



# THE OCTAGON



Newsletter of the M.G. Owners Club

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



**Don't miss MGs by the Bay on June 4!**

Photo: MGs by the Bay, 2012



## June 2017

# About *The Octagon* and the MG Owners Club

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

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## CLUB ADVISOR PROGRAM

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

MGB 1962-74: Position Open!

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

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

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MGC: Kent Leech, 925-253-9757, [kent@kentleech.com](mailto:kent@kentleech.com)

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## COMMERCIAL ADVERTISING IN *THE OCTAGON*

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

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

## MAKING CONTRIBUTIONS TO *THE OCTAGON*

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

## RECRUITING MEMBERS FOR THE MGOC

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

## MGOCSE.ORG

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

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# MGs By The Bay

**Sunday, June 4**

**Danville Livery**

**400 Sycamore Valley Rd,**

**Danville, CA 94526**

**Advanced registration - \$25**

**Day of show - \$30**



# From the Editor...

The MG year is passing quickly. Seems like I just finished an Octagon. (Actually I did.) Our **Big Event** is coming very soon, **MGs by the Bay** on June 4. I usually wash my MG for that one! Our **Biggest Event** for 2017 is coming soon after that, the national MGA meet that we are co-hosting in Solvang (GT-42). On its heels is the national MGB meet in San Diego, MG2017, followed by the GOF West in July in Santa Maria.

The GOF is the Gathering Of the Faithful. This is the annual T-series event that they have opened to all MGs in recent years. It is full of fun cars, great people and long-proven traditions. If I were retired, I'd hit them all this year. But having been out of the industry for 12 years, I think I have had my retirement and must work now.

The Highway 1 closure through Big Sur makes it more challenging to leisurely drive south in an MG. The last two years, the Rough Riders club took that slow but lovely route to events in Cambria and San Luis Obispo. Highway 101 is not bad once you get past King City except for busy-ness though SLO. Update: Caltrans hopes to have the new bridge in place by the end of September. 2nd update: A new landslide just happened further blocking Hwy 1.

Alternate routes are slow – though scenic and relaxed. South from San Jose, take Old Monterey Road or Almaden Road and Uvas Road to Gilroy (great sports car road), then Santa Theresa to get on Highway 25 and continue south well past Hollister. Then go west on Hwy 198 and San Lucas Road to the Jolon Road and you are almost to Paso Robles where you can head down to Highway 1 on Hwy 41 or Hwy 46. Or you may stay on 101 (mostly downhill) at that point to catch Hwy 1 at Pismo Beach. Sounds like a grand adventure to me! Let me loose.

The Highway 25 and Jolon Road route is recommended by Brian Sonner, president of the Rough Riders club. He takes it after coming west from Pacheco Pass.

Do come to **MGs by the Bay**. See the cars in a relaxed atmosphere and make new MG friends. And don't overlook the "Milwaukee"\* tour the following Saturday, to Half Moon Bay, led by Dave Marsh.

All the best...

**Dan**

\* The traditional race the week after Indianapolis

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# President's Ponderings

This is my final shout out for MGs by the Bay which is at the Danville Livery on Sunday June 4. If you've not signed up yet don't worry because you can sign up at the show. This is going to be a wonderful event so I hope to see you all there. Remember this is for all MGs regardless of condition from Daily Drivers to complete restorations and everything in between. I just love seeing cars that are driven and look like it. So don't be shy and come on down.

Talking of car shows I attended the Dixon All British Car Show and swap meet on May 21<sup>st</sup>. This show is getting bigger and bigger and is the only place you're likely to see some of the more rare British cars of the past, like a well preserved 1949 Riley RBM which were produced at the MG works in Abingdon. MGs were well represented with over 37 on the show field regardless of the 95° heat; yes it was more than toasty on the grass. Congratulations to Tom Doyle who won first place in the late MGB class with his pristine car in Giants' colors. I was in my 69 E-Type Coupe and must say that it was hot on the way home, keeping an eagle eye on the water temperature and oil pressure gauges at all times. I think the car did better than I did, making it home without any problems. British cars always surprise me to how they tend to make it there and back most of the time and then there's always the 200 mile AAA tow that I have used more than once.

Road trips are fun especially if you're into cars and driving. Marla and I go on one every year with friend of ours and have seen most of everything on the Western side on the country. I just can't believe how big and diverse this country is. You can drive almost 100 miles on Hwy 50 between small towns with populations under 100 people and only see a handful of other cars. No wonder it's called the "Loneliest road in the world", it probably is. This year we toured Utah and saw all the National parks and a couple of state parks. The diversity and scenery is truly spectacular and something I recommend.

Take care and drive safely,

**Andy**





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## 2017 SONOMA HISTORIC FESTIVAL June 1 - 4, 2017

Sonoma Raceway (Sears Point)

Over 400 racers will take center stage. This year SVRA will feature the Sensational '60s, saluting the design, technology, and social developments that we celebrate today.

The challenging Sonoma Raceway facility is located in Sonoma, California. The 12-turn course opened in 1968 and features elevation changes, fast sweeping turns, and the challenging carousel. This event offers a wide variety of pre and post-race activities.

Some of the world's finest racing machines will take to the track, some of which date as far back as Pre-WWI. An incredible collection of race cars, including Bugatti, Lotus, Corvette, Ferrari, Jaguar, and Alfa Romeo, will test the twists and turns of this world-class road course.

On Saturday night, a select group of historic race cars depart the raceway under a full CHP escort and head to the beautiful town of Sonoma. The cars take a ceremonial lap around the Town Square before settling into the Plaza for public viewing. These activities, and many more, round out a jam-packed weekend of racing.



