

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

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January 2016

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 each month, after a Saturday Tour or 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 2015

President: Steve Kellogg, 408-355-4125, president@mgocsf.org

Vice President: Andy Preston, andypreston@sbcglobal.net

Treasurer: Marla Preston, marlapreston@hotmail.com

Secretary: Jing Chai, jing_chai@yahoo.com

BOARD OF DIRECTORS

Member-at-Large: Craig Kuenzinger, 925-234-3313, mrcraigk@aol.com

Member-at-Large: Mike Jacobsen, 415-333-9699, MikesMuseum@yahoo.com

Member-at-Large: 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, 408-355-4125, 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, 408-355-4125, 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, 925-234-3313, mrcraigk@aol.com

MGA/Coupe/Twin Cam 1955-62: George Steneberg, 510-525-9125

Z-Magnetite 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:

The Best 2015 Octagon Articles, MGOC Annual Holiday Tea in Los Gatos, Felix Lee

Club Meeting

January 9, 2016

MGOC Planning Meeting

Date: Saturday, January 9, 2016

Time:
10 a.m.: MGOC Planning Meeting

Location:
Casa de Crawford
150 Purdue Avenue, Kensington, CA 94708

Event: Come and help plan out the new year's events and activities!! At this time, we'll be planning the dates and locations for our monthly meetings, tours and events.

Please RSVP: to Steve Kellogg at 408-355-4125 / president@mgocsf.org or "enroll" for the event online at www.mgocsf.org by January 5, 2016

We look forward to seeing you.



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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]

Chrome Wheels: Five chrome, spline-type 15x4.5 wheels with Dunlop tires. Wheels have 48 spokes. 14,000 actual miles. Two wheels need a couple of spokes each. They were on a TF with MGA front and rear axles. Asking \$950. Contact member Elliott Sopkin: elliottsopkin@gmail.com. Posted 05/15]

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



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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. 2015 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*.

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? The Club roster is available to members from Steve Kellogg 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

- January 3 – Cars and Coffee, Blackhawk Museum, Blackhawk
- January 9 – **MGOC Annual Planning Meeting**, Kensington, Marcia Crawford
- January 15 – **Pub Night**, On the Road Again, Morgan Hill, Bill and Mary Hiland
- January 16 – Discovery Bay, Cars and Coffee, Discovery Bay Yacht Harbor
- January 20 – MG moves to Abingdon (01/20/30)
- January 23 – **MGOC Annual Awards Banquet**, Hs Lordship's Restaurant, Berkeley
- February 4 – Cecil Kimber dies in accident at King's Cross Railway (02/04/45)
- February 7 – Cars and Coffee, Blackhawk Museum, Blackhawk
- February 19 – **Pub Night**, On the Road Again, Morgan Hill, Bill and Mary Hiland
- February 20 – January 16 – Discovery Bay, Cars and Coffee, Discovery Bay Yacht Harbor
- The Rest of 2016 – **TBA**

From the Editor...

MG Information is Free

Never has the saying, "information wants to be free," been truer than it is today. For the modern day MG owner, easy access to the internet, has opened all sorts of windows and doors, to all sorts of resources and information. Want to understand how a [differential gear works?](#) and [name its parts?](#) What about a [prewar version?](#) Want to see a [miniaturized scale model of an engine with working pistons and moving cam shaft synchronized to dramatic music?](#) Do you know what an "Otto Cycle" is? Want to [tune your carburetors](#) but don't know how? Have you ever wanted a 2 minute audio clip of an [MG TC engine?](#) Do you know about the [MG TC legacy](#), "the sports car America loved first?" Ever want a [full restoration guide of an MGB on video?](#) What about [rebuilding an MGA?](#) How many of you know [how a clutch works?](#) And how many of you "ride the clutch?" Have questions regarding how to "maintain your battery?" Why is an [alternator better than the generator / regulator?](#) How well do you understand [how a manual transmission works?](#) Want to make an [MGB out of Legos?](#) Trying to figure out how to get a [3x5 foot painting you just bought at the Gallery home?](#) Want to test your knowledge on [multiple gear interactions?](#) Can you [name all the engine parts?](#) Ever wonder how they celebrated [Christmas at the Abingdon MG Factory?](#) Want the experience of taking a [silent delivery of an MG in 1931?](#) Or experiencing a [1952 MG TD hot rod with Jay Leno?](#) Do you want to see some of the [most iconic MG cars](#) which have been in production for over 50 years? The ease of access and connectivity to all kinds of MG communities and MG interest groups has made sharing knowledge so much

easier and better yet, free!

