



THE OCTAGON



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



North American MGB Register



Since 1957!



“Girlfriend riding in J2:
‘This car bumps you around so much I always feel as if my bra straps have bust.’” (1)

George Steneberg & Marcia Crawford arrive at the North-South Meet, 1932 MG J2 Photo: Shockey

January 2018

(1) Triple M & Vintage Bulletin, Sept., 1967

About *The Octagon* and the MG Owners Club

The M.G. Owners Club, formed in 1957, is the Northern California Centre of the M.G. Car Club, formed in England in 1930. The Peninsula T Register was formed in 1973 and is now an informal subgroup of the MGOC. We receive a copy of the MGCC's *Safety Fast*, available to members on loan from the Corresponding Secretary. The club is also associated with the North American MGB Register, the North American MGA Register, and the New England MG T Register. The MGOC holds a business meeting each month at an event known as the "Natter and Noggin" in the style of English clubs. *The Octagon*, our newsletter, is published monthly by the MG Owners Club. Opinions expressed in *The Octagon* are not necessarily those of the MGOC, its members, or Board of Directors.

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CLUB ADVISOR PROGRAM

Feel free to call these members, who have volunteered to help with purchase, repair, and restoration of various M.G. models, etc.
MGB 1962-74: **Steve Lilves**, 415-924-3173, slilves@sbcglobal.net
MGB 1974-1980: **Ed Adams**, 510-483-6821 AdamsEddie77@yahoo.com
MGB V8 Conversion: **Tony Bates**, 408-666-6174, avbates@yahoo.com
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Z-Magnette Saloon: **Eric Baker**, 510-531-7032

mgnb36@yahoo.com

T-types: **George Steneberg**, 510-525-9125,

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COMMERCIAL ADVERTISING IN *THE OCTAGON*

Direct all questions about advertising to **Mike Jacobsen** at 415-333-9699 or MikesMuseum@yahoo.com. 2005 rates are: monthly (yearly): full pg. \$25 (\$240), half page \$18 (\$175), third page \$12 (\$120), business card \$8 (\$75).

All ads expire on Jan. 1st, and fees for a partial year will be pro-rated to that date. Deadline for ad materials is the 10th of the preceding month. The MGOC makes no claims as to the reputation or quality of work performed by businesses advertising in *The Octagon*.

MAKING CONTRIBUTIONS TO *THE OCTAGON*

Your stories, photos, tips, questions, and anything MGOC-related are always welcome in *The Octagon*. Please make your contributions by the 15th of the month preceding the issue in which you want them to appear. Please email all contributions to magnut_dan@hotmail.com or send them to: Dan Shockey, 10 Willis Rd., Scotts Valley, CA 95066.

RECRUITING MEMBERS FOR THE MGOC

Have you helped recruit any new members lately? The club roster is available from Steve Kellogg upon request.

MGOCSE.ORG

Upcoming events, MGOC history, photos, membership forms, *The Octagon*, and helpful links are posted on the Club Web site at <http://mgocsf.org>.

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MGOC Planning Meeting

Saturday, January 6

10:00 a.m.

Please join us!

We need your help to plan our events and activities for this New Year. Everyone is welcome especially new members and anyone who has any ideas for new or old events. All ideas are welcome and there are lots of people who are willing to help you.



Date: Saturday, January 6, 2018, at 10:00 a.m.

Location: Marcia Crawford's house at 150 Purdue Ave, Kensington, 94708

Event: At this time we'll be planning the dates and locations for our monthly meetings, tours and events.

