



THE OCTAGON



Newsletter of the M.G. Owners Club

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



North American MGB Register



MGs by the Bay on June 4!

Photo below: Dan Shockey

At right; Mindy Hungerman photo

"Always a good hair day for me!"



July 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

AdamsEddie77@yahoo.com

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

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MGC: Kent Leech, 925-253-9757, 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. 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. 1st, 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*.

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 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>.

INSIDE THIS ISSUE

Aptos St. BBQ Run.....	3
From the Editor.....	4
President's Ponderings	5
MGB Giants Edition - Update.....	6
GOF West Is Here!!.....	7
New Members.....	8
<i>MGs by the Bay</i> Summary.....	9-11
Fashionistas.....	12
Mt. Hamilton Poker Run.....	13
Half Moon Bay Tour Report.....	14
Grilling on the Grille.....	15-16
Plan Ahead.....	16
MGOC Annual Picnic.....	17
Business Meeting Minutes	18-19
Classified Ads	19
Best MG for You; Hidden Roads Tour.....	20
Lucas Oil Stabilizer; Chapman Weekend.....	21
Nosh 'n Natter.....	22



3

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)

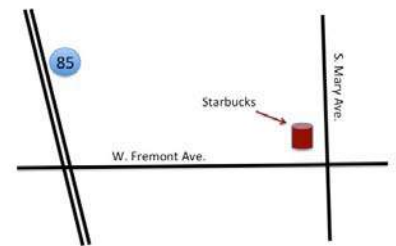
YELP gives them 4 ½ stars. No reservations but food can be preordered - phone: 831-662-1721

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, phone: 650 964 2341 home





From the Editor...

Greetings. It has been a very good month for MG events. First we had a glorious *MGs by the Bay*, then the Half Moon Bay Tour, then the NAMGAR *GT-42* in Solvang, followed by *MG2017* in San Diego. I managed to hit each except the NAMGBR event. Truly great California weather for each.

The folks driving to the *GT* on Sunday endured one of our hottest days. They arrived medium well done, so I hear. There was bridge work in the hottest area, north of Paso Robles, that meant an extra 1¼ hours baking in the sun. At least one member elected not to drive his MG in that heat. I drove down (and back) on Wednesday for the car show and BBQ dinner. I left at 5:15am, drove down 101, hardly slowed for the bridge work and arrived wearing my sweatshirt with the windows up. Had coastal fog most the way and even had to run the wipers. I drove

home after 7:30pm so it was warmer but not hot.

It was a 3½ hour drive each way for me. That made for a long day but I was on adrenalin. And I got through the next day at work. I had worked over the cooling system on the MGA coupe and it seemed better. Moss had a sample on hand of their new aluminum radiator for MGAs and we saw one other brand installed.

We had such a good time at the car show, looking at all the MGs, meeting new folks and seeing old friends from across the country. Heaven for me.

I am tentatively planning to run down for the GOF West for show day as well. It is closer, only a 3-hour drive. I'd love to drive the PA but think that might be a 5-hour drive each way with taking the back roads to stay off the freeways. I have trouble averaging 50mph in it. And I'd be returning well after dark. I once drove it 300 miles in one day – and back again – but used most the day. Could I do it? Anyone want to join me on this crazy run down for the day?

I have considered towing the P-type with the tow dolly that I have. It was home-built for the very-narrow (42") track of the early MG Midgets. I think I would have to tow the MG backwards due to rear ground clearance and not wanting to harm the transmission. I only have Thuy's CR-V to tow with. I put on a tow hitch but haven't tested it yet with MG and dolly. I sold the 8' trailer I used to haul the P-type behind the Grand Caravan or the Blazer. I could rent a U-Haul pick-up to tow with, and the trailer, too. The last I checked the cost was 29 cents a mile for the truck besides the daily fee. Spendy for a one-day event.

Get that work done on your MG and get it out. Live bold! More great events coming soon.

Dan

MG

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

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OCT09



President's Ponderings

June was probably the busiest month for the club with lots of activities all month long. MGs by the Bay was a huge success and everyone commented that it was great fun and they had a wonderful time. We had around 55 MGs representing almost every model that came out of Abingdon and we kept the display centralized so all the cars were together which helped with the ambience. Fortunately the weather was very pleasant and not hot like last year. Overall a great success!

Quickly following on the heels of our show was the 4-day event in Solvang, NAMGAR GT-42, which we co-hosted with the Paradise car club. Many members of the MGOC made it there and we all had a wonderful time. The 4 days just zipped by with more activities packed into each day than anyone could do. More about the event will be covered next month.

Marla and I left on the Sunday and drove our MGA Coupe the 350 miles to Solvang on the hottest day of the year. And it was hot, hot, hot with the mercury in 3-digit range for most of the way. Passing through Paso Robles it was 105°F outside the car and just a little warmer inside the little bubble roof coupe. Even though we were toasty I was more concerned about the engine temperature which slowly climbed to 212°F and stayed there for the next 100 miles. As we approached Solvang it climbed to 225°F as we got stuck in traffic. I thought the engine was going to explode but it just kept on going and we made it to the hotel safe and sound.

Everyone has stories about the heat and their cars and most of the As were running at over 212° and one guy had his temperature gauge reading in the oil pressure side of the dual gauge at 100 psi. As someone said these are very tough engines and I'm inclined to agree with him.

I must admit to being somewhat exhausted when we arrived after driving 350 miles but that was nothing. A group of around 8 cars started in Virginia and drove coast to coast covering around 3,200 miles in MGA roadsters in 10 days! Now there's a hardy bunch of MG enthusiasts and they all made it. The longest drive was over 4,000 miles by someone who lived in the north-west and drove down to join the Virginia folks. Who are these people?

