

THE OCTAGON

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



MGOC Octagon
If undeliverable, please return to:
320 B Monterey Blvd.
San Francisco, CA 94131

INSIDE THIS ISSUE

Forthcoming Events.....	3
From the Editor.....	4
President's Ponderings.....	5
A Fish Out of Water.....	6-7
British Car Repair.....	8
Where in the World is BSPA?.....	9
Front Fender Covers.....	9
MGs by the Bay.....	11
MGOCSF'opoly, June 22nd.....	11
Burnt Sparkplug Award.....	12-13
2014 Year at a Glance.....	14
MGOC Fashionistas.....	15
MGs by the Bay Registration form.....	16
MGOC Business Meeting Minutes.....	18-19
Classified Ads.....	20-22
Club Meeting: July 12, 2014.....	23



June 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

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Secretary: Dan Shockey, magnut_dan@hotmail.com

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Member-at-Large: John Hunt, huntsails@comcast.net
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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 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:

Mark McGothigan's planned June 22, MGOCSF' opoly's 49 Mile Scenic Tour of San Francisco

Club Meeting

Natter & Noggin

July 12, 2014

9:30 am - 11:00 am

Mimi's Cafe

2208 Bridgepointe Pkwy, San Mateo, CA 94404

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

This meeting will be held at [Mimi's Cafe, San Mateo](#) and hosted by Tim Polidoroff

No-host breakfast starts at 9:30 AM. As always, the member who drives their MG the furthest (to the meeting) gets a free meal, so be sure to record your mileage.



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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 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.

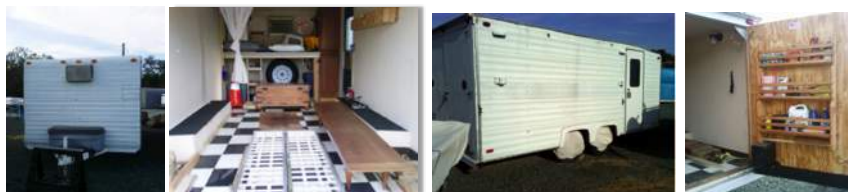
For All Items Below: Member Bob Luebbert at r.luebbert@sbcglobal.net [Posted 07/13]
MG TD Head Light Tie Bracket attaches to radiator, Moss Part # 451-100, used -- great shape!
 Price \$20 OBO
Two Headlight Stone Guard for MG T-Series, come with attachments, Moss part #222-150 \$30 obo
Gas Cap for 1975 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 aracingfan1@aol.com [Posted 10/13]
 - **Tourist Trophy 14" Black Leather Rim Wheel W/3 Matte, Drilled Spokes.** Moss Part# 489-030, \$180.00. Use Tourist Trophy/Moto-Lita adapter hub sold by Moss
 - **Free to a good home** - 1 MGB seat frame off a 1967 or 1965 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. 2013 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.

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>.

Forthcoming Events

MGOC Events in bold

- May 31 - June 8 – British Car Week, any road of your choosing with anyone you want
- June 1 – **MGs by the Bay 2014**, Danville, CA, Tim Polidoroff
 – Blackhawk Cars and Coffee, Danville
- June 15-19 – NAMBGR, French Lick, IN
- June 18-22 – NEMGT, Middlebury, VT
- June 21 – The Other Moss Tour, Don and Maris Cowgill
- June 22 – **49 Mile Drive - San Francisco**, San Francisco, CA, Mark McGothigan
- June 30 - July 3 – **Bay Area to Victoria BC**, Jennifer Orum
- July 4 – Alameda 4th of July Parade, Bob Luebbert
- July 6 – Blackhawk Cars and Coffee, Danville
- July 12 – **MGOC Club Meeting, Natter 'n Noggin** - Mimi's Cafe, San Mateo, Tim Polidoroff
- July 14-18 – NAMGAR Get Together - Ottawa, Canada
- July 20 – Hillsborough Concours d'Elegance
- July 26 – Hayward Field Meet, MOASF
- July 28 – **Oakland Air Museum Tour** - Oakland, George Steneberg

From the Editor...

