

THE OCTAGON

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



The Ultimate MG "Tool"

November 2013

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 2013

President: Tim Polidoroff, 650-342-6443, polidoroff@comcast.net

Vice President: Steve Kellogg, webmaster@mgocsf.org

Treasurer: Marla Preston, marlapreston@hotmail.com

Secretary: Randy Grossman, grossran001@comcast.net

BOARD OF DIRECTORS

Member-at-Large: Craig Kuenzinger, 925-934-3130, mrcraigk@aol.com

Member-at-Large: David Wright, 510-653-3831

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

APPOINTEES

Commercial Advertising: Mike Jacobsen, 415-333-9699, MikesMuseum@yahoo.com

Corresponding Secretary: George Steneberg, j2george@pacbell.net

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

Membership Development: Bob Stine, 650-349-5128, rbrtstine@gmail.com

Registrar: Steve Kellogg, webmaster@mgocsf.org

T Register Director: Jim Carlson, 408-224-3992, mjgim@comcast.net

The Octagon Editor: Felix Lee, 650-947-9282, octagoneditor@mgocsf.org

Webmaster: Steve Kellogg, webmaster@mgocsf.org

CLUB ADVISOR PROGRAM

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

MGB 1962-74: Marty Ray, 831-475-6204, martyray@cruzio.com

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

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

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

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

MGA/Coupe/Twin Cam 1955-62: George Steneberg, 510-525-9125, j2george@pacbell.net

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

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

Pre-war Midgets-Magnas-Magnettes: George Steneberg, 510-525-9125

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

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

COVER PHOTO:

Ken Gittings, the Ultimate MG "Tool," Les Stuart's Man Cave, Morgan Hill, Samantha Lee

COMMERCIAL ADVERTISING IN *THE OCTAGON*

Direct all questions about advertising to Mike Jacobsen at 415-333-9699 or MikesMuseum@yahoo.com. 2013 rates are presented *monthly* (yearly): full page \$25 (\$240), half page \$18 (\$175), third page \$12 (\$120), business card \$8 (\$75). All ads expire on January 1, and fees for a partial year will be pro-rated to that date. Deadline for ad materials is the 10th of the preceding month. The MGOC makes no claims as to the reputation or quality of work performed by businesses advertising in *The Octagon*.

MGOC FINANCIAL INFORMATION

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

MAKING CONTRIBUTIONS TO *THE OCTAGON*

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

RECRUITING MEMBERS FOR THE MGOC

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

MGOC.SF.ORG

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

Forthcoming Events

MGOC Events in bold

November 1 – **Pub Night at On the Road Again**, Morgan Hill, Bill and Mary Hiland

November 16 – Turkey Trot, Judy and Herb Guidry

November 16 – **Pigeon Point Lighthouse Tour**, Mike Jacobsen

December 7 – SSTS Holiday Party, Jeannie Haslam

December 14 – **MGOC Holiday Tea**, Mike Jacobsen

January 25 – **MGOC Annual Awards Banquet**, Hs Lordships Restaurant, Marcia Crawford and George Steneberg

January or February – **MGOC Planning Meeting**, Tim Polidoroff, TBD

From the Editor...

Forget Nike Air, Air Jordan, MacBook Air, iPad Air ... introducing MG Air

It's easy to understand our fascination with "Air." "Air" rises and makes us look up, suggesting something that is impressive, to both see and behold. "Air" implies timeless grandeur, as in the expression, *Castles in the Air*. "Air" is new and refreshing, when we speak of a *Breath of Fresh Air*. "Air" can be nimble and graceful, as in *Dancing on Air*. "Air" signifies romance, when we exclaim that, *Love is in the Air*. In fact, most weddings either start or end with Bach's *Air Gigue on the G string*. "Air" is a life force, as when we come up, for a "gasp of air." Sometimes we need to start over and just, *Clear the Air*. For environmentalists, it all about *Clean Air*. The very first use of "Air Quotes," was documented in the July 1927 issue of *Science* magazine, when they described a "very intelligent woman who used to inform us that her 'bright sayings' were not original, by raising both hands above her head with the first and second fingers pointing upward. Her fingers were 'quotation marks' and were very easily understood."

Advertisers followed along, in the early '80s, when Nike wanted to imply it had invented lightest running shoe ever, the *Nike Air*. It then came to mean greatness and value-at-great cost, when Michael Jordan signed on, in 1985, to promote the outrageously priced, at the time, \$310 *Nike Air Jordan* basketball sneaker. (BTW, 1985 marked the first time someone in NYC got mugged for their sneakers) More recently, Apple Computer ran, (no pun intended), with this idea of lightness and promoted their thinnest full-sized laptop ever, as the *MacBook Air*, and just last week, they introduced the even thinner and lighter, *iPad Air*, similarly high priced, even by today's standards.