The July club meeting will be combined with the Aptos BBQ run on July 22, lead by Dave Marsh. This should be a great drive.

The August club meeting will be held just before the Annual Picnic at Tilden Park on Saturday August 19th. The meeting will be at 11:00 and the picnic at noon. I hope to see you all there.

Take care and drive safely,

Andy



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MGB - “Giants Edition” Update

“Thanks for putting my photos in the Octagon

“I paid the price attending Dixon All British as I ended up with a blown fuel pump and a clogged exhaust system and had to have it towed (good thing for the auto club) to Collins Classic on Monday but according to them it now running as good as ever.

“To clarify my attire, I'm wearing a Reno Aces cap (AAA affiliate of the Diamondbacks). Point taken that I had too much blue on and will correct the error for *MG by the Bay.*”

Later, Tom Doyle

Photo: Mindy Hungerman

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My apology for even thinking that Tom's support may waver. - Ed.
Below: Thuy Nguyen also in orange. Shockey photo.



GoF West 2017!

Santa Maria, California, July 10 - 14, 2017

It will be loads of fun meeting up once more with MGs from all over the West (some from farther away too). We have volunteers from multiple MG clubs helping to make the 44th GoF West to be one of the best ever. Expect this GoF to be a blending of tradition with change.

Santa Maria is situated in a lovely area with sea breezes. There is an abundance of GREAT MG roads to travel, lots of local history, and the Radisson Hotel is a wonderful venue to meet and share our common MG interest. The average weather for the area at that time of year is highs of 72° to 73° with a low of 54°... how is that for perfect MG weather?

On Monday there will be a guided TOUR of the area in the afternoon along with self-guided tour route sheets to see the local sights. Our Santa Maria expert Jim Bull promises there is so much to see without going on the same roads that he uses for the rallye.

Tuesday is the big day for the car show in the morning, then tech sessions and bunco. The rallye is Wednesday morning followed by more tech sessions, dinner and the silent and live auctions. The swap meet and funkhana are on Thursday. The awards dinner is Thursday evening. The Winner's

Circle car display and farewells are Friday morning.

Registration Fee: \$55.00 after February 28

Hotel: Radisson Santa Maria, (805) 928-8000

"GoF West Group" Rates are \$125.00 per night for a standard room, plus applicable taxes and fees.

For Caravan info on Monday morning, contact Dan

GoF West 2017 Schedule as of May 23rd

Monday, July 10, 2017

9:00am - 4:30pm Registration - Car Wash Area Open
1:00pm - 4:00pm Hospitality; Arts, Crafts, & Photos
1:30pm - 3:00pm Area Guided Tour - Tour Guide Jim Bull
90 minute tour
5:00pm - First Timer Car Display; BBQ Dinner, Welcoming Party, Lakeside Terrace @ Waller Park

Tuesday, July 11, 2017

7:00am - 9:00am Car Wash Area Open
9:00am - noon CAR DISPLAY with Hospitality Area
9:00am - noon Registration: at show area
1:00pm - 4:00pm; 7:00pm - 9:00pm Hospitality Game Room
1:00pm - 2:15pm Tech Session: Maintaining your T car by Doug Pelton
1:00pm - 2:15pm Tech Session by Moss Motors on MGB Challenger Room
2:30pm - 4:00pm Tech Session: A K3 as Your Every Day Driver? by Robert Ford

Wednesday, July 12, 2017

8:00am staggered start RALLYE - plan on about 3 hours
1:00pm - 4:00pm Hospitality - Rallye sheets can be turned
2:00pm - 3:00pm Mini Session, Re-purposing T-shirts by Sandra Loe
3:00pm - 4:00pm Tech Session, "How to Keep Your MG on the Road" by Malcolm Buckeridge
5:00pm - 6:30pm Social Time - Silent Auction
6:30pm - 10:00pm Auction Dinner Enterprise Ballroom