technically speaking ... it is NOT a "Breakdown"



getting a little help from my friends



where there is smoke there is an MG



Clint demonstrates why we have emergency battery disconnect switches

To paraphrase Mark Twain, "rumors of my MG TF1500 turning into a Triple Black "Flambé," have been greatly exaggerated." On May 17th, Samantha and I, threw caution to the wind, and attempted the same fateful trip up to San Rafael, that famously got "Screwed by a Bolt," last year. Huge sighs of relief were had, as we passed our breakdown site from

last year, at Junipero Serra Blvd, in San Francisco. Another big sigh of relief occurred when we entered unscathed onto Shoreline Highway through Golden Gate Park, where Kimberly and I suffered our very first breakdown, en route to Sonoma, for our first MGOC event, in 2008. The next big sigh came as we seamlessly drove past Paradise Drive, Corte Madera, the site of the first "Banjo Bolt Catastrophe," during our Petaluma trip, in 2011. With a history like this, I wonder if I should ever travel north again. I seem to only do well while traveling in the South Bay. We finally made it to Pier 15 Restaurant, had breakfast, attended Natter 'n Noggin, and then drove the ½ block to Clint Wright's Tech Session on transmissions at his shop, *British Car Repair*.

The original reason why I had wanted to make to drive to the tech session was to put the car up on the lift and figure out why my speedometer had stopped working during our recent drive to Pismo Beach. However, when it came time to drive the car into the shop, my starter wouldn't start. Ultimately, I had to be pushed into the garage by my fellow MGOC'ers. Once on the lift, we tried to start the car, but to no avail. Somehow, the starter cable became "stuck" in the pull position and continued to send high voltage to a starter that wouldn't start. This caused the cable to become red hot and smoke began to emanate from the starter. Immediately recognizing that a fire might ensue, Clint reflexively undid the emergency battery disconnect switch and pulled out the starter cable to avert any further catastrophe. In the process, the emergency disconnect contacts melted, the wire became frayed, and the starter was kaput. Needless to say, the car stayed where it was, and Samantha and I hitched our way back to the South Peninsula, with Steve Kellogg and Jing Chai.

Fast forward a week later, I now have a new starter, new starter cable, new emergency battery disconnect, and a car that starts on 1 pull. And in the process, the speedometer cable started working again. You see, everything happens for a reason, Win - Win. So, just for the BSPA record, technically speaking, when your car happens to misbehave while it is **in a shop, up on a lift, with no driver in the cabin, with the bonnet opened, and multiple people looking in** on the engine ... it is **NOT** a "breakdown."

Safety Fast!

Felix Lee

- Always keep that fire extinguisher
or a master technician nearby!



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



1971 MGB GT New paint (red) and all body work done by a pro. Runs very well with an overdrive transmission. Overall condition is very good. Asking \$6,000. Contact Robert Manino at 408-772-4354 or at ssbedlam@sbcglobal.net [Posted 04/14]



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



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. [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 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]

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)	Scall	

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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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]



'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]



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

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



President's Ponderings ...

Hello! Once again, I'd like to start with some thanks and kudos. First, to Bud Alderson and Andy Preston, for organizing our May 17th monthly meeting at Pier 15 Restaurant, in San Rafael. And, next to Clint Wright, for hosting the club after the meeting at his *British Car Repair*, garage for a Tech Session.

Moving on, I'd like to extend a big "MGOC Welcome" to our newest members Gerald Bowles (1960 MGA 1600); David Richardson (1976 MG Midget); Loretta Keller (1979 MGB); Linda and John Roukema (1977 MGB); Fred Davison (1977 MGB); Richard Scattini (1952 MG TD); Mark Sneddon (1973 MG Midget); and Michael Lindbeck (1974 MGB).

Michael shared that he has owned his MGB ("Maggie") for almost 30 years. He bought it from a friend's sister for \$500, as it wasn't working at the time. After he did some electrical work, he was able to get it road worthy, and he's been driving it off and on, ever since. About 20 years ago, he painted it and replaced the interior (except for the dash). Currently, he's working to replacing the wiring harness and hopes to make it to a club event as soon as he can get that done.