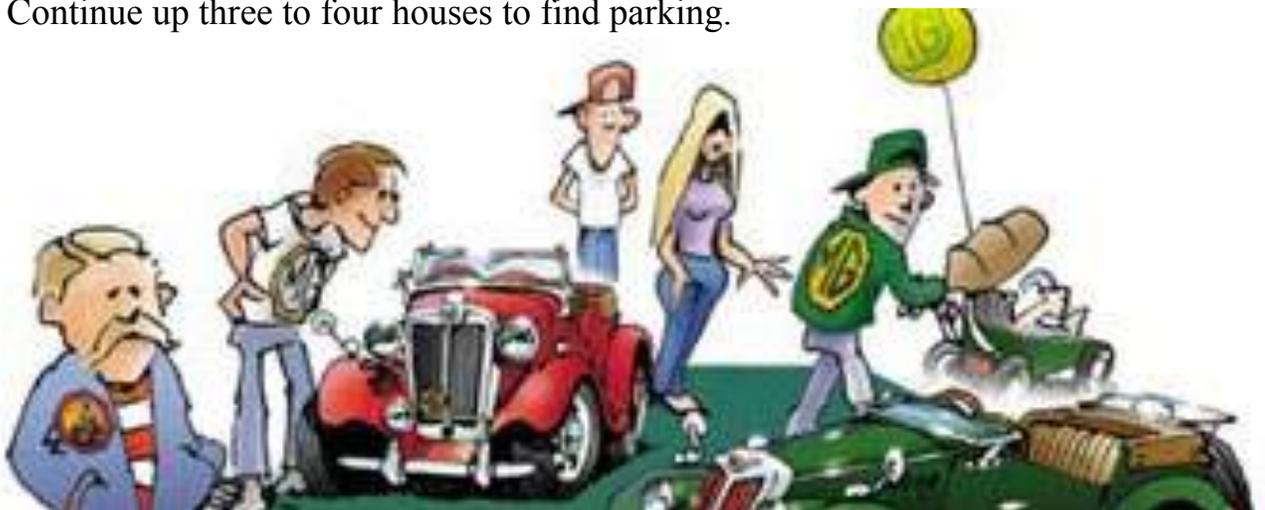
The club will provide Tea and Coffee and donuts and pastries.

Please **RSVP** to Andy Preston 707 795 3480, andypreston@att.net

Directions from the North or South Bay Area: Take Eastshore Freeway 80 or Highway 580 toward Golden Gate Fields. Exit at Albany/Buchanan. At light turn east (toward hills). Follow Buchanan east. Buchanan curves right and becomes Marin. Cross San Pablo Ave. and continue east on Marin thru several lights. Cross The Alameda (round fire house on your right) and continue to Marin Circle (fountain in middle) and around to The Arlington (only divided road).

Continue on The Arlington to stop sign. Pass stores on your right and continue three blocks, then turn right on Westminster. Turn right on Kenyon (at top of "T") and continue around and up to Purdue. Turn left on Purdue Ave and continue a short way to 150 Purdue, a white colonial house on your left. Continue up three to four houses to find parking.

Art by
David Deal



Open MG, cold day in Illinois,
Cap & scarf gifts from MGOC



From the Editor

Safety Fast MG New Year,

Dec. 20, 2017

This is the Year of our Marque 093 (since 1925). I tend to wax a bit poetic in January. Unfortunately I am more doggerel than poetic. Perhaps I am just giddy at the thought of doing all this again. Producing a monthly newsletter makes me more aware of the passage of time, for better and worse.

I do not insist on hogging all the fun and glory of doing *The Octagon*. If anyone would like to share in this great endeavor, please do.

MG events do not cease here in the winter as they do in most places. In fact we were invited on a Boxing Day Tour and a New Years Day Tour before you got this. I hope you hear about events through our email tree. Make sure we have your email address.

We encourage you to join in at our Planning Meeting and Annual Brunch later this month. These are fun events.

Years back, I modified some Irish toasts to fit us. Raise a glass with me:

- *"In 2018, may the skimpy hood above us never fall in, and may we comrades soaked below never fall out."*
- *"In the new year, may your stops along the road always be extended in friendship, and never in want."*
- *"May you be poor in breakdowns, rich in MG friendships, slow to get angry at RVs, quick to come to club events; but rich or poor, quick or slow, may you drive nothing but happiness from this day forward."*

Happy New Year!

Dan

MG

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

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MGTC.....	185.00	185.00
MGTD & TF.....	185.00	85.00
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MGB, Midget master 1968-80.....	\$125.00-145.00
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MGC booster servo.....	\$445.00
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OCT09



Dan's New
Luggage rack



Don't Miss!