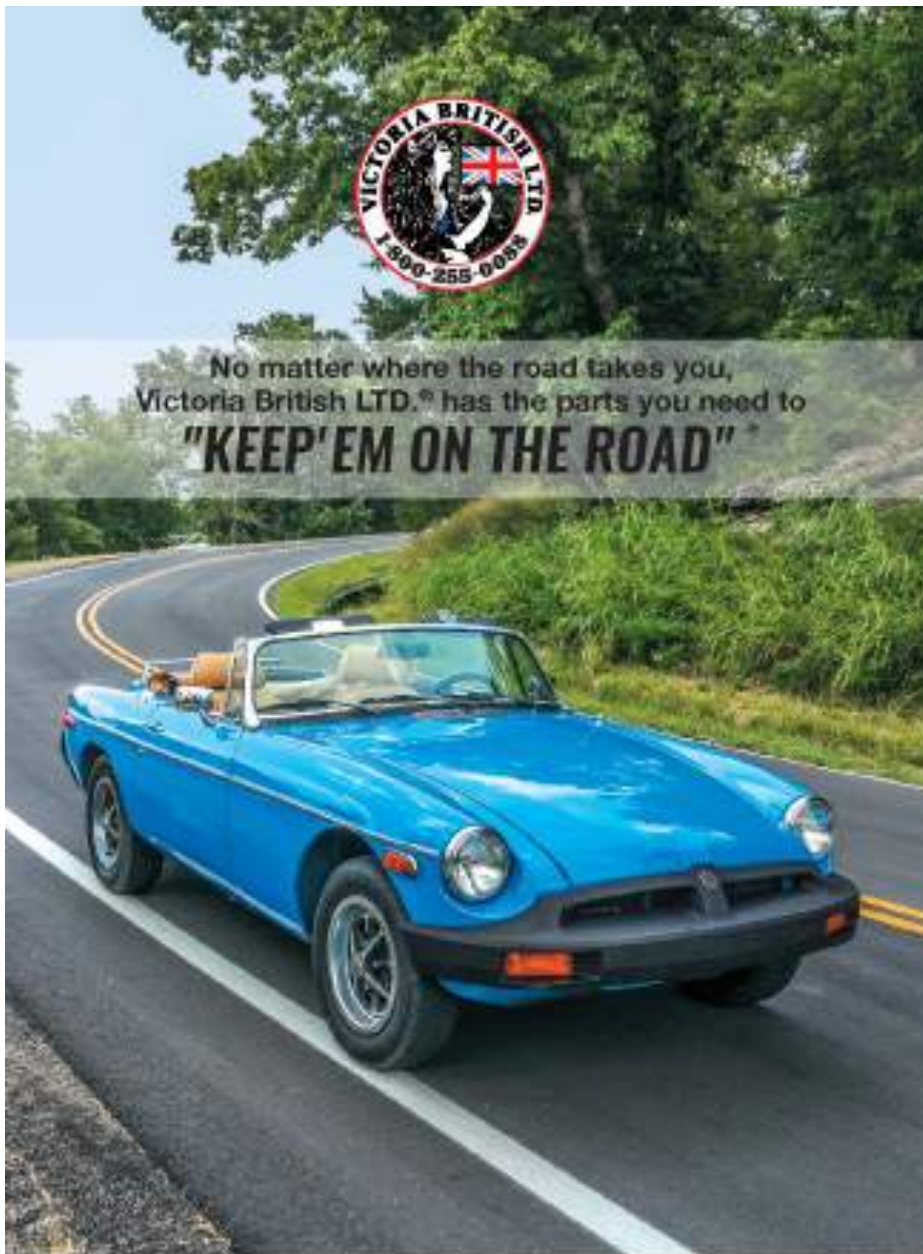
Thursday, July 13, 2017

7:00am - 11:00pm Flea Market Auxiliary Parking Lot
9:00am - noon Funkhana, Hospitality area
9:00am - noon Carless Funkhana Auxiliary Parking Lot
1:00pm - 4:00pm Hospitality Atlantis Room
1:00pm - 4:00pm Advisory Council then Steering Committee
5:30pm - TBD Social Time - No Host Cash Bar
5:30pm - 6:30pm Slideshow from the event and LIVE MUSIC
6:30pm - 10:00pm Awards Banquet Enterprise Ballroom

Friday, July 14, 2017

8:00am - 10:00am Winner's Circle -- Front Parking Lot
8:00am - 10:00am Continental Breakfast in Hospitality Room Atlantis Room





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New Members!

Welcome Rich Saskal and welcome back Jonna Palmer of Albany with a 1964 MGB. We have known Jonna's father Ken for decades, active in the California MGA scene.

Nadine You:

I don't know that I ever followed up with you with photos of our 1975 MGB. I am attaching a couple of photos and we will be at *MGs by the Bay* this Sunday as well and are looking forward to meeting everyone! – Nadine You

Nadine at left. 'Before' photo below.



New member Valerie Kemp of Hollister won the late MGB class at *MGs by the Bay* with her 1977 MGB. (Below)

Welcome to the MG Owners Club!



MGs by the Bay - In Pictures



Marcia Crawford and Valerie Kemp

Mindy Hungerman gets the best images of our events - and adds so much by her skill and creativity



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North American MGB Register



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MGs by the Bay 2016 Results



Class	Place	No.	Owner	Car Type	Color & Owner's Comments
B-TD	3	56	Dick Nelson	52 TD	Red
B-TD	2	57	Rod Schweiger	52 TD	Green
B-TD	1	35	Bob & Susan Engelhart	52 TD Mk II	Yellow - Beautifully reworked TD...rebuilt engine, new wiring harness, new top & tonneau, regular driver.
C-TF	1	37	Cindy Sanders	55 TF 1500	Blue
D-MGA	3	44	Stephen Borne	62 MGA	Old English White
D-MGA	2	25	Dean & Edwina Hansen	61 MGA	Blue - Owned car for 49 years
D-MGA	1	48	Scott Johnston	58 MGA Twin Cam	OEW - Spiffy Twin Cam
E-MGA Coupe	1	11	Helen & Alan Clary	58 MGA Coupe	Windveil Blue - Brought over from South Africa in 1996, used to rally with a local club (Johannesburg to Mozambique & other events). Met my husband because of my MGA!
F-Early MGB	HM	18	Maris & Don Cowgill	66 MGB	Sky Blue - Daily driver, over 300,000 miles, original engine, electrical, etc, owned since 1975
F-Early MGB	3	31	Robert & Sue Luebbert	72 MGB	Blue - Nice original MGB with roll bar
F-Early MGB	2	38	Lou Figone	66 MGB	White
F-Early MGB	1	30	Eric Baker	63 MGB	Old English White with red interior - 9,949th MGB made
G-Late MGB	HM	15	Lawrence Hutchings	80 MGB	BRG - Refurbished thoroughbred
G-Late MGB	3	29	Ben & Jan Lenci	79 MGB-LE	Black - LE model driven on car club events
G-Late MGB	2	19	Nadine & Cameron You	75 MGB	BRG w/ white stripes - Recently restored with chrome bumpers & new suspension, exhaust, and interior. Drive weekly.
G-Late MGB	1	54	Valerie Kemp	80 MGB	White & black
H-MGB/GT	3	33	Andy & Marla Preston	74 MGB/GT	Red
H-MGB/GT	2	1	Ken Gittings	67 MGB/GT	Green
H-MGB/GT	1	36	Pam & Keith Shukait	69 MGB/GT	White
I-Midget	2	42	Richard Butler	72 Midget	Blue with black stripes with a walnut dashboard and custom interior done by me. The engine is slightly pumped up and built by Loyd Engineering.
I-Midget	1	52	Kim Kuenzinger	78 Midget	Maroon
L-Prewar	1	53	Dan Roberts	33 J3	
M-Saloon	1	20	Kirk & Amy Prentiss	58 ZB Varitone	Old English White / Light Birch Grey - Varitone model w/ larger
Most Customized	1	4	Mindy Hungerman	71 MGB	Red - MGB V8 conversion
Daily Driver	1	45	Suzy Savage	67 MGB	BRG - MGBeast - Daily driver
CYMLTTH	1	4	Mindy Hungerman	71 MGB	Red - MGB V8 conversion
N-Special	1	53	Dan Roberts	33 J3	
P-Premier	1	6	Tom Doyle	76 Premier	Orange - the MGB Giants car

