THE OCTAGON
BEST ARTICLE 2015

Meet our Newest Member

Deep MG Love

By Wail Saltani

As far as I can remember I have always been passionate about automobiles. In my teenage years in Australia, I owned multiple cars of various makes and models. I enjoyed the uniqueness and personality of each, and began to look at them more than just an object to move people around.

I discovered classic British automobiles when I was 20. I fell in love with the simplicity of the mechanics and the unexpectedly refined styling and aesthetics. My first purchase was a 1968 Austin Healy Sprite Mark III. Its was white with black interior that was the envy of all my friends who, at that time and age, didn't know what to make of it.

When I relocated to California, 10 years ago, I began looking to find my next British masterpiece. I struggled to find the right time, place or vehicle for quite some time, until recently in May 2014, when I came across an ad for an MGA. From the advertisement and pictures it looked to be in decent shape but I had been down this road many a times before and did not get my hopes up too high. I scheduled a time and went down to see the car.

I was sold from the moment I laid eyes on it. It was in great shape. The previous owner's love for these cars was very evident, in that he had been meticulous about every detail. Unfortunately he had passed away and the family had no need for the MGA any longer.

The car was originally British racing green with the original 1500 motor. The owner had since changed the color to classic red, upgraded the motor to an MGB 1800, added an electric overdrive and custom side exhaust. Making it a more practical daily driver. The (not so) subtle modifications has been an interesting topic among the purist, but I wouldn't change a thing :)

I am happy to say, I have fallen deeper and deeper in love with this car since it has been in my possession. I am even more excited to be part of the MGOC and in their pursuit to preserve these works of art. I look forward to meeting all of the members and attending as many events as I can. Cheers!

Photo by Wail Saltani

Whilst Chasing a GT 40 at Nürburgring...

A Funny Thing Happened on the Way to the BSPA

By Suzy Savage

What really happened. On the freeway in typical congestion, the two cars ahead of me abruptly left the lane, exposing a large re-tread that had been shed by a truck. Ken Giddings calls these things "alligators"

With nowhere to go, without causing a wreck, I ran over it! I pulled off the freeway, stopped to moderate for looking fluids or dangling bits that were not dangling before. With only a been valence and no other damage apparent, I proceeded back to the freeway and a couple of exits later I was at my garage/work space.

We had planned a day of working on the car and that day was a long one. We replaced the clutch master and a new starter was installed. It was getting dark and I was having trouble getting the clutch bled, but had enough pedal to get home and was planning a full attack in the morning.

A couple of freeway exits closer to home, I noticed a hard brake pedal and that brake small. I let traffic pass and the bad brake detail did not go with them. I pulled off the freeway, now with a nasty stiff pedal and nasty stinky brakes. I got out of the car and ... yikes!

Brian took the picture while I dug the fire extinguisher out of the boot. By the time the flathead arrived, the brake had cooled enough to return to seemingly normal functions. I was able to drive up onto the flathead.

Dave Loughlet and George Shoesberg finished bleeding the clutch and checked out the brakes - Dave could not find anything wrong with them. He disassembled the offending slide and eventually discovered a kink or dent in my shiny new braided SS brake line.

The damage from the alligator could not be seen without the line being removed. It was allowing fluid to pass down to the caliper, but was not allowing the fluid to return quickly. Astonishingly, the rotor was not warped! I did have Dave change the caliper, as I feared the seals may have been roasted and would start to leak at some point.

After cleaning out the rusty braided SS brake lines on a street can he swapped them out for the more pliable and forgiving rubber version and off I went!

Photo by Suzy Savage and Stephanie Lee

Michael the MG Bear

Made in Indonesia

By Stephanie Lee

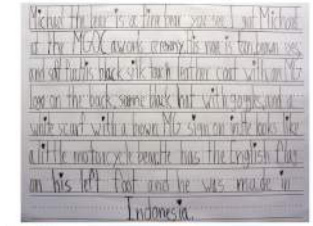

Photo by Felix Lee

Meet our Newest Member

Reasons I May Never Understand

By David Gallagher

For reasons, I may never understand, 47 years ago in 1968, a 18 year old boy living in Manhattan, decided to shop the classifieds for his first car, and fell in love with a 1950's British sports car, currently thousands of miles away in London. Despite the distance, after agreeing to a purchase price of $500 USD, he mailed off a check, and read the newspaper religiously every day looking for the upcoming ship landings for when the SS Europoran would be arriving at the Newark, NJ docks. When the day finally came, he drove his "new" 1954 MG J2 through the Holland Tunnel and onto Manhattan Island, where he drove it on rare occasions throughout high school, doing some remarkable things the way. However, in the summer of 1976, a year after the first mentioned landing on the ocean, his beautiful piece of pre-war automotive history turned over for the last time, when trying to drive to college in Michigan.

