



THE OCTAGON



Newsletter of the M.G. Owners Club

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



North American MGB Register



GT-42
MGAs next to the
Mission at Solvang
Photo: Dan Shockey

August 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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Treasurer: Marla Preston, marlapreston@hotmail.com
Secretary: Pam Shukait, pshukait@me.com

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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

M.G. Midget: and Overall Auto Technician: Craig

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mgpb36@yahoo.com

S.U. Carburettors: Craig Kuenzinger, 925-234-3313,

mrccraig@aol.com

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>.

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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.





From the Editor...

July 25, 2017

Hello, Fellow MG Enthusio-masochists. I hope your summer is going well as it speeds by. Only 5 months to Christmas, per my Dad. July is not quite so packed at June was. I drove the MGA to the GOF for the car show day and took the PA to meet the MGOC tour group at Big Basin.

I had my share of automotive 'adventures' anyway. Mike Jacobsen rode with me to check out the GOF in Santa Maria. At Pismo Beach, I had a tire go quickly flat. That meant scrambling to get a new tube and find a place to install it. We found a lightly raised brand mark inside the tire that must have rubbed on the tube. We made it back home but I found another tire flat the next morning. I'll have to dismount all of them and smooth the inner tire. I do not like changing a wheel on a narrow shoulder along a busy freeway.

The GOF was great. We had a nice lunch and hit a couple tech sessions. For me, one of them was at the tire shop. Then we had a fun dinner with the prewar MG folks.

I thought to meet the MGOC tour group going to Aptos at Big Basin Park and take Mr. Toad, my 1935 PA. I changed the generator and did other work on it but it seemed to be running okay. It got me up to Big Basin but the MG died there and I had to get help to push it out of the road into a parking spot. Soon the club showed up and we had a little tech session at the park. The setting was very nice and lots of folks stopped to chat. A guy who had just bought a TD was interested to join the club. We'll schedule another tech session there soon.

The P would not start so the club abandoned me to the mercies of AAA. (I was sad to miss going off with the group.) I borrowed a portable jump starter from a passerby and the P started at last! I had them pull the jumper and close the bonnet so I could keep it running and I roared off back to Boulder Creek! I kept it going – just – and made it all the way to the road in front of my house where it died again. (Odd that.) I have had too much experience keeping a barely-running old car going, it seems.

I found I messed up the valve timing when I replaced the generator. That was why it was down on power and hard-starting. I should know to recheck things like that. My apologies to the tour group.

August has fewer MGOC events, just the club picnic in Tilden Park. There are plenty of events with the other clubs plus 'car week' in Monterey. Some have signed up for the Little Car Show on August 16, a good way to participate with your MG. See you soon!

Dan

MG

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

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MGB, Midget master 1968-80.....	\$125.00-145.00
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President's Ponderings

One of the things I love about MGs apart from them being well designed, well engineered and fun to drive is that they are basically simple cars and relatively straight forward to work on by the owner/home mechanic. You can fix most things on an MG with a decent socket set and a set of spanners (wrenches). You don't need a fully equipped garage and lots of specialized tools and even then you can improvise.

The reason I mention this is that apart from my MGs I also own a 1969 Series 2 E-type Jaguar Coupe that I picked up just under 3 years ago. Compared to MGs these are really complex cars. They are really beautiful to look at but under that skin there lies a very well engineered but very complex design of mechanical engineering. Ask me how I know? I try to work on the car as much as I can and constantly study the workshop manual to understand how they did it.

I'm presently replacing the rear splined hubs because the splines are worn and I get the tell-tale click-click when I go backwards then forwards. The rear suspension is a work of art but the driveshaft and hub carrier make up the bottom link of the independent suspension arrangement. In order to remove the hub you need 5 special Jaguar tools and access to a ten ton hydraulic shop press. Fortunately these tools are available through a free tool loan program run by Jaguar Clubs of America (JCNA), but you have to put down a deposit of \$2000 to ensure you return them. I presently have the tools and have successfully removed the hubs and I'm now waiting for the new hubs and bearings to arrive and I'll really see if "assembly is the reversal of dis-assembly".

Now you can understand why I love MGs so much for their simplicity of design.

Many thanks to Dave Marsh for leading another car run with his Aptos BBQ drive which was well attended and enjoyed by all, especially the delicious BBQ.

Our next club event is the Annual Picnic which is on Saturday August 19th and it will be at Tilden Park in the Berkeley Hills. We've used this spot for many picnics in the past and it's one of the best, not too hot and not too cold. Please come and join us for a wonderful day out in your MG or other car. George will have the coals on the BBQ ready for you and Marcia will have everything else prepared. We'll even be having a fun raffle with lots of prizes. This is a no cost event so see the flyer in this issue and I look forward to seeing you there.