MGOC Awards Brunch

Saturday January 20, 2018

The MGOC Annual Brunch will be held again at *Hs Lordships* at the Berkley Marina. We have a private room overlooking the bay and the brunch banquet is probably the best in the Bay Area and includes fresh crab and seafood along with a carving station and made to order omelets. If you haven't attended this before you don't know what you've missed. Seating is limited so contact Marla Preston early to save your spot.



Saturday , January 20, 2018
11:00 am–3:00 pm
Hs Lordships Restaurant
199 Seawall Drive, Berkeley, CA 94710
\$ 25 / person paid in advance



RSVP by Jan. 12th with your check made out to the MGOC and mailed to:

Marla Preston
7305 Rebas Way
Rohnert Park, CA 94928

Thanks, Marla!

Marla: marlapreston@hotmail.com, or (707) 795 3480





New Member: Andrew Wait

Attached is a photo of the 1958 roadster with a stock 1500 in it. I would say it is a solid, older restoration, mechanically for the most part very sound, rust free and with a lot of careful fettling that show how well the car was loved. I suspect we will need to pay some attention to the motor (lots of oil blow by the filler cap), and we need to rebuild the

front suspension and deal with some details like a non-op gas gauge. The only modification we can see is a 12-volt single battery conversion.

My brother and I bought it about a month ago from the sons of the late Terry Scrivens of Bend, Oregon. It was originally a California car, and then it migrated to Bend under Terry's care for the last 10 years. In the short term, we are going to fix the small issues and enjoy it. In the long run, we will bring this up to a very high standard as we have done with our other cars. Our hope is to engage our children (are 13 and 15) in the process and so far that part of the project is going well!

I am a semi-retired tech guy and live in Greenbrae California, about 20 miles north of San Francisco. The MGA joins a little collection that includes an over-restored 1962 Sprite, and a 1972 Lola Formula Ford and 1968 Merlyn Formula 2 car that we race in CSRG events locally.

All the best
Andrew Wait

Welcome to the Club!

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The MGOC Holiday Tea

We had a perfect day and a great time of food and fun at the Holiday Tea. Thank you to Mike and Elaine for hosting the event at Elaine's home in San Francisco. There was lots of wonderful food and drink, and teas to sample. Mike Jacobsen contributed a transportation & tea & Christmas themed highlight, a bright red steam train engine teapot that chugs and turns its wheels as it boils!



I thought I heard a train whistle but that may have been my imagination, or Kirk's sound effects. Boys will be boys.

Folks brought toys for the toy drive. Christmas cheer was shared by all. The MG Owners Club threw ourselves a good party to finish 2017.

From Dan Shockey

Kirk tries out a nose suitable for his next costume.