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.....	102.00	75.00
HEAVY DUTY UPGRADE.....	10.00	10.00
SHOCK LINK (New or Rebuilt)	\$call	

BRAKES: sleeved and rebuilt

MGB, Midget caliper.....	\$85.00
MGA, MGC caliper.....	\$155.00
MGA, Midget twin master 1956-67.....	\$225.00
MGB, Midget master 1968-80.....	\$125.00-145.00
MGB brake booster servo.....	\$175.00
MGC booster servo.....	\$445.00
Cylinder sleeved only, brass or SS.....	\$50-\$95
Kingpin swivel axle rebushed.....	\$60-\$90
Front end A-arm (Midget).....	\$95.00

CARBURETORS: COMPLETE REBUILDING

Disassembly, cleaning, bodies rebushed, new std. size throttle shafts, jets, needles, float valves gaskets. **FLOW BENCH TEST.....**\$375-\$415/pair

CARB BODIES REBUSHED

and new throttle shafts.....\$85 each

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Core charges apply if items are ordered prior to
(and are refunded after) our receiving old units.

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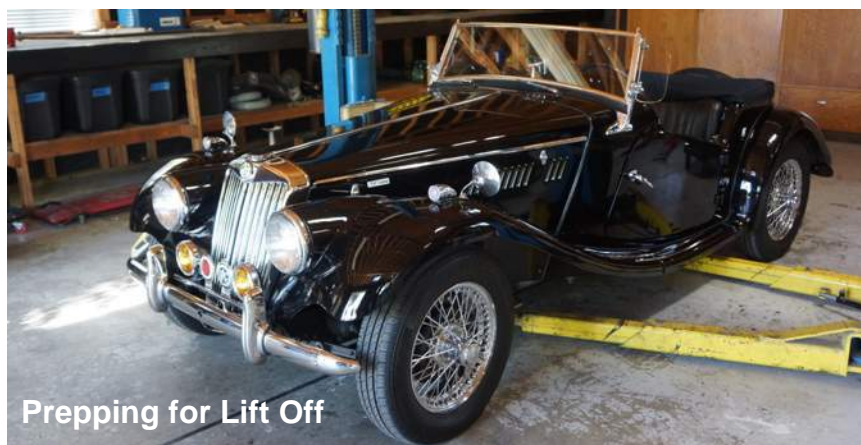
1610 Middle Road, Calverton, NY 11933

631-369-9515, FAX 631-369-9516

Toll Free 800-882-77753

VISA, MD, DISCOVER, PAYPAL, COD

OCT09



Prepping for Lift Off

Not to be outdone, Les Stuart and Steve Kellogg, seized upon the novelty of lifting things in the air, and hosted our very first, ever, *MG Air* event, in Les' garage ... I mean, Car Hanger, aka ... Les' "Man Cave." In fact, as the story goes, when Les and his wife, Melanie, first approached the home with their realtor; whereas, Melanie and the realtor headed into the house, Les, eyeing the car lift through the open garage door, went straight for the garage, and as the saying goes, "the rest is history." Yes, Melanie fell in love with the house and Les, saw "Love in the Air," with the garage. We each took a turn at having our *MGs Aired*, and were all quite surprised, and for some, dismayed, at what we saw, and what we couldn't see, underneath our car. The women present, were similarly in disbelief, at how none of us men, despite having owned our cars for several decades, had never seen the undersides of our MGs. But seriously now, how long have any of us lived in our homes? And do any of us know what's in our crawl spaces? In the end, we all had a great time. To this point, even Les was quite surprised when Melanie, came out to see all the commotion and ended up spending the whole afternoon with us in the garage stating, "she saw everyone seemingly having a good time and wanted to be around it all!"

Safety Fast!

Felix Lee

"I can remember when Air was clean and sex was dirty"

- George Burns

Photo by Samantha Lee



President's Ponderings...

Hello! Once again, I'd like to start with a few thanks and kudos. First, a shout out to Steve Kellogg and Felix Lee, for hosting our October 12th South Bay Breakfast meeting and to Les Stuart for hosting the club at his Morgan Hill home for an informal post-meeting meeting, "MG Air Garage Tech Session," and BBQ lunch. And next, to Andy Preston, for hosting our very successful October 19th Sonoma Tour. Bravo!

