

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

Mixing MGOC
Business ...



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... With MGOC
Pleasure

January 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 2012

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

Vice President: Steve Kellogg, webmaster@mgocsf.org

Treasurer: Marla Preston, marlapreston@hotmail.com

Secretary: Dan Shockey, magnut_dan@hotmail.com

BOARD OF DIRECTORS

Member-at-Large: Craig Kuenzinger, 925-899-1218, 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, 510-525-9125, 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, mgjim@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 1962-1974 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:

MGOC 2103 Club Meeting and Holiday Tea, San Francisco, Samantha Lee

Club Meeting

Natter & Noggin

February 8, 2014

9:00 am - 10:30 am

Venue to be decided
at the
January 4, 2014
Planning Meeting



CLASSIC AUTO RESTORATION & REPAIR

BRITISH PARTS DISTRIBUTOR

WWW.UNIONJACK.COM

13555 Depot St. PO Box 551 San Martin, CA 95046

408 686-1101 Fax 683-2447

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@aim.com [Posted 10/13]
 - **Tourist Trophy 14" Black Leather Rim Wheel W/3 Black, Drilled Spokes.** Moss Part# 489-040, make offer we can live with. Use Tourist Trophy/Moto-Lita adapter hub sold by Moss
 - **Tourist Trophy 14" Black Leather Rim Wheel W/3 Matte, Drilled Spokes.** Moss Part# 489-030, make offer we can live with. 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 Mike Jacobsen 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

- January 4 – **MGOC Planning Meeting**, Redwood Shores, Tim Polidoroff
- January 25 – **MGOC Annual Awards Banquet**, Hs Lordships Restaurant, Marcia Crawford and George Steneberg
- February 8 – **MGOC Club Meeting**, Natter & Noggin, TBD, Tim Polidoroff

From the Editor...

Antiquing ... Not Aging

Happy 2014! With each passing year, we all get a little bit older (not a good thing), but then again, so do our MGs (a good thing ... I think?)

So what makes a "classic," a classic? A "classic" car is generally thought of as an "older" car, but the exact definition varies depending on who you are, where you are, and what you are trying to accomplish.

The Classic Car Club of America maintains that a car is a "classic," if it is between 30–49 years old. On the other hand, a "pre-antique" car, must be between 50–99 years old. And an "antique" car must be greater than 100 years old. As such, this represents a "rolling" system, in that, if you hold onto your car long enough, it will eventually become an antique, if not for you, then perhaps, for your grandchildren.

In the US, Americans also divide classes based on what era they were manufactured in. As such, you have the "horseless carriage" era (circa 1890s), the "antique brass" era (circa 1900s), "classic" era (circa 1930s–1960s), the "muscle" car era (circa 1970s), "modern classics" era (circa 1980s), "modern" era (current), and "future" era.

In the UK, however, classic car classes are solely based on when they were manufactured. As such, a "veteran" car was manufactured Pre–First World War, a "vintage" car was manufactured between 1919–1930. A "post-vintage" car was manufactured between 1930–Post–second World War. Post–Second World War manufactured cars, however, are not as precisely defined. (Perhaps, we need several more World Wars so as to sneak in some more classifications ... just kidding) However, in the UK, there is yet, another, far simpler

classification based on taxation purposes. The UK currently recognizes all cars, prior to January 1973, as being exempt from paying the annual road tax vehicle excise duty, and classified as "historic vehicle." An upcoming change in April 2014, will move the UK cut-off date for "historic vehicle," out to January 1974.

In the US, we have something similar regarding vehicles before and after 1976, but it has to do with smog checking. In CA, where we have the most stringent smog program, all vehicles that were manufactured in 1976 or later, are required to participate in, and pass the biennial smog check program. Unless, of course, your vehicle is a gas-powered vehicle that is 6 years old or newer (these vehicles, instead, pay a "smog abatement fee" for the first 6 years), electric, hybrid, diesel before 1998, trailers, or motorcycles. And although Sacramento keeps trying to put our "classic" cars down, member Lee Sheldon, who has relocated to Sacramento, reminds us that, organizations such as the ACCC (Association of California Car Clubs), continues to work year in and year out, on our behalves, to keep us on the road. <http://www.acccdefender.org/docs/ACCC-Legislative-Alert-January-2014.pdf>

So instead of looking at each passing year with disdain, because you are aging, just remember, your MG is "antiquing," and you either are, or will soon be, exempt from CA smog laws (good thing).