Everyone Welcome:

# Half Moon Bay Run

Saturday, June 10



**Start:** Starbucks 1291 S. Mary in Sunnyvale at the corner of Fremont Ave. (Just east of Hwy 85)

**Time:** Meet at 10:00 AM to check in

**Depart:** 10:30 AM with a full tank of gas

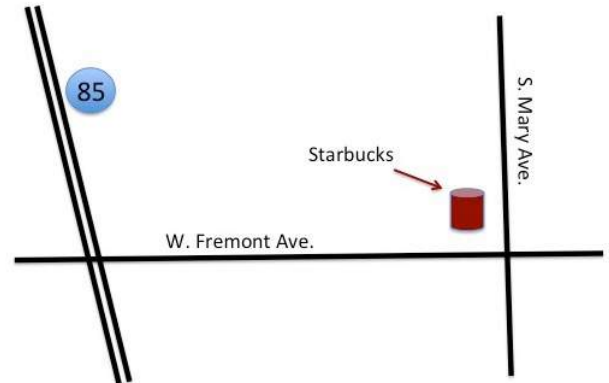
**Stops:** None planned! Photo op?

**End:** Cameron's, 1410 Cabrillo Hwy S. (SR1) in Half Moon Bay (Phone 650-726-5705)

menu at <http://camoronsinn.com/menu>

**RSVP:** Dave Marsh 650 823-9938 cell

**Route Summary:** The route starts at Starbucks at the corner of Mary Ave. and Fremont in Sunnyvale and ends at Cameron's restaurant in Half Moon Bay. We travel down Fremont Ave. and Foothill Expy/Junipero Serra Blvd. to Alpine Rd., Portola Rd., and SR84 to the intersection with Skyline Blvd. From there we turn L on to Skyline Blvd., Alpine Rd., Pescadero Creek Rd., La Honda Rd. (SR84), and SR1 to Half Moon Bay. Total route length is about 53 miles. If you brought a two way radio, we will be on channel 5.



**NOTE:** Watch for bicycles especially on mountain roads.

Photos from Cameron's web site



**Disclaimer:** While I make every effort to ensure the route is open and safe, I do not pre-run the route.

**Suggestions:** I'd like ideas for future runs. If you have any, or comments on the runs we've had, please let me know. Dave Marsh – email: [marshes1@yahoo.com](mailto:marshes1@yahoo.com), phone: 650 964 2341 home

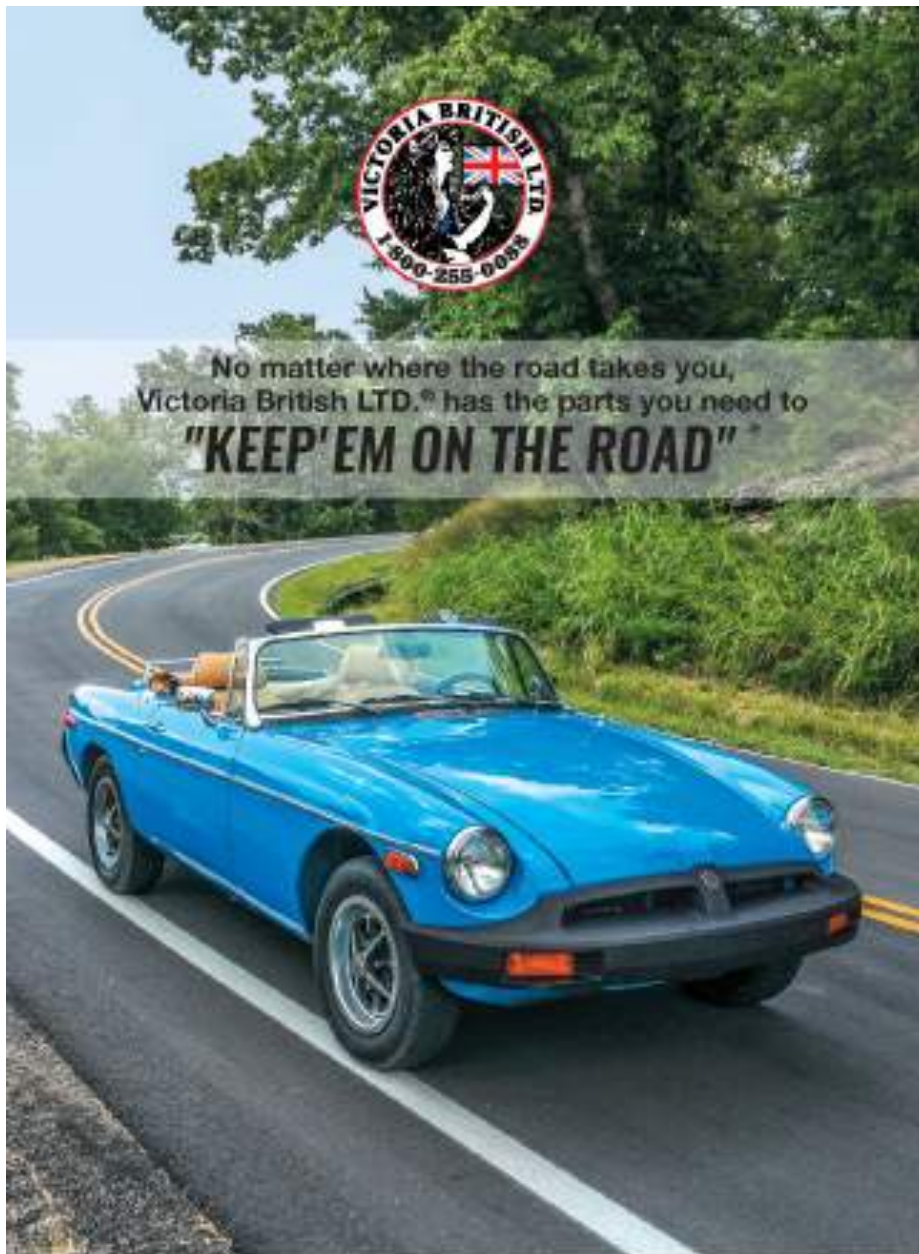
## An Off-the-Beat MG Destination in England