Moving on to some announcements ... Randy Grossman was the winner of the \$100 "Service" gift certificate that Collins Classics, 609 California Drive, Burlingame, CA 94010, generously donated to our club. Congratulations Randy! And this, is to let you know that the Vintage MG Club of Southern CA will be hosting their 40th annual "All MG Parts Exchange" on Sunday, November 24th from 7 a.m. to 1 p.m. They bill this as "the largest all MG parts exchange in the United States." If you're interested, contact John Seim at kingseim@earthlink.net ... I'm sure that they'd appreciate your support.

I'm writing this month's "Ponderings," while in Carefree AZ, where I'm currently enjoying the 41st Annual GoF (Gathering of the Faithful) West, along with my wife, Molly, George Steneberg, Marcia Crawford, 8 Bay Area SSTS (Sorry Safari Touring Society) members, and 130 plus other participants from all over the US. The drive here was fun but not without its "miss-adventures," ... at least for Molly and me, as we drove our TD.

George and Marcia trailered their J2 and their rig ran like a charm. On Day 1 – our TD's oil pressure gauge stopped working, only to miraculously start working again after we purged the oil line connected to it, to further diagnose the problem, and test that the oil pump was working. Go Figure! On Day 2 – after a beautiful but extremely bumpy ride along a 60 mile section of Historic Route 66 – a bolt on one of our carburetors vibrated loose, (does this sound familiar, Felix?) causing a major fuel leak. Ugh! Fortunately, the bolt came only partly undone before we identified the problem, and were able to correct it, by simply, retightening the bolt. Had we lost the bolt, this could have been a major bummer, as finding a replacement bolt, in that remote part of the country, would have been a challenge. Now finally in Carefree, we're enjoying great Southwestern food, scenic backcountry roads, and our interactions with the wonderful folks who attend these events.

Regards,
Tim Polidoroff
(from Carefree, AZ)



Driving the backcountry roads of Carefree, AZ



Happy 66666 Halloween!

Rich and Mari Upton's odometer on his red '66 MGB while following Eric Baker over the San Rafael Bridge for the Sonoma Wine Tour

Ride of Shame

Part Deux

By Andy Preston

At the end of Part 1, I had just checked the compression and found 165, 125, 125, 165 across the four cylinders and pulled the engine from my 1967 MGB Roadster. The engine had done over 84,000 miles and had never been taken apart before.

With compression pressures like that, I expected to either find a blown head gasket, or more than likely, a cracked cylinder head. However, with a blown head gasket you'd normally get figures in the 80 psi range.

To my surprise the cylinder head gasket was OK, and the cylinder head was not cracked. However, all the combustion chambers were totally caked in carbon, far more than I had ever seen before, and so were the tops of the pistons, especially number 2 and 3. The cylinder bores were totally



burning up in the combustion chambers which is why I was only getting 200 miles to a quart of oil.

The good news is that the crankshaft was in perfect condition and did not need grinding. The valve gear was also perfect, with little signs of wear. The camshaft had one badly worn lobe and 4 of the tappets looked like they had been sand blasted, which is probably a result of using oil without ZDDP for a long time. It is normally recommended by most shops to add 4 oz of ZDDP to the oil with every oil change, on classic cars. Not for use on cars with catalytic converters because it will damage them.

My favorite machine shop in Petaluma, Norm's Auto Machine, is doing a complete engine rebuild, and hopefully I'll get it back next month. I purchased all the engine parts from Moss during their 20% off October sale, but still managed to spend over \$1000 in parts alone. The parts are manufactured from all over the world including; Poland, Israel, India, EU, UK, and the timing chain is made in England.

I remember back in the day, when BMC (British Motor Corporation) owned MG, Austin, Morris, Riley and Wolsey They recommended that you should rebuild an engine every 60,000 miles, so I think I've done very well for an engine that's 46 years old and covered 84,000 miles. You won't hear me complaining at all.



smooth and mirrors, which is pistons were burning oil and on number 2 and were not sealing cylinder bores on the diameter.



shone like not good. All the black from the piston rings 3 were worn thickness, and against the because of wear

So oil was simply squeezing past the piston rings and



MGs Up in the Air

Ever Wonder What Is Underneath Your MG?

By Steven Kellogg

On Saturday, October 12, after the MGOC South Bay meeting at Mimi's Café in Saratoga, approximately 6-7 MGs rolled down the 85 Freeway to MGOC Member Les Stuart's house in Morgan Hill. Les has a nice house, but an even *nicer* garage. He moved into the house about three years ago. The house was perfect for him and his wife, Melanie, but for very different reasons. Whereas, his wife was admiring the large house and all the land it entailed, Les was more enthralled with the garage in back. The garage had been set up by the previous owner, who also enjoyed working on cars, in his spare time. The garage has a full lift, and plenty of space to work on cars ... multiple cars.