While, we will continue to evolve in 2016 and continue to keep an active online presence, where we remain in daily contact with MG Owners in [The Sorry Safari, Sacramento, Southern CA, New England, Abingdon UK, South West Centre UK, Northumbria UK, Vancouver British Columbia, Barcelona Spain, Luxembourg, Kobe Japan, and Kuwait City](#) through our website (www.mgocsf.org), Facebook page (<https://www.facebook.com/MGOCNorthernCalifornia/?ref=hl>), and online Octagon (<http://www.mgocsf.org/Octagon/The-Octagon-Newsletter>).

And the best part?, MG Information is free! Smart computers and smart phones, hopefully, will make us smart MG owners. It's all out there. What's in your noodle?



Safety Fast!

Felix Lee

- For those of you with the Print edition wondering what's going on please refer to the electronic edition, immediately



1970 MGB GT for restoration or parts. Overdrive transmission, 5 powder-coated wire wheels, new rear leaf springs, approximately 50K miles on complete engine rebuild (block rebored only one). Car was driven regularly through 2006, maintained by R. H. Reddy at MG Service in Kensington. Needs body work. \$3K or best offer. Contact Glenn Fieldman at glenn@sfsu.edu 415-570-1738 [Posted 06/15]



1974 MGB GT Chrome Bumper California car restored 10 years ago and always garaged since. Body is a modified Black Tulip (very deep purple) color with navy blue interior. It has been customized to create a "late model" car look with chrome pieces powder-coated black except for the bumpers. Car features custom wheels with low profile oversized tires. (205/45V16).

Engine and drive train are stock. Engine has less than 10,000 miles since rebuild; head was just done this year by On the Road Again with new valves and guides. Carbs rebuilt by British Sports Car center with new throttle shafts. Engine runs well with strong acceleration.

Restoration included many new parts and pieces. All quarter panels were replaced and rust removed from internal structural panels. new bumpers front and rear; door and window seals replaced; Brakes rebuilt with new master cylinder, wheel cylinders and calipers; new navy blue interior panels, headliner, carpets, dashboard, wood steering wheel, windshield, and seatbelts. Hatchback and Hood lifters replaced with gas strut versions. Seats are deep blue from a 1990 Honda Prelude.

Asking \$10,000. Contact member Jim Carlson carlsonconsulting@comcast.net 408 802 0599 [Posted 09/14]



1976 MGB Roadster Orange with black interior (Giants colors). Vehicle has 22,000 original miles. 1800cc engine with Stromberg carburetor and 4-speed manual with electronic overdrive. Soft-top with tonneau. AM/FM/CD stereo with removable face, remote control and MP3 interface. 15" PanaSport Aluminum Alloy hubs w/new tires. No rust and is fully restored to like new condition in and out. It is currently registered in California. Asking \$14,500. Contact Member Tom Doyle at 520-220-6228 or at wtdoyle@cox.net. [Posted 02/14]



Wanted:

MGA Mk II and MGB Mk I, also interested in purchasing parts for MGA and early metal-sash MGB. Don Scott; 707 942 0546; don@napanet.net. [Posted 05/15]

Parts for Sale:

MGA Parts: Pair of SUH4 carburetors with linkage, need to be rebuilt. \$50

MGA Parts: Four 15"x48" spoke wire wheels with tires, \$200 for all four

Contact member Dave Loader at 408-910-4022. [Posted 12/15]

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

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

SHOCK ABSORBERS:	Front	Rear
MGTC.....	185.00	185.00
MGTD & TF.....	185.00	85.00
MGA, MGB, MGC, Midget.....	108-125	75.00
HEAVY DUTY UPGRADE.....	10.00	10.00
SHOCK LINK (New or Rebuilt)	\$call	