Below: Helen Clary
with her MGA

CYMLTTH=Car You'd Most Like To Take Home





Photos by Dan Shockey
At left: Ultra-Rare MG J3 shown by Dan Roberts

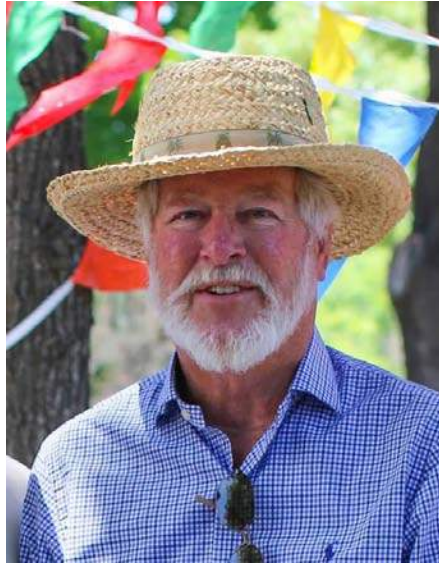
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Fashionistas! - The Hat makes the (Wo)Man



Photos: Mindy Hungerman - 1st 5
Dan Shockey - Above & Below

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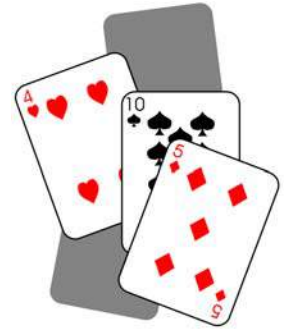


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The MG Owners Club Presents:
A Mt. Hamilton Poker Run
 Home of the world famous Lick Observatory
 (Elevation, 4,900 feet.)



Saturday, Sept 23 2017

Enjoy views of Silicon Valley from the mountaintop
 (providing there is no high fog.) See semi-wilderness areas.

Start: Taco Bell **2779 Aborn Rd, San Jose CA 95121**
 (South Capitol Expy exit from Hwy 101)

Time: Check in in the parking lot, starting at 10 a.m.

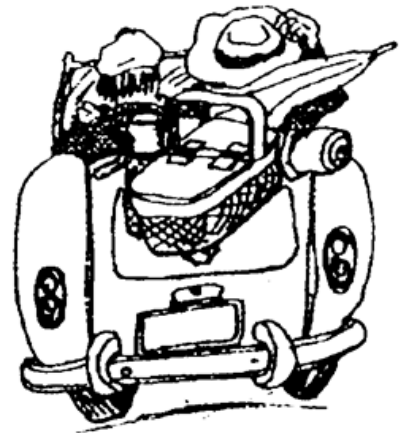
Depart: 10:30 am (SHARP!) with a full tank of gas

Stop: Atop Mt. Hamilton, at the Observatory

Then Continue: Down "the back side" of the mountain
 with a second stop at "The Junction"

Finally: Reward yourself at the finish

Finish: Livermore, CA



You'll need: A full tank of gas!!

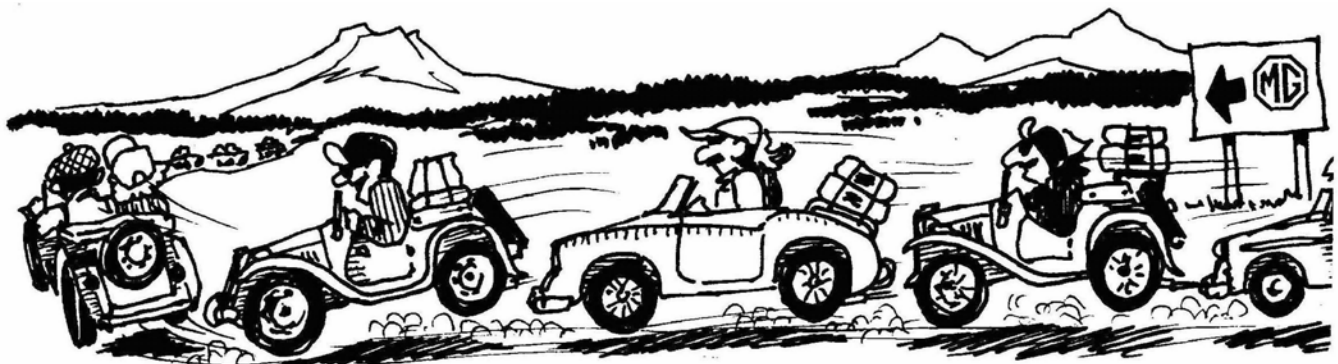
A snack (if desired) for mid-route.

