON

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



March 2015

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 2015

President: Steve Kellogg, 408-335-4125, president@mgocsf.org

Vice President: Andy Preston, andypreston@sbcglobal.net

Treasurer: Marla Preston, marlapreston@hotmail.com

Secretary: Jing Chai, jing_chai@yahoo.com

BOARD OF DIRECTORS

Member-at-Large: Craig Kuenzinger, 925-899-1218, 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, 510-525-9125, j2george@pacbell.net

Historian: George Steneberg, 510-525-9125, j2george@pacbell.net

Membership Development: Bob Stine, 650-349-5128, rbrstine@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 1962-1974 Marty Ray, 831-475-6204, martyray@cruzio.com

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

MGB V8 Conversion: Tony Bates, 408-666-6174, Tony@BatesFamily.net

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

MG Midget: Craig Kuenzinger, 925-934-3130, mrcraigk@aol.com

MGA/Coupe/Twin Cam 1955-62: George Steneberg, 510-525-9125

Z-Magnette Saloon: Eric Baker, 510-531-7032, mgpb36@yahoo.com

T-types: George Steneberg, 510-525-9125, j2george@pacbell.net

Pre-war Midgets-Magnas-Magnettes: George Steneberg, 510-525-9125, j2george@pacbell.net

PA/PB Midget 1934-36: Eric Baker, 510-531-7032, mgpb36@yahoo.com

S.U. Carburetors: Marty Ray, 831-475-6204, martyray@cruzio.com

COVER PHOTO:

David Gallagher's Dad's 1934 MG J2, David Gallagher

Club Meeting

After Mt. Tam Tour

March 14, 2015

9:30 am: gather

10:00 am: departure

12:00 pm: lunch meeting



We will continue to have the Natter 'n Noggin Meetings on Saturday Mornings in hopes of better attendance. As in last year, the venues will be changed throughout the Bay Area, North, South, East and West.

This meeting will be held at the Station House Cafe hosted by Andy and Marla Preston

11180 CA-1, Point Reyes Station, CA 94956

415-663-1515

RSVP with Marla Preston at 707 795 3480 or marlapreston@hotmail.com by March 17



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San Martin, CA 95046

408 686-1101

Fax 683-2447

For All Items Below: Please contact member: Dave Loader at loader.dave@gmail.com [Posted 09/13]
 - **MGB late overdrive transmission with gear lever and switch.** This unit has been rebuilt by Quantum Mechanics and never used. \$500 ono
 - **MGB PARTS. 5BRG crank,** 4 pistons/rods, engine/trans plate, trans mount/stay rod, sump, engine block +.040 rebore, new pistons +.040, inlet manifold, pulley. Make offer.
 - **MGA PARTS. 1600 camshaft,** flywheel, generator, inlet manifold, front engine plate. Make offer.

For All Items Below: Member Bob Luebbert at 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 either Randy 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

COMMERCIAL ADVERTISING IN *THE OCTAGON*

Direct all questions about advertising to Mike Jacobsen at 415-333-9699 or MikesMuseum@yahoo.com. 2015 rates are: *monthly* (yearly): full page \$25 (\$240), half page \$18 (\$175), third page \$12 (\$120), business card \$8 (\$75). All ads expire on January 1, and fees for a partial year will be pro-rated to that date. Deadline for ad materials is the 10th of the preceding month. The MGOC makes no claims as to the reputation or quality of work performed by businesses advertising in *The Octagon*.

MGOC FINANCIAL INFORMATION

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

MAKING CONTRIBUTIONS TO *THE OCTAGON*

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

RECRUITING MEMBERS FOR THE MGOC

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

MGOCsf.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

- March 1 – Cars and Coffee, Blackhawk Museum, Blackhawk
- March 14 – **Mount Tamalpais Tour, Marin,** Andy and Marla Preston
- March 17 – **St. Patrick's Day Tour,** Pelican Inn, Bud Alderson
- March 20 – **OTRA Pub Night,** On the Road Again, Morgan Hill, Bill and Mary Hiland
- March 25 – Albert "Sydney" Enever's Birthday (first MG Chief Engineer, 03/25/06)
- March 27 – Old MG Number One registered (03/27/25)
- April 5 – Cars and Coffee, Blackhawk Museum, Blackhawk
- April 12 – Cecil Kimber's Birthday (04/12/1888), Cecil Kimber and Old Number One win Gold at Land's End Trial (04/12/25)
- April 16 – 1,500,000th MG built, MG TF 160 (04/16/02)
- April 17 – **OTRA Pub Night,** On the Road Again, Morgan Hill, Bill and Mary Hiland
- April 18 – **Tech Session,** Walnut Creek, Don Defasi and Craig Kuenzinger
- April 21 – Sears Point 24 Hour Lemon Race
- April 21-22 – Vintage Race at Laguna Seca, Warren Pierce
- April 25 – MG R-type announced (04/25/35)
- April 26 – Dream Machines, Half Moon Bay

From the Editor...