Safety Fast!

Felix Lee

- looking forward to the day when someone compliments me on "how well I have antiqued!"



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 05/13]



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.



1979 MGB Tourer Own an Exclusive Piece of MG History. DON HAYTER, the man who was instrumental in the design of the iconic MGB sports car, has decided that the time has come to sell his own MGB. Don's car is a piece of MGB history, being one of a handful of original development cars, built down the line to approve the minor body modifications needed by Pressed Steel for the 'O' series engine, which was shelved just before the Abingdon MG factory shut the gates for the last time. This MGB was one of three test cars fitted with a European twin carburetor 'O' series engine, as opposed to the fuel injected American units. When the factory closed, the engine was taken out and went back to Triumph. Don bought the body and put in the V8 engine and gearbox in development, so this could truly be said to be the last MGB to be assembled in the Abingdon factory! The specification of the car is: MGB 1979 Tourer – Brooklands green, original hood, last edition wheels and orange 'campus' seats. Don is the only owner of the MGB and it has only covered a genuine 29,000 miles, which can be confirmed with a complete set of records and receipts. The full story of the 'O series' programme can be found in Don Hayter's book MGB Story, available to purchase [here](#). Don has invited offers on this piece of MGB history, in writing to The MG Car Club, Kimber House, PO Box 251, Abingdon, Oxon, OX14 1FF by January 1 2014. [Posted 12/13]

Wanted:

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]

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]

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 Mike Apar 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 Mike Apar mapcar1@mac.com or 530-268-8539. [Posted 07/13]



'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]

President's Ponderings ...

Hello! I hope everyone is enjoying a wonderful Holiday Season! As you know, we held our annual Officer elections at the "MGOC Holiday Tea and General Meeting," in San Francisco, earlier this month. For those who missed it, here are the results:

Tim Polidoroff – President
Steve Kellogg – Vice-President
Marla Preston – Treasurer
Dan Shockey – Secretary.

A total of twenty four members voted (in person, on-line, or via e-mail). Upon assuming office, on January 1st, the new Officers will select the "At-Large" Board Members for the year. Thanks to Elaine and Mike for hosting this event. And special thanks and congratulations, to our departing Secretary, Randy Grossman, for his past club service, and his recent "promotion," as NAMGAR's advertising manager. http://www.namgar.com/about/staff_profile/randy_grossman/

Year end is a good time to review the "State of the Club," and I'm happy to report that "Regular" Memberships are up slightly for the year (i.e., 196 vs. 183) and that we made a small (\$1500) profit.

However, event participation continues to be light, with mostly the same members attending. So why not make a "New Year's Resolution," to make this year, the year that you get more involved. A great start would be to share your event ideas and attend our annual "Planning Meeting," in Redwood Shores, on Saturday, January 4. Another event, would be to attend our annual "MGOC Awards Banquet," in Berkeley, on Saturday, January 25.

Please join me in extending a big "MGOC Welcome" to our newest MGOC members: Julia Clawson, TJ Dejung, Ariana Moder, Ken Shapiro, Scott Raskin, Terri Festa, and James Burgelin.

Regards,
Tim Polidoroff



WHAT'S ON YOUR ODOMETER?

Please write in or send a picture and tell us what is on your year end odometer

Samantha Lee will tally your miles based on what was submitted this past January

Please send to flee@hancmg.com for all final tallies

Winners and Significant Others will attend the MGOC Annual Awards Banquet compliments of the MGOC

Good Luck!

Cruising in the B

Lessons from the Road II

By Jennifer Orum

This is the second in a series, with Lessons from the Road Part I appearing in the March 2013 Octagon.

In the past decade my 1970 MGB "B52" and I have covered almost 60,000 miles, much of it solo. It is one thing to travel without a navigator, and it's entirely another to drive without any accompanying support from fellow MGers. My preference is to travel with others, but when no one else is driving the route we're taking to a car event a long way away, my choice is clear: either go alone or don't go. I've learned that going it alone can be a wonderful adventure, full of new challenges with every trip. With more miles come more lessons.