Take care and drive safely,

(Andy's TF at bottom left)

Andy





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New Members!

Welcome! William and George Charuhas of Pleasanton, CA - and Westchester, IL - with a 1957 MGA. See article page 16.

Welcome! Hopkins Guy of Saratoga with a 1952 MGTD. "I came by the car through a friend who got the car out of the Ted Gildred collection in San Diego. Very clean car. Not sure if the 5k miles on the odometer is true but it might be." - G. Hopkins Guy

Welcome Back! Bill Thomson of Sonoma with a 1976 MGB Roadster

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Mike J at 60!

Rumors abound that Mike Jacobsen has achieved the Magic 60. Photos were smuggled out of a wake at Elaine's home.



Photos: Secret Source



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.

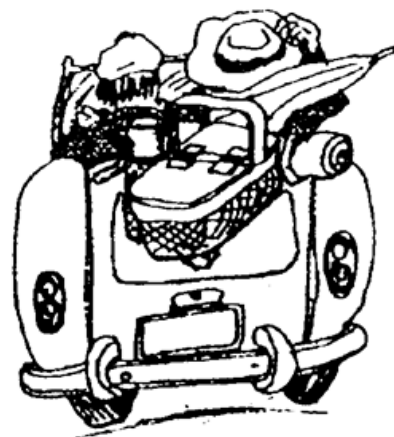
Depart: 10:30 am (SHARP!) with a full tank of gas

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



Everyone Welcome!

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

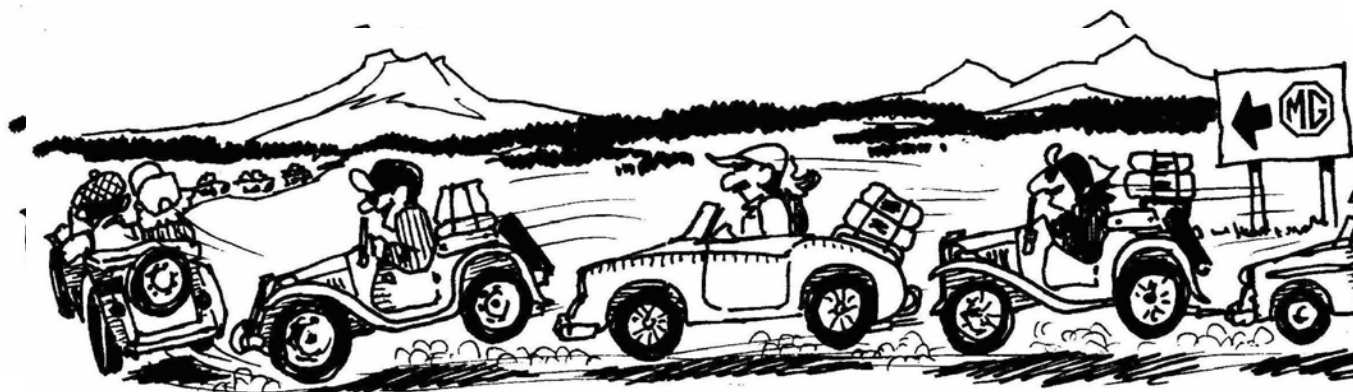
A snack (if desired) for mid-route.

A warm jacket and sunscreen



The Poker Run: You will be given 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 says that second is "first loser.") No betting or stripping allowed.