BRAKES: sleeved and rebuilt

MGB, Midget caliper.....	\$85.00
MGA, MGC caliper.....	\$115-155.00
MGA, Midget twin master 1956-67.....	\$195.00
MGB, Midget master 1968-80.....	\$95-145.00
MGB brake booster servo.....	\$175.00
MGC booster servo.....	\$445.00
Cylinder sleeved only, brass or SS.....	\$50-\$95
Kingpin swivel axle rebushed.....	\$60-\$108
Front end A-arm (Midget).....	\$95.00

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NOV13

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. For sale at \$26,500. Contact Member Larry Matthews at 415-999-2362 [Posted 03/15]



1953 MG TD, Matching numbers. Red with red interior. Older body-off restoration, still in excellent condition. Runs and drives great. Soft top with side curtains, tonneau cover, luggage rack, fog light. \$19,250. Contact member Philip Steward philip9235@gmail.com or 408-741-5956 [Posted 08/15]



1961 MGA1600. runs great and has new paint and interior. Black exterior and tan interior. I have the hardtop repainted also, but the soft top is not restored. I have records of all improvements over the last 10 years. Stored in Berkeley. Price \$14,500. Contact member Josh Oliver joshholiver@gmail.com or 510-710-7883 [Posted 04/15]



1966 MGB Roadster, reliable driver car cover (black) and new top (black), toe is fully removable for storage, new Simpson 3 point shoulder harness / seat belts, chrome air filters, AM/FM radio, British Racing Green, Michelin 185/70 R14 tires, car inspection report available from when bought, all maintenance / repair work done by On the Road Again, replaced muffler / water pump / shocks / brakes / pads / rotors and various other items. All copies of work available. \$12,800 invested, selling for \$8,250 OBO Contact member Paul Hughes paul_hughes@sbcglobal.net [Posted 05/15]



1967 MGB GT. This is pretty much an all original, (except for the first two years) a one owner car. Purchased new in San Rafael, CA, from the local British Car Dealer. I purchased this car about a year ago, and have receipts for about \$6,500 of various items repaired by my mechanic, including a rebuilt transmission. The car had not been driven much for the past several years. I bought the car as a gift for my Brother, but, due to his extremely bad tennis hips, he has extreme difficulty getting in and out. Price \$8,375.00* Contact Robert chevaili@gmail.com (415) 441-7699 [Posted 09/14]



President's Ponderings ...

Happy New Years MG Owners,

2015 has come and gone, and it was quite a year for me, as I finished my first year as president of the MGOC.

It started a little wobbly with not much attendance at the annual planning meeting in early January. Something about one of the bridges being shut down for the weekend! (Hope to see many of you this year on January 9th in Kensington!) It got much better with our Annual Awards Brunch, at where else?, but at Hs Lordship's in Berkeley. (Hope to see many of you this year on January 23rd!)

In the Spring, we had some nice Tech Sessions in Morgan Hill and Walnut Creek. We also had some nice drives north of the Golden Gate for St Patrick's Day and on the following Saturday, up to Mt. Tamalpais.

It was great fun to put on the Kellogg, Run in May, followed by *MGs by the Bay* in Danville. (Hope to see many of you there on June 5th!)

In June we attended the GoF West in Rohnert Park. (Hope to see you July at Redmond, OR this year!)

July was, what I think, our most fun outing. The overnight trip to Fort Bragg. Both Sorry Safarians and MGOC club members made the trek and lived to tell about it afterwards. (Hope to see you sometime this year at our annual overnight tour to points north on a date TBD!)

In August we had our annual picnic and September we had a real fun meeting in the East Bay that took us to the home of sculptures that are made for the Burning Man Festival.

In October we went to San Rafael for another Tech session at the Wright Shop and in November we tried for the third time to get Mike Jacobsen's windows back on his GT! (Still didn't happen).

Finally, we closed with a real nice Holiday Tea in Los Gatos. What's my new year's message for all of you? I (Hope to see you and your MGs this coming year of 2016)

Safety Fast and all hail to The Octagon!

Steve Kellogg



Date: Saturday, January 9, 2016

Time: 10 a.m.: MGOC Planning Meeting

Location:
Casa de Crawford
150 Purdue Avenue, Kensington, CA 94708

Event: Come and help plan out the new year's events and activities!! At this time, we'll be planning the dates and locations for our monthly meetings, tours and events.