Fast forward 45 years, and I am lucky to call this once young boy, my father, Michael. Over the years the car has been trailered and stored in countless barns and garages of family friends, throughout Michigan and Ohio, who would keep it as a favor, until the space was needed for something more important. My first memory of the car was towards the end of high school when it moved into our family garage for some time; but unlike my father, I couldn't appreciate how special it was in my teens. It wasn't until I was finishing up my college career, that I began to fall in love with the potential I saw to get the MG back on the road and started to contemplate to get it as an wedding present. Luckily I didn't have to wait that long. Although I was living in Houston, at the time, the offer was on the table. If I wanted to come out to Ohio and pick it up, it was all mine to bring back to Texas. I don't think it was more than a few weeks before I was on a one way flight to Ohio, with a return reservation for a U-haul truck, in order to drive it the 1200 miles back, to its new home.

The drive went quick enough, as a friend and I made several fun stops in Kentucky for bourbon, Nashville for an NFL game, New Orleans for some beignets and coffee, and all-in-nately, finishing the drive in Houston. Shortly, thereafter, I started to get involved with the local MGOC and began to get a feeling for how many people shared a passion for these cars, then affectionately look at all over our garages. Unfortunately, the car's stay in Houston was fairly short lived, just a few months after I brought it to down, I accepted a new job at Tesla Motors, and our California adventure began.

So here we are in 2015, having just passed the car's 50th birthday, and it is sitting in my shop in Fremont, five thousand miles away from its birthplace, anxiously waiting to start back to life. I know that the road will be long to getting it running again, but I am hoping with determination and with the assistance of the MGOC here in the Bay area, that I'll soon be able to cruise around in it like my father did, nearly half a century ago.

Dad, circa 1969, in the 1954 MG J2 parked outside his home in Chatham Towers in Chatham in New York, New York.

Photo by David Gallagher

Whitworth Nuts and Bolts

You Can Accomplish Quite a Bit, Even if You Don't Have a Complete Shop

By Jim Presta (reprinted with permission from MG Services, www.MGRepairs.com)

If you own an old MG, there will be times when you will need some of those Whitworth bolts or nuts. The times are gone when you could go to your fastener supplier and pick some up.

If you are lucky, there is a motorcycle shop in your area that works on old British cycles, and they may be willing to sell you a sample of fasteners. Otherwise the fastener is your only source. However, the need is, usually, inversely proportional to the amount of time that you have to complete your project. The amount of time it takes to order and ship these parts back to you is unacceptable. There is another alternative. Make your own bolts!

There are a few things that you will need to know or have before you can fabricate your bolts. There are a couple of different threads that you may need.

British Standard:	BSW
British Standard Fine:	BSF
British Standard Pipe:	BSP
British Standard Brass:	BSB

On our cars we mostly deal with BSF and BSW.

The other thing that you will need is a complete British Standard tap and die set. We, here at MG Services, normally have the taps and bolts in stock, but on occasion, we are in need and in a hurry.

Part of the tools that we sell here is a British standard tap and die set $189.95. High carbon steel 39 piece set comes in a plastic case and contains the following: Tap and die sizes 4-40, 6-32, 8-32, 10-24, 10-32, 12-24, 1/4-20, 1/4-26, 5/16-18, 5/16-22, 3/8-16, 3/8-20, 7/16-14, 7/16-18, 1/2-12, 12-18 (BSW) and 1/8-28 (BSF). Also die holder, tap wrench, T-type tap wrench and screwdriver. It is not the best quality, but it will do a good job for a very reasonable price.

The first thing that you need to do is determine what size you need. The bolts that I needed here were to mount the body mounting towers, at the front of the body tub, to the frame.