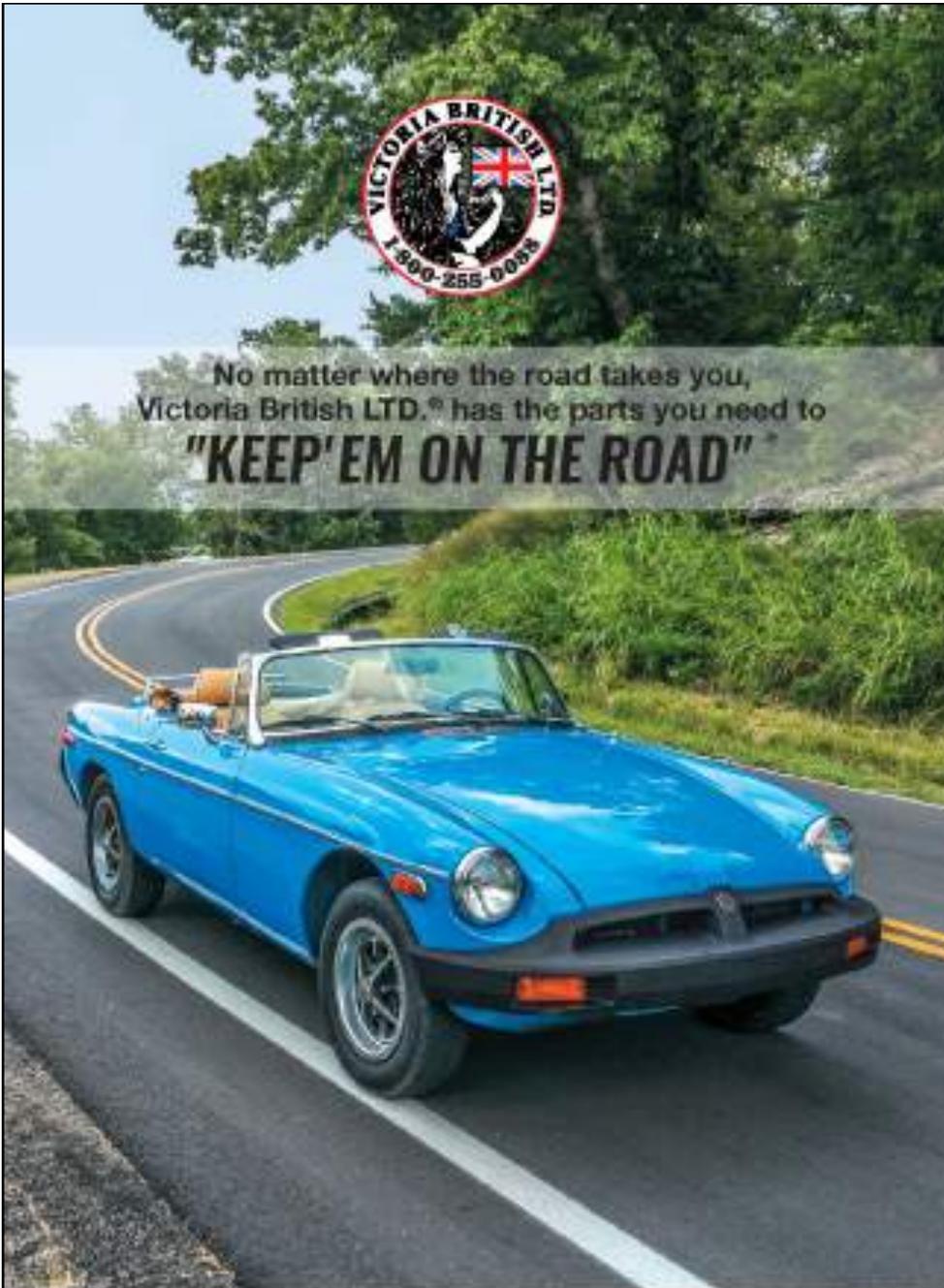
Photos: Marja van den Hende

Mike, Dan & George all got the style memo.





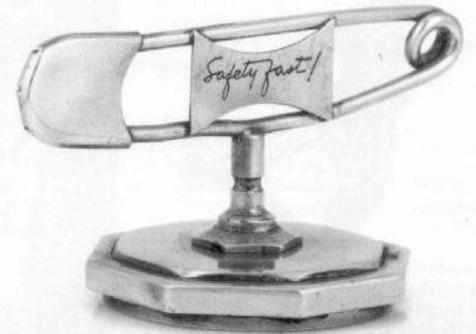
Business meeting at the Holiday Tea



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MG Radiator Cap Mascots



83* M.G. 'Safety Fast' Mascot. A good example of the Safety-Pin mascot that found some amusing favour in the 1950s with the owners of M.G. TC/TD/TF sports cars. The design was registered in January 1953, numbered 869452 which is stamped onto the rear of the hasp, and 'Safety Fast' in script on the front. Chromium-plated, these mascots were probably manufactured by Louis Lejeune, and are seldom encountered. Mounted on an M.G. radiator cap. 7cm total height
(1) £500-700