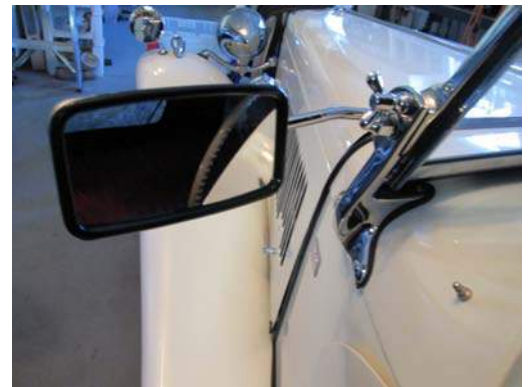
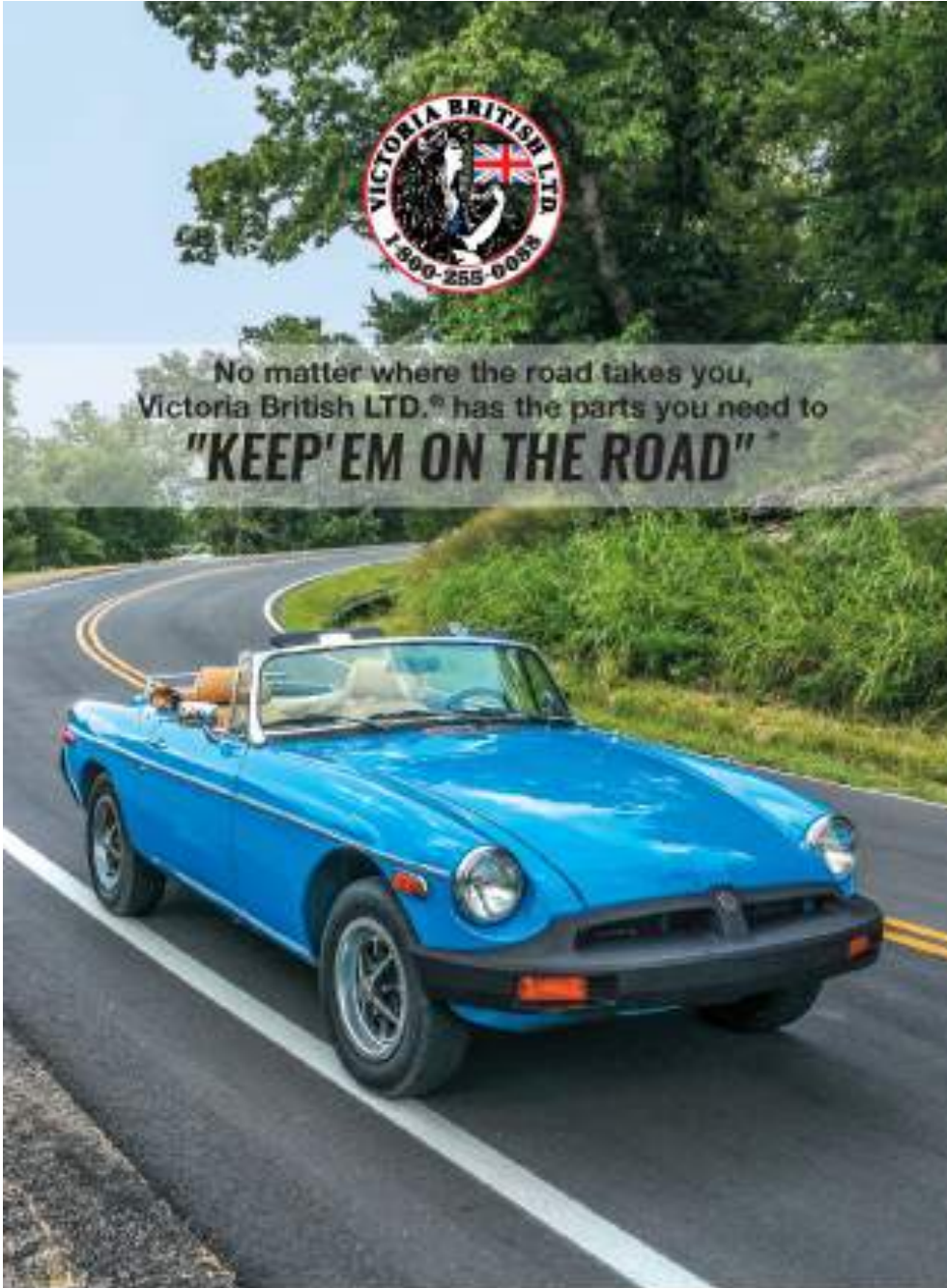
This is a fun tour and a wonderful sports car route with reportedly 365 turns to the top. The road was built for the horse-drawn wagons that carried the building materials and telescope lenses to the observatory. The observatory from 1889 has a "Jules-Verne-was-here" feel to it. There are other interesting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



TD and TF Side View Mirror for under \$20.00

Now you can have a RH or LH mirror for your TD or TF that is equivalent to the one Moss sells for \$165. The Stainless Steel Mirror is a Bike Master # 601125 available from your motorcycle shop. I bought mine from GP Sports for \$13.95 or a little less on-line. The mounting stud is 10 mm, a little too large to fit in the windshield securing slot, so grind it down to about 1/4" dia. and cut a 1/4"-20 thread with a die. I used a 3/8" internal tooth lock washer to keep the mirror head from turning, and two 3/8" stainless flat washers and a 3/8" lock washer on either side of the windshield securing slot. Including the hardware from my local Ace hardware, the total cost was less than \$20.00.