The bolts needed for this application are 5/16 BSF Thread about 1" long. The easiest way to do this is find the correct diameter bolt with an unthreaded shank as long as you need. In this particular case a 5/16 X 1" long screw was just what I needed.

These tap screws are made of Grade 5 metal which is quite acceptable for this application. Grade 5 is easy to cut your threads. Grade 8 metal is a little harder to work with.

It is not the normal situation to make these bolts here at MG Services, but I was working on my personal TF. I have been trying to make a concerted effort to get the car back on the road and I did not want to but off the mounting of the body.

The top left photo shows the lag screws before any work is done. The top right photo shows the bolts after the threads have been cut off of the lag screw. The bottom part of the bolt head has been slightly ground to make it a little easier to start your thread cut.

If I am making more than one bolt, I will place the die in my vise and place the blank bolt into the die. I will then use a socket wrench to turn the bolt completely down into the die.

Above are three of the new BSF bolts after they have been chamfered up on a wire wheel.

If I would have stopped working on it because I did not have the bolts, who knows when I would have gotten back to it. As in most cases, you must get the most done, when you have the time. And, as always, you can accomplish quite a bit, even if you don't have a complete shop to work with.

Photo by Jim Presta

When Irish Eyes are Driving MGs

Tour to Pelican Inn

By Bud Alderson

Marin weather cooperated on March 17th, with a sunny and mildly brisk spring day, and the MGOC's St. Paddy's trip was delightful. The group had 14 cars and one Miata. Leaving Novato, we wound through the North Marin's Chileno Valley dairy country, then down Hwy. 1 into Point Reyes Station for a rest and comfort stop. Green hills bedecking in the sun were stunning. Ultimately we ended up in Muir Beach, almost exactly at the targeted 1:00 time, at the Pelican Inn, and 28 or so luncheons offered a robust toast to St. Paddy, then caught-up with what's new car-talk and gossip over corned beef, burgers & mash, fish & chips and fine beverages. Don Livingood, for the second year, wins the award for coming the furthest distance to join this tour, coming from Medford, Oregon with his beautiful racing green MGA.

All in all, a great trip: no breakdowns, no navigation drama and they even managed to find David Wright's misplaced wallet in Starbucks before we departed (where?).

Photos in the shape of a St. Leaf Clover by Bob Prentiss

Let's Get Together to ~~Rumble~~ Travel

Walnut Creek Tech Session

By Bob Stine

Summer weather is already enticing us to think about breaking the MGs out of mothballs and it's time for us to plan for it. Fortunately, the MGOC leaders anticipated that and scheduled a tech session to remind us what needs to be done before we hit the road.

Craig Kemminger did an excellent job of going through the list of things to look for and accomplish, to make sure our first drives of the season are as pleasant, safe and successful as possible.

Many thanks to Don Do Fosse for allowing us to use his amazing garage for this tech session. I've been to many commercial repair garages that wouldn't hold a candle to his venue. His house adjoins a large double car garage with a very high ceiling and a beautiful car lift. The cleanliness and organization of his shop was very impressive.

Craig used the 18 and Don's MGTF to show us various safety issues to address.

He explained how to find the manufacture date on tires (and batteries), the significance of maintaining adequate tread and looking for bubbles, cracks and cracks on the sides of tires, all serious safety issues. He also addressed the importance of proper air pressure in tires.

He then raised the car to show us where and how to look for oil, grease and brake fluid leaks. While under the car, he stressed the importance of looking for broken items, loose nuts and bolts and the condition of brake hoses and lines. After removing the rear, we discussed electrical systems, with special attention to the battery condition, hose condition and bolt condition and tension checks.

Craig encouraged the members in attendance to ask questions and "guide" him to areas of knowledge we'd like help with. We enthusiastically accepted his invitation. The tech session was very informative and helpful and was followed by our monthly meeting and a nice lunch.

Photos by Felix Lee

Mount Tamalpais

MG 360°

By Andy Preston

On a clear day you can see forever, and this was one of those rare days at the top of Mt.Tam. The views were truly breathtaking, with a 360 degree view of the Bay and the surrounding area.