“Poop-poop!” by Dan Shockey

*“O what a flowery track lies spread before me, henceforth! What dust-clouds shall spring up behind me as I speed on my reckless way! ... I might never have heard that entrancing sound, or smelt that bewitching smell! I owe it all to you, my best of friends.” - Toad, The Wind in the Willows, Kenneth Grahame*

Pangbourne, Whitchurch-on-Thames and Toad Hall (Mapledurham House)

**Preparing** for Nancy and my visit to England in 2011, I discovered a reference to this house connected with a favorite book, *The Wind in the Willows*. It is convenient to London, in a very rural location yet situated just 4 miles northwest of Reading. We rented a car for the weekend and drove to Abingdon on Saturday. On Sunday, we tried to get to Mapledurham driving cross-country and got lost on one-lane roads and locked gates. Their



website still warns people not to follow GPS to get there.

“Visitors may also arrive by boat from nearby Caversham. To use this service, first check with the boat company Thames Rivercruise.”

We did not know that it is only open for tours on Sunday afternoons. We arrived around noon and visited the small St. Margaret’s church there on the estate, a charming place on its own. The good folks invited us to join them for coffee. Services have been held there for 500 years or so. The church has two aisles, one Church of England and the other unrestored and Roman Catholic. (The family was R.C.) The English Civil Wars ran through this place.

It was here in the car park that I discovered that I have an accent! I visited with an English gentleman who was in high tech in Oxford. He said he had worked with lots of Americans but did not recognize my (midwestern) accent.

The property is interesting in many ways. The original manor home had been converted to a barn and can be toured as well. The stables are now a teashop. Looking through the house, I was shocked to discover a strong MG connection. A family member was Captain G.E.T. Eyston and the estate was restored

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and is now owned by J. J. Eyston. Capt. Eyston was famous racing MGs in the 1930s.

“Kenneth Grahame spent a great deal of his life in the small riverside town of Pangbourne and it is easy to see how the story of **Wind in the Willows** came about. The river gently flows through pasture meadows, crooked old trees weep on the banks and the wildlife is in abundance at the water's edge. “

Kenneth Grahame is also honored (as a prominent employee) at the Bank of England museum in London. We saw that display as well, not expecting he would be remembered there.

“Mapledurham House is considered as the most likely inspiration for Toad Hall. It was also the setting for the film "The Eagle has Landed". Today you can visit the house, church and water mill without having to dress as a Polish paratrooper. Other productions include Miss Marple, Midsomer Murders, Sharpe and The Big Allotment challenge. The estate has been in the Blount family for many centuries despite the area seeing heavy skirmishes during the English Civil War.”

“As well as being a film set, the estate is a working farm. As you take the metallated track towards the milking sheds, you can easily imagine Mr.Toad bashing his motorcar around these small lanes. The estate includes the last working watermill on the River Thames.” (Quotes above from the Mapledurham web site)

For dinner, we enjoyed The Swan on Shooters Hill, Pangbourne, It is just on from Pangbourne railway station and sits aside the weir. It has been serving travelers since 1642! Website is [www.swanpangbourne.com/](http://www.swanpangbourne.com/)

I have begun calling my 1935 MG PA, “Mr. Toad.” He is an unlikely shade of green, slow and rather loud and pretentious – but charming and lovable as well.

*“At intervals he was still heard to murmur, ‘Poop-poop!’”*



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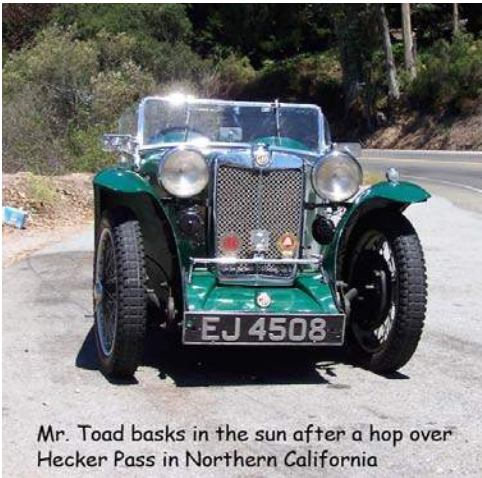
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## Shockey photos



## New Member!

Welcome new member Ben Grellman of Martinez with a fun & lovely red 1971 MGB Roadster.

"I am a new MG owner so this is a first for me. Growing up my Dad had a MG TC which I have fond memories of. I have wanted a MG ever since. Please see attached for pictures of my Dad's MGTC. I also included an old picture of my Dad with his MGA circa 1962/63 that he bought from his Dad.

"My parents bought the MGTC in England in 1980 and had the car shipped to Belgium (where we lived at the time). My Dad sold the car in the early 90's to the Blackhawk Auto Museum." – Ben Grellman photos.





## Remember Allen Saltzman

Allen Saltzman, a long-time MGOC member, passed away this past month. He was 92. Allen was originally a member of NorCal NAMGAR, the Bay Area NAMGAR chapter that eventually merged into the MGOC.