Cheers,
Don Davis, MGOC member



Photos by
Don Davis



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MG Display at the Scottish Highland Games Sept. 2 & 3

The 152nd Scottish Highland Gathering Games is just a month away! We have been granted additional tickets for our cars this year. Let's fill up the field! If you haven't let me know you are coming, please do so soon. I need our count to secure tickets and get them sent out to you.

We get a special shaded area right at the entrance so everyone sees the cars and many folks stop to chat. The event is great fun with many stages of music, one right near us. Don't miss out!

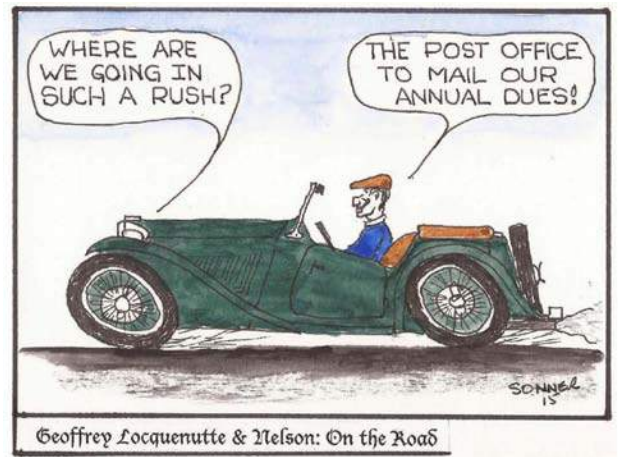
Each MG receives two free entry tickets worth \$50. Plus the best parking on the field.

Kirk Prentiss, Sorry Safari organizer with invitation to MGOC members. Kilts not required!

Event info: www.thescottishgames.com

Kirk: 510-436-3574; kirkprentiss@gmail.com

Photo: Dan Shockey: Kirk, Thuy' and Amy



Cartoon by Brian Sonner, Abingdon Rough Rider Club

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North American MGB Register

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Member Bio – Dave Marsh

This is my favorite picture of my '69 MGB roadster. For those of you looking at the picture and thinking “that idiot drilled holes in the bonnet to attach those stupid horns”, the horns are not attached and are only resting there for the picture. I’ve been told it makes me look like Boss Hogg! And yes, the hat is a Stetson!

My British sports car experience started with a 1960 TR3A bought in the early 1970s for \$300. I had that car for about 20 years and sold it for \$5400 after having spent quite a bit of money having the engine rebuilt (broken crank shaft) and the transmission rebuilt (broken gear tooth). I never got the rusty body fixed. Then I had a British car dry spell that lasted until June 2014 when I was talking to my British neighbor. He has and rides five different motorcycles and is often found working on one of them in his driveway. We often chat and he said that when he gets too old to ride he would probably get another MGB. He had had one when living and working in Hong Kong years ago. Curious to know what such a thing would cost him I checked Craigslist. There were several MGBs for sale including a 1969 ragtop in Folsom, CA. I was already planning a trip to Folsom (my son lives nearby) so I called the owner to arrange to see it thinking it might be time to get another sport car for myself. Went by, saw it, bought it, and drove it home. I had driven a rental car to Folsom in case this happened.

The ‘B’ had been totally restored in the late 90s. The story is that the owner at that time was having the car restored for his wife to drive and the instructions to the mechanic were; “make it safe, make it reliable, and I don’t care what it costs”. Those are all very good things to hear about a car. The paint is BMW cashmere beige and it has stainless steel wire wheels. The engine has a quarter



race cam and the dual SUs have replaced by a single Weber. It has an overdrive transmission, Hardi electric fuel pump and a 1978 MGB brake system. It has a Bosch alternator, electronic ignition, Hella headlights, and the car has been almost completely de-Lucased. There are relays for all the high current loads so only low current goes through the dashboard switches. It rides on Michelin defender tires and, of course, it has a performance exhaust system. I added the Robbins Stayfast tonneau since I always drive with the top down – something every ragtop sports car owner should be required to do. Being an engineer with a pretty good workshop, I’ve added a few custom touches like a turn signal annunciator, hand-made seat belt guides, and remote controls for the heater doors and vent so I can open and close them while driving. I drive the ‘B’ whenever the weather is good and the roads are dry – it has been a lot of fun.

I grew up in New Jersey, went to college in upstate New York, spent two years in the Army in Arizona, then worked as an engineer for almost 35 years helping design flight, car driving, and nuclear power plant simulators. I married my wife Kate in 1974 and we lived together in Los Altos until 2009 when she died. I have two sons and one grand-daughter and continue to live in the Los Altos house.