A warm jacket and sunscreen



The Poker Run: You will be given an envelope with a playing card at the start and at each stop along the way. The car with the winning hand will get a special prize and the joy of winning. (Ken would say that second is "first loser.") No betting or stripping allowed.

This is a fun tour and a wonderful sports car route with reportedly 365 turns to the top. The road was built for the horse-drawn wagons that carried the building materials and telescope lenses to the observatory. The observatory from 1889 has a "Jules-Verne-was-here" feel to it. There are other interesting displays and a gift shop at the observatory.



Half Moon Bay Tour Report

“Another fine day out in our MGs. The drive along the coast was fabulous today - I was tempted to pull over several times... the water was a terrific teal/aqua... “ - Marja

The event was right after *MGs by the Bay* and was a busy weekend for graduations but it was also a grand day for a drive over the coastal mountains to Half Moon Bay. Thanks to Dave Marsh, our gallant leader. We had a good mix of MG models and beautiful empty roads to enjoy. - Dan



Shockey photos



Grilling on the Grille

Andy Preston

As I mentioned in my President's Ponderings, it was very hot in Solvang and even hotter on the way there and the car ran at around 212°F for a lot of the way. I thought that it was hot enough to grill burgers on the grille but that would have been terribly messy!

At the event Cecelia Bruce, owner of Scarborough Faire, was one of the vendors at the show. Cecelia is very knowledgeable about everything MGA and specializes in selling MGA parts.

Cecelia had on display a new MGA grille that she had made to the original factory drawings and specifications and it was the best one I've ever seen. Absolutely perfect! If you need a new grille this is the one.

I noticed an immediate difference between her grille and the one on my car and it was the spacing between the grille vanes. You should be able to get your pinky finger between all of the vanes and on my car that's not possible. That was probably restricting air flow to my radiator and affecting the cooling. So in the parking lot I took a pair of pliers and carefully bent the vanes on my grille to increase the air space between them. In the photos below the **Before** photo is on the left and **After** on the right. That's quite difference and coming home I'd say the engine was running a good 10° cooler and I also thinks it looks better as well.

Since getting home and I've done some research into coolant temperatures and radiator pressure caps and they both increase the boiling point of the coolant. You definitely don't want to have the coolant boil otherwise the engine will overheat.

As you know water boils at 212°, a 50/50 mix of coolant and water boils at 225°, and a 7 lb radiator pressure cap increases the boiling point by another 21° to a temperature of 246°. So in theory the coolant in my engine won't boil over until it reaches 246°, which gives you a fair safety margin before the engine will overheat.

Photos: Andy Preston



Some notes from the MG BBS chats: (Compiled by Dan)

The grill works without modifications as a wall. When you turn all the bars vertically to the inside you will open the grill and will have a much better air-flow under the bonnet. Lacking the air-flow is one of the main problems, the heat will reside then under the bonnet.

Slat angle in a grille today does matter because the aftermarket grilles generally available simply do not duplicate the angle correctly. Take a look at the angle of the slats in a fresh replacement grille compared to factory photos from the 50s-60s, and you will likely see a difference when viewing the new one from the same angle as the factory.

(Continued on page 16)

Keep Planning for 2017 ...



SUMMER - FALL

GOF West, Santa Maria, 7/10 - 7/14

Aptos BBQ Run, from Sunnyvale, MGOC, 7/22

Hidden Roads Tour, Santa Cruz British, 7/30

Rendezvous, Club T, Otter Rock, OR, 8/10-13

Little Car Show, Pacific Grove, 8/16

Annual Picnic, MGOC, Tilden Park, 8/19

Scottish Games, Pleasanton, SSTS, 9/2-3

MG Display at Baconfest, Lathrop, 9/10



FALL - 2018

SSTS Tour, Dian & Carl Brown, 9/16

Pebble Beach Tour, MGOC, Steve Kellogg, 9/30

Sierra Tour, SSTS, 10/7-9

British Fall Classic, Morgan Hill, 10/14-15

Windmill Tour, MGOC, Dave Marsh, 10/21

Sonoma Tour, Marla & Andy Preston, 11/4

NAMGAR GT-43, Richmond, VA, 6/13-17

NAMGBR MG2018, Gettysburg, PA, 6/17-22

Grilling (Continued)

Have you ever checked the angle of the grille slats in your car?? If you are using an aftermarket grille, most of them seem to come with the slats laid over too far to really do a decent job of passing air. As delivered, they do a better job of passing air over the hood than through the radiator. Bob Muenchausen, Idaho

If your car is not boiling over, it is not overheating. It may be running warm and that is fairly normal for MGAs. My customer cars in Michigan normally will run around 190-200. No big deal. The antifreeze mixture is going to raise your boiling point 10-20 degrees, and you get 3 degrees per pound of cap pressure. So you shouldn't boil until you're between 230-250, depending on what you're running. It takes 250+ degrees to damage the engine. Carl Heideman, Eclectic Motorworks, Michigan

Other things to try: use Water Wetter; use a lower antifreeze mixture, 25% instead of 50%; install thermostat sleeve to block the head bypass (I epoxied a sheet of brass over it); check max timing (at 3000+ rpm) - should be 32 degrees with vacuum disconnected; check correct coil; check water pump; open up lower engine compartment inner fenders like Twin Cam; richen mixture; fit an air dam to create low pressure zone under the engine; ceramic coat exhaust manifold, ensure brakes are not dragging, run premium gas.