17 cars and 30 members and friends of the MGOC and SSTS met, on March 14, 2015, on a clear sunny morning in Mill Valley, for the ascent of Mt. Tam. It was a gradual and easy climb to the top with spectacular views of the Pacific and rolling hills in every direction. Marcia was behind us in Georgie's TD emoting her delight of the scenery and every wild flower that she could name.

We stopped at the top, for around 30 minutes, giving us time to drink in the views, kick tires and catch up with old and new friends. I think that Don Shoesberg and Thay drove the farthest, in his MG TD, from South Valley. Although the two that came the farthest, were friends of recent club member, Ray Brennan, who just arrived from Australia, for a business trip. Eric invited them to drive his Magnette for the last part of the tour, which they really enjoyed.

We descended along the ridgeline to our second destination at Bear Valley Visitor Center, in Olema Valley. On the way down we were treated to the rolling hillsides of Marin, which were still green from the recent rains, and views of Bolinas Bay. The final descent was via a winding narrow one lane road through coastal redwoods to the Pt. Reyes seashore.

Lunch was at the private dining room at The Station House Cafe in Pt. Reyes Station. 27 of us stayed for lunch. The staff at the restaurant was fantastic and everyone was seated and served within 40 minutes or arrival, which must be some kind of record. Following lunch there was a short club meeting.

Photos by Don Shoesberg and Andy Preston

Dixon British Car Show

A Photo Essay

By Don Scott

I drove by '65 Blue MGB Roadster to the Dixon show today. Longest trip I have made in the car since I bought it.

Very few MGAs at the show

Andy Preston's TF 1500 - another masterpiece. I remember this car when he bought it, and he has worked his magic on it

This Mk1 B looked a lot better than mine!

The only TC there, owned by Bette Miller (I think I got that right), who drives all the way from Reno which has to be about 80 miles.

I liked this MGA 1500 as it looks like the same used in the 1955 ads when the cars were introduced.

Row of MGBs
(my car is the fourth one back in the row)

Photos by Don Scott

The Aussies are Coming

Argentina to Alaska

By Ken Bottini (father of member Mindy Hungerman)

As a member of your Club, as well as a member of the MG Car Club Northwest Centre, thought I would share with MGOC about some adventurous MGers from Australia. In January 2015 some members of the MG Car Club of Victoria, Australia, loaded 8 MGs, (1-MGA, 1 MGB roadster, 4 MGB GTs) into containers and shipped them to Chile. From there, they began the adventure of driving from South America to an end point in Fairbanks, Alaska. The group carried mini-repair parts with them—head gaskets, fuel pumps, fan belts, etc., in locations of the cars many of us would never have thought of.

We knew that the group would be making a stopover in Seattle. We kept contact with them via email. As they traveled north some of the roads traveled were "unbelievable", and some of the border crossings were interesting to say the least. As they crossed some of the towns, they were greeted by local car clubs—the word was out that they were coming. Around April 2, they travelled through Mexico and it was uneventful. When they crossed into New Mexico, they contacted our Club. A few important points of interest by ahead before they reached the Pacific Northwest - the Montana Temple and Yellowstone Park. Next on their itinerary was a stop was in Spokane, Washington. Upon their arrival they were greeted by the Inland Empire MG Car Club. After a day of rest, they continued their drive west to Seattle. About 15 of our Club members met them at bridge over the Columbia River in the town of Vantage. After a brief visit to a wind farm, we convoyed to Bellevue, which is east of Seattle.

On Wednesday, April 28th, we headed from the hotel to the Museum of Flight in Tukwila. Upon entering the parking area of the Museum, the adventurers were met by a local TV crew. Wow, what a surprise! As a docent at the Museum, I gave them a tour of the WWI and WWII section of the Museum. The next day we assisted them with some minor repairs. On Friday, they headed north to Vancouver, BC. They planned on resting there for three days and connect with the Vancouver MG Car Club. The last note we had from them was that they were headed north towards Fairbanks. Once they reach Fairbanks they will back track south and ship their MGs back to Australia. They will have traveled over 28,000 miles during the past five months.

There is an interesting side note; in 2012, the same group traveled from South Africa to Egypt. As for future plans—it looks like they are looking at a possibility of traveling from Los Angeles to New York and returning, were driving Route 66 to Albuquerque.