"you can't always get what you want"

I won't pretend I'm thrilled by the last three months of my MG driving inactivity. It seems like forever, since the last MG Tour. The new starter and tires I installed, just last year, only ever made sense, as a prelude to many more MG Tours to come. And although, I'm convinced, my MG is mechanically improved over the previous year, and ready to post an ungodly number of miles through the next few winters, somehow, I want more, I need more ...

I want an electrical system that does not short out. I want an engine that does not leak oil. I want ethanol free gasoline that doesn't increase carburetor and fuel system corrosion. I want a fuel line that doesn't suffer from vapor lock on hot days. I want a fan belt that does not break. I want a heating coil and condenser that do not fail when they get hot. I want an engine block that does not overheat and blowout coolant plugs. I want banjo bolts that actually stay banjo bolted. I want a gasket that does not blowout halfway around a race track. I want a coolant heater valve that doesn't leak. I want a cooling system that does not suffer from electrolysis corrosion. I want a brake line that does not kink and result in "red" hot, BSPA worthy, discs. And I don't want strangers to respond with "oh, you're an MG owner ...," when they find out, I am an MG owner.

But, unfortunately, as an MG owner, I'm resigned to not having any of these things. Because, you can't always get what you want. Besides, what choice do I have? I can't change design flaws which date

back over 70 years. The choice we all have — and I truly respect and understand either of these sides — is between being angry about what MG doesn't have or being excited about what MG does have. Anyone who knows me can guess where I fall on this spectrum.

So, what I am I excited about? A lot, actually ...

I'm excited about all the tours and events we have lined up in our [MGOC 2015 Planner](#). I'm excited about that our first tour, [Mt. Tam Tour](#), is only 14 days away, on March 14, 2015. I'm excited that MGOCFS has a new website at [www.MGOCFS.org](#). I'm excited about collecting your stories and photos for our *MG Love* hardbound book of our MGs. I'm excited about reaching 100 LIKES on our [MGOCFS Facebook page](#). I'm excited about what the upcoming BSPA cartoons will feature. I'm excited about who the MGOC Fashionistas will be.

In the end, I'm most excited about needed friendships that will develop over the year. Because, like the Rolling Stones, "you can't always get what you want, but if you try sometimes, well you just might find, you get what you need."



Safety Fast!

Felix Lee

- MG Friends ...
What I Need!



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]



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 tonneau. AM/FM/CD stereo with removable face, remote control and MP3 interface. 15" PanaSport Aluminum Alloy hubs w/new tires. No rust and is fully restored to like new condition in and out. It is currently registered in California. Asking \$14,500. Contact Member Tom Doyle at 520-220-6228 or at wtdoyle@cox.net. [Posted 02/14]



Wanted:

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

Parts for Sale:

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

MG Midget Rolling Chassis Body Shell. No VIN. No Title. No engine, transmission, differential, front bumper, or windshield. 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]

MG

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

| SHOCK ABSORBERS: | Front | Rear |
|-----------------------------|---------|--------|
| MGTC..... | 185.00 | 185.00 |
| MGTD & TF..... | 185.00 | 85.00 |
| MGA, MGB, MGC, Midget..... | 108-125 | 75.00 |
| HEAVY DUTY UPGRADE..... | 10.00 | 10.00 |
| SHOCK LINK (New or Rebuilt) | \$call | |

BRAKES: sleeved and rebuilt

| | |
|---|--------------|
| MGB, Midget caliper..... | \$85.00 |
| MGA, MGC caliper..... | \$115-155.00 |
| MGA, Midget twin master 1956-67..... | \$195.00 |
| MGB, Midget master 1968-80..... | \$95-145.00 |
| MGB brake booster servo..... | \$175.00 |
| MGC booster servo..... | \$445.00 |
| Cylinder sleeved only, brass or SS..... | \$50-\$95 |
| Kingpin swivel axle rebushed..... | \$60-\$108 |
| Front end A-arm (Midget)..... | \$95.00 |