An extra large gardening shed, which is off to the left,



used to be a full service painting booth. This is where Les worked on his cool triple Cosmos Black MGA and is now starting work on a

"RestoMod" of a 67 Mustang modeled after Eleanor from the movie, *Gone in 60 Seconds*, starring Nicholas Cage and Angelina Jolie. So after getting a "Rules of the Garage" talk from Les on safety, we began hoisting MGs up in the air. First up was Jing Chai's Midget. We put his Midget up on jack stands, where he and the group diagnosed an issue regarding oil seeping out of his rear end somewhere. Meanwhile, his new rims looked pretty nice.

Jim Carlson then raised up his MGB/GT and tried to tighten a bolt near his oil filter but just couldn't quite get it because of the angle. There were some seals on his front axle that looked a little worn that should be addressed sometime this year.



work on a



New Member, Laura Ortez, place her BRG MGB on the lift and got some good advice from all around about smog testing and the like.

Bill Becker then placed his MGA up on the lift and his looked the nicest as his restoration was probably the most recent. All looked well

in order for Bill's next show which was the next day in Santa Cruz.

After placing my MGB up in the air, I was finally able to re-tape this annoying cable that had been hanging down. I too, am in need of some new seals on my front end, but overall, I

was pleased with the underside of my car as I noticed no bad leaks from the recent ring replacement that was performed a couple of months before. I was also able to grease a few nodules on the front axle and I could have sworn the turning was smoother when I left for the day.



Felix Lee then put his TF on the lift, and we all noticed that his horns in front were kind of mushed in. Les pulled out his power circular grinder, trimmed them back, trumpeted them out, and resprayed them black. Would Felix have any other color?

The club then hosted a lunch which we picked up from a local BBQ joint and although we were offered the comfort and charm of Les' dining room, we all preferred to eat in the garage, next to our MGs. Overall, it was a fun day and we could not of had a better hosts in Les, Melanie, their son and his father in law. Their German Shepherd dogs were friendly as well and the next door petting zoo was also a hoot, to say the least. Samantha and Stephanie kept them well fed. We are surely looking forward to the next MGs up in the Air event at Les' Man Cave!!

BURNT SPARK PLUG AWARD

MG AIR EVENT

AWW, I
WANTED TO
GO FIRST!

ME,
ME, ME!

BSPA?

OK, GENTLEMEN
REAL SIMPLE, MY CAVE, MY RULES
ANY QUESTIONS?
BSPA MEANS NOTHING IN HERE ...

1ST LEVEL:
APPLIANCES
2ND LEVEL:
MENS SHOES
3RD LEVEL:
NOSEBLEED
...

AHA, JUST AS I
SUSPECTED ... OIL!
OK, NEXT CAR!

WOW,
HOW'D HE
KNOW THAT?

OOO, THE
BSPA CAR ...

YESIREE, OIL
AGAIN AND WIRES
THAT DON'T GO
ANYWHERE!

SO
EMBARRASSING,
THOUGHT I FIXED
THAT!

DANG IT!!

YOU'RE
GONNA NEED A
SPECIAL KIND
OF TOOL FOR
THAT!

YEAH, A
REAL RARE
TOOL!

WHAT KIND OF
TOOL ARE WE
TALKING ABOUT
HERE?

STAND BACK!!

KEN, THE ULTIMATE MG TOOL!
(CHILDREN, DO NOT TRY THIS AT HOME,
THIS MAN IS A PROFESSIONAL!)

..... TO BE CONTINUED



MG 2013 Pigeon Point Tour

Saturday, November 16, 2013



It's time once again to take a scenic drive, have lunch along the coast, and visit a lighthouse.

Organizers: Mike Jacobsen 415-333-9699, MikesMuseum@yahoo.com
Steve Kellogg 408-335-5899, sfkellogg@verizon.net

Time: Meet at 10am for a 10:30 departure

Two meeting places!

North Peninsula: McDonald's, 255 Winston Drive, San Francisco – Stonestown Galleria Shopping Center at Highway 1 (19th Avenue)

South Peninsula: Starbucks, 442 North Santa Cruz Avenue, Los Gatos – one block north from Highway 9

Tour: We're going rain or shine, so bring a waterproof car if it looks like rain. Both tours will be on the peninsula, with the northern tour spending a lot of time on the coast, while the southern tour goes up the peninsula's central ridge before dropping down to the Pacific.