Those "Aussies" are truly amazing folks. Try that with a modern car!

http://www.kingb.com/story/news/local/seattle/2015/04/28/mg-car-club-driving-from-argentina-to-alaska/26908789/

THE OCTAGON
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LLOGG RUN

By Samantha Lee

Two weeks ago, I went on the Llogg Run to Half Moon Bay, starting from Los Gatos. We met at the Los Gatos Starbucks. We chatted for a long time about a lot of stuff and then we left.

We were the second car in the rallye, because the Kellogg's (not the cereal company) car was leading the way. We broadcast various songs over the walkie-talkie on channel 5, that Randy Grossman lent me. A little while later, we all pulled over and had to wait because the rest of the cars were lagging way behind.

After a few minutes, the Bella cars finally came and we set on our way to Big Basin State Park. We drove through the woods and underneath trees. There was a really big one, and I looked up at it, and it was really tall. Then we drove a thirty way to Cameron's Inn to have our Natter and Noggin Meeting and lunch. I got hot chocolate and their freshly baked pizza since it was cold that day. I loved it!

Andy Preston showed me an article that was posted about him in a classic car magazine called Vintage Motorcar.

After the meeting, and lunch, we left Cameron's and drove the long way back to our homes. The Llogg Run made for a lovely day. Later ...

Photos by Kirk Prentice

MG Award

Meet and Greet or Most Gregarious Award

By Samantha Lee

On the week of June 16-19, I went to Rohnert Park for GOF West. My dad and I drove to the DoubleTree hotel and checked in. The host gave me a chocolate chip cookie and said they were free. So I got one everyday. Then I relaxed in the hotel room. I got a registration bag that had information for the week and an "MG" (Meet and Greet) booklet. We had to fill the book by meeting and greeting people during the week. I would ask them about their MGs and get their signatures. The person who had the most signatures would be rewarded as the most gregarious (MG). My dad told me that it would be a good idea to get a lot of signatures.

After that, my dad and I went to the orientation and then to dinner at Olive Garden with some friends.

The next day we went out to the Car Show. I went around, saw all the cars, and started collecting signatures. While I was getting signatures, I met someone named Zelda Carolyn Davis. She is the President of the Southern California MG Club. She has a white MGB and had driven all over the United States. She had a map with all the cities she has driven to. Zelda got the Sacajawea Award for the woman who drove the farthest. We helped her with her Facebook page. I also got signatures from all the people in the MGOC, even though I already knew them.

The next day there was a rally scheduled, however, my dad woke up too late, and we missed it. He gave a talk about social media. I got more signatures at the talk. There was an auction and two dinners. I was usually able to get a whole table to sign my book. I collected signatures in the lobby whenever anyone walked by. I got to meet a lot of people.

On the last night I handed in my MG booklet and met President Lorrie Alexander. He told me I did a good job. He called me up to give me an award for completing my booklet. It was an "MG" Award for **Most Gregarious**. Thanks to everyone who signed my book. I had a great time meeting everyone.

Photos by Felix and Samantha Lee

GOF West, Rohnert Park, 2015

And What a Gathering It Was

By Marla Preston

The Sacramento Valley MG Car Club did a fabulous job of hosting this year's GOF West at the Rohnert Park DoubleTree. There were members from 24 different clubs at the event. The long-distance winners were from Vancouver, Canada. Twenty four MGOC members attended the event and took home many awards!

This was one of one of the most well organized events we have ever attended and it was nice to sit back and enjoy somebody else's hard work. On Monday evening, we attended the orientation, which was presented by Lauretta Alexander, in his usual eloquent and humorous style. He outlined all of the events that were taking place during the week, so we could decide on what we wanted to participate in.

Tuesday consisted of the car show, held at the local community center, on the grassy field. Over 160 MG cars of all years and models were on the field. We had a spot of the moment car tour out to Bodega Bay and Duncan's Mills. The weather was perfect for top down driving and the scenery was spectacular.

Wednesday's program included the Road Rally and various talks, including, Felix's presentation on Social Media, which was very informative. In the evening, there was the live auction, and dinner, which Lauretta served, by replacing the "well filled" auctioneer.