Next, as some of you know, I didn't make it to this month's General Meeting as my 1980 MGB broke down while on the way. Turns out I had a bad coil. Weird, as I'd just installed a new one. However, what truly makes the story noteworthy, is that the coil my supplier (and most other vendors) "recommended," was the wrong coil for my specific car. Here's why. In 1973, MG moved from a non-ballasted to a ballasted ignition system design. Non-ballasted systems use one wire to deliver 12 volts to a 3 ohm coil. Ballasted systems use two wires - one plain wire to deliver 12 volts (only when the starter is on) and one "ballasted" wire (i.e., a wire containing a resistor to reduce the voltage) to deliver about 6 volts (the rest of the time) to a 1.5 ohm coil. A great idea as cars with ballasted systems started much faster and emitted fewer

pollutants. However, in 1979 MGB / Lucas introduced a new type of electronic ignition system - the Constant Energy Ignition or CEI system - as their previous OPUS electronic ignition system, had performed so poorly. And, this system uses a General Motors chip, that performs best at 12 volts. So, according to University Motor's MG Guru John Twist, whom I talked to by phone, MG wired many '79 and '80 cars at the factory in the "old" non-ballasted configuration, and installed a 3 ohm coil. Unfortunately, this change was poorly documented.

For example, manuals like Bentley's and Haynes don't mention it, and most parts suppliers recommend that all late model MGBs use a 1.5 ohm coil (or even a 0.8 ohm coil). The problem with using a 1.5 ohm (vs. 3 ohm) coil in a non-ballasted system is that it will quickly overheat and fail. Fortunately, determining which is the right coil for your car, is easy. First, check the coil's positive terminal. A single white power wire means that you most likely have a non-ballasted ignition system (ballasted systems use two white/green wires). Then, just to be absolutely sure, check the voltage at the coil's + terminal (see Moss' video for how to do this <http://www.youtube.com/watch?v=tSjxCNLgLL2w&index=40&list=PL203268D84EE9ADD8> If you get 12 volts then you definitely have a non-ballasted system and need a 3 ohm coil.

And, finally, kudos and congratulations to Bill Hiland and his team at "On the Road Again Classics," in Morgan Hill, on the wonderful article about them in the latest issue of Moss Motoring (see Issue 2, 2014, "Shop Focus" on page 27).

We're canceling out next General Meeting, previously scheduled for Saturday, June 7th in Scott's Valley as so many Board members have other commitments. Our next General Meeting will be in Foster City, on July 12th. In the meantime, I hope you'll join me in attending the MGOC's signature event, MGs by the Bay, on Sunday, June 1st. I'm looking forward to seeing everyone there.



Regards,
Tim Polidoroff

A Fish Out of Water

That Which We Call a "Trophy," by any other Name, Would Smell as Sweet

By Tom Doyle

I was debating which car show I was going to enter on the first weekend in May 2014. It was going to be either the *North meets South* event in Pismo Beach, or to the *MID Springfest* on the banks of Lake McClure as noted in the Octagon newsletter. Not having attended either event in the past, I had no reference point to go on. My deciding factor was that Lake



McClure was much closer than Pismo Beach and it did not require an overnight stay, so that is what I planned to do.

After sending off my entry form, I began to scout the route, and it was a good thing I did. After reading my maps, I decided to take I-580 southeast over the Altamont Pass and then east onto route 132, towards Yosemite. So on Saturday 3 May, at about 7am, on a sunny cool morning with my top down, I began driving southeast in my 1976 MGB.

I began my route from Oakland, and about 5 miles west of Dublin, on I-580, my directions caught a gust



of wind, flew out of the car, and I had to carry on from memory. I caught route 132 about 30 minutes later and headed east, traveling through farmland and eventually through Modesto. It was a pleasant drive once I got off I-580, on two and three lane roads, through the Sierra foothills just west of the Yosemite entrance. East of Modesto, I traveled through more farmland, until I got to the village of LaGrange. It was here I knew I was getting close, as I remembered this town as a landmark, along the way to the MID Springfest. Traveling another 17 miles I kept my eyes out for signs for the car show and didn't see any. I continued another 5 miles and passed

near Lake McClure but there were no access roads. I kept thinking I'd traveled all this way and would have to end up getting snake bit. I had spotted a small country store a while back so I pulled a U-turn and decided I would ask for directions before abandoning all hope. Now I was traveling west

bound, on route 132, when I saw a small brown sign for Barrett Cove Recreation Area which may have been hidden going eastbound. I then made a left onto Merced Falls Road and headed south. I traveled on this road for about 4 miles and it intersected with Barrett Cove Road and headed east towards the lake. At 9:30 a.m., after traveling 130 miles or so, I ended up at the Barrett Cove Recreation Area ranger station and a very nice park aide at the kiosk welcomed me and then directed me to where the car show was.