In 2013 B52 and I had our longest cruise to date – 8,000 miles round trip from Vancouver, British Columbia to Asheville, North Carolina, for the North American MGA Register's GT-38 event in June. Half of this was solo, including 3,000 miles from BC to Ottawa where we joined a convoy from the Ottawa MG Club traveling to Asheville and the final 1,000 mile leg from San Francisco to BC after we'd travelled with MGOC's Tim Polidoroff and Mike Jacobsen from North Carolina to the Bay Area. B52 had no breakdowns in our 8,000 journey, only a few minor issues that certainly didn't stop us.

The theme for this trip was bad weather avoidance because our route took us through many areas facing severe storms and their aftermath – if it wasn't heavy rain, flooding and high winds, it was seriously hot temperatures. In these circumstances, I learned that having access to the internet was crucial, since a twice-a-day check of weather forecasts (Environment Canada and the US National Weather Service) helped with trip planning. I found it particularly useful to check the weather warnings of these two websites, in addition to the multi-day forecasts for each of the towns/cities we would be passing through. Knowing a storm was moving in our path allowed us to pick a route that had lower risk of meeting thunderstorms, torrential downpours and tornadoes, as well as the "damaging hail" that is particularly worrisome in a classic car. Knowing the direction of forecasted high winds helped in deciding which roads and highways would make it less likely we would be taking the wind broadside – B52 fully loaded with driver, luggage plus tools and spare parts is only about 2500 pounds and a lot of wind can make steering a bit difficult.

The torrential downpours we encountered, particularly in British Columbia, Ontario and North Carolina created

the opportunity to learn how many ways water can get into an MGB roadster and how wet things can become. Expecting some heavy rain, fortunately I packed the summer weight wet gear I use on my old C & C 30 sailboat. I used it twice and at least kept myself dry. Although I packed almost everything in the boot in plastic, I found out that in serious rain, "almost" is not good enough. Everything in the car has to be waterproofed in some way.



While last year I carried three GPSs on board, on this trip I was more trusting and carried only two. With no navigator in the seat beside me, it's very important that I'm not simultaneously struggling to hold and read a hardcopy map, watch the road and signs, as well as steer and shift gears. Not enough hands and eyes! Having consulted a technical advisor from the GPS manufacturer Garmin, I found out it isn't silly to carry at least one backup unit because when some models get really hot, they shut themselves off. Another of my GPS lessons – download map and software updates before one leaves home, or at least take along the cables that will allow updating en route. One of my GPSs politely kept reminding me that its maps were a year out of date.

New learnings arose from dealing with the hot sun and high temperatures of several states, particularly Arizona. Having a fold-up reflective sun shade for the windshield kept the car much cooler when sitting at lunch stops. Instead of keeping several cold packs in the small cooler that sits in the passenger leg-well, I started freezing bottles of water that not only kept my snacks cool, but as they melted I had wonderfully cold water to drink. While B52's sun visors give some protection attached to the windshield head rail, when turned sideways they simply flop about. I discovered that attaching some large elastic bands to the roadster top frame above the side windows allowed the visor to stay in place to provide protection from side sun. And despite people constantly joking that a roadster should always have its top down, I continue to drive with the top up because it gives significant protection from the sun. Luckily the zip out back window allows for lots of airflow in blistering hot 90+ degrees F. temperatures.

This year I not only carried the North American MGB Register's Service Recommendations and Mutual Aid Directory, but also the North American MGA Register's Membership Directory - invaluable resources in case we ever run into trouble. Fortunately we didn't need any rescues on our solo portions of this trip, B52's minor problems appearing when we had a support team with us. Good timing!

Photo by Jennifer Orum

New Business:

- 1) \$60 per year was approved to add additional on-line (web) storage for past Octagon issues.
- 2) 2014 Officer Elections were held. The following members were elected: Tim Polidoroff (President); Steve Kellogg (Vice President); Marla Preston (Treasurer); and Dan Shockey (Secretary). Once installed on January 1st the new Officers will elect the three "At Large" Board Members.
- 3) Voting for the Octagon Fashionista and Author Awards was held. The results will be announced at the club's "Annual Brunch" in January.

Next Meeting: No General Meeting in January. The date and time of the next General meeting in February is still TBD.