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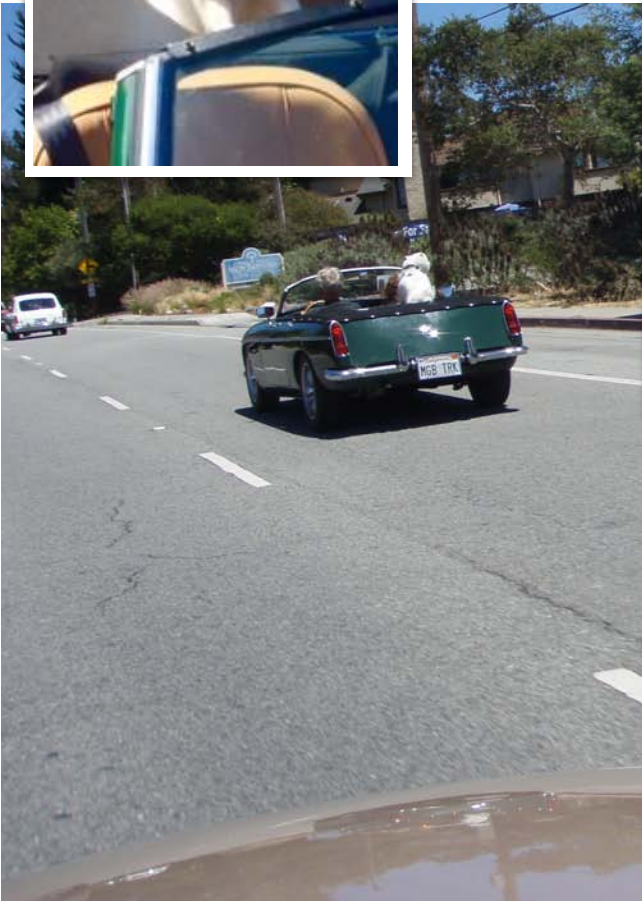
There were 6 cars not including Dan and Marja. Glad Dan made it home OK. I wasn't planning to write a report but I have a couple of pictures of the MG PU, i.e. MG pickup that I'll send you. I hope someone has a good picture of Dan and half the MGOC membership trying to fix his car.

Dave Marsh

Photos: Dave Marsh except below by Jim Carlson



Enzo ready to roll in his special pick-up



GOF West 2017, Santa Maria, CA



Photos by Marja Van de Hende



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Come to Pebble Beach in an MG!



Friday – Sunday

September 30 – October 1,

They say that once Labor Day is over and all the tourists have gone, the Monterey Peninsula's weather is glorious. So make it a weekend trip to the home of the AT&T Golf Pro Am, Pebble Beach Concours d' Elegance, Laguna Seca, Monterey Bay Aquarium, Cannery Row, Carmel by the Sea, Monterey Jazz Festival and the home of your hosts, Steve and Vicky Kellogg.

Our Weekend will start Friday evening at the Crown and Anchor British Pub in downtown Monterey.

The following morning, we'll all meet up at the Kellogg's house in the Monterey Pebble Beach Forest and take a leisurely drive along the breathtaking World Famous 17 Mile Drive and include a trip around the SCCA Road Race Course used in the early 50s. Then we'll head out to Carmel Valley via Carmel's Scenic Drive and points east, loop north stopping at the Mission Soledad and then heading north through the Salinas Valley fields. The afternoon is yours to enjoy however you like in Monterey, Pacific Grove or Carmel Village.

In the evening, Vicky and I would like to invite you to our house for a reception with guest speakers in attendance.

On Sunday, you're welcome to come back over for a little nosh before you leave for home.





The Olympia Lodge

There are 10 rooms reserved at \$119.00 per night at the Olympia Lodge on Lighthouse Avenue in Pacific Grove.

When making the reservation, let them know you are with the MGOC and Sorry Safari group.

Make your reservations before September 15th to insure you get the above rate.

Where is the Lodge?

1140 Lighthouse Avenue

Pacific Grove, CA 93950

831-373-2777

Refer to MGOC/Sorry Safari when making your reservation.

<http://www.theolympialodge.com>



Please RSVP to:

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Call 408-355-4125

Or e-mail: sfkellogg@verizon.net

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GT-42 at Solvang

North American MGA Register

The MG Owners Club co-hosted this major event with the Paradise British Car Club, dividing the chores among MGA enthusiasts. Mike Jacobsen was the Prime Mover for the MGOC. Folks came out from all over the US and Canada. The event was judged a big success. Thanks to all who assisted with this big endeavor: Andy Preston, Dave McCann, Randy Grossman, Steve Kellogg and Dan Shockey.