We'll rendezvous in Pescadero by 12:30 for the lunch stop. You're free to dine wherever you'd like in town, and then we'll saddle back up at 1:30 for the final few miles to Pigeon Point. This Saturday is the 141st anniversary of the Pigeon Point lighthouse. Though they can't light up the original first-order Fresnel due to construction work on the lighthouse tower, they've moved the lens down to the Visitor Center for you to see up close. The complete lens assembly is about eight feet tall and very impressive. In addition to the Visitor Center, their museum and other exhibits will be open and staffed.

Please RSVP: To Mike (if you're coming on the northern half) or to Steve (if you're coming on the southern half). Or click on the ["Enroll for this Event?"](#) at the top of this message on the website.

[Click Here for Northern Route](#)

[Click Here for Southern Route](#)

Let's get out one last time before the weather turns sloppy.



Wine Barrel Tour

Coffee, Tea, Juices and Wine

By Marcia Crawford

We started off on a beautiful day at Randy and Melissa's home with bagels, spreads, coffee, teas, juices, 7 little British cars, and 15 enthusiastic "tourists." Randy guided us on a short freeway drive to the start of an absolutely beautiful tour through the back roads of Livermore. We took off on Palomar Rd, connecting to Niles Canyon Rd, and then on to Vallecito Rd for approximately 40 miles. It was a great drive with curves, swerves, and hills. The canyons were filled with valley oaks, cottonwoods, bay laurel, and redwood trees. We saw lots of old farms and just as many new farms. This delightful assortment of scenery then led up to myriads of vineyards, for as far as the eye could see. Our first stop was at the Telsa Vintners with "The Singing Winemaker." We tasted, shopped, tasted some more, and enjoyed the serenading. Then on to El Sol, meeting with Hal Liske, the owner and wine maker. We started off with tastings of eight wines, then a catered lunch of tacos with all the trimmings. By this time we all really needed to move around so Hal then demonstrated a crush from start to finish, while answering our multitude of questions. Then into the warehouse for some more barrel tastings. Charles and Jenny Lind Dunn then invited all of us to their home nearby for some much needed "re-hydration," before our drive home. A wonderful time was had by all with thanks to Randy and Melissa.



Wanted

Submissions of articles / photos /
anecdotes / repairs

are always welcome

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

Email Felix Lee at
octagoneditor@mgocsf.org.

Request Electronic Delivery of *The Octagon*

Get *The Octagon* faster and in
color,
while saving trees and club
funds.

Email Mike Jacobsen at
MikesMuseum@yahoo.com to switch.

MGO C Annual Awards Banquet

January 25, 2014
Saturday
11:00 am–3:00 pm

Hs Lordships Restaurant
199 Seawall Drive, Berkeley, CA 94710

\$ 20 / person

RSVP by January 15th 2014:
Marcia at 510-526-8951
or George at j2george@pacbell.net



THE SONOMA WINE TOUR 2013

BY ANDY PRESTON



The weather in October is typically doubtful, but the morning of October 19, was beautiful, sunny, and warm for the 21 members at the start of the official MGOC 2013 Sonoma Tour. Most of the members arrived in their MGs with their tops down, having already braved the early morning mist of San Francisco and Marin County. The remaining members, seeming also either brave at heart or giving in to peer pressure, lowered their soft tops as well. Were they being brave or did they just not know how cold it was going to get for our planned drive down to the coast?

We left the sunny climes of Rohnert Park, and could see the new casino as we left the city limits to our right. We drove through pasture and farm lands out to the coast, and even saw a long-horned steer. As we got closer to Bodega, you could see the sky cloud over with the "Marine Layer," and the chillier it got. If you don't believe how cold it got, just ask Elaine the next time you see her!! Driving along Highway 1 was wonderful with the Pacific to our left, but much of the view was clouded by the morning mist, but incredible, nevertheless.

We drove down to Goat Rock State Beach as the curtain of fog lifted and the sky was clear and blue, creating an amazing view. This was a great time for a photo-op and getting to know new members. We then, left Goat Rock and headed back inland, and into warmer weather, while driving through the vineyards of Russian River and Dry Creek Valleys. The leaves were beginning to fall from the surrounding trees and vines, and we were treated to a festival of all colors.

Our second stop was at Armida Winery, which boasts one of the most spectacular views of the surrounding mountains and vineyards below. The wine lovers amongst us were able to taste some of their fabulous wines and did not leave empty handed.

On the way to Armida, our new members Bob and Kim Abbott experienced some car trouble, but Mike Jacobsen (who must have been a AAA man in a previous life), came to their rescue and they all arrived safely.