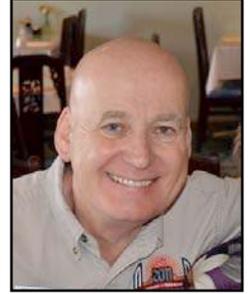


84* M.G. Midge. An example of the large version of the mascot, chromium-plated, with the 1934 Design Registration No 786649, correctly stamped into the underside of the base, and appropriately with no other markings. Unmounted, 10-cms high
(1) £400-500

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President's Ponderings



First of all many thanks to Elaine Chan for hosting this year's wonderful Holiday Party which brought our events for this year to a close. Yes, here we are at the end of the 60th year of the MG Owners Club. I wonder if the founders back in 1957 ever thought that the club would still be going strong 60 years later.

This was an exciting year with lots of events and I would be remiss if I didn't mention the National North American MGA Register GT 42 which the club co-hosted with the Paradise folks in Solvang last June. I've been to several National meets but I truly think this one was the best and most enjoyable I've ever been to. It was a tremendous amount of work but well worth it. Do we have another in us? We always say NO but we'll see.

I also need to say a big "Thank You" to Dan Shockey for his first year as the new Editor of the Octagon, which gets better and better. I think this is the hardest job in the club and if you have any articles, technical advice or just fun stuff please send it to Dan.

On the cover of this edition you'll see a photo of George Stenberg's 1932 MG J2. This car was restored by George many years ago and is painted in the factory racing colors of the day "Crackers and Cream". The reason I mention this is that I had a chance to drive this car at the GOF West in Oregon in 2016. I only drove it around the parking lot but that was enough for me. I'd need a lot more practice before taking it on the road. This is the most basic car I've ever driven right hand drive of course but that's OK. The gearbox is a "crash box" with straight cut gears. There's no synchromesh so you have to double clutch (double de-clutch in UK) to change up and down. Changing up involves a pause but changing down involves revving the engine and matching the revs of the lower gear. This takes much practice! George is a braver man than I and regularly drives the J2 on the road. In fact a couple of years ago he drove from his house in El Cerrito to Danville for MGs by the Bay. Well done George!

But now onto this year, and it's time to start planning what we want to do for 2018. And it's all up to you. Without your input and help there would be no club and no events to attend so please help us plan what you'd like to do this year. This year's planning meeting is on Saturday, January 6th at Marcia Crawford's house in Kensington. See flyer on page 3. The meeting starts at 10am and refreshments and pastries will be provided by the club. I urge you to try and find a couple of hours to join us and plan many fun activities for this year.

The second event this year is the Annual Brunch. This is one of the club's signature events and is great fun. If you've never been to Hs Lordships you must go. We have a private dining room overlooking the

Bay and the brunch is wonderful. This is a great way to start off the New Year and meet old and new friends; I hope you can join us. See the flyer in this edition and begin the year in style.

I hope that everyone had a Merry Christmas and Happy Holiday Season and here's to a great New Year. Take care and drive safely,

Andy

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The Sports Car for RAF Pilots

By Dan Shockey

I was thrilled to see an episode of the WWII-based *Foyle's War* (on PBS) in which Mr. Foyle's son, an RAF fighter pilot, rides with another officer in his MG PA (similar to mine). I have found many photos of RAF pilots with their MGs and I have read reports of RAF service members being encouraged by superiors to get a "proper MG" when buying a car.

The PBS special "Bomber Boys" shows an MG J2 and tells of how the crews did everything together including trips to the pub. They would get 8 guys on the MG, with three tied on the back and two on the front wings with a strap to hold them.