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NOV13

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. For sale at \$26,500. Contact Member Larry Matthews at 415-999-2362 [Posted 08/13]



'64/'65 MGB Roadster Project Car. Up on blocks for 8 years and in DNO status. It doesn't look bad, but does have issues. Other photos are available and we welcome inquiries. In Livermore, CA Contact Wes Nelson at 925-447-4393 or WESNEL@ATT.NET. [posted 06/13]



1967 MGB 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 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.



President's Ponderings ...

Happy Spring, Fellow MGers,

February was a busy month for me. It all started when, Member Kirk Prentiss and I, drove in our MGBs up to Eureka, to plan the club's overnight Redwood Tour this upcoming July. Going up 101 was a breeze and Eureka is a really nice little town.

We took a drive south of Eureka called the Lost Coast Loop and marveled out the beauty of the huge Redwoods and the magnificence of the Coast, all in one drive. However, driving all the way to Eureka in the middle of the summer would probably be too taxing on our little British Cars due to the heat and we have decided to change the route and venue to drive the coast and end up in Fort Bragg for a couple of nights. Redwoods will still be a part of the weekend trip and we might even find a tree to drive through.

However the trip was not complete until I was 20 miles south of Cloverdale, on the way home, when my '79 MGB, The Green Caterpillar, just died. Turned out to be a loose and dirty bullet connection from the ignition to the fuel pump that did me in. Good thing I

had my trusty AAA Premium Card. Paid for itself with this one Tow of Shame. Hopefully the last one for awhile.

Which brings me up to encouraging you to attend our upcoming events: March 14th Mt. Tamalpais Drive, March 17th St. Patrick's Day Drive and our April 18th Tech Session in Walnut Creek.

On a final note, I hope you have had a chance to check out our new look and feel of our Website. www.mgocsf.org.

As with all pieces of new technology, I'm still working on the "back of the house" administration of the site and if you have any suggestions on the site or would like to add pictures of your MG to the Home Page slide show or to the Gallery, please let me know.

Safety fast!
Steve Kellogg



Rolling Stones' Mick Jagger and Bill Wyman and the MGs in their lives

<http://historicroacer.blogspot.com/2012/04/mgb50-from-different-angle.html>

Meet our Newest Member

Reasons I May Never Understand

By David Gallagher

For reasons, I may never understand, 47 years ago in 1968, a 16 year old boy living in Manhattan, decided to shop the classifieds for his first car, and fell in love with a 1930's British sports car, currently thousands of miles away in London. Despite the distance, after agreeing to a purchase price of \$500 USD, he mailed off a check, and read the newspaper religiously every day looking for the upcoming ship landings for when the SS Eurygenes would be arriving at the Newark, NJ docks. When the day finally came, he drove his "new" 1934 MG J2 through the Holland Tunnel and onto Manhattan Island, where he drove it on rare occasions throughout high school, doing some restorations along the way. However, in the summer of 1970, a year after the first manned landing on the moon, his beautiful piece of pre-war automotive history turned over for the last time, when trying to drive to college in Michigan.

Fast forward 45 years, and I am lucky to call this once young boy, my father, Michael. Over the years the car has been trailered and stored in countless barns and garages of family friends, throughout Michigan and Ohio, who would keep it as a favor, until the space was needed for something more important. My first memory of the car was towards the end of high school when it moved into our family garage for some time, but unlike my father, I couldn't appreciate how special it was in my teens. It wasn't until I was finishing up my college career, that I began to fall in love with the potential I saw

to get the MG back on the road and started to campaign to get it as an wedding present. Luckily I didn't have to wait that long. Although I was living in Houston, at the time, the offer was on the table. If I wanted to come out to Ohio and pick it up, it was all mine to bring back to Texas. I don't think it was more than a few weeks before I was on a one way flight to Ohio, with a return reservation for a U-haul truck, in order to drive it the 1200 miles back, to its new home.