On Thursday, there was the swap meet, Fettibanza and we had a tour out to Francis Ford Coppola's winery, in the afternoon. We met up for the Awards Banquet in the evening and both the MGOC and SSTS did well! The following morning we met outside the hotel for a complimentary breakfast and to say farewell to friends, old and new.

Photos by The Sacramento Valley MG Car Club and some very nice random person after the Awards Banquet

MGOC and SSTS Fort Bragg Overnight

... first time in history ...

By Vicky Kellogg

A rare vintage MG event occurred this past July, 2015, on the California West Coast.

More than 30 members of either, or both, the MGOC and Sorry Sailor! Touring Society, participated in a 3 day - 2 night excursion, from San Rafael, up the Pacific Coast and Mendocino County, and ending in Fort Bragg.

Under clear skies bathed in brilliant sunshine, 8 MG TD's, 3 TF's, 2 MGA's, 4 MGB's, 1 Alfa Romeo, 1 Austin Healey, 1 Fiat Abarth, 1 Lotus, 1 BMW, and 2 dogs (Lizzie and Daisy), were led by Steve Kellogg, PHTMGOC (President of the MGOC), and Kirk Prentice, SSTS/WMG (Sorry Sailor! Touring Society Wind Machine Editor).

"This is the first time in history, that the two clubs, have ever participated in a long drive and a two night, overnight trip together." said Steve, also a member of Sorry Sailor! Touring Society. *"Sorry Sailor! has really done a great job over the years with long trips, which included overnight stays."* Because some SSTS members are retired and can[illegible], a lot of members of MGOC have expressed a desire to start doing longer trips, but, up until now, have pretty much focused mainly on drives that can be done within a day, choosing some MGOC members still work paycheck-to-paycheck."

Added Kirk, *"The weather was great. We had a lot of participants. No one broke down going up, one member was very, very late (about time ...), and everyone seemed to have a great time."*

The following, is a brief tour overview, with highlights, of the trip's activities:

DAY ONE: Friday, July 17, 2015, 9:00 AM:
All cars rendezvoud'd, without one, at the parking lot in front of Starbucks in San Rafael. Once everyone arrived, except one, Marty and Naomi Rayman, started everyone off with a drive they mapped out for us through Marin County. After driving for about an hour plus, all drivers, except one, met up at The Tides Restaurant, in Bodega Bay, for lunch where Hitchcock's *The Birds* was filmed.

After a stunning drive along the coast, cars started arriving in Fort Bragg at around 3:30, in the afternoon. Drivers, guests, and dogs checked in, at The Beach House Inn, just north of downtown Fort Bragg.

A pizza party was held across the street, at The Boardsmoker's Hotel, on top of their large deck, overlooking the beach. Guests dined on various kinds of Round Table pizza, a big mixed green salad, and chocolate chip cookies - all while enjoying a three row view, of a spectacular California sunset.

DAY TWO: Saturday, July 18, 2015, 8:00 AM:
As if driving for five hours, up the coast, the day before was not enough, a group of about ten cars were led by Steve Kellogg, up to Leggett, and through the Redwoods, for another tour. The highlights, was the stop at the Chandelier Tree. Providing a rare photo opportunity, this tree is large enough for small cars like MG's to drive through in the opening in its huge trunk.

Mendocino shopping, sightseeing, and lunch was the order of the day, for another group of people, who wanted an alternative to more driving.

Dinner was slightly on the early side (in order to take advantage of the senior discount, of which there are many), at Silver's Restaurant, at the wharf, in Fort Bragg.

After dinner and back at the the hotel, an impromptu party started up in the parking lot. Thanks to Kirk and Amy Prentice, who provided lots snacks and gin and tonics, which kept the festivities going, well into the evening and early morning hours.

Photo by Kirk Prentice, Felix Lee and Photoshop

DAY THREE: Sunday, July 19, 2015, whatever time the alcohol were off ... but prior to check-out at 11:00 am.
Most participants spent the early morning packing up or driving into town for breakfast. Several restaurants we tried, include Eggland's, Restaurant, Cafe One, and Home Style Cafe. Others, took a tour ... party south, just hikes and kisses, and that would be Elaine, kicking and screaming, were to visit the rain station and rain museum.