Please RSVP: to Steve Kellogg at 408-355-4125 / president@mgocsf.org or "enroll" for the event online at www.mgocsf.org by January 5, 2016

We look forward to seeing you.

A Bit of History

Pressed Steel and MGs

By John Hunt

MG Car Company never manufactured parts for their cars. Rather they designed them or found stock parts being used for others cars to incorporate them into their cars. This made the Abingdon factory an assembling place.

The technical term for using other parts within British Motor Company or later known as British Leyland was called "rationalization."

Essentially, by using parts that were all ready designed and built, meant the more parts the company bought, the lower price they paid, via economies of scale. This was one of the key methods of creating competitively priced cars.

Naturally, all the car bodies were different and rightly so, as the shape and style, was one of the main differentiators between brands and models. All of the car bodies were produced by a company called, Pressed Steel.

Interestingly, the company was founded in Cowley, which is right next to Oxford, which was home to Morris Motors in 1926. Another interesting bit is that it was formed as a partnership with Budd Corporation of Philadelphia, USA and British American bank J. Henry Schroder & Co. Turns out Budd Corporation had the patents and technical expertise.

Although the partnership didn't work out, long story short, they became fully independent in 1935. By 1953, they became a power house. From Wikipedia and Pressed Steel Company, "In December 1953 Pressed Steel Company Limited



William Morris's all-steel Fifteen-Six saloon with Budd / Pressed Steel body

was able to advertise: "The largest press shops in Europe with over 350 power presses working with pressures up to 1000 tons . . . a factory area at Cowley alone more than half the size of Hyde Park ... Here, indeed, with its 12,000 and more workers, is one of Britain's greatest industrial enterprises."

Pressed Steel produced all bodies for all the main British car companies which include: Austin, Daimler, Hillman, Humber, Jaguar, Lanchester, Morris, Morris Commercial, M.G., Riley, Rover, Singer, Wolseley according to Wikipedia.

The MGB began its life at the Press Steel plant in Swindon from 1962 to 1971. After which it moved to the Cowley plant which was just up the road from Abingdon.

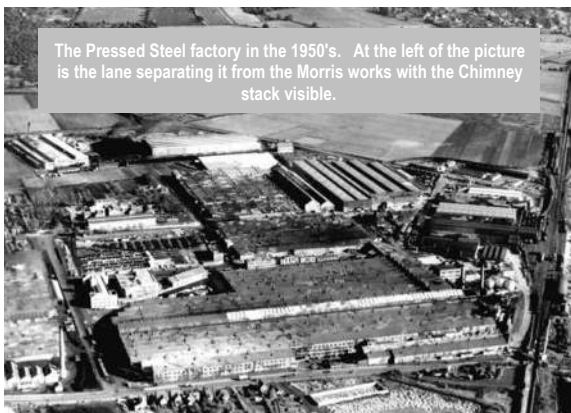
In 1965, Pressed Steel was acquired by British Motor Corporation (BMC). They have a number of factories in the UK. Prior to the merger, they were the world's largest independent car body manufacturer.

In the 1970's Press Steel's R & D was leading the charge with body structure development and car safety.

As a matter of fact, it developed plastic fuel tanks which was considered to be one

of the best in the car industry.

As British Leyland wound down, they found a way to march on. Today, the Cowley plant is still in full swing as BMW's assembly site for their Mini and their Swindon plant produces parts for the modern Mini.



The Pressed Steel factory in the 1950's. At the left of the picture is the lane separating it from the Morris works with the Chimney stack visible.

OLD BUSINESS

Felix would like members to send in articles and photos for the *MG Love* series.

NAMGAR GT-42: Mike Jacobsen

- We need to create a full page ad for GT-42 in the first quarter of 2016, to include in the MG2016/GT-41 program.
- Also need a progress report on GT-42 by end of December for the 2016 NAMGAR Board meeting.
- Working on an event logo and gathering on-site (Solvang) photos for ads, brochures, etc.

NEW BUSINESS

Dan Shockey proposed naming the MG club in Kobe, Japan, a sister club to the MGOC. Some members from Kobe have attended MGOC events in the past, and they also host an MGs by the Bay event. No action was taken, but it was suggested that we send them an invitation to GT-42.