The drive went quick enough, as a friend and I made several fun stops in Kentucky for bourbon, Nashville for an NFL game, New Orleans for some beignets and coffee, and ultimately, finishing the drive in Houston. Shortly, thereafter, I started to get involved with the local MGOC and began to get a feeling for how many people shared a passion for these cars, that affectionately leak oil all over our garages. Unfortunately, the car's stay in Houston was fairly short lived. Just a few months after I brought it to down, I accepted a new job at Tesla Motors, and our California adventure began.

So here we are in 2015, having just passed the car's 80th birthday, and it is sitting in my shop in Fremont, five thousand miles away from its birthplace, anxiously waiting to roar back to life. I know that the road will be long to getting it running again, but I am hoping with determination and with the experience of the MGOC here in the Bay area, that I'll soon be able to cruise around in it like my father did, nearly half a century ago.



Dad, circa 1969, in the 1934 MG J2 parked outside his home in Chatham Towers in Chinatown in New York, New York.

Photo by David Gallagher

6. May 9 – Log Run – South Bay
7. May 17 – UBSSC Car Show – Woodlands - Dixon
8. May 31 – MGs by the Bay – Make \$15 shirt on the registration. Entry fee is \$25.

OLD BUSINESS

Andy Preston – Hotel for NAMGBR too much, asking for \$159.

NEW BUSINESS

Consideration of an *MG Love* photo book with member submissions, similar to the professionally published, *911 Love*, large-sized coffee table book collection of Porsche 911 owner's stories of ownership. More details to come.

BUSINESS RESOLVED ONLINE SINCE LAST MEETING

None

ANNOUNCEMENTS

Warren Pierce- Vintage Race at Laguna Seca on 3/21-3/22.

Andy Preston – Sears Point 24 hour Lemon Race on 3/21.

NEXT MEETING

March 14 After Mt. Tamalpais – Marin County.

Meeting adjourned at 10:40 am

Submitted by Jing Chai



Collins

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by
**Tom Collins
&
Tyrone Revelo**



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Burlingame, CA 94010
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collinsclassics@comcast.net

MGOC Business Meeting Minutes

On the Road Again, Morgan Hill
February 28, 2015

Call to Order: 10:02 am by President Steve Kellogg

Attending: Steve Kellogg, Jing Chai, Ken Gittings, Randy Grossman, Melissa Johnson, Jim Carlson, Craig Kuenzinger, Kim Kuenzinger, Andy Preston, Dennis Byron, Sue Byron, Jeremy Palgon, George Steneberg, Marcia Crawford, Felix Lee, Stephanie Lee, Nick Jenkins, Ron King, Warren Pierce, Vern Lindsey, Dan Scott, Jim Firchow, David Gallagher, Joe Gresch, Wally Walker.

February Mileage Winner: None

Approval Minutes of Previous Meeting, January 10, 2015: Approved

REPORTS

President's Report: Steve Kellogg – Went up to Eureka, might be too hot in July. Plan to start the trip in San Rafael, go up Highway 1 up to Fort Bragg.

Vice President's Report: Andy Preston – nothing to report.

Treasurer's Report: Marla Preston

| Account | February 2015 | January 2015 | December 2014 | |
|----------------------|---------------|--------------|---------------|-----------|
| November 2014 | | | | |
| Checking | 9,129.12 | 9,815.73 | 9,756.21 | 10,140.98 |
| Savings | 3,462.43 | 3,462.33 | 3,462.25 | 3,462.17 |
| Total | 12,591.55 | 13,278.06 | 13,218.46 | 13,603.15 |

There has been a lot of activity since the last Treasurer's Report. Our subsidy for the Annual Brunch was \$1992.96 but we also had commercial ad payment of \$895.00. Also included are 2 months of Octagon printing and mailing charges

Registrar's Report: Steve Kellogg

173 Members
56 Family Members
229 Total Members
10 Corresponding Members
2 Family Corresponding Members
12 Total Corresponding Members

Secretary's Report: Jing Chai – New Minutes procedure will be emailed to only the President and Octagon Editor. This will minimize any miscommunication.

Corresponding Secretary's Report: George Steneberg – Email from Rafi Sod from United Routes, a car transport company for classic and exotic cars. www.unitedroutes.com

Regalia: David Wright – Not present.

The Octagon: Felix Lee – New member, David Gallagher has a 1934 MG J2 that will be featured on the March Octagon cover. Please continue to encourage members to submit articles or ideas for publication.