Allen served in Europe during World War II, and it was there that he had his first real exposure to European cars. Originally from New York, he moved to California after he was discharged. He had a variety of cars over the years, and finally settled on an MGA 1500 roadster as his "fun" car. Keeping the roadster running was one of Allen's hobbies, along with the antique vacuum-operated player piano he'd restored and his collection of classical music recordings.

While Allen had few living relatives, he was a fixture in his neighborhood for decades, and will be missed by his many friends and neighbors.

Provided by Mike Jacobsen



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## Dixon Winner!

### *Giants Special*

Our own member Tom Doyle won the competitive late MGB class at Dixon recently.

I am not sure that is Tom however wearing the wrong colors and the wrong baseball cap. Can anyone clarify this?

Photos: Tom Doyle



## What's That Tapping Noise? – Part II

Andy Preston

Thanks to everyone who sent in very creative responses to my question. Unfortunately there were no correct answers, which did not surprise me at all. Remember that I spent 3 years driving the car and couldn't determine what was causing the tapping noise. This was a very hard one and probably something you're never going to come across ever again.

It was the overdrive vacuum switch which is mounted to the firewall just in front of the driver which was malfunctioning. What on earth is that you ask? On the early MGBs with the Type D overdrive the clever engineers at Abingdon installed a vacuum switch into the overdrive wiring circuit that prevents the overdrive from disengaging at high vacuum (on engine over-run). This was theoretically to prevent damage to the overdrive.

My vacuum switch was being activated at too low a vacuum and then cycling in and out up to 2000 rpm. The switch is mounted to the firewall which acts like a drum skin amplifying the cycling noise and causing the tapping noise.

When Mark from British European Motors put the hose pliers onto the hose between the inlet manifold and the vacuum switch it cut off vacuum to the switch and hence no more noise.

I also remember now that I installed the switch while waiting for my engine to be rebuilt so it all happened at the same time which is why I thought it must be engine related. Note to self, always write down everything you do on the car regardless of how small.



I had a spare vacuum switch that I installed and no more tapping noise.

BTW Mark said that he hadn't seen a vacuum switch for many years and you don't really need them and most owners remove them when they stop working. In the photo above the vacuum switch is the small round black part with 2 wires coming from it on the right side of the heater.

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# Motor Oil Update

By Dan Shockey

Considering the oil I should use in my MG engines, I find quite a morass of information. We need a compound called “ZDDP” that is greatly reduced in modern motor oils, but not too much detergent. I sorted out the info and made a table for my own benefit. What have other members decided to use?

## From a Moss Motors Report

A thorough review of the test data and some 33 papers on oil, ZDDP and wear were pulled together in one Society Of Automotive Engineers report. The authors “...suggest that 0.08% phosphorus, in the form of ZDDP is more than adequate to protect both current and older engines from scuffing and wear.” They went on to say “The data available also suggest that even lower levels of phosphorus, certainly as low as 0.05%, and perhaps as low as 0.03%, may be sufficient to provide scuffing and wear protection for engines in the field with phosphated camshafts.” (However MG restorer Carl Heideman claims the increased detergents flush the coating of phosphorous away. See the Moss Motors motor oil review on-line.)

## Stephen (from the BBS)

For all engines with domed (or “flat”) tappets, proper Molybdenum Disulphide (“Moly”) Extreme Pressure assembly lubricants and a ZDDP (zinc dithiophosphate) oil additive (Moss Motors Part # 220-815) should be used during the break-in phase. The critical period for the camshaft and the tappets is during the initial break-in run, and perhaps through the first oil change. This is when it may benefit from elevated levels of ZDDP in the oil.

The ZDDP additive provides extra protection at the point of contact, preventing scuffing and thus helping the face of the tappet to properly mate with the lobe of the camshaft. Once the camshaft and the tappets have survived the initial break-in period, and after perhaps the first 1,000 miles, it should do quite well with modern motor oil. Once the break-in phase is over, the use of this additive should be either carefully measured in relation to the ZDDP content of the oil with which it is combined, or discontinued.

Be aware that at a high concentration level of 0.20% (2000ppm), ZDDP has been found to attack the grain boundaries in iron. This is bad news for cylinder walls and iron piston rings.

The better oils for MGs have a ZDDP content of 0.08% (800ppm), and this seems to be quite adequate for a BMC B Series (MGA/MGB) engine once it has been properly broken in, although concentrations as high as 0.14% (1400ppm) are acceptable. Check to see what the level of ZDDP is in your chosen oil and augment accordingly.

Always check the API ratings of any oil that you are considering for purchase. If you look at the specifications on the containers, you will then see an “API”, followed by a series of letter, S for gasoline (petrol) and C for diesel. Most gasoline engine oils these days are rated either SL or SM.

Our B Series engines were originally designed when SB was the rating that was in force, and were produced through the SC, SD and SE ratings, with the SF, SG, SH. and SJ ratings for more recent engines (there are no SI or SK ratings). Up to and including the SJ rating they were all backwards-compatible, i.e., earlier engines get the benefits of the improved formulation from the later ratings as long as you continue to use the original viscosity, the modern very-low-viscosity oils being unsuitable for our B Series engines.

Do not use an API SL or SM rated oil as they both have a very low ZDDP content. You should therefore stick to an API SJ rated oil or earlier. Castrol XL 20W-50 is an API SE rated oil, and thus is suitable, as is Halfords Classic 20W-50. A proper quantity of ZDDP additive should always be blended into these as well as with later oils, especially whenever such oils are used during the break-in period.

## Ray of California (BBS)

I use Castrol 4T 20W50 that is designed for use in off road ATVs and motorcycles. It has higher levels of ZDDP as it is for off road use and doesn't have to meet the requirements for vehicles driven on public streets (with catalytic converters). My oil pressure runs about 5 to 10 psi higher and it contains a higher detergent package than regular oils. Most diesel engine oils produced today have reduced ZDDP levels due to newer emission standards.