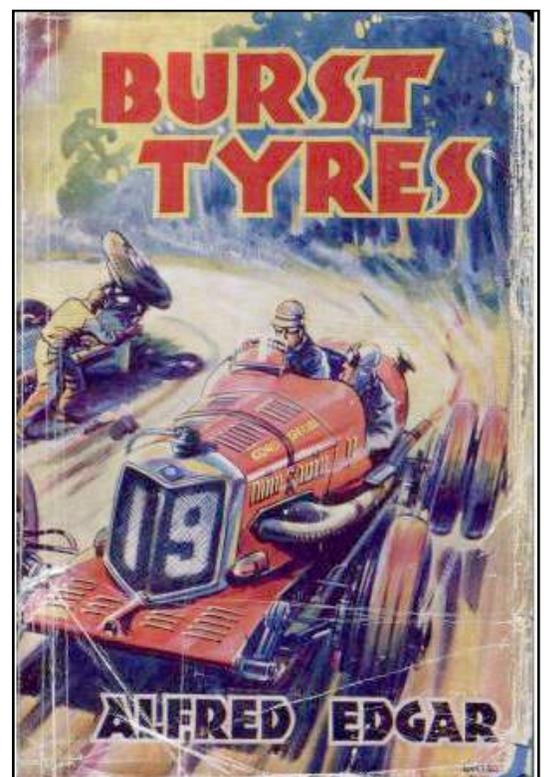
What is this tie between wartime pursuit aircraft and the peacetime pursuit of adventure in a sports car? How did it come about? Why MG? It seems to have lasted long after the War. Triumph later claimed a share, naming their small sports car after the Spitfire airplane, using that affiliation to sell the cars. MG sales literature sometimes evoked this theme.

It appears to have started well before WWII so must be based on the exploits and romance of pilots in the Great War (WWI). The connection seems likely to have originated during that time of simple, open airplanes and "knights of the air" combat. The link seems direct to simple, open, responsive cars and the heady freedom of the road.

I have seen "boys books" from America and England written during the 1920s and 1930s. These were written to appeal to both exploits in the air and on the racing tracks. The incredibly-popular air celebrities on both sides of the Atlantic in the 1920s and 1930s also liked fast sporting cars.

Further cementing this connection was the use of military airfields in the UK and the US (Goodwood and Sebring, for example) for sports car road racing after the war. There is indication that this started even before the war ended.

Phil Frank in his 'Nigel Shiftright' cartoons, created for *Road & Track*, built upon this air combat connection. I'll attach a favorite for your contemplation.



American cars after WWII adopted jet airplane and rocket styling for cars. Those aircraft clearly inspired car designers beyond what we recognize today. Today this seems to me reversed - airplane design is more influenced by car design.

Those of us hooked on sports cars for the thrill of driving them also relish the minor hardships associated with a raw sporting automobile. Is it adventure that we seek? Is it a testing of ourselves against the elements? Is it a personal link to those pilots of yore? Your thoughts? *Tin box art at right*



Nigel Shiftright  **"Automotive Anachronism"**

Cartoon from **Road & Track**

BY FRANK & TROISE

Panel 1: DUSK AND THE HUNTER IS RETURNING FROM ANOTHER UNEVENTFUL MISSION WHEN:
FAHRVERGNÜGEN!
Hell-o!! an enemy radio transmission!!

Panel 2: DIPPING THE WINGS OF HIS DEADLY BENTLEY BONFIRE, OUR KEEN AVENGER SPOTS HIS PREY:
Aha!! It's a disabled Statusmeister 88!! This should be a piece of cake!!

Panel 3: BUT.. WHAT'S THIS? A MENACING FORM DIVES ON HIM OUT OF NOWHERE:
EEEEEEEEE
Egads!! An American P.41 Diplomat!! Don't shoot!! I'm an ally!!

Panel 4: Now *why* you wanna go 'round squirtin' nice cars with a grease gun?
Shiftright, Nigel J. Wing Commander. Serial number 77212978..
My new alloy wheels..