There was at least one last-minute panic. Two weeks before the event, the bones of 1000 or more mission Indians were discovered under the car show field. However they only asked us to avoid the area where they had been digging near the mission.

The Santa Ynez valley was perfect for car drives. We had a BBQ dinner one evening at a waterfall park. Solvang is a fun town for tourists with no shortage of pastries and ice cream. Next year: Richmond, Virginia



Shockey Photos



Keep Planning for 2017 ...



SUMMER - FALL

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, 9/9

SSTS Tour, Dian & Carl Brown, 9/16

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



FALL - 2018

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

MGOc Holiday Tea, 12/9

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

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

My MG Story

Back in 1970, my Father purchased a new MGB for himself. He drove it a couple times, then I asked if I could drive it to school. At the time, I was going to college out-of-state. He replied 'sure' and I drove it away and never returned it. Occasionally, I would visit home for the holidays and he could see it, but I don't recall ever seeing him behind the wheel. I drove it for three years, until I totaled it.

My Dad and I still talk about that car and those days. I've owned the 1957 MGA for only three weeks. Now that I have an MGA, we have a new car to talk about and he sends me emails with his concerns and suggestions for upgrades. I don't intend to total this car. And now I'm trying to recapture the thrill of it all.

I don't have a photo of the 1970 car or myself from those days, but I do have this photo on my dog 'Codee' who is a great MG enthusiast. I hope that will suffice.

- William (Bill) Sharukas



Bats in the Belfry

Andy Preston

Have you ever had Bats in the Belfry or Mice in the Barn, figuratively speaking of course? Well unfortunately I have had both. We don't have a bell tower but we had 2 bats hanging from the soffit of our front porch. And we had the tell tale signs of mice visits as they left their little gifts behind and chewed through insulation in the engine compartment of one of our cars.

These pesky rodents love classic cars and love to dine on your new wiring harness or feast on your newly upholstered leather seats. The problem is you don't know they're eating through your prized possession until it's too late. There are many ways to try and handle rodents but I don't like traps and I don't like poison either. So I turned to a more modern high tech solution.

One thing I've had good luck with is ultra sonic pest repellers. These plug-in devices emit ultra high frequency sound waves that are intolerable to most common pests. These sound waves are too high for human ear to hear and dogs and cats are also unaffected by them. We have 2 cats and they aren't bothered by them and I think they are afraid of mice so it's a win-win solution.

I've been using ultra sonic devices for about 2 years in 3 outside enclosed storage areas and have a good success rate. Unfortunately one unit got damp and the mice were straight back but since I replaced it, I'm back to batting 100.

The units I'm using are from 2 different manufacturers and both are in the \$50 range, maybe less on eBay.

1. TMC Pest Repeller LLC, T3-R Triple high Impact Mice, Rat and Rodent repeller.
2. Bonazza Ultra Sonic pest repeller.

You just plug them in and they do the rest. If you have any mice problems, it's definitely worth a try.

MGs at Baconfest, Sept. 9

"BACON, BEER & BANDS"

We have been invited to show our MGs at the Baconfest 2017

DATE: Saturday, September 9, 2017

LOCATION: Dell' Osso Pumpkin Farm

501 Manthey Rd.

Lathrop, Ca. 95330

LINEUP: 7:30 A.M. - 8:00 A.M.

HOURS: 9:00 A.M. - 6:00 P.M.

TWO FREE ADMISSION PASSES: value \$50.00 for 2 car club entrants

Contact: Lynn Bryant at lynnnberta@sbcglobal.net

A Sorry Safari Touring Society event with invitation to MGOC members

MGOC Meeting – July 22, 2017

Aptos St BBQ, 8059 Aptos St, Aptos, CA

Call to Order: By Keith Shukait at: 2:45pm

Attending: Eric Baker, Jim Carlson, , Ed DeMayo, Enzo DeMayo, Rowena DeMayo, Ken Gittings, Dave Marsh, Keith Shukait and Pam Shukait

Mileage Winner (and recipient of a free lunch up to \$20 send receipt to Marla): The DeMayos traveling from San Rafael.

Approval of Minutes of Previous Meeting: June 3rd, 2017: *This was not done.*

REPORTS

President's Report: Andy Preston: Absent

Vice President's Report: Keith Shukait. Very nice ride this afternoon! It was unfortunate Dan's car wouldn't start but it was fun troubleshooting with everyone.