ELECTIONS

The following slate for Board positions in 2016 was accepted with only one dissenting vote.

1. President – Steve Kellogg
2. Vice President – Andy Preston
3. Treasurer – Marla Preston
4. Secretary – Wayne Veatch

BUSINESS RESOLVED ONLINE SINCE LAST MEETING

None

ANNOUNCEMENTS

None

NEXT MEETING – Saturday, January 23, at Hs Lordship's in Berkeley – Site of the Annual Brunch

Meeting adjourned at: 12:45

Submitted by: Mike Jacobsen



Who remembers Christmas Gifts like this ... ?

MGOC Business Meeting Minutes

The Kellogg Home - Los Gatos

December 12, 2015

Call to Order: Noon by President Steve Kellogg

Attending: Elaine Chan, Marcia Crawford, Tom & Valerie Dunham, Jack & Rada Ford, Ken Gittings, Bill Hiland, Mike Jacobsen, Steve Kellogg, Craig & Kim Kuenzinger, Felix, Kimberley, Samantha & Stephanie Lee, Jennifer Orum, Kirk & Amy Prentiss, Dan & Thuy Shockey, Keith Shukrait, George Steneberg, Mariah van den Hendeen & her father, ~~Wayne Veatch~~

December Mileage Winner: N/A

Approve Minutes of Previous Meeting, November 14: Approved

REPORTS

President's Report: Steve Kellogg – **Nothing to report other than I hope many of our members attend the upcoming planning meeting in January.**

Vice President's Report: Andy Preston – Absent

Treasurer's Report: Marla Preston – Absent, but submitted this report later:

Account	December 2015	November 2015
Checking	9,695.82	9,746.98
Savings	3,463.29	3,463.20
GT-42 2017	1,000.00	1,000.00
Total	14,159.11	14,210.18

We had very little activity; December *Octagon* charges and new member dues. Happy Holidays!!

Registrar's Report: Steve Kellogg

167	Number of Regular Members
55	Number of Regular Family Members
222	Total Regular and Family Members
12	Number of Corresponding Members
5	Number of Corresponding Family Members
17	Total Corresponding and Family Members
239	Total

Unchanged from last month.

Secretary's Report: Jing Chai – Absent.

Corresponding Secretary's Report: George Steneberg – Still receiving business offers and the like.

Regalia: Andy Preston – Absent. Steve Kellogg has received the MGOC door magnets. They are now available for purchase at \$6 for one or \$10 for a pair.

The Octagon: Felix Lee – Felix still needs submissions. He submitted many articles to the *Moss Motoring* contest for newsletter articles, and he also brought triptych boards with all the *Octagon* articles on the "favorite article" ballot.

Website: Steve Kellogg – **Nothing to report – all is working well.**

PAST EVENTS

Tech Session at Mike Jacobsen's, where for the third session in a row, no actual work was done. We did find a cool bug, though – a Devil's Coach Horse.

UPCOMING EVENTS

- Saturday, January 9, 2016 – Planning Meeting – Marcia Crawford's house in Kensington, for its central location. 10am social, 10:30 meeting.
- Saturday, January 23, 2016 – Annual Brunch at Hs Lordship's, Berkeley Marina at 11am. The Club is again subsidizing to maintain the cost at \$20 per member.
- MGs by the Bay, June 5, at The Livery in Danville.
- Heritage Classic Weekend, third weekend in August, on the water in Vancouver, BC