'The Four of Us'

A Limited Edition of 850 Signed & Numbered Prints. Alan Fearnley captures a picnic in the English countryside during the 1930's. Featuring the L2 MG Magna. Overall Print Size 20.5" x 27.5". \$150.00 Plus Shipping.

Or: **Automotive Art of Alan Fearnley** hardcover book, 2007, \$20

www.motorsportcollector.com/

MGOC Annual Picnic Saturday, August 19, 2017

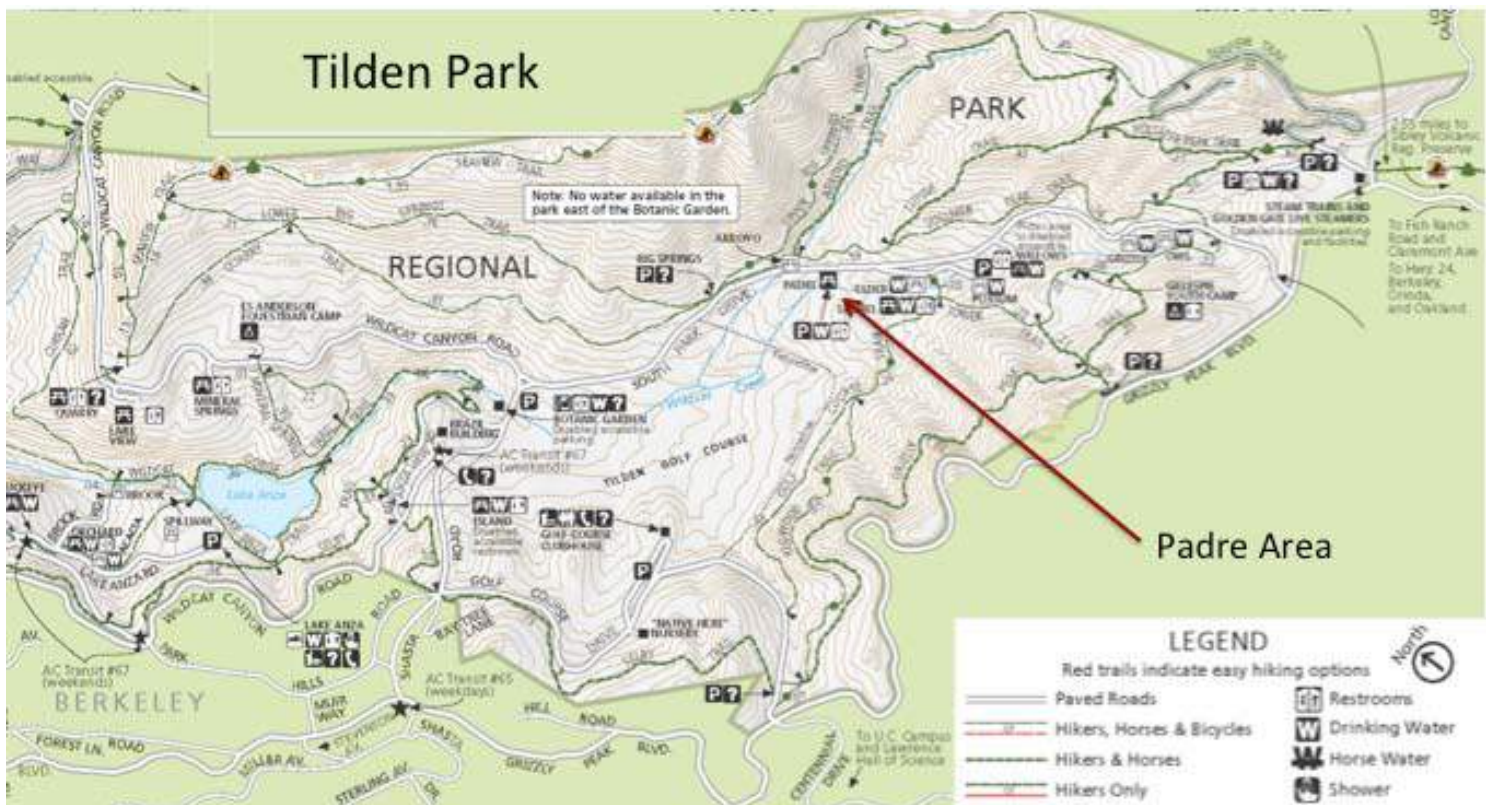
11am-12 pm: Club Meeting

12-3 pm: Picnic

Tilden Park in the Berkeley Hills, the Padre Picnic Area

The park is reached via Canon Drive, Shasta Road, or South Park Drive, all off Grizzly Peak Boulevard in Berkeley.

Come enjoy a day in a lovely park with old and new friends who share a love of MGs. Bring a picnic lunch or your favorite meats for grilling. George will fire up the BBQ. MGOC will supply charcoal, ice, drinks and cups.



MGOC Meeting – June 3, 2017

George's Pub, 9 Pomona Ave, El Cerrito, CA

Call to Order: By Andy Preston at: 9:30ish

Attending: Eric Baker, Elaine Chan, Marcia Crawford, Ken Gittings, Mike Jacobsen, Dennis Link, Amy Prentiss, Kirk Prentiss, Andy Preston, Marla Preston, Dan Shockey, Keith Shukait, Pam Shukait and George Steneberg.