**Continued on Page 17**

# Aptos St. BBQ Run

## Saturday, July 22



**Start:** Starbucks, 1291 S. Mary in Sunnyvale at the corner of Fremont Ave.

**Time:** Meet at 10:00 AM to check in

**Depart:** 10:30 AM with a full tank of gas

**Tour Leader:** Dave Marsh 650-823-9938 cell

**Stops:** Big Basin State Park

**End:** Aptos St. BBQ at 8059 Aptos St., Aptos (menu at [aptosstbbq.com](http://aptosstbbq.com)) YELP gives them 4 ½ stars. No reservations but food can be preordered - phone: 831-662-1721

**Route Summary:** The route starts at Starbucks at the corner of Mary Ave. and Fremont in Sunnyvale and ends at Aptos St. BBQ in Aptos. We travel up Steven's Canyon, Mt. Eden Rd., Pierce Rd., SR9, SR236 to Big Basin State Park, SR9, Graham Hill Rd., Mt Herman Rd., Glen Canyon Rd., Branciforte Dr., Mountain View Rd., Laurel Glen Rd., Soquel San Jose Rd. and Soquel Dr. to Aptos. Total outbound route length is about 69 miles. The return route uses some of the same roads and ends at Lexington Reservoir near Los Gatos. The return route length is about 30 miles. If you brought a two way radio, we will be on channel 5.

**NOTE:** Watch for bicycles especially on mountain roads.

**Disclaimer:** While I make every effort to ensure the route is open and safe, I do not pre-run the route.

**Suggestions:** I'd like ideas for future runs. If you have any, or comments on the runs we've had, please let me know. Dave Marsh – email: [marshes1@yahoo.com](mailto:marshes1@yahoo.com), phone: 650 964 2341 home



Photos: Restaurant website

*Bring a 2-way radio!  
Bring a Friend*



## Celebrate Viggo Riddersholm

### Long-Time MGOC Member

Viggo Riddersholm passed on December 25, 2016, in his home in San Mateo. Viggo was born April 12, 1925 in Søndergård Jylland, Denmark to Henrik and Petrea Riddersholm. Viggo took his education in Denmark as a machinist. In the 1950s Viggo sailed with ØK to further his education.

Viggo's passion was old cars and planes and he restored 3 cars over the years. He retired as a machinist from United Airlines in 1985. Viggo had a quiet sense of humor, a stand up and honest character, and a sharp business sense, all of which he openly and gladly shared. He was truly a self made man, a positive and gentle spirit, and he respected and appreciated anyone he met.

Viggo is survived by nieces and nephews living in Denmark, Australia and the US.

Viggo owned his 1961 MGA Coupe at his passing. It is a California car, completely restored by Viggo in 2002, and he added a 5-speed tranny. He painted it "Paprika Red" (a Jaguar color). Viggo also restored a TD and a Morgan. I was surprised when he told me he had sold the TD on eBay.

I enjoyed Viggo as well and hoped we could get him to Solvang for the MGA meet. (He was our only member born in Denmark.) I last saw him a year ago when I was looking to purchase an MGA coupe. Bob Stine, another retired United Airlines mechanic, lives nearby and visited with me. (Dan Shockey)

"Viggo was our neighbor for over 38 years. He was an old-school machinist who had a small shop set up in his garage. I will miss Viggo. He was a great neighbor and friend." - Dick

"Viggo, you were a friend, neighbor and someone who could be counted on. It always made my day better seeing you driving your sports cars or riding your bike in the park. It was an honor to know a man with so much skill, integrity and inner strength. You will be missed. RIP Viggo." - Robyn



Viggo and his Morgan at left and his MGA below.

Family photo left. Shockey photo below. MGOC photo 2013 at right.



# Keep Planning for 2017 ...



## SUMMER

Meeting & Packet Stuffing, 6/3 El Cerrito  
 MGs by the Bay, Danville Livery, 6/4  
 Sonoma Historics Festival, Sears Point, 6/2-4  
 Half Moon Bay Run, MGOC, 6/10  
 NAMGAR GT-42, Solvang, 6/19 - 6/23  
 NAMGBR MG2017, San Diego, 6/25 - 6/28  
 GOF West, Santa Maria, 7/10 - 7/14  
 Aptos BBQ Run, from Sunnyvale, MGOC, 7/22



## LATE SUMMER-FALL

Rendezvous, Club T, Otter Rock, OR, 8/10-13  
 Annual Picnic, MGOC, Tilden Park, 8/19  
 Scottish Games, Pleasanton, SSTS, 9/2-3  
 MG Display at Baconfest, Lathrop, 9/10  
 SSTS Tour, Dian & Carl Brown, 9/16  
 Pebble Beach Tour, Steve Kellogg, 9/30  
 Sierra Tour, SSTS, 10/7-9  
 British Fall Classic, Morgan Hill, 10/14-15



## Fashionistas!

"Turn right (the other right) at the little old man." Distinguished head topper and a clipboard lend an air of authority. Steve Kellogg with an impressed Vicky.

'Logg Run, 2011

photo: MGOC Website



## Motor Oil Update - Continued from Page 13

-shelf oil. Kendall GT1 is not a synthetic. It is specifically formulated for "flat tappet" engines and racing engines. I get it from my NAPA store, and they order it for me by the case. Costs a little more than off-the shelf, but not much.