Meeting adjourned: 1:57 P.M.

Submitted by: Randy Grossman

Collins

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&
Tyrone Revelo**



609 California Drive
Burlingame, CA 94010
(650) 685-4477
collinsclassics@comcast.net

MGOC Business Meeting Minutes

115 Pinehurst Way, San Francisco, CA
December 14, 2013

Call to Order: The meeting was called to order at 1:20 P.M. Present: President Tim Polidoroff*, Steve Kellogg* Kim and Craig Kuenzinger*, David Wright*, Marcia Crawford, George Steneberg*, Randy Grossman*, Marla and Andy Preston*, Mike Jacobsen, Jim Lucas, and Felix Lee (* Denotes Board Member)

Approval of Minutes of Previous Meeting, November 14, 2013

Minutes approved. Minutes approved.

Reports

Treasurer's Report: Marla Preston:

Account	December	November
Checking	\$11,370.77	\$11,330.77
Savings	\$3,461.32	\$3,461.32
Total	\$14,832.09	\$14,792.09

There were 5 renewals, 2 new memberships. Other expenses were for website hosting of \$120.00 and the November Octagon.

Registrar's Report: Steve Kellogg:

Category	December	November
Regular	243 ¹	271 ²
Corresponding	15 ³	18 ⁴
Total	258	289

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

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

Secretary's Report: Randy Grossman: Communication from Barry Harrison regarding British Car Week in Hot Springs AR on May28-31,2014. He wants MCOC to put together a team for their Presidents Cup.

Corresponding Secretary's Report: George Steneberg: Nothing new.

Regalia: David Wright: Nothing to report.

The Octagon: Felix Lee: Nothing to report.

Website: Steve Kellogg: We need extra storage space for the Octagon. We can purchase it for \$5.00 per month. Enrollment for Annual Brunch on PayPal is going well

Past Events

Light House Tour: Great drive. Lunch Duarte's went well

Upcoming Events

- 2014 Planning Meeting Jan. 04,2014. The event will be held at CEN's (the Center for Excellence in Nonprofits) offices at the Sobrato Center for Nonprofits located at 330 Twin Dolphin Drive, Suite 151 Redwood City. Everyone is encouraged to attend. See the website for more details
- Annual Brunch Jan. 25,2014. Everyone is invited and encouraged to come. Club is subsidizing everyone for \$25.00 per person. The event will be held at 11:00 A.M. at His Lordships in Berkeley, CA 199 Seawall Dr.

Old Business

Jim Lucas will send copy of email to Tim for regalia items being sold

Business Resolved Online Since the Last Meeting

"The Board vote 6:0 to approve funding for the following awards to be presented at the 2014 MGOC Annual Awards Banquet:

- \$100 (maximum) for the Octagon "Fashionista" and "Best Article" Award.
- \$100 (maximum) for the "Sam Gearhart Memorial Achievement" award.
- \$500 (maximum) for other club awards (to be determined by the Awards Committee)."

Pescadero Tour

Follow the Light

By Mike Jacobsen

If you read the Burnt Sparkplug Report in the December 2013 issue, you already know that the Pigeon Point Tour was simplicity itself – just drive to the big light! OK, it was a little more complicated than that.

We tried something new and had two starting points. One was in San Francisco and the other was in Los Gatos, and the routes were designed to meet in Pescadero. Pescadero would be the lunch stop before continuing down to Pigeon Point. The northern route came down Highway 35 to Pacifica, taking Sharp Park Boulevard to get to Highway 1. Then it was south on 1 to Highway 84 at San Gregorio, where the route

cut over to the old Stage Road for the last leg to Pescadero. The southern route took Highway 9 up to Highway 35, and then went north to Sky Londa, turning west on Highway 84 and going all the way to Highway 1 on the coast. Then the route went south to Pescadero Road and over to Pescadero. Both groups had sunshine all the way, so it was reasonably warm for a November morning. The plan worked, and we all arrived in Pescadero within a few minutes of each other.

Our baker's dozen of MGs were scattered about the town's main drag like an impromptu car show. We split up among the several restaurants for lunch and regrouped back at the town square flagpole before heading out to Pigeon Point.