Any last minutes, impromptu, emergency rush sessions, were held, out of necessity, in the parking lot, dust tops in hand. We then checked out, wiped back the tears, and said our final goodbyes ... at least, until our next event, 28 days later, in August, 2015, in Los Gatos, CA.

Several museums then took off in varied points northward, down to assist, either spending the afternoon in downtown Mendocino, or scattered about the San Francisco Bay area. Two of our guests, trained, headed northward, back up to Medford, Oregon.

Many thanks to the following members of both, the Sorry Sailor! Touring Society and MGOC, for being a part of this tour, but on a special trip, to the Northern California Redwoods:

Adventurers:
Tim and Patricia Arnold in their Alfa Romeo "MG Wannabee"
Mike Jacobson and Elaine Chin in his MGA
Ed, Reverson and Enza De Meno in their Restored MGB
Bob and Marcia Frahm in their MG Midget
Steve and Cheryl Glass in their MGB GT
Randy Grossman and Melissa Johnson in his MGA
Herb and Judy Gulzitz in their MGB
Doug and Connie Hollander in their MGB
Steve and Vicky Kellogg in her MGTF 1500 and the Lucas "Living Room" SUV
Craig and Ken Kunzinger in their Fiat MGB (On Steroids)
Felix, Kimberly, Samantha, Stephanie and Daisy in their MG TF1500 and B"MG"W X3
Don Lovegood from Oregon in his MGA
Kirk and Amy Prentice in their MGB GT
Andy and Marla Preston in their MGB GT
Marty and Naomi Rayman in their MGTD
Wayne and Janet Vanch in their MGB
Dave Webb from Oregon in his MG TF1500
Carl and Dian Brown in their MGB

Photo by Kimberly Lee

A Fabulous Motoring Coastal Tour

Pictorial Essay

By Marty Rayman

Photos by Marty Rayman

Another Successful British Fall Classic

4th Annual British Fall Classic in Morgan Hill

By Bill Hland

We used to worry about getting rained out, then this year we were having a show in the middle of a construction site, and then along comes a 105 degree Fahrenheit heat wave and a few cars no showed because of the fear of heat stroke! Go figure, organizing a car show is not for the faint hearted!

With another one in the history books, it is time to reflect about the great volunteers, the Sponsors, the clubs and all the effort that goes into the British Fall Classic each year.

This year had a new twist, the City of Morgan Hill is in the middle of building a 200 car parking structure right down town at the location of our Awards Presentations, and the Main Street (Monterey Road) was all torn up with the laying of new electrical and irrigation piping. Four (4) weeks before the show we secured a "back up" location at one of the wineries in the area, and then approached the city folks to see if they could get things cleaned up and the holes filled for the show downtown, to support the local businesses. It did not look good, but working with the City we had great cooperation and the job got done! I have to give a "thumbs-up" to the City Manager and his staff for their commitment to the show, the downtown, and getting the job done well and on time.

The Blistering hot weather caused up for the Tour on Saturday and we had over 35 cars participate in the 60 mile tour through the South County backroads and drivers enjoyed a stop off at Kirigin Winery.

The Saturday wine and beer devours reception at On the Road Again Classics for those registered for the show was another highlight and well attended. We have found that having fun while you are raising money for local nonprofits like Community Solutions and El Toro Club House just doesn't get any better!

We would like to take one more opportunity to thank all of this year's sponsors: Ladera Grill, On the Road Again Classics, e-bay Motors, Hagerty Classic Car Insurance, Guglielmo Winery, and the Triumph Travelers and MG Owners Club of California.

Let's do it again in 2016!

Photo by Bill Hland

British Car Repair

Brunch and Tech

By Bud Alderson

Pier-15, on Harbor Street, along San Rafael's grand canal harbor, was our breakfast location for the Natter & Noggin meeting in October, followed by a tech session at nearby British Car Repair.

Attending were: Steve Kellogg, Andy Preston, Mike Jacobson, George Stendberg, Marcia Crawford, Jennifer Grum, Michael Lisbock, Jim Stone, Bud Alderson, Marty Rayman and our tech guru, Clint Wright.

Weighty matters were discussed after breakfast, going through the business agenda, and then the short walk over the Clint Wright's shop, *British Car Repair*, served to relax us and restore mental vigor.