### And... (BBS info)

I've been using Valvoline VR-1 but the ZDDP levels quoted in the new classic oils are much higher. I can find VR1 at most automotive stores and even at large discount stores. Valvoline VR-1 is conventional oil not synthetic or a synthetic blend. My engine has 50,000+ miles. I am not a fan of synthetic oil with that much mileage. You might want to look into the Joe Gibbs brand of oils, made for flat tappets, sold through places like Summit Racing,

Brad-Penn is in my mind without question the superior product, since it is the old green Pennsylvania Kendall GT1. They bought Kendall's old Pennsylvania refinery when Kendall ended up as just a name for Ashland oil.

Another oil formulation is the 15W40 diesel oil that many camshaft and engine manufacturers have recommended since zinc and phosphorus started disappearing from engine oil. Recent info from Shell:

*"Rotella T Multigrade 15w-40 still has 1200 ppm of the ZDDP additive and is suitable for use in older engines with flat tappet cams. For break-in, you should consult the cam manufacturer as to their required additive level. Some cam manufacturers recommend a minimum of 1000 ppm ZDDP, but that may vary with manufacturer, so check with the cam OEM. Regards, Shell Technical"*

### Bottom Line?

I am not keen to pay \$8 a quart though I like the sound of the Brad-Penn oil. I bought some of the Moss additive with ZDDP so may try adding a half-bottle to augment what is in a good-brand current motor oil. I think I have some Rotella and other new-old oil left in the shed, too. I'll try to use up what I have and take another look-see. I don't want to wear my cam prematurely or cause my engine to run its bearings either.

Now what about gear oils....

- Dan

Oil	Name	ZDDP Level (1)	Available	Notes
SF oils	All	>1200ppm	If can find, great for old engines	Good Old Oil!
SH oils	All	1200ppm	OK, not for break in	Up to 1996
SJ/SL oils	All	1000ppm	OK, not for break in	Mfr'd to 2001, to 2004
Kendall	GT-1	rated SL	Amazon \$48 for 12 qts	Good price
Valvoline Racing	VR1	1400ppm	Most auto, some discount stores	\$6 quart
Chevron	Delo		Good for flat-tappets	
Joe Gibbs	Driven Racing Oil	1400ppm	Summit Racing, for flat tappets	\$9.50 quart
Royal Purple	HPS		"Zinc/Phosphorous Fortified"	
Millers Oils	Classic Sport	1100ppm	"modern oil for classics"	\$pendy
Lucas Hot Rod Classic			"high ZDDP"	\$35 for 5 qts.
Lucas Racing Only		2650ppm	"high ZDDP"	\$8 per quart
Shell Rotella diesel		1200ppm	But high levels of detergents!	Was 1900ppm in 2006
Champion Hi-Tech	Classic & Muscle	1400ppm	Blue color, O'Reilly \$8.50 qt	20W50, 10W30, 15W50
Brad-Penn	Racing Motor Oil	1600ppm	Summit Racing \$9 qt	Old green Kendall GT1
Moss Motors	with ZDDP	2000ppm	Collector's Choice, \$55 for 6 qts	Made in Illinois
Mobil 1	V-Twin Motorcycle	1600ppm	Same as old Mobil 1!	
Mobil 1	5W-50	1200ppm		
Mobil 1 Racing		1750ppm	0W-30, 0W-50, Used by NASCAR	\$75 for 6 qts.
Collector Automobile	15w40	1600ppm	In Canada mostly	Thicker like 1960's oil
Accel Oil		1050ppm		
<b>Break-In Oils</b>				
Comp Cams	Break-in Oil		high ZDDP	break-in only!
Endure Lubricants	Break-In Oil	1400ppm	Comp Cams brand; Summit \$5.60	break-in only
<b>ZDDP Additives</b>				
Moss Motors	Additive		220-805 \$12	one per oil change
Red Line	ZDDP Additive			\$12 treats 12 quarts
GM	ZDDP Additive		GM dealers	
(1) Phosphorous level listed where available. This is the important ingredient for long wear.				
Minimum 800ppm is generally recommended for flat-tappet engines, Higher for start-up or hard use.				
Note that too high a ZDDP level is also bad for the engine. See Moss Motors article on line.				
ZDDP, detergents and other additives is a master brew. Some say that it is better not to use an additive.				

# MGOC Meeting Minutes – May 6, 2017

## 1400 Bar and Grill, 1400 Webster St., Alameda, CA

**Call to Order:** By Keith Shukait at: 10:16am. We had a late start due to listening to the Twin Cam!

**Attending:** Eric Baker, Marcia Crawford, Ken Gittings, Mike Jacobsen, Keith Shukait, Pam Shukait, George Steneberg, and Paul Williams.

**Mileage Winner (and recipient of a free breakfast):** Paul Williams from San Anselmo (with the gorgeous Twin Cam).

**Approval of Minutes of Previous Meeting:** April 1<sup>st</sup>, 2017: *Motion:* Mike Jacobsen, *Second:* George Steneberg. There were a few corrections from Mike Jacobsen. In the President's report, Tim Polidorof should have two "ff's". In the website report the first paragraph had an incorrect date. Instead of 3/3/0/17, it should read 3/30/17. And lastly, in the NAMGAR GT-45 report the regalia orders were "needed" by May 1<sup>st</sup>.

### REPORTS

**President's Report:** Andy Preston: Andy and Marla are on vacation in Utah, report by email. *"I have renewed the club's NAMGBR Affiliate Chapter membership."*

**Vice President's Report:** Keith Shukait: It was suggested we think about adding a second social event like Cars and Coffee or museums trips to create more activities to the club. Kirk Prentiss and Keith Shukait will work with the Sacramento group to do a joint event. Mike Jacobsen suggested a small group meet after summer events to create a list of places to visit. Mike Jacobsen suggested Western Railway Museum in Rio Vista.