Rather than take the straightforward route to Pigeon Point, we left Pescadero on Bean Hollow Road, coming out on Highway 1 about halfway to the

lighthouse. After that, it really was simple. It's easy to find a 115' lighthouse when the next-tallest building in the area is about 25' high.

This being the lighthouse's anniversary, there was a lot going on. The lighthouse itself was closed for

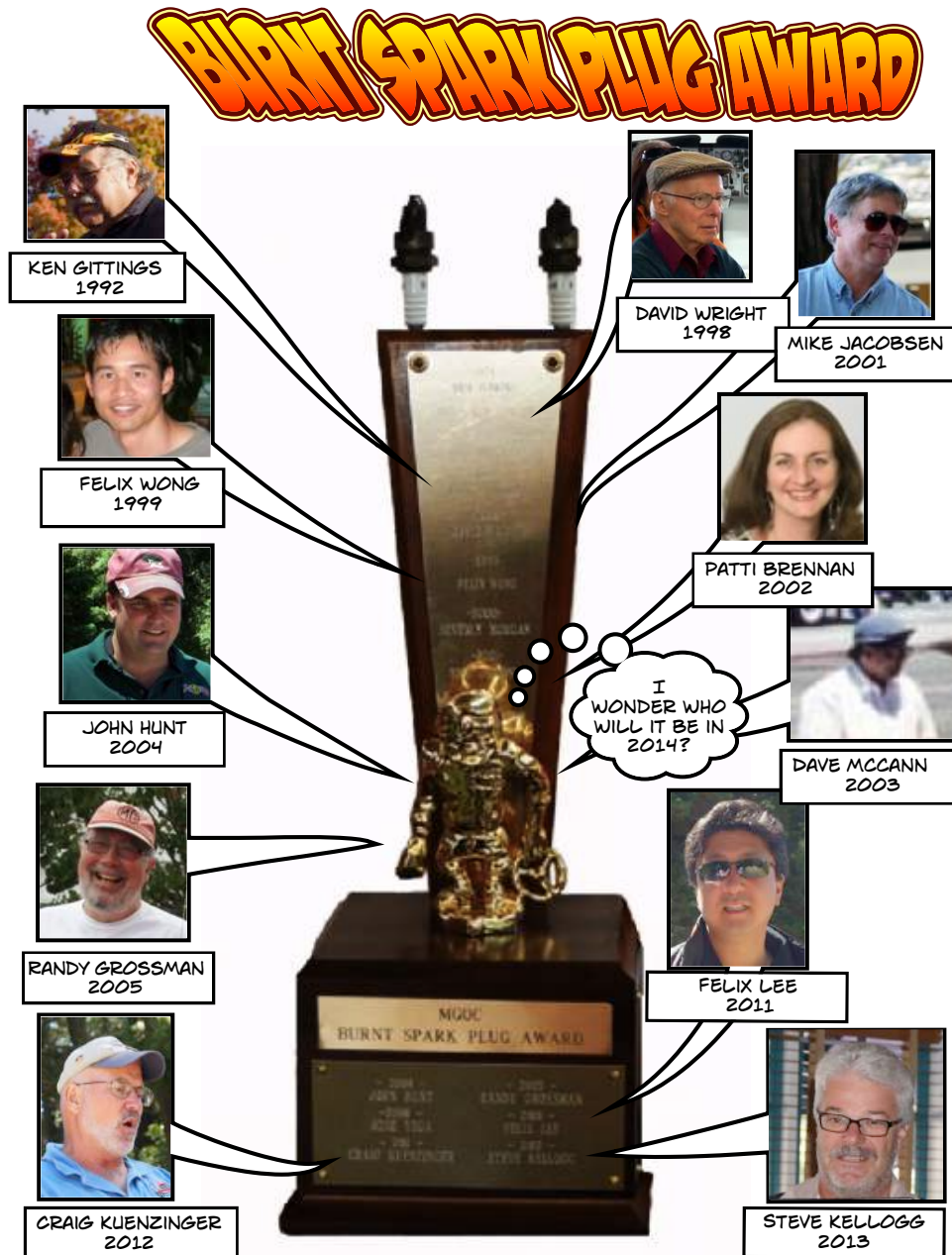


repairs, but the original Fresnel lens had been brought down to the fog signal building and reassembled there. The work of moving the 16' tall assembly of 1008 individual lenses and their brass framework was shown in a video playing nearby. The docents, in their

period United States Lighthouse Service uniforms, explained to us that lighthouses, like old British cars, are subject to rusting. In the case of Pigeon Point, the rust on the iron was so severe that it "popped off" some of the masonry at the top of the tower. That was a dozen years ago, and the California State Parks Foundation is still trying to get the money together to make repairs. Until then, visitors aren't allowed in the tower.