Lunch was at Adel's diner in Healdsburg where we all dined well and that completed another successful day.



Photos by Andy Preston and Ken "the Tool" Gittings

Start Planning for the rest of 2013 ...



FALL - WINTER

PIGEON PT. LIGHTHOUSE TOUR, 11/16
 TURKEY TROT, 11/16
 MGOC HOLIDAY TEA, SAN FRANCISCO, 12/14
 MGOC ANNUAL AWARDS BRUNCH, 01/25



This year's holiday party is in San Francisco. Come on over for some holiday cheer, join us in telling MG stories, and celebrate the season with Club friends.

The Club is again sponsoring a toy drive. Please bring a new unwrapped toy, which we will deliver to a local firehouse.

Please also bring a dessert or hors d'oeuvres to share. If you have a favorite tea, please bring that too. The Club will provide other beverages.

Date: Saturday, December 14, 1-4 p.m.

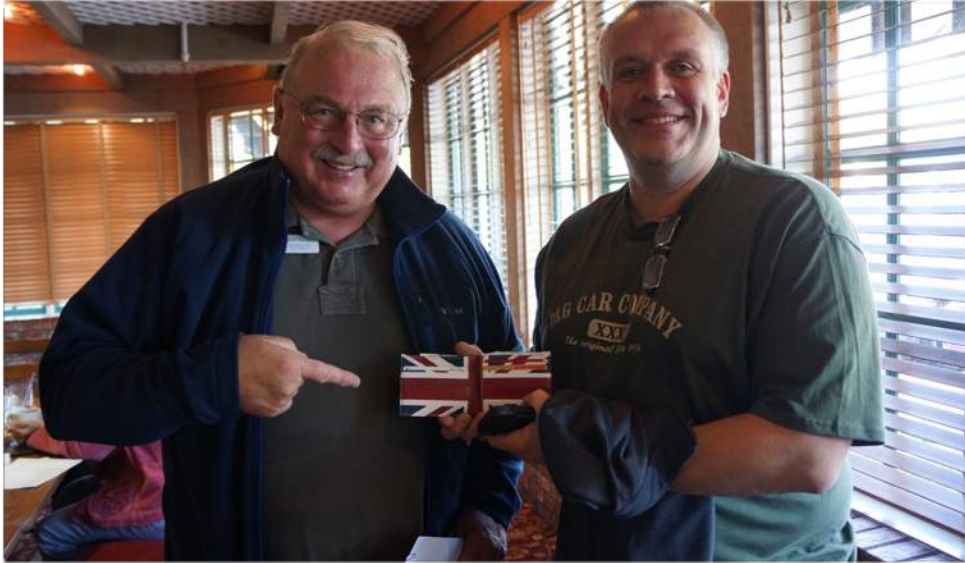
Location: [115 Pinehurst Way, San Francisco](#)

Please RSVP to: Mike Jacobsen, 415-333-9699, MikesMuseum@yahoo.com

From the East Bay: Come over the Bay Bridge and follow the signs to 101 South toward San Jose. From 101, take 280 South toward Daly City at the interchange past Cesar Chavez Blvd. Exit at Ocean Avenue and take the first right on the exit ramp. Continue west on Ocean for about a mile to Pinehurst. Turn right onto Pinehurst. 115 is on the second block, the third house from the corner, on the left.

From the Peninsula: Come up 280 and exit at Geneva Ave. Turn left at the top of the ramp, and follow Geneva until the signal where it tees into Ocean Ave. Turn left onto Ocean and continue west about a mile to Pinehurst. Turn right onto Pinehurst. 115 is on the second block, the third house from the corner, on the left

MGOC Fashionistas



Mike Romo and Kevin Sturge

Showing off Kevin's wallet after
our Saturday MGOC Club Meeting
at MiMi's Cafe in Saratoga

(notice how empty the wallet looks)

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

Photo by Felix Lee

noto motors

British Car Specialist

Andrew Noto



vintage to modern
service repair restoration
now in palo alto

906 Industrial Ave., Palo Alto, CA 94303

650.965.9689

noto.veloce@gmail.com

On the Road Again

Customers took Awards at the 2013
MGs by the Bay, Dixon British Car Meet and Marin Concours

Austin Healey

Jaguar

MG

Triumph

Rolls/Bentley

Lotus



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MGOC Business Meeting Minutes