The Merced Irrigation District Parks Department had set the car show on an asphalt parking lot between the campground and the boat ramp of the Barrett Cove Recreation Area. There was room for 100 or so cars but only 30 or so showed up and there was no shade whatsoever. I

parked at the end of row 15 and began to unload the car when a big orange 1972 Dodge Dart parked right next to me. The color of the Dart was nearly identical to mine, so I decided to move to another spot in row 14 between a light brown 1962 Impala and a fire red 1969 AMX to add some diversity of color among entries. I unpacked the car and setup my beach chair and began to read some magazines I had brought

Photos by Tom Doyle

Business Resolved Online Since the Last Meeting

None

New Business

None

Announcements

Pacific Grove Concours Rallye: Ken Shapiro, attending his first meeting, described the Rallye and Lighthouse Avenue car display in Pacific Grove, held the Friday before the Pebble Beach show weekend. He said the event was inexpensive and a lot of fun, and provided the opportunity to see many multi-million dollar cars that would be in the area that week.

Next Meeting

June 7th in Scotts Valley at the Canepa Museum & Restoration facility.

Meeting adjourned at 10:34 a.m.

Submitted by Mike Jacobsen for Dan Shockey



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MGOC Business Meeting Minutes

Pier 15 Restaurant, San Rafael
May 17, 2014

Call to Order: Vice-President Steve Kellogg* called the meeting to order at 10:06 a.m. Also attending were Bud Alderson, Marcia Crawford, Tom Doyle, Ken Gittings, Mike Jacobsen, Felix & Samantha Lee, Don Malcolm, Andy Preston, Marla Preston*, Marty Rayman, Ken Shapiro, and George Steneberg*. Tim Polidoroff* and Jing Chai arrived after the meeting concluded. (* denotes Board Member)

May Mileage Winner

Steve Kellogg won this month's free breakfast for driving his MG the farthest to the meeting.

Previous Minutes

The Saturday, April 5, 2014 minutes were approved as printed in *The Octagon*.

Reports

Treasurer's Report: Marla Preston reported the balances of the checking and savings accounts:

Account	April	May
Checking	10,046.66	10,385.68
Savings	3,461.58	3,461.68
Total	13,508.24	13,847.33

We had expenses for the May *Octagon* printing and our MGCC renewal; and income from MGs by the Bay entrants.

Registrar's Report: Steve Kellogg reported the following membership numbers:

Category	April	May
Regular	260	272
Corresponding	15	15
Total	275	287

Secretary's Report: No report; Dan Shockey could not attend the meeting.

Corresponding Secretary's Report: George Steneberg reported no new communications.

Regalia: David Wright was absent, but Steve Kellogg announced that Club lapel pins are now available on the Club website.

The Octagon: Felix Lee asked for an event article from someone that attended North Meets South, and added that he can always use more articles for the newsletter.

Website: Steve Kellogg reported that in addition to the lapel pins, he's adding links to Club event videos, provided by Kirk Prentiss.

Past Events

Private Collection Tour, April 19: Thanks to John Bertolotti for organizing the event.

North Meets South: Weekend of May 3-4 – Paradise MGs: Club members won several awards here.

Upcoming Events

Tech Session, Saturday, May 17: In San Rafael at Clint Wright's shop following the meeting, organized by Andy Preston, Bud Alderson, and Tim Polidoroff.

UBSCC All-British Motor Vehicle Show and Swap Meet, Sunday, May 18: Dixon Fairgrounds, Dixon

Friendship Day 2014, Sunday, May 18: Pacific Shores Center, Redwood City

Packet Stuffing Session, Saturday, May 31, 9:30 am: To prepare the registration packets for MGs by the Bay, at George Steneberg's home at 9 Pomona Ave, El Cerrito, 94530-4134.

MGs by the Bay, Sunday, June 1: At The Livery in Danville.