Still, the fog signal building, the keepers' quarters (now a youth hostel), oil storage building, and carpenter's shop were all open for tours. We got to wander around and see everything. Afterwards, everyone got to make at least part of their trip home along Highway 1. Any day you can drive along the coast with the top down is a good day, and to be able to do so in November is even better. It was a great end to the 2013 touring season.



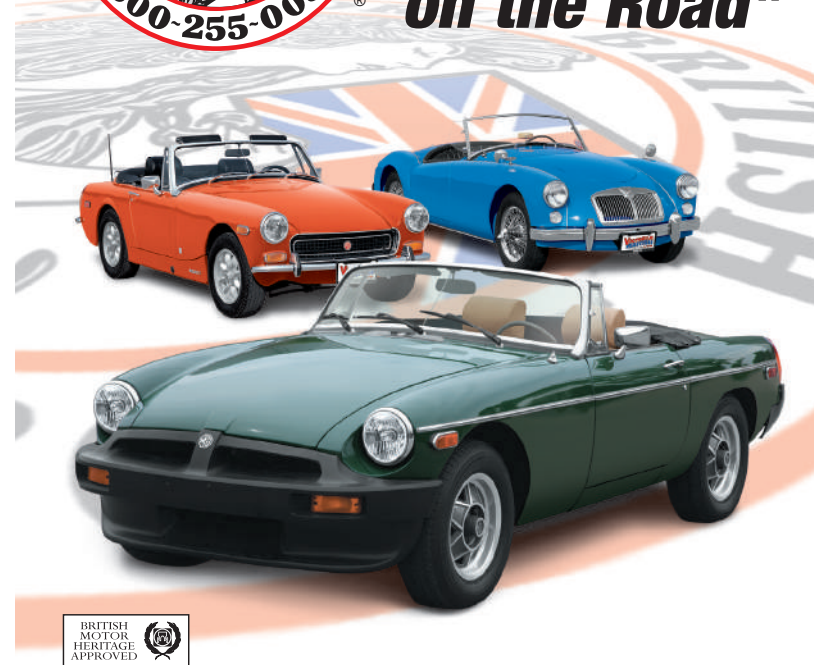


..... TO BE CONTINUED

Photos by Samantha Lee and Felix Lee



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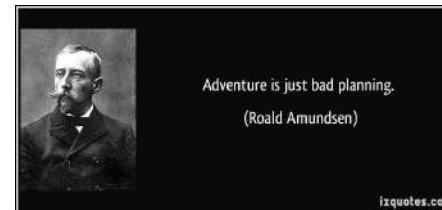
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MGOC 2014 Event Planning Meeting Saturday, January 4 Redwood Shores



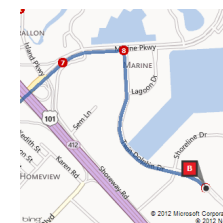
Want to plan a picnic? Have a favorite route for a drive? Need some help on your repair or restoration project? Well, here's your chance to suggest an event for our 2014 MGOC calendar.

Come to the annual "Planning Meeting" with your ideas for drives, meetings, events, and tech sessions. The Club board will be happy to work with you to make your event a reality.

When: Come at 9:30 am for a coffee and a lite continental breakfast (donuts, muffins, and apple strudel). The meeting will start at 10 AM and will run until noon.

Where: CEN's (the Center for Excellence in Nonprofits) offices at the Sobrato Center for Nonprofits located at 330 Twin Dolphin Drive, Suite 151 Redwood City.

RSVP: Tim Polidoroff, 650-342-6443, or e-mail polidoroff@comcast.net



Directions: From San Francisco take US -101 South. From the East Bay take CA-92 West (San Mateo Bridge) to US- 101 South.