Clint's father, Ed, founded the shop in the late 1960s and ultimately Clint took over the business, and now assisting Clint are two other specialists in British car repair. Many MG owners in the North Bay have learned over the years that Clint's shop is a great "go to" place whenever the little car needs help or the do-it-your-self owner is sticking over his head.

Always a delight to explore, this quiet Saturday the shop had some resting Morgans, a TR-6, a bright orange MGB and a nondescript Range Rover. The basics about the MG engine's cylinder head was the subject of Clint's demonstration, which was highly informative, and entailed his removal of a valve assembly as he talked through engine head design basics.

Showing how a head is rebuilt, the valve that Clint removed from the head was set into a valve grinding machine and the steps to resurfacing a valve and the seating area were shown.

Many owners send all this out to good automotive machine shops when they drop off a head to be rebuilt, and never get to see the steps that are followed to rebuild such valve and get it right.

Along the way in his talk, Clint touched on interesting history in British car development, and we learned, for example, that British engines are typically "over-square," or have a piston stroke that is longer that the piston's width, as a way of gaining power while minimizing auto tax fees (based on cylinder width) — fun to learn about and great training for the coming British car edition of Trivial Pursuit.

This was a nice way to spend a Saturday morning and waiting for the Cubs vs. Mets NLCS game to start later.

Photo by Marty Rayman

Meet our Newest Member

Mini > MGB > Porsche > BMW > Alfa Romeo > Jaguar E-Type > MGA

By Dave Loader

Hi, my name is Dave Loader and I just recently joined the MGOC. I was born in England but have lived in San Jose since 1978. I purchased my first car while still living in England, a Mini Cooper, and then an MGB.

After moving to the US I purchased a variety of European cars including a Porsche, a BMW and an Alfa Romeo. Although I couldn't stay away from British Cars for long buying first an E-Type and then an MGA.

The E-Type was a beautiful car but overheated like crazy. After selling the E-Type I decided to rebuild my MGA. I stripped it down to the frame I began the rebuild. It now has a rebuilt engine and transmission, new wiring, a new interior and new paint. Not the fastest or most comfortable car in the world but a lot of fun to drive.

I'm looking forward to being in the club and reading the monthly newsletter for the latest MG news.

Photos by Dave Loader

Shockeys Marry in MG

An Old Fashioned MG "Hitching"

By Dan Shockey

Actually we were dismounted at the time - but the two MGs were parked outside for a Safety Fast get-away. I figured if we got wedding pictures with the MGs, I could get some shots published in the newsletters. Shameless self-promotion. I am heartily ashamed.

The wedding went off with only one "hitch." My (truly) beautiful bride Thuy, chose to be married on my birthday - presumably so that I will remember the date. It was a lovely and perfect fall day, my favorite time of year. My brother-in-law from New Mexico drove the TD to the church while I drove the PA. I forget to warn him to wear narrow shoes. Nieces and nephew and Thuy's son all helped clean and decorate the MGs.

We did have to get married - but only to do it while I still have some hair on my head. The photographer offered to do some Photoshop work for me.

It was a wonderful wedding ceremony and a pleasant blend of protestant and Roman Catholic traditions. Many of Thuy's classmates wore Vietnamese traditional dresses. Modern clothes are so boring and colorless!

Thuy was rightly concerned about her hair between the service and the reception so my brother-in-law and I drove the two MGs home, still decorated with "just married" signs. I thought I detected a couple dirty looks from pedestrians, but it is only a few blocks (that may just have been the noise and the small fun they were responding to).

The MGs were hastily abandoned in favor of getting to the reception, with everything, and on time. We almost succeeded. I did forget my pants. The ones for my suit, that is. We wore Vietnamese traditional dress for the start of the reception then I planned to change into my suit.

I was concerned that my wearing the traditional dress would offend everyone, but so late (sad) yet I am not sure of what my German ancestral traditional dress would consist of. Lederhosen? I don't have any.

We are still accepting wedding presents. We were registered at Moss Motors and Harbor Freight. In truth we are combining households into a small house.

But Thuy and I will continue to celebrate our life together and with all our friends in the car club.

Photos by Anonymous Wedding Photographer