Mileage Winner (and recipient of a second donut): nobody

Approval of Minutes of Previous Meeting: May 6th, 2017: Motion: Mike Jacobsen, Second: Marcia Crawford

REPORTS

President's Report: Andy Preston: Thank you to George and Marcia for hosting the meeting and packet stuffing for MGs by the Bay at George's house. I'm also a little surprised by the low pre-registration for the show but hope that more cars and members will show up on the day. Weather should be great.

Vice President's Report: Keith Shukait: nothing to report

Treasurer's Report Marla Preston:

Account	June 2017	May 2017
Checking	11,250.80	11,162.27
Savings	3,464.80	3,464.77
Total	14,715.60	14,627.04

Since the last Treasurer's Report we have paid for the MGs by the Bay T-shirts, the June Octagon, and have received entry fees for MGs by the Bay.

Secretary's Report: Pam Shukait: nothing to report

Registrar's Report: Steve Kellogg: absent report by email.

177	Number of Regular Members
57	Number of Regular Family Members
234	Total Regular and Family Members
13	Number of Corresponding Members
3	Number of Corresponding Family Members
16	Total Corresponding and Family Members
250	Total members

3 new members joined since last meeting in May

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

Regalia Report: Andy Preston: Sold 3 MGOC pins to a new member and one grille badge.

The Octagon Report: Dan Shockey: Needs feedback and articles and photos!

Website Report: Steve Kellogg: absent report by email; "Since going over to the new company, the website has been working really well. No complaints from this end at all."

NAMGAR GT-42: Mike Jacobsen: Embroidered regalia is here! Pins have arrived as well. A few more registrations were received even though registration closed on 5/1. Awards have been ordered. The vendor room is ready to go and banquet will be Thursday night. Both hotels are full, including the overfull hotel! George Steneberg, Marcia Crawford, Andy Preston and Marla Preston will do package stuffing Sunday evening.

MGs by the Bay: Craig Kuenzinger will be at Danville at 6:15 AM to get the site set up for the show, and has picked up event stuff from George and Marcia. I have the awards and regalia and will bring them down.

How can we speed up the counting of the ballots? Mike reports last year's issue has been taken care of and counting ballots will not be an issue.

Next year will be our 25th Anniversary! Given the conflict with other events in the area, we should look at the second weekend in June 2018.

PAST EVENTS: At the Dixon car show only 4 MGOC members attended and 2 in non MGs. Is this a sign?

UPCOMING EVENTS (MGOC sponsored events are in bold text)

Sat June 3, Club meeting and packet stuffing for MGsBtB, 9:00 Pomona Ave, El Cerrito

Sun June 4, MGs by the Bay, Danville Livery
June 2-4, Sonoma Historic festival, Sears Point

Sat June 10, Half Moon Bay run, Dave Marsh

June 19-23, NAMGAR GT-42, Solvang

June 25-28, NAMGBR MG 2017, San Diego

July 10-14, GOF West 2017, Santa Maria

Sat July 22, Aptos BBQ run, from Sunnyvale, Dave Marsh

Sat Aug 19, MGOC Picnic at Tilden Park

OLD BUSINESS Steve has not found a back up for the website.

NEW BUSINESS

None

ANNOUNCEMENTS: Steve Kellogg by email: *"Vicky had her hip replacement surgery on Tuesday and will be coming home today (6/1/17). All went well on the operation. (Much better than before). So I will not be able to make the MGBTB this Sunday and this will also mean that I won't be able to attend the NAMGAR week either as it'll be too soon to leave her by herself. Falling down is our main concern. Thanks goodness we don't have as many stairs to deal with in our new house."*

NEXT MEETING

Next meeting will be held at Dave Marsh's Aptos BBQ run on July 22nd.

Meeting adjourned at: 10:10am

Submitted by: Pam Shukait

Classified Ads

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

1972 MGB: (Photo below left) Pretty much needs everything. Been sitting covered a good 20 years or so. I'm the second owner, since 1977. Has both convertible boots, full and half. Speedometer says 26k miles. Maintenance was done by professional British Motor racer/mechanic. I'm asking \$3k, OBO. Needs to be picked up with trailer. It's a sweet ride but she's a dirty girl! Lori Holetz, Boulder Creek, 415-444 6505, onetribespirit@gmail.com (Posted 7/17) *Posted at the request of member Marja VDH.*



1976 Midget: (Above right photos) It is time to part with my beloved Midget. Owned since 1994, 2nd owner. 38,000 original miles. All original including paint and interior. Passes smog. To a good home. \$7900. David Richardson, San Francisco, 415 699-4934. dnr1169@hotmail.com (Posted 7/17)

1935 MG PA: Complete project. New body tub. All the rare bits. Restored trafficators New wings, tires, fuel tank, radiator, much more. Rich Saylor, Monterey, 831 372 9215, saylor@redshift.com (Posted 7/17)

1995 Camaro 3.4L Engine and 5-Speed to sell. Also several hard tops for MGB's, a roll bar and miscellaneous parts. Diane, Napa, 707.287.8866, dianekramer@sbcglobal.net (Posted 7/17)

MG YT For Sale: (Photo above) 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. First in class at the 2000 Hillsborough Concours and third in class in the 2007 Palo Alto Concours. It is left-hand drive, and has a built-in, four-wheel jacking system. Side curtains and top are perfect. Detailed service records. Priced at \$44,500. MGOC Member Elliott S., elliottsopkin@gmail.com (Posted 6/17)

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.*

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



MGA vs. MGB and Midget – Best for You?