October 12, 2013

Call to Order: Present: Vice President Steve Kellogg* called the meeting to order at 9:17 A. M. Also attending were Stuart and Joyce Lock, Jim Carlson, Nick Jenkins, Michael Marcia Crawford, George Steneberg*, Ken Gittings, Randy Grossman*, Mike Romo, Kevin Sturge, Bill Becker, Vern Lindsey, Felix Lee, Paul and Diane Hughes, Emily Branch, Jing Chai, Marla Preston* (teleconference), Jeremy Palgon., Les Stuart, and Marty Rey (* Denotes Board Member)

Approval of Minutes of Previous Meeting, September 12, 2013

Reports

Treasurer's Report: Marla Preston:

Account	October	September
Checking	11,798.57	11,503.66
Savings	3,461.32	3,461.32
Total	15,259.89	14,964.98

There were 4 renewals, 2 new memberships. The amounts are up due to money collected for the Livermore Tour of \$375.00 which has not been paid. Additional expenses were for printing MGOC flyers for British Fall Classic and Octagon printing and postage.

Registrar's Report: Steve Kellogg:

Category	October	September
Regular	272 ¹	270 ²
Corresponding	19 ³	19 ⁴
Total	291	289

¹Includes 60 additional family members ²Includes 57 additional family members.

³Includes 1 additional family member ⁴Includes 1 additional family member.

Secretary's Report: Randy Grossman: Nothin new to report

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

Regalia: David Wright: Nothing new to report

The Octagon: Felix Lee: Blasts were not being sent out, but we will know by next month if corrected. Announcement of Annual brunch at His Lordships will be sent out in the next Octagon. Articles from 2013 will be submitted for judging for awards at the MGOC Annual Awards Banquet.

Website: Steve Kellogg: There had been problems with members not receiving blasts. Issues with website now cleared up. We now have ability to collect money on PayPal via the website.

Past Events

British Fall Classic Morgan Hill Sept. 14-15: Well attended, next year on Sept. 13-15.

Orinda Classic Car Show Sept. 20-21: No one at meeting attended.

Wine Barrel Creations Tour Sept. 28²⁸: 7 cars and 15 people. All attending had lots of fun.

Marinwood Classic Car Show and BBQ San Rafael Sept. 28th:

Upcoming Events

Preston's tour in Sonoma Oct 19th: 8 or 9 cars signed up.

Drive to GOF Oct.26th

Coffee & Cars at 7:30am on the first Sunday of every month at the Blackhawk Museum

Old Business

Business Resolved Online Since the Last Meeting

A motion was made to request \$100 (maximum) to help subsidize lunch for members who will be participating in the Morgan Hill BBQ event after the October MGOC General meeting. (This works out to a subsidy of about \$5/person if 20 attend. Participants will asked to pick up the rest of the event's cost or about \$10/person.) . Motion passed 4-0.

New Business: Request for one more poster book, but club did not want to buy 10 books to obtain the discount, so member requesting book will have to pay full price if ordered.

Next Meeting

November 14th at 7:00 P.M. the Englander in San Leandro.

Meeting adjourned at: 9:45 P.M.

Submitted by: Randy Grossman

"Modern" MGOC Business Meeting

Chaired by Vice President Steven Kellogg
at Mimi's Cafe in Saratoga
with Treasurer Marla Preston attending from
hundreds of miles away

Hey, if you can't do this in Silicon Valley,
where can you do it?

Hope you have an "unlimited" data plan Steve!

Photo by Samantha Lee



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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]



1957 MGA Roadster Porsche red with tan leather interior and custom hand-made dash. Fully restored by present owner. Mileage since restoration 2163. Car stored in a closed garage since restoration. Recently re-tuned and safety checks performed. The only item not original is the fuel pump. \$19,900 OBO. Contact Member Mike Apcar mapcar1@mac.com or 530-268-8539. [Posted 07/13]



1959 MGA Coupe black lacquer with red leather interior and custom dash. Fully restored by present owner. Mileage since restoration 4247. The only item not original is the fuel pump. Car was stored in closed garage since restoration. Recently re-tuned and brakes checked. All safety checks performed. \$15,900 OBO. Contact Member Mike Apcar mapcar1@mac.com or 530-268-8539. [Posted 07/13]



1964-65 MGB Roadster is a project car. Up on blocks for 8 years and in DNO status, it doesn't look bad but does have issues. Other photos are available and we welcome inquiries. In Livermore CA. Contact Wes at WESNEL@ATT.NET [Posted 06/13]