Facebook: Felix Lee – the consensus is that it is being well received! Thanks Felix!! Currently have 69 LIKES. Please share with friends. Will list announcements for monthly events and any additional content uploaded by the MGOC Facebook Advisory Committee, consisting of Steve Kellogg, Jing Chai, Marla Preston, and Felix Lee.

Website: Steve Kellogg – New Look and Feel is up and running. www.mgocsf.org

PAST EVENTS

Annual Awards Banquet – Bill Hiland – got a plaque as appreciation for hosting the Tech Session.

UPCOMING EVENTS

1. March 1- Blackhawk Car and Coffee
2. March 14 – Mt. Tamalpais Run – Andy Preston has 8 cars RSVP so far.
3. March 17 – St Patrick's Day Run
4. March 20 – Pub Night –OTRA
5. April 18 – Tech Session and Meeting in Walnut Creek – Don Defasi's shop

Whitworth Nuts and Bolts

You Can Accomplish Quite a Bit, Even if You Don't Have a Complete Shop

By Jim Presta (reprinted with permission from MG Services, www.MGRepairs.com)

If you own an old MG, there will be times when you will need some of those Whitworth bolts or nuts. The times are gone when you could go to your fastener supplier and pick some up.

If you are lucky, there is a motorcycle shop in your area that works on old British cycles, and they may be willing to sell you a couple of fasteners. Otherwise the Internet is your only source. However, the need is, usually, inversely proportional to the amount of time that you have to complete your project. The amount of time it takes to order and ship these parts back to you is unacceptable. There is another alternative. Make your own bolts!

There are a few things that you will need to know or have before you can fabricate your bolts. There are a couple of different threads that you may need.

British Standard; BSW
British Standard Fine; BSF
British Standard Pipe; BSP
British Standard Brass; BSB

On our cars we mostly deal with BSF and BSW.

The other thing that you will need is a complete British Standard tap and die set. We, here at MG Services, normally have the nuts and bolts in stock, but on occasion, we are in need and in a hurry.

Part of the tools that we sell here is a British standard tap and die set \$109.95. High carbon steel 39 piece set comes in a plastic case and contains the following: Tap and die sizes 4-40, 6-32, 8-32, 10-24, 10-32, 12-24, 1/4-20, 1/4-26, 5/16-18, 5/16-22, 3/8-16, 3/8-20, 7/16-14, 7/16-18, 1/2-12, 1/2-16 (BSW) and 1/8-28 (BSP). Also die holder, tap wrench, T-type tap wrench and screwdriver. It is not the best quality, but it will do a good job for a very reasonable price

The first thing that you need to do is determine what size you need. The bolts that I needed here were to mount the body securing towers, at the front of the body tub, to the frame.

The bolts needed for this application are 5/16 BSF Thread about 1" long. The easiest way to do this is find the correct diameter bolt with an unthreaded shank as long as you need. In this particular case a 5/16 X 5" lag screw was just what I needed.

These lag screws are made of Grade 5 metal which is quite acceptable for this application. Grade 5 is easy to cut your threads; Grade 8 metal is a little harder to work with.

It is not the normal situation to make these bolts here at MG Services, but I was working on my personal TF. I have been trying to make a concerted effort to get the car back on the road and I did not want to but off the mounting of the body.



The top left photo shows the lag screws before any work is done. The top right photo shows the bolts after the threads have been cut off of the lag screw. The bottom part of the bolt has been slightly ground to make it a little easier to start your thread cut.



If I am making more than one bolt, I will place the die in my vise and place the blank bolt into the die. I will then use a socket wrench to turn the bolt completely down into the die.

The above photo shows the blank bolt threaded through its entire length.



Above are three of the new BSF bolts after they have been cleaned up on a wire wheel.



If you look at the bottom of the mounting tower you can see three of these bolts that go through the tower and secure it to the frame underneath the wheel.

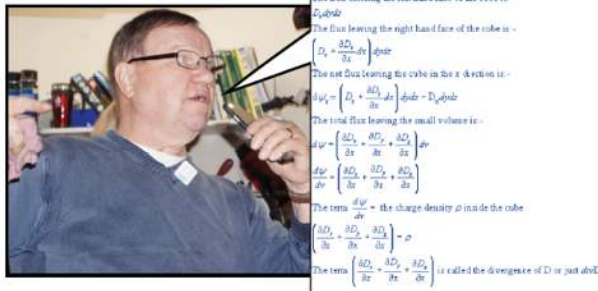
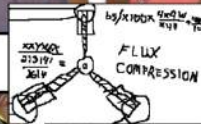
If I would have stopped working on it because I did not have the bolts, who knows when I would have gotten back to it. As in most cases, you must get the most done, when you have the time. And, as always, you can accomplish quite a bit, even if you don't have a complete shop to work with.