Treasurer's Report: Marla Preston: Absent

Secretary's Report: Pam Shukait: nothing to report

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

180	Number of Regular Members
<u>62</u>	<u>Number of Regular Family Members</u>
242	Total Regular and Family Members
13	Number of Corresponding Members
<u>3</u>	<u>Number of Corresponding Family Members</u>
16	<u>Total Corresponding and Family Members</u>
258	Total members

Of the 180 Regular Members, 53 remain past due on their membership - 29.4% Of the 62 Regular Family Members, 12 remain past due on their membership - 19.4% Of the 242 Total Regular Members, 65 remain past due on their membership - 26.9%

Of the 13 Corresponding Members, 1 remains past due - 7.7% Of the 3 Corresponding Family Members, 1 remains past due - 33.3% Of the 16 Total Corresponding Members, 2 remain past due - 12.5%

The trend has been around a 30% drop-off at this time of year. The renewals have dwindled to about less than 1 per day.

I will send a blast at the beginning of August to the folks that haven't renewed and give them a week to do so. If I don't get their renewal, the accessibility to the Members Only section on the website will be cut off and I will delete them from the Mail Chimp mailing list will prohibit them from getting future communications from MGOC.

Since the beginning of July we have had 2 new members and 1 corresponding member sign up for the club.

Corresponding Secretary's Report: George Steneberg: Absent

Regalia Report: Andy Preston: Absent.

The Octagon Report: Dan Shockey: Absent

Website Report: Steve Kellogg: absent report by email; *the website is working great. No problems with the new management company at all.*

NAMGAR GT-42: Mike Jacobsen: Absent report by email: We have returned everything to NAMGAR that they need, except for:

- A financial report to the NAMGAR Vice Chairman
- Registration forms, hotel contracts, and insurance certificates to the NAMGAR Historian
- An article to the *MGA!* NAMGAR Editor
- All else is complete, AFAIK. I haven't heard any complaints either. Thanks to all for your hard work.

PAST EVENTS: MGs by the Bay and NAMAR GT-42 both huge successes.

UPCOMING EVENTS (MGOC sponsored events are in **bold text**)

Sat Aug 5, SSTS Tune & Spoon
Aug 10-13, SSTS Rendezvous Otter Rock, OR
Wed Aug 16, Little Car Show, Pacific Grove
Aug 18-20 Canadian Classic Weekend, Jennifer Orum

Sat Aug 19, MGOC Picnic at Tilden Park
Sept 2-3 Scottish Highland Games, Kirk Prentiss
Sat Sept 23, MGOC Mt. Hamilton Poker run

ANNOUNCEMENTS: Just a reminder about the picnic at Tilden Park. Hope everyone can make it!

NEXT MEETING

Saturday, Aug 19 at MGOC Picnic, Tilden Park see Octagon for details, meeting at 11:00, Picnic at 12:00.

Meeting adjourned at: 2:55pm

Submitted by: Pam Shukait

Classified Ads

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

1967 MGB: Roadster, green, wire wheels, original condition, 125,000 miles, BRG, bought from first owner in 1978, \$5000. Non-member Mike Aubin at michaelaubin@sbcglobal.net or 925-754-4541 (Posted 08/17)

TF1500: Contact Ed Browder, 408-268-9682, ednbettyb@sbcglobal.net for details and history. Trailer may be included. (posted 08/17)

1972 MGB: (Photo below right) Blue. Pretty much needs everything. Been sitting covered a good 20 years or so. I'm the second owner, since 1977. Speedometer says 26k miles. 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)

1976 Midget: 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 below.) 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)

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



The British “Stovebolt” Engines

By Dan Shockey

I did more research on the connection between the Chevrolet 6-cylinder lorry engine used in British trucks and the Austin-MG engines of the 1940s through 1980s. (See article in the May *Octagon*.) Wikipedia¹ had some info and there was a recent article in Hemmings Motor News² about the 1930s Chevy sixes. I started my career as an engineer for General Motors and my first new vehicle was a base GMC van with the straight-six engine. I started work there at age 21 with all my belongings packed into my TR3.

When Ford was developing and introducing their ground-breaking flathead V8, Chevy had a sales lead over Ford and sought to improve their inline six-cylinder engines to compete. Chevy focused on lightness, durability and efficiency (and increased power.) These were overhead valve engines while most popular-priced motors were of flat-head design. The “stove-bolt” nickname for these came from the appearance of the engine. (Right: 1929 engine looking very stove-like)



A similar engine competition in the early 1960s pitted the new lightweight small-block V8s against economical big sixes. I have a copy of a Road & Track article from 1963 suggesting that the 6's may win that competition. My 1965 Mustang had a powerful, smooth 7-main-bearing six. The Chevy step van we used to pull an 11,000 pound race car & trailer was powered by a 292ci six, getting 11-12 miles per gallon while hauling up and down mountains and driven flat out to races. I have always liked straight sixes due to their natural smoothness and ease of maintenance.