1. At exit 412, take ramp right for Ralston Ave toward Marine Parkway 0.3 mi.
2. Turn left onto Ralston Ave 0.3 mi.
3. Road name changes to Marine World Pkwy 0.2 mi
4. Turn right onto Twin Dolphin Dr. 0.7 mi
5. Arrive at 330 Twin Dolphin Dr, Redwood City, CA 94065



A Birthday MG Poem to Daddy, Toby Foster

By Ella Foster

A vibrant, raging orange
tells others to beware
of this amazing motor vehicle
at which people stop to stare

As it rumbles through the quiet streets
with a loud, striking growl
when cruised around calm streets of Danville
the MG is on the prowl



Although the engine sometimes stops
and the gasket sometimes falters
there is no stopping this old car
Daddy fixes it with adjustments and alters

Though Ella might be embarrassed to drive the MG to dance,
she will always have a soft spot for it in her heart
It is very fun to cruise around in the breeze,
though when you party, the MG makes a hideous fart

THE END!

To: Daddy
Love: Ella

Addendum by Toby Foster:

(Ella) included a picture of an MGA, but I have an MGB. I guess it all looks the same to (some) 11-year old girls. References to "hideous fart" at the end was its tendency to backfire before I learned the magic sequence to make it stop quietly.

Photo by Ella Foster



MGOC Annual Awards Banquet

January 25, 2014
11:00 am–3:00 pm

Hs Lordships Restaurant
199 Seawall Drive, Berkeley, CA 94710

\$ 20 / person



You are cordially invited to enjoy the company of fellow club members at an all-you-can-eat buffet Luncheon Banquet. A no-host bar, a delicious and plentiful buffet luncheon and beautiful views of San Francisco Bay (weather permitting)

Come to a full filled afternoon, with many awards, installation of 2014 Club officers and great time visiting with current and new members of MGOC.

PLEASE - Make your reservations by Jan. 15, 2014

E-Mail your RSVP to: j2george@pacbell.net

Mail your check to:

Marcia Crawford
150 Purdue Ave.
Kensington, CA 94708

Plenty of parking for all the beautiful MG's

Directions: From Highway I-80, exit at University Avenue in Berkeley and head West, towards the bay. If you are approaching from the south, go east on University and then make a legal U-Turn. Stay left on Marina Boulevard. Continue straight until you come to a dead end into the Berkeley Pier. Turn left on Seawall Drive. Hs Lordships is located at the end of the street.

Specific directions from all parts of the Bay area are available at:

<http://www.hslordships.com/directions.html>



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Submissions of articles / photos /
anecdotes / repairs
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in which you would like it to
appear

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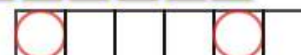
Email Mike Jacobsen at
MikesMuseum@yahoo.com to
switch.

MGOC Jumble

by Samantha and Felix Lee



I B R K E M



F G T M



R I L R O E S



A H O W



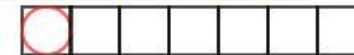
L N L E Y D A



R O S I R M



L E T I I D M



"To complete the course, just



Answer to be announced at the Awards Banquet

WHAT IS YOUR FAVORITE MGOC MEMORY FROM 2013?

BY SAMANTHA AND STEPHANIE LEE

MGs by the Bay
- Craig and Kim Kuenzinger

Pigeon Point Lighthouse Drive
- Janet Germano



John Rocco Drive
- Randy Grossman



Mount Tamalpais Tour
- Vicky Kellogg



GOF, Carefree, Arizona
- George Steneberg



Trip to Corvallis Oregon
- Janet Veatch



Driving to Arizona
for GOF
- Tim and Molly Polidoroff

Pigeon Point Lighthouse Tour
- Suzy Savage

Breaking Down in San Francisco
- Samantha Lee



Holiday Tea
- Kimberly Lee



Installed new LED on the TF,
then trashed the transmission
- Steve Kellogg



Trip to Corvallis Oregon
- Andy Preston

First Electronic Board
Meeting
- Marla Preston



Annual Awards Banquet
- Gary Germano

Cooking for MGOC
- Elaine Chan



Meeting members for
the first time in
Morgan Hill
- Laura Ortez



Has No Memories
- Ken Gittings



MGs by the Bay
- Marcia Crawford



MGs Up in the Air
- Felix Lee