BURN! SPARK PLUG AWARD

NATTER & NOGGIN'



TECH SESSION ...



The flux entering the left hand face of the cube is:
 $\Phi_1 = \frac{\partial \psi_1}{\partial x} dy dz$
 The flux leaving the right hand face of the cube is:
 $\Phi_2 = \frac{\partial \psi_2}{\partial x} dy dz$
 The net flux leaving the cube in the x direction is:
 $\Phi_x = \left(\frac{\partial \psi_2}{\partial x} - \frac{\partial \psi_1}{\partial x} \right) dy dz = \frac{\partial \psi}{\partial x} dy dz$
 The total flux leaving the small volume is:
 $\Phi = \left(\frac{\partial \psi_1}{\partial x} + \frac{\partial \psi_2}{\partial y} + \frac{\partial \psi_3}{\partial z} \right) dV$
 The term $\frac{\partial \psi}{\partial x}$ is the charge density ρ inside the cube
 $\left(\frac{\partial \psi_1}{\partial x} + \frac{\partial \psi_2}{\partial y} + \frac{\partial \psi_3}{\partial z} \right) = \rho$
 The term $\left(\frac{\partial \psi_1}{\partial x} + \frac{\partial \psi_2}{\partial y} + \frac{\partial \psi_3}{\partial z} \right)$ is called the divergence of D or just $\nabla \cdot D$



..... TO BE CONTINUED

Photos by Samantha and Stephanie Lee

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Pelican Inn

St. Patrick's Day Drive to Pelican Inn

The drive to the Pelican Inn in Muir Beach, leaving from Novato, covers about 68 miles. Best to check the gas level near Novato, although gas will be available in Pt. Reyes Station, where we will make a rest stop. Leaving Novato, the route will be Northwest through Chileno Valley, an especially scenic stretch of rural West Marin dairyland, and then to Hwy. 1 as it follows South alongside Tomales Bay into Marshall. After a rest stop in Point Reyes Station, the drive will be South through Olema and on through Stinson Beach, ending in Muir Beach. The Pelican Inn is a cozy old pub and hotel, perfect for Irish-like lunch choices and great pints, and has been the club's St. Paddy's destination for years. Lunch should be around 1:00 pm. **Best be wear'n some GREEN!!**

Date: Tuesday, March 17, meet at 10:15am, depart at 10:30 am, rain or shine (St Paddy never worries about some rain). Torrential rain, however, might make St Paddy reconsider and postpone to a drier day)

Meeting Place: Starbuck's - 127 San Marin Dr., Novato. Just North of Novato, take San Marin Drive exit from Hwy. 101 and head West. A couple miles later, turn right into the large parking area for the Harvest Market and other mini-mall stores, including Starbuck's.

RSVP PLEASE: We need a solid count of lunch customers for the Muir Inn. Contact Bud Alderson at: 415-497-7669 (cell) or iralderson@comcast.net

Mount Tam Tour 2015

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

Date: Saturday, March 14, 2015

Tour leaders: Andy and Marla Preston 707 795 3480

Meeting Place: Safeway Parking Lot, 1 Camino Alto, Mill Valley. Take 101 north or south and exit at E. Blithdale Ave and head west for ¾ mile, then turn left onto Camino Alto and the Safeway Parking lot will be on your right after ½ mile. There is a Starbucks next to Safeway for refreshments.

Time: Meet at 9:30 for a 10:00 departure

Tour: We will be driving to the top of Mount Tam which is a fairly easy and gradual climb. On a clear day the views are spectacular and on a cloudy day surreal as you are above the clouds. You can see San Francisco, the Bay Bridge, the Golden Gate bridge towers, Tiburon, Belvedere and the Pacific. There is a visitor's center, look out point and bathrooms. There is a parking fee of \$8 per car and \$1 less for seniors.

After enjoying the views we will continue north along Shoreline Highway to Point Reyes Station for lunch at the Station House Café. We will be in their private dining room and be able to order from the open menu.