1970 MGB GT has just had the high performance engine refreshed by On the Road Again British Restorations in Morgan Hill. Any parts needing replacing or repairing was done. The engine has a new high performance cam, new hardened lifters, rockers, and valves with a ported aluminum head and Weber Side Draft carburetor. A header with a Peco exhaust is also on the car. The overdrive transmission was serviced as well as a new clutch was installed. Documentation for the work that was done is available. All the electrics are in working order and the speedo was rebuilt and a new cable was installed. The overall condition is excellent. The Bedouin Beige paint is almost new. The grill and bumpers are new. The VTO mini lite style wheels as well as the Yokohama tires are also new. The brake system was checked over and wheel cylinders installed, as well as a new master cyl. The interior is also in excellent condition with new carpet and insulation, new leather seat covers and wood steering wheel. Billet pedal covers and footrest are also installed. Included is an Alpine Bluetooth, CD, MP3 USB port stereo with dual speakers and power booster. The GT is lowered so it handles very well. It starts every time no matter how long it has been sitting. It also has a battery cut off switch. Sales price is \$17,750 or best offer. Contact member Myles Taketa at M_Taketa@yahoo.com. [Posted 06/13]



1974 MGB Tourer Rust-Free California car ready for the road. Very straight, glacier white, chrome bumpers, custom dark gray carpets, original excellent black upholstery, dashboard top replacement, all instruments operational, Craig radio/cassette, aluminum "minilite" wheels, tires new (2011, 500 miles), new black vinyl top (Moss, professionally installed, tonneau (1 new, 1 original), car jack and equipment in original bags, mileage: 102,000, new calipers / pads / bushings / bearings /steering boots / alignment / fuel gauge sender / instrument voltage stabilizer / rear wheel bearings / belts / hoses / etc. No clear history on engine work. Compression average 136 lbs/cylinder. Runs great. Asking \$12,450. Contact member Jack Ford at jackrada@att.net. [Posted 07/13]



Wanted:

Electrical Help: I am new to the world of MG, and am in the process of improving a 1959 MGA Roadster. I have replaced the wiring harness and need the expertise of someone with electrical know how to help me make sure I do not burn anything up when I put a battery to it. I will pay for their time and knowledge. Can you help me? I live in Walnut Creek. Contact Harry at 925-934-4973 or TipTot@astound.net. [Posted 05/13]

Pre-1968 MGB roadster: Long-time MG nut seeking early B roadster. My preference is one that is a preserved original or one redone to original specifications; but I will consider most any steel-dash car, depending on its price and its needs. Contact Member Don Scott at 707-942-0546 or don@napanet.net. [Posted 05/13]

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]



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]

Weber Downdraft Carburetor Fits MGBs, asking \$150, Contact member Tom Doyle at 520-220-6228 or at widoyle@cox.net. [Posted 05/13]

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

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

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

- **MGB late overdrive transmission with gear lever and switch.** This unit has been rebuilt by Quantum Mechanics and never used. \$500 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: Please contact: Member Bob Luebbert at r.luebbert@sbcglobal.net [Posted 07/13]

- **MG TD Head Light Tie Bracket attaches to radiator** , Moss Part # 451-100, used -- great shape! Price \$20 OBO
- **Two Headlight Stone Guard for MG T-Series, come with attachments**, Moss part #222-150 \$30 obo
- **Gas Cap for 1975 MG/Sprite**, - never used- \$15 obo (thought it would fit on my 69 MGB - but will not)
- **MG TD chromed radiator shell, false nose, slates and medallion**- total for sale at \$1000 USD obo



For All Items Below: Please contact member: Ken Gittings at aracingfan1@aim.com [Posted 10/13]

- **Tourist Trophy 14" Black Leather Rim Wheel W/3 Black, Drilled Spokes.** Moss Part# 489-040 and Moss price \$249.95 -- Make an offer that will make each of us happy.
- **Tourist Trophy 14" Black Leather Rim Wheel W/3 Matte, Drilled Spokes.** Moss Part# 489-030 and Moss price \$249.95 -- Make an offer that will make each of us happy.
- **The Steering Wheels do NOT come with the adapter hub!**

Club Meeting

Natter & Noggin

November 14, 7 p.m.

The Englander Sports Pub & Restaurant
101 Parrott Street, San Leandro
<http://www.englishpub.com>
(510) 357-3571

The Englander is an enjoyable place where we have our own cozy room.
The food is good, so bring your appetites.
Dinner Starts at 6 pm

Directions to The Englander:

From Northbound I-880, take the Washington Ave. exit within San Leandro and turn right on Washington St. Travel 2.2 miles until you see Parrott St. Turn right on Parrott Street. You will see The Englander on your right.

From Southbound I-880, take Davis St. exit and turn left on Davis. Travel 1.3 miles, then turn right on E. 14th St. Travel 0.3 miles, and then turn right on Parrott Street.



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