**Treasurer's Report:** (Marla on vacation, report by email dated May 2, 2017)

Account	May 2017	April 2017
Checking	11,162.27	11,454.20
Savings	3,464.77	3,464.60
Total	14,627.04	14,918.80

Since the last Treasurer's Report we have paid for the MGs by the Bay awards.

**Secretary's Report:** Pam Shukait: No report.

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

176	Number of Regular Members
56	Number of Regular Family Members
232	Total Regular and Family Members
13	Number of Corresponding Members
3	Number of Corresponding Family Members
16	Total Corresponding and Family Members
248	Total members

One new member added in April. We lost members Viggo Riddersholm and Alan Saltzman earlier this year.

Memberships are due the end of June and Steve should be getting emails ready to send out.

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

**Regalia Report:** Andy Preston: By email, *"Sold one MGOC pin."*

**The Octagon Report:** Dan Shockey: Absent, by email. *"No special info or question for the Octagon. I still need to get together with Steve to learn how to post it myself."*

*Feedback is always welcome, and the more articles, pictures and stuff submitted the better!"*

It was noted that Dan is doing a fantastic job! The paper issue was mailed on 5/5/17. It was 22 pages, 2 ounces, and it went to 60 people.

**Website Report:** Steve Kellogg: Absent; report by email:

*"When the website was moved over to a new server, many of the events didn't come over for August and onward. I'm in the process of adding them back in."*

*The website was working very badly this past month, but I think we will be over it now as Connect2Clubs has turned over management of the server websites to another group."*

*Below is the message I received a couple of days ago. I have yet to hear from the new folks, but it seems the website is working proper now and fast. We'll see how it goes."*

When I started Connect 2 Clubs back in 2009, it was my goal to offer best-of-class, quality web solutions to clubs, non-profits and small businesses. Recently I have fallen short on this promise.

Some of you are aware of the physical challenges I've had the past year and I appreciate your support and patience as I've tried to keep things going. My doctors have said it's now time to stop working.

After an extensive search, I've found an incredible company with an even more incredible woman leader.

It is with great pride that I "introduce" to you Renee Cerullo and RL Computing. <http://rlcomputing.com/> Renee had agreed to take over all of the Connect 2 Clubs accounts and service each one of you in a professional manner.

This is a win-win-win situation for everyone.

Here's why:

- 1) Renee and her team are DNN experts with many years of experience with non-profits and small business websites.
- 2) The RL Computing hosting platform mirrors what we offer our C2C clients, so there will be no change in cost for you unless you add extra services, upgrade, etc.
- 3) Renee has degrees in computer information and is an expert server guru as well as graphic design artist. (Rare combination to find nowadays!) Here's more



about Renee: <http://rlcomputing.com/About-Us/Our-Team>

She's someone the I would go to for advice on how to "fix" server issues as well as DNN stuff.

- 4) She has a TEAM of employees that are available to service and take care of each Connect 2 Clubs account.

To me, she and her team will provide more knowledge, better service, and a broader expertise than I am able to.

In essence, she's AWESOME, and I know you will love her.

Everything was switched over to her on May 1, 2017 and you will receive an email of introduction from her and RL Computing.

I feel like you are now in great hands.

I will miss you all and wish you all the best for continued success, happiness, and peace.

Hugs to all,

Anel Ryan

Connect 2 Clubs

*Dan and I have yet still to connect to teach him how to add the Octagon to the site and send it out. Until then, I'm happy to do it.*

*I would like to have someone else be familiar with the editing of the site, so that there is a back up and to keep it updated with more pictures and such. Anyone in mind, let me know."*

**NAMGAR GT-42:** Mike Jacobsen: Registration closed on the 1<sup>st</sup>. You may still register, but it will cost you more money. Additional embroidered regalia will be available to order and there will be an order form in the welcome package.

There are 107 registrations, 192 people and 87 cars. The overflow hotel is being used at this time. There is no schedule for tech sessions or the hospitality suite at this time. NAMGAR is ordering awards.

**MGs by the Bay:** Andy has ordered 30 octagonal glass awards for the event to celebrate the 60<sup>th</sup> Anniversary of the club. At this time, we have 11 registrations. Mike Jacobsen says we need 30 registrations to break even. Keith will contact Andy to check on status of awards (can we put them on hold, cancel, etc.?).

Ken Gittings reported the shirt vendor had quit and gone to China. He submitted the following email from his contact:

Hello Ken:

Because of the retirement of our vendor, who previously printed your shirts, we have had to find alternative sources. As of this time, it appears that the cost for the T-shirts will be greater than the last time we did them.

As of now, it is my belief that the shirts will run somewhere around \$12.00 to \$13.00 each. I am continuing to look for a more economical solution. But the pricing I am getting is fairly consistent and makes me

appreciate the pricing we received from our previous vendor.

I will keep you updated.

Thanks, Jenny

Ken will keep us updated on the findings. Ken also suggested not putting on MGs by the Bay because of the low attendance each year.

**PAST EVENTS:** The three-club tour to San Juan Batista lead by Dave Marsh. This was a beautiful tour with a great lunch at El Jardines. Many shopped in the town when they were done with lunch. Thank you, Dave, for a great tour!