MGOC Meeting, Saturday, June 7: At Canepa Museum & Restoration, Scotts Valley

49 Mile Drive, San Francisco, Sunday, June 22: Mark McGothigan. Details to follow in the June *Octagon* and on the MGOC website.

Old Business

MGs by the Bay:

- 40 registered to date.
- T-shirts have been ordered.
- Dash plaques have been ordered.
- Awards will be ordered soon.
- Show layout will be nearly what it was last year, with more clear area added in front of Luna Loca.

to pass the time.

After awhile I started to visit some of my neighbors and found out nearly all were from the local area. They all wondered how I found out about the event and I told them it was in the events calendar of our MG club newsletter, *The Octagon*. The event had a few food vendors and games for the kids. Having missed breakfast, I had a nice mushroom and cheeseburger with fries for lunch.

After lunch I toured the area and was amazed how low the water level was in Lake McClure. Lake McClure gets most of its water from Sierra snow melt and the past couple of years the snow pack has been way down. The lake level must have been down 300 feet and maybe more. I have never heard of an Irrigation District before and learned that the watershed is dedicated to supporting the agriculture in the central valley. I was told none of it was for drinking. The lake had a boat dock and small marina. Beyond the marina, there were some 50 or so house boats anchored in a bay. At about 1:00 p.m., folks started to hand out voting ballots with categories for "Director's Choice," "Best in Show," "Coolest Color," "Speed Demon," "Cherry Classic," "Best Vintage," and "Furthest Traveled."

My MGB was the only foreign car in the show and it was competing against 1957 Bel-Airs, GTOs, Mustangs and other similar muscle cars of the 1950s-1960s. Needless to say my little 1798 cc engine would only take up ½ the engine compartment of these high speed dragsters.

Although I got many positive comments from attendees on my 1976 MGB, my car was a veritable, *fish out of water*, compared to these gas guzzling behemoths parked next to me.

At 4:00 p.m., they announced the award ceremony was about to begin, and guess who was the first one they called? I was awarded a very nice trophy and they took lots of pictures and I made a short speech. I thanked the Parks Director and I quickly packed up my car for the trip west back to the bay area with trophy in tow waving goodbye to my new found friends from Barrett Cove.

The trip going west on route 132 was fine, but when I got to I-580 west, the winds were just howling. Gusts up to 50 MPH were constantly throwing my little MGB all over the place. I had my top down, but the cover kept on getting blown off and it was flapping in the wind making a racket. I finally got over the Altamont Pass and the wind subsided somewhat, but the construction in Livermore was a mess and there was no emergency parking area should I need one, if something were to go wrong. I was also driving straight into the sun which didn't help things much.

I was able to get to the outskirts of Oakland and proceeded to take route 13 north through the Oakland Hills, which seemed to be a much quieter ride than I-580. Arriving back at home, no worse for wear, I was relieved to make it back home with my trophy in tow. Oh, you want to know what award I got? I was the lucky chap who traveled the furthest distance!



Photo by Tom Doyle

British Car Repair

Tech Session

By Bud Alderson

On Saturday, May 17th, Clint Wright, the owner of British Car Repair (formerly Ed Wright's British Car Repair) invited the MGOC to his garage in San Rafael for a Tech Session. The session's focus was on transmissions; but, Clint and his teammate, John, responded to other topics from the floor too.

Clint began by explaining the critical role of the clutch throw-out (or release) bearing - a \$20 part that is a huge pain to replace when it fails as it entails an engine-hoist job (the MGB's engine must be removed to work on the clutch or transmission) and major wallet damage.



The bearing is a carbon ring, and when the clutch is depressed, it presses against stiff springs that disengage the pressure plate from the engine flywheel, letting the transmission disconnect from the engine to allow gear changes. Maintaining pressure on the clutch longer than needed to complete nice crisp shifts is called "riding the clutch," and can accelerate release bearing wear. As will keeping your foot on the clutch when the car is stopped with the engine running - always put it in neutral instead.

The role of gear synchronizers was demonstrated, the mechanisms that keep various forward gears turning at speeds facilitating shifting between them, and the operation of gear "forks" was shown. Someone asked about cars popping out of gear, and Clint said to start by assessing whether something was obstructing full movement of the shift "forks" and preventing the complete engagement of some gears - during repairs, sometimes bolts or pieces fall under the shifter boot and can obstruct the linkage. Food for thought.