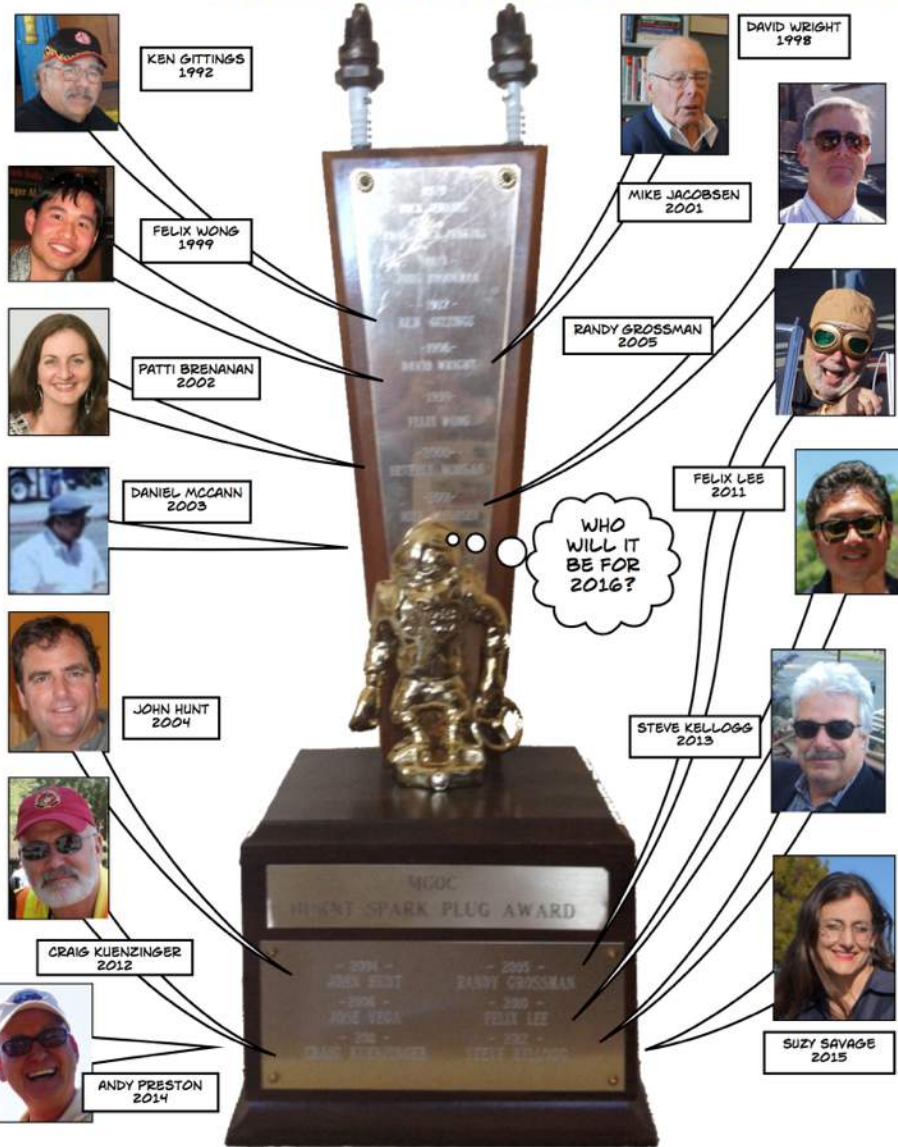
MGOC Holiday Tea in 2015

Los Gatos



Photos by Anonymous Holiday Tea Photographer

BURNT SPARK PLUG AWARD



..... TO BE CONTINUED
Photos by Samantha Lee

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WHAT CAN YOU DO WITH \$20?
ALL THIS ... AND MORE



MGOC Annual Awards Banquet

January 23, 2016

Saturday

11:00 am-3:00 pm

Hs Lordships Restaurant

199 Seawall Drive, Berkeley, CA 94710

\$ 20 / person

RSVP by January 15th 2016: Marcia at 510-526-8951
or George at j2george@pacbell.net





January 2, 2016
Meet: 10:30 AM
Depart: 11:00 AM

Meet location: Starbucks
1900 El Camino Real
Redwood City, CA 94063

Join in the FIRST tour of the new year! We will meet at Starbucks in Redwood City then drive over the hill to La Honda and then stop for lunch at Cameron's Pub in Half Moon Bay.

After lunch we'll drive back over the hill to visit the Hiller Aviation Museum in San Carlos.

This will be the first tour lead by Keith Shukait, so show your support and join the tour!

Please RSVP: shukait@me.com

MG Love



Start collecting your photos and writing your 2 paragraph blurb for the official MGOG **MG Love** glossy coffee table book

We will need your:

year of manufacture
engine number
chassis number
color
interior color
any modifications

To be included in the Final Print Edition

please send all submissions to
flee@hancmg.com
ASAP

in order to have it by this or next year's Holidays

This would be a great addition your MG Library

Cost: TBD based on number of pages



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Start Planning for the rest of 2016 ...