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

<b>Sat May 20</b>	<b>Windy Roads Tour SSTS/MGOC Don Cowgill</b>
Sun May 21	Dixon Car show
<b>Sat June 4</b>	<b>Club meeting and packet stuffing for MGsbtB, 9:00 Pomona Ave, El Cerrito</b>
<b>Sun June 5</b>	<b>MGs by the Bay, Danville Livery</b>
June 2-4	Sonoma Historic festival, Sears Point
<b>Sat June 10</b>	<b>Half Moon Bay run, Dave Marsh</b>
<b>June 19-23</b>	<b>NAMGAR GT-42, Solvang</b>
June 25-28	NAMGBR MG 2017, San Diego
July 10-14	GOF West 2017, Santa Maria
<b>Sat July 22</b>	<b>Aptos BBQ run, from Sunnyvale, Dave Marsh</b>

#### OLD BUSINESS

None

#### NEW BUSINESS

If you have any social event ideas, please pass them on to Keith.

There was a short discussion of hosting a MG Mille, a multi-day tour through part of Northern California. We may revisit this later.

A motion was made to increase the printed newsletter charge from \$10 to \$15 for the 2017-2018 year to cover the increase in cost (paper and postage). The motion was made by Eric Baker and seconded by Keith Shukait. The motion was unanimously approved. Mike Jacobsen will let Steve Kellogg know so he can include it in the renewal notices.

#### BUSINESS RESOLVED ONLINE SINCE LAST MEETING

None

#### ANNOUNCEMENTS:

None

#### NEXT MEETING

Saturday June 3, George Steneberg's house, 9 Pomona Ave, El Cerrito. **Use rear back door.**

9:00 Donuts and coffee, 9:30 short club meeting, 10:00 envelope stuffing for MGs by the Bay.

Meeting adjourned at: 11:11am

Submitted by: Pam Shukait

## Caption Contest



Enzo DeMayo on the San Francisco Tour, 2014

from the MGOC web site



Last month: No humor seen by members in this photo. You had to be there, I guess.

At left, Dan Shockey in Andy Preston's 1967 MGB on a very cool summer morning in Eureka. MGOC caravan to GT-28 in Welches, Oregon, 2003. Photo: Esther Milsap

## Classified Ads

Ads are free to MGOC members and \$6.00 per month for non-members. See also next page.

1952 MGTD Mark II Roadster. Have complete history, 5 speed transmission, higher ratio rear axle, racing windshield, cream with black leather interior, wood dash and wood steering wheel, in Vancouver, B.C. Canada. Asking \$33K. Pauline, Vancouver, B.C. Canada 604-325-9252 (Posted 4/17)

*Posted at the request of member Jennifer Orum. This car was at their show last year.*

1972 MGB. Very nice MGB you can drive anywhere. Blue with gray top & interior. Overdrive, roll bar. new tires; engine overhauled 5 years ago; replaced clutch 3 years ago. Recent: alternator, exhaust, starter, top, Pertronix. \$15,000 or offer. Contact Bob Luebbert at 510-912-4239 or [r.luebbert@sbcglobal.net](mailto:r.luebbert@sbcglobal.net) (Posted 2/17)

Enclosed Trailer for Rent: Enclosed car trailer for rent (16' x 8'). Trailer has integrated braking system and lights, 12 volt Electric Winch. Reasonable rates. Randy Grossman (415-518-5210) or Eric Baker (510-517-2165)

For additional ads, see prior issues of The Octagon. Prior issues of The Octagon and other classified ads may be found on our web site, [mgocsf.org](http://mgocsf.org)



## MG YT For Sale

Award-winning, rare, exceptional condition 1949 MG Series YT, four-seat open-touring car. Current owner has had this car 24 years. Engine professionally rebuilt as part of a restoration.

This car placed first in class at the 2000 Hillsborough Concours and third in class in the 2007 Palo Alto Concours. It is left-hand drive, electric turn signals and a built-in, four-wheel jacking system. Side curtains and top are perfect.

Detailed service records are available. Priced at \$44,500. MGOC Member Elliott S., [elliottsopkin@gmail.com](mailto:elliottsopkin@gmail.com) (Posted 6/17)




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## Lift-the-Dot Help

By Tom White from the MG BBS

If you have lift-the-dot snaps that are really difficult to snap over their posts, you may like this. I am fitting a new tonneau to my TR3A. I am fitting it fairly tight as it is not as generous with material as the last one. Added to that is the fact that my hands and forearms do not have the strength they had a few years ago.

So with necessity as the mother-of-invention, I made a tool to help with the difficult lift the dot snaps. I took a length of 3/16 steel brake/fuel line and bent loops in one end to make a handle with a 8" - 10" shaft protruding from the center of the handle. Then I ground away half of the tube for the first half-inch of the shaft. This leaves a half-inch concave area at the end of the shaft.

To use the tool I push the shaft through the lift-the-dot snap that is difficult to position. I place the concave end of the shaft on the post I want the snap to attach to. Then I gently move the handle of the tool in the direction of the post. The lift-the-dot snap will move down the shaft as it moves closer to the post. When I can see the top of the post through the hole in the snap I press hard on the snap and withdraw the tool. The snap then seats on and engages the post.

As an aside, these fasteners were originally developed in the United States in the nineteenth century to hold canvas curtains in place on horse buggies, so are very well suited to MG weather equipment! That is why it is easy to find these in the States. And why you should not blame the British for these little wonders. (Ed.)



MGOC *The Octagon*  
320 B Monterey Blvd.  
San Francisco, CA 94131-3141

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## Meeting & Show Prep *‘Nosh ’n Natter’*

**Date: Saturday, June 3, 2017**

**9 a.m.: Donuts & Coffee**

**9:30 a.m.: Short Club Meeting**

**10 a.m.: Envelope Stuffing**

**George Steneberg’s Pub/Home:**

**9 Pomona Ave. El Cerrito,**

*Please enter the side yard at left to  
the side door. Don’t block drives.*

**More Info: Andy Preston**

**[andypreston@att.net](mailto:andypreston@att.net)**

**(707) 799-2257**

***We look forward to seeing you!***