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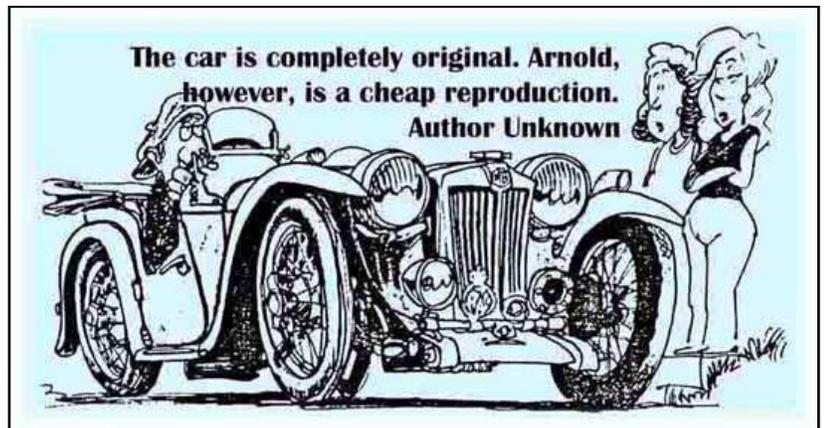
The Birth of Goodwood

by artist Mike Harbar

Tony Gaze, driving his MG J2 and Dickie Stoop, in his MG PA, race each other around the perimeter track of Westhampnett while they wait for their Spitfires to be refueled and armed. As Douglas Bader conducts a low level pass to inspect the activities going on below.

Below Left:

Red TB with Spitfire pilots (cropped) - art by American artist James Dietz. Prints are sold out unfortunately. You can buy his book of war paintings: *Portraits of Combat: The WWII Art of Jim Dietz* (Abebooks or Amazon)



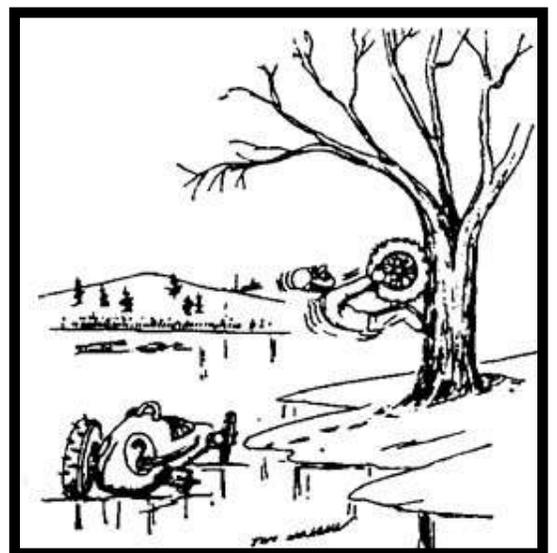
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One hazard of ice racing....



Picture Perfect

by Mike Jacobsen

I collect postcards. Unlike cars, postcards are small, easy to store, require no maintenance, and don't leak, so they have their advantages. Most of my cards are old views of the Bay Area, but I have some that show MGs.

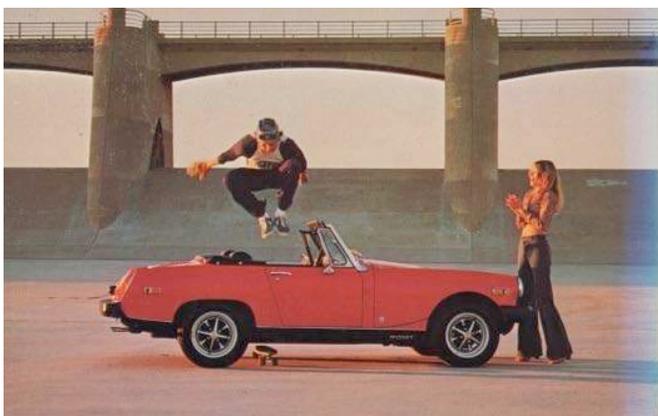
Some cards are reproductions of period ads, like these for the Magnette, MGA 1500, MGA 1600, and Midget.



Who could resist a new MGB with an 1800cc engine? And how about that GT? I can't tell if that's a doorman or an admiral opening the door for the lady.