By Dan Shockey

I have owned MGAs, MGBs and a Midget. So I was interested to read these thoughts from a BBS contributor from Down Under:

“Like you I owned an MGB before my MGA. In fact I've now owned the same MGB for 46 years and have covered about a quarter of a million miles in my MGB. I regret to inform you that the MGA is more cramped, it gets terribly hot inside in summer, stuffy with the top up, it leaks badly in the rain, it has bugger-all luggage capacity, and is slower than an MGB. The lack of overdrive in modern road conditions is an absolute pain.

“BUT, boy is an MGA a lot of FUN. They're addictive. They go round corners like no MGB ever does. They feel more responsive. And they look just wonderful, with those outrageous flowing curves. I can't ever wipe the silly grin off my face when I drive mine.

“Add a 5 speed gearbox like many (including me) have done, maybe an MGB engine (ditto) and just get out and enjoy the thing. Just leave plenty of extra time for each journey, not because an MGA is slower than an MGB, but because every time you stop, people will want to talk to you about your car.” – T. Aczel, New South Wales, Australia

Of course, the MGB or Midget may be preferable to you for these same reasons plus lower cost. It has seemed to me the MGB does not stand out in modern traffic like an MGA. But I think that may change as modern car design moves on and even the early Miata becomes a ‘classic.’ Midgets stand out due to their very-smallness as well. For myself, I find the more I look at modern cars on the road, the more the MGB and Midget seem fresh and exciting again.

In checking out the MGs at *MGs by the Bay* recently, I was struck by the fact that MGBs and Midgets are really quite affordable and available despite being 37 to 55 years old. You can even still find ones that are remarkably original. That is truly incredible and will not always remain so.

That is especially true for the late “rubber-bumper” MGBs and Midgets. It seems like they often were purchased as second cars and not driven so hard – and put away wet – like the earlier cars. Lowering and conversion to chrome bumpers and an earlier grille can be done at the same time as a paint job.

It just may be time to grab one.

Hidden Roads Tour July 30, Sunday

SCBMC member Dave Dell'Aquila is planning this special club tour of hidden roads in Santa Cruz County. The day will include lunch and scenic stops. More details to come.

Re the SCBMC - there are no dues, cars of all British makes (many Austin Healeys, Triumphs, and older Jags) monthly drives April-Nov. The past three or four I have been on have been much more conscious of the "more primitive" cars in the group and the driving has been fun.

The Dell'Aquila's always put on good drives and the autumn Redwood Roll is another good drive here in the Mountains. and the guys at Emile's Sports Car Performance on Portola often have a "fix-it wagon" in the group. (Submitted by Marja V.)

More info: SCBMC website <http://www.santacruzbritishmotorcarclub.com>

Lucas Oil Stabilizer – for Old Engines

At a recent event, I heard about a good product for use with worn engines as well as transmissions & differentials. MGTC and XK140 restorer Charlie Manchester told me of using this product in the motor of an old Jag he purchased. Oil pressure was very low especially when hot. Charlie said he had heard of guys using it at up to a 50% ratio and he tried that with this motor. Oil pressure is now much higher especially hot.

Users report that this product reduces oil consumption and oil burning by significant factors. On-line reviews:

- This is good stuff! My engine has 360,000+ miles on it and started burning oil about two years ago...not too bad, but noticeable. This stuff quiets the engine and slows the burn... plain and simple. I've never been a big believer of 'snake-oil' products... but this one works.
- Great stuff. Engine was knocking terribly, told it was my timing chain tensioner. I thought my car was going to break down at any minute. Poured in a bottle after a mechanics urging and the noise subsided immediately.
- Put Lucas in my high mileage commuter car to help control oil consumption and weak valve stem seals. Haven't had to add any oil between changes anymore and seems to run a little quieter.
- This stuff has done wonders in my V8 Audi, I was going through 1qt per 500 miles on very heavy driving. This has made the consumption slow down to about 1qt per 1500 miles. I use it with 20w-50.
- My Montero with 190,000 miles was burning about a quart every two weeks, and I don't drive much. I poured a bottle of Lucas Oil Stabilizer in my engine and thick smoke stopped bellowing out of my tailpipe. The engine also got much quieter. I'm impressed. Only time will tell how well it's working, but I'm glad there's no longer smoke pouring out of my tailpipe since I've been anonymously reported for smog 3 times.

I put a quart in with my recent oil change in the MGA. I am impressed that my hot oil pressure is noticeably higher than before.

From the manufacturer: “Lucas Oil Stabilizer is a 100% petroleum product formulated to eliminate dry starts and reduce friction, heat and wear in any type of engine. It allows motor oils a higher degree of lubricity, which reduces oil consumption and operating temperatures. Use in gear oil to stop leaks and reduce operating temperatures. Since it is pure petroleum, it can safely blend with all other automotive lubricants, even synthetics, ATF and mineral oil. It keeps old engines alive.” - Dan Shockey



The Chapman Weekend

Colin Chapman said, “One weekend is four working days:

Friday evening into the night,
early Saturday till afternoon,
Saturday evening into the night,
and Sunday morning till the afternoon. Then take a nap.”





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

MGOC 'Nosh 'n Natter'

Aptos St. BBQ Run

Date: Saturday, July 22, 2017

10 a.m.: Meet at Starbucks,
1291 S. Mary Rd. at Fremont Ave.

10:30 a.m.: Depart for Tour
Stop at Big Basin Redwoods Park
Club Meeting following Lunch

Full info page 3

Meeting Info: Andy Preston
andypreston@att.net

(707) 799-2257

We look forward to seeing you!