About then, Clint had us help push Felix's black TF into the shop, so they could discern why the speedometer was not working, and now, why the starter was not starting.

As the car entered the bay and the bonnet was opened, with the ignition on, a big puff of smoke rose from the engine with the smell of burning wiring. Wiring to the starter was fried. The Lucas devil had struck! Samantha and Felix were stranded - (next time will they travel with an extra starter?). The car was left with Clint and they got a ride back down the Peninsula. Clint was later able to fix the starter and related electrical cables and while fiddling around with Felix's speedometer cable, managed to get that to work also. (some people have all the luck, bad and good)

Tim, arrived for the Tech Session on time, but missed the breakfast business meeting at Pier-15 because his MGB had died on the way. After the car had cooled he was able to restart it and returned home. He then drove his Ford Escape to the session. Clint explained that when an MG suddenly dies on the road like that the problem is typically fuel pump or ignition system related. And, if the car restarts and runs well after cooling the problem is most likely in the ignition system. The coil or the electronic ignition (in MGs so equipped) can sometimes short out when hot and then - "recover" as the car cools down (however, they will eventually fail permanently). Discussion of the ignition failure ensued, and some diagnostic steps to further define the problem were discussed. (Tim was later able to confirm that his problem was a defective coil which he replaced.)

Clint's tech session was interesting and lots of questions were answered. Thank you Clint!! Poor Tim and Felix. The problems that they endured under the legacy of Lucas were a reminder of the vigilance that MG electronics need, and even with that, may sometimes still not be enough.



Photos by Marty Rayman

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MGs by the Bay

Celebrating the 90th Anniversary of MG!

Sunday June 1, 2014 at The Livery in Danville

400 Sycamore Valley Road, Danville, 94526 – One block west off I-680

All MGs are welcome, from daily drivers to complete restorations. The \$25 entry fee includes a dash plaque, an event T-shirt, and special items from our sponsors. Additional cars registered to the same owner are \$10 each, which includes a dash plaque only. The show starts at 10:00 a.m., rain or shine, and awards are presented at 2 p.m.



Popular vote judging, with awards for People's Choice, Best Daily Driver, Most Customized, and others. The number of cars registered determines the class awards.



Return the registration form below with the entry fee. Photocopies of this form are acceptable. One form is required for each MG.

Mail before May 21, 2014 to:

MGs by the Bay
107 Wilder Ave.
Los Gatos, CA 95030-5923

For information call
408-335-5899

or visit www.MGOCsf.org

Make checks payable to **MGOC**

Show Use Only		
\$	/	#

Please print:

Name: _____ MG model: _____ Year: _____
 Address: _____ Body style: ☐ Coupe ☐ Roadster
 City: _____ ☐ Saloon ☐ Race car
 State: _____ Zip code: _____ ☐ Other: _____
 Email address: _____ Car color: _____
 Daytime phone: (____) _____ T-shirt size: ☐ M ☐ L ☐ XL ☐ XXL
 Short description of your car: _____

Has this car ever won First in Class at MGs by the Bay? Yes ☐ No ☐

Release: Neither my heirs nor I will hold the MG Owners Club or The Danville Livery Shopping Center liable for any loss, damage, or injury done to me, or my party, while engaged in this event or traveling to and from this event.

Signature: _____ Date: _____

Signature: _____ Date: _____

Where in the World is BSPA?



Andy and Marla
Preston
and BSPA
at Crater Lake, OR

Photo by an Anonymous
Frenchman visiting
Crater Lake, OR

Front Fender Covers

"Winging" It with Homemade Covers

By Don Davis

In his book, "Practical MG TD Maintenance, Update and Innovation" (which every TD owner should own!) Jonathan Goddard gives detailed instructions on making cloth backed vinyl wing covers for the TD (or any other T-series model). Moss sells Fender Covers, however, they are quite expensive and also do not cover the complete fender. Following Jonathan's instructions, I made a pattern for my TD (which took a few hours!) and one of my wife's friends, who is handy with a sewing machine, made them up for me. I picked an ivory color for the vinyl to match my car color.