There will only be one check for the entire group, so please bring cash.

Please RSVP: to Andy or Marla Preston at 707 795 3480 or marlapreston@hotmail.com by March 17 so we can confirm lunch reservations.

We look forward to seeing you.

Enzo DeMayo the MG Dog says “Thank You”



Photo by Rowena DeMayo



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Start Planning for 2015 ...

WINTER - SPRING



MT. TAMALPAIS TOUR, 3/14
ST. PATRICK'S DAY TOUR, 3/17
TECH SESSION, WALNUT CREEK, 4/18
JAN & BEN TOUR, 4/18
DREAM MACHINES @ HALF MOON BAY, 4/26
LOGG RUN, LOS GATOS, 5/9
UBSSCC DIXON CAR SHOW, 5/17
MGs BY THE BAY, DANVILLE, 5/31

SPRING - SUMMER



UNITED BRITISH SPORTS CAR CLUB SHOW, 5/17
GOF WEST 2015, ROHNERT PARK, 6/15-19
PAJARO DUNES BEACH TOUR, 6/27
HUMBOLDT TOUR WEEKEND, 7/17-19
HILLSBOROUGH CONCOURS d'ELEGANCE, 7/19
OREGON RENDEZVOUS, 8/6
MONTEREY MOTORING CLASSIC WEEK, 8/10-16
TUNE AND SPOON LAFAYETTE, 8/15
PEBBLE BEACH CONCOURS d'ELEGANCE, 8/16
MGOC ANNUAL PICNIC & BBQ, LOS GATOS, 8/22

FALL - WINTER



SCOTTISH GAMES PLEASANTON, 9/5-6
4TH BRITISH FALL CLASSIC, MORGAN HILL, 9/12-13
DANVILLE CONCOURS D'ELEGANCE, 9/20
MT. DIABLO TOUR, 9/26
SIERRA TOUR, 10/2-4
NORTH BAY TOUR, 10/17
VETERAN'S DAY TOUR, 11/7
FALL TECH SESSION, SAN FRANCISCO, 11/14
MGOC HOLIDAY TEA, LOS GATOS, 12/12
PLANNING MEETING, 1/9/16
ANNUAL AWARDS BANQUET, 1/23/16

Fill in the Caption

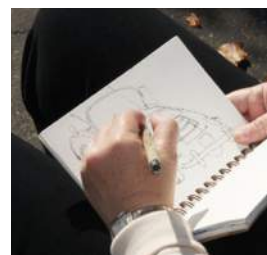
Top 3 will be Listed in the Next Octagon



Each month, we provide a photo in need of a caption. You, the reader, submit your caption to flee@hancmg.com.

The MGOC Board will chose the 3 finalists, which will then be revealed in the following month's Octagon

Photo by Steve Kellogg



MGA Watercolor

Carol Stair



MG LOVE

SAMPLE TWO PAGE SPREAD

WE ARE PLANNING TO PUT TOGETHER A COFFEE TABLE SIZED GLOSSY MGOC COLLECTION OF MEMBERS AND THEIR MGS

STAY TUNED FOR MORE DETAILS TO COME

STEVE AND VICKY KELLOGG



I have been into MGs ever since my wife, Vicky, decided she wanted to get one, back in 2009. She had TDs and an MGB, when she was in her teens, and early twenties, and thought it would be really fun to have another. Not being into cars, I went along with her and was mildly surprised when she found a 1955 MGTF 1500 (The Black Pearl) in San Luis Obispo over E-Bay.

This was back in November 2009, and we attended our first MGOC event, which was the annual dinner, held somewhere in South San Francisco. We met some really nice people that night, and from there, we were hooked. We joined the club and also the Sorry Safari Touring Society. Since then, we have acquired a 1973 MGB, (The Green Caterpillar), and attended countless events from GOFs, to monthly drives, and Tech Sessions. I guess you can say I'm hooked on our LBC obsession.



MG TF1500

- year of manufacture: 1955
- engine number: XPEG 2676
- chassis number: HDA46/8836
- color: black
- interior color: red
- any modifications: wire wheels, luggage rack, Sierra T-9 5 Speed, LED brake lights

MGB

- year of manufacture: 1973
- engine number: 18DV890AEL008464
- chassis number: GHN5UD309725G
- color: forest green
- interior color: black
- any modifications: luggage rack, MiniLite wheels