The Hemmings article focused on the 1933-1936 Chevrolet sixes of 181 and 206ci. Compression was boosted to 5.45:1 achieving 80hp from 206ci. The engines underwent a major redesign for 1937 with a shorter stroke and a further increase in compression to 6.25:1. The new 216ci engine “produced 85 horsepower and was so successful, it would become the standard for engine evaluations for years to come.” (Hemmings)

The Stovebolt in England and Japan

This new 216 six went to England to power trucks. The Chevy motor design also was licensed to power a Japanese version of the DeSoto Airflow. This metric version of the 181/206 Chevy engine powered Toyota cars and trucks from 1937 to 1947. It was then replaced by a licensed version of the Chevy 216.

My neighbor in Oregon served on U.S. Navy PT boats in the Pacific war. He told me that the heavily-armed Japanese barges that they battled were powered by Chevy engines. I don't know if these were the licensed version or from captured U.S. stock in the Philippines (possibly both).

Wikipedia tells us that the Chevy 216 (3.5L) engine was upgraded with four main bearings and 6.5:1 compression and produced 85hp. A new cylinder head upped that to 90hp in 1941. These engines had Babbitt cast bearings. Done correctly, this style of bearing bears more abuse than shell bearings. This engine was used in GM's British Bedford trucks.

In a ‘crash’ program after the war, the British Austin engineers copied the architecture of this Chevrolet “Stovebolt” engine and added shell bearings and pressurized lubrication. That engine went on to power the Austin Princess, Austin Sheerline and the Jensen Interceptor and 541 models. Austin removed two cylinders from the design for a big 4-cylinder engine that powered the Austin 16, A70 Hampshire and Hereford, A90 Atlantic, the Austin-Healey 100, the Austin Gypsy, many commercial vans, plus the London taxi (FX3 and FX4). As told in the May *Octagon* article, these later became the basis for the BMC A-series and B-series engines. This reminds me of the aluminum GM V8 that later went to MG, Triumph and Land Rover. Perhaps these cars should not have been considered so “foreign.”



Austin Princess Motor

(Continued on next page)

How the Stovebolt won the war in North Africa

An interesting further aside involves the famous Long Range Desert Group of the British 8th Army in North Africa. The German general Rommel credited the Jeep with winning (losing) the war. The LRDG used the Willys Jeep, then in very short supply, but needed a larger truck for these extreme duty missions. They tried a Ford 8cwt (800lb) truck and a Bedford truck thinking they needed 4-wheel-drive but found that the far superior fuel economy of bigger Chevrolet trucks outweighed any 4x4 benefit. They had to carry their petrol with them. They standardized on the 1.5-ton Chevy truck ("30-hundredweight" in British lingo) with doors, windscreen and cab top removed, made in Canada with right-hand drive and sourced through Egypt. Most of them carried sports-car-style aero windscreens! (However no photos show those in use.) All were powered by the "Stovebolt," the forerunner of two generations of British sports car motors.



This was about the toughest terrain and environment in the world for man and machine. They had to climb over 300' tall sand dunes and navigate the desert, overloaded with up to 2 tons of men and supplies, with spare axles and radiators, mounted machine guns and ammunition. Tie rods bent due to the heat, hoses melted. A good source of information is the book, "Killing Rommel," by Steven Pressfield. Keep hydrated as you read, and wear goggles to keep out the sand!

From the Sand Sea to the Guadalcanal Slot to the Mulsanne Straight - and to Main Streets on all continents and on to drip in my garage - the 'Stovebolt' Six design left a proven progeny and legacy. A non-detergent 30-weight toast to its designers!

¹ *Wikipedia on-line*

² *Hemmings Motor News. May 2017, p.74*



From the 'Net



How much can you pack in your MG for your desert crossing? This photo by a Mr. Walker in Australia.

Three bottles of wine was a minimum requirement. He included his tux for the event banquet. Note the top hat.

Where are the tools and spares? TCs have a tool box in front and some folks build in storage above the rear axle and under the floorboards.



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

MGOC 'Nosh 'n Natter' & Club Picnic

Date: Saturday, August 19, 2017

Info page 3

Metting Info: Andy Preston

andypreston@att.net

(707) 799-2257

We look forward to seeing you!