If any TD owner would like to borrow the pattern, just let me know by email (fstcobra@hotmail.com) and you can come over to my home and pick it up. Also, my wife's friend would be happy to make up a set of covers for anyone that is interested. Just drop me a note and I'll put you in touch with her. She estimates the cost including material would be about \$125.



Photo by Don Davis

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MGOC Fashionistas



Pismo Beach Gang

(Marcia Crawford, Valerie and Lee Sheldon, Felix Lee, Steve Kellogg, Doug Hollander, Craig Kuenzinger, George Steneberg, Kim Kuenzinger, Elaine Chan, Mike Jacobsen, Andy and Marla Preston)

If you have any outlandish MG Attire, send in a photo and be our
MGOC Fashionistas for the month

Photo by Samantha Lee

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Start Planning for 2014 ...

SUMMER



MGS BY THE BAY, DANVILLE, 6/1
 NAMGBR AT FRENCH LICK, IN, 6/15-19
 SF 49 MILE TOUR, 6/22
 BAY AREA TO VICTORIA, BC, 6/30-7/4
 MID PENINSULA TOUR, 7/12
 VICTORIA, BC TO OTTAWA, ON, 07/4-7/14
 NAMGAR GT-39, OTTAWA, CANADA, 7/14-18
 HILLSBOROUGH CONCOURS, 7/20
 OAKLAND AIR MUSEUM TOUR, 7/27
 MGOC ANNUAL PICNIC, 8/9
 GoF WEST, SAN DIEGO, 8/25-29
 SCOTTISH GAMES, 8/31

FALL



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

Wanted

Submissions of articles / photos /
 anecdotes / repairs

are always welcome

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

Email Felix Lee at
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MGS BY THE BAY

SUNDAY, JUNE 1, 2014

THE DANVILLE LIVERY • DANVILLE, CA



Photo: Mindy Hungerman



21st Annual Event Hosted by the MG Owners Club
 For information: www.MGOCsf.org

North American
CLASSIC 
 Magazine




On the Road Again Classics
 Classic & British Auto Restorations & Repairs

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BURNT SPARK PLUG AWARD

FROZEN,
MG VERSION
(SUNG TO THE
TUNE OF "LOVE IS
AN OPEN DOOR")

I LOVE
CRAZY!

OK, CAN I
SAY
SOMETHING
CRAZY?

ALL MY LIFE HAS BEEN A SERIES OF CARS
BREAKING DOWN,
AND THEN SUDDENLY I BUMP INTO YOU

I WAS THINKING THE SAME THING!
'CAUSE LIKE,
I'VE BEEN FIXING MY OWN CARS, CHANGING MY
OIL,
HOPING TO HELP SOMEONE NEW

BUT WITH YOU ...
I FOUND MY PLACE ...

BUT WITH YOU ...
I SEE YOUR FACE ...

AND IT'S NOTHING LIKE I'VE EVER KNOWN BEFORE!

MG HAS BROKEN DOORS!
MG HAS BROKEN DOORS!
MG HAS BROKEN DOORS!

WITH YOU, WITH YOU
WITH YOU, WITH YOU
MG HAS BROKEN DOORS ...

I MEAN IT'S CRAZY
WE GAP EACH OTHER'S ...
THAT'S WHAT I WAS GONNA
SAY

WHAT?
SPARKPLUGS!
I NEVER MET SOMEONE ...

WHO THINKS SO
MUCH LIKE ME ...
JINX!
JINX AGAIN!!

OUR MENTAL SYNCHRONIZATION
CAN HAVE BUT ONE EXPLANATION

YOU -- AND -- I -- WERE -- JUST
MEANT TO BE!

SAY GOODBYE
TO THE BREAKDOWNS OF THE
PAST

WE DON'T HAVE TO FEEL IT ANYMORE ...

WE FIX MG POORS
WE FIX MG POORS
LIFE IS SO MUCH MORE

WITH YOU, WITH YOU, WITH YOU!
WE FIX MG POORS

CAN I SAY
SOMETHING
CRAZY?
WILL YOU
MARRY ME?

CAN I SAY
SOMETHING
EVEN CRAZIER?
YES!!

..... TO BE CONTINUED

Photos by Felix Lee