Date: Saturday, January 9, 2016

Time:
10 a.m.: MGOC Planning Meeting

Location:
Casa de Crawford
150 Purdue Avenue, Kensington, CA 94708

Event: Come and help plan out the new year's events and activities!! At this time, we'll be planning the dates and locations for our monthly meetings, tours and events.

Please RSVP: to Steve Kellogg at 408-355-4125 / president@mgocsf.org or "enroll" for the event online at www.mgocsf.org by January 5, 2016

We look forward to seeing you.

MGOC Fill in the Caption

Top Nominees will be Listed in the Next Octagon



Photo by Kirk Prentiss

"Before the days of Road Assistance, British car owners had to carry their own back up transportation."

- Charlie Daubs

"It beats a hamster wheel"

- Craig Kuenzinger

"In college, the bicycle was a necessary back-up. Now George carries it only for the memories."

- Dan Shockey

"For the second passenger"

- Ken Bottini

"with no gauge, one needs to carry emergency transportation in the case of running out of petrol..."

- Jim Carlsen

"Before the days of Road Assistance, British car owners had to carry their own back up transportation."

- Charlie Daubs

"Back up engine"

"Aren't those the wheels to a TC?"

"That's in case I get challenged for pink slips"

- Jim Lucas

"In case of a breakdown, pedal for assistance"

- Wayne Veatch

"Plan 'B'"

- John Hunt

"Extra spares"

- Steve Kellogg

"I was going to upgrade to 60 spoke but these were cheaper!"

- Steve Wohlleben (Gabriola Island B.C., OECC Central Vancouver Island and NAMGAR)

"MG TF, The original Hybrid Vehicle"

- Felix Lee

Each month, we provide a photo in need of a caption.

You, the reader, submit your caption to flee@hancmg.com.

The MGOC Board will chose the top finalists, which will then be revealed in the following month's Octagon



MG LOVE

SAMPLE TWO PAGE SPREAD

WE ARE PLANNING TO PUT TOGETHER A COFFEE TABLE SIZED GLOSSY MGOC COLLECTION OF MEMBERS AND THEIR MGS

DETAILS FOR SUBMISSION ON PAGE 10

DAN AND THUY SHOCKEY



I wasn't looking for an early MG. A coworker's neighbor had an old MG for sale. He thought it was a TD. I have long been an admirer of the early MG Midgets and the 1930s motoring scene of trials and hill climbs, but never expected to own one of these rare models. After asking George Steneberg about the model, I snapped it up. It is such a different car for me: right hand drive, no synchro transmission (double-clutch every shift), cable (non-hydraulic) brakes, super-skinny wheels and tires, only 850 cc's, and free-wander steering. I had never owned or driven any MG older than an MGA. The P-type - called a PA once the PB model came out - has been an adventure to own and drive. The car was rebuilt by the prior owner who had it for 30 years. He was a mechanical engineer and did some things well. But he had not driven it, or really planned to drive it. I would use it as intended. I completed some work to make the brakes function, replaced the Model A tires with smaller tires, installed lap belts and hit the road.

Driving back from Jack London Square in 2002, a rod let go and I was towed home. The engine has an overhead cam driven by a vertical generator at the front of the engine. It has no water pump and no fan. It took a year to get the machine work done to repair the block and for me to rebuild the complex little engine. I towed it to the GOF in Buellton where I managed to wreck it, plowing into an SUV in Solvang. David Wright was my brave navigator for this rally and he bent my ignition key with his nose as a result of this sudden impact. I purchased needed parts and straightened sheet metal and kept the bugger on the road. Since then I have installed shoulder belts and rebuilt the brakes to function well.



MG P-Type (PA) Roadster

- year of manufacture: 1935
- date of build: April 30, 1935
- engine number: 2320AP
- chassis number: PA2108
- color: Green (originally black)
- interior color: Green
- modifications: Added lap and shoulder belts
- first sold: First Sold: 8 October, 1936, Belfast, N. Ireland
- imported to USA: R.B. Allen, "Norcliffe" house, Demesne Rd., Hollywood, Dqum Co. 1971