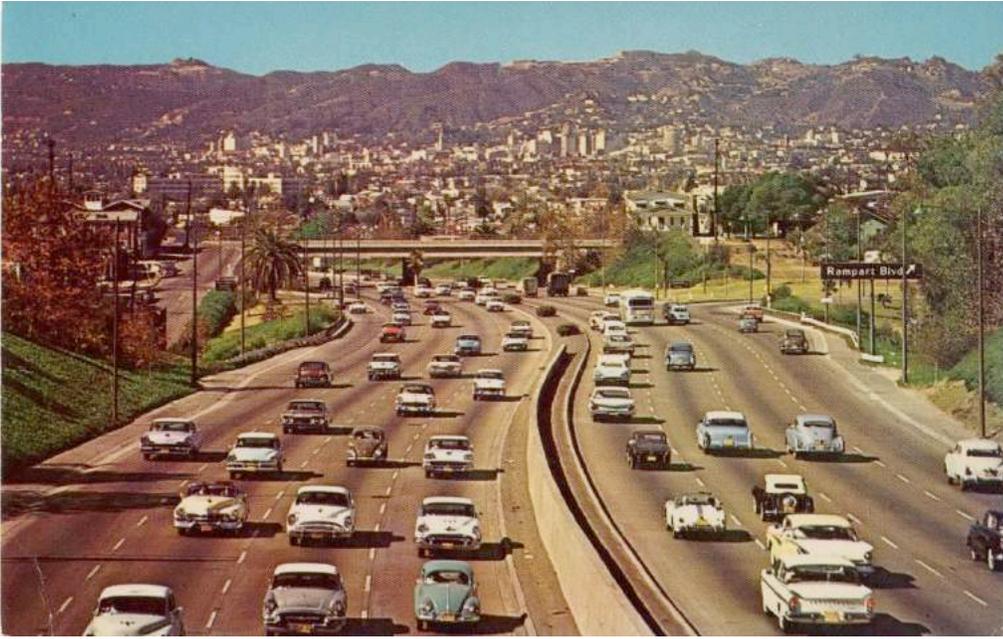
Eventually they began using the old models to sell the new ones. By the late seventies, MGBs weren't very competitive, so the ads (and postcards) relied on history and image. You too could be as cool as someone in a TC thirty years earlier by buying an MGB today!



Do you remember the "skateboard" ads for MGs, where the skateboarder would jump over the car while his board continued along underneath?

That was neat, but they could never get the timing right, and in the commercials they ended up having a second board waiting on the far side of the car for the boarder to land on and continue with. It was still cool.

But my favorite cards are those that have MGs in them coincidentally. For example, here's a view of the Pasadena Freeway, back when freeways still weren't common.



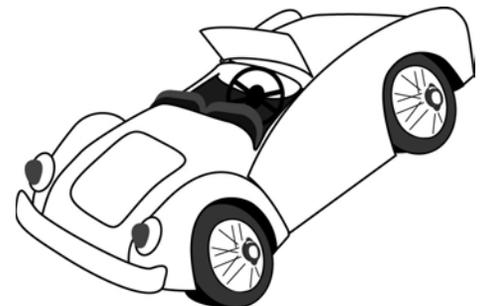
Notice anything? Take another look:



There's a Bugeye, an MGA, and a T-series grouped together. Returning from a club drive, perhaps? Maybe they went to Zucca's in Pasadena.

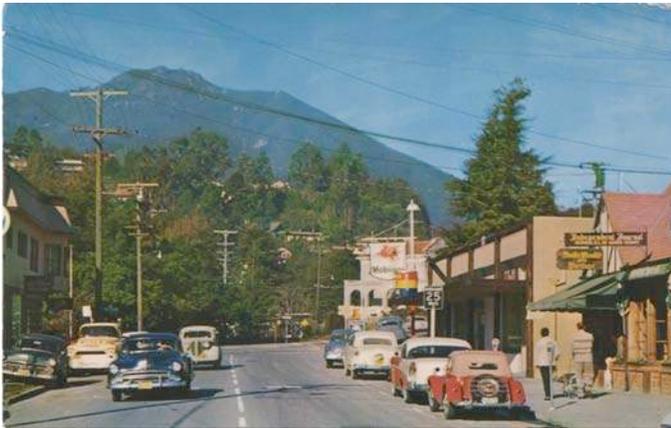


This picture of the Hotel Caesar in Tijuana has two MGAs turning in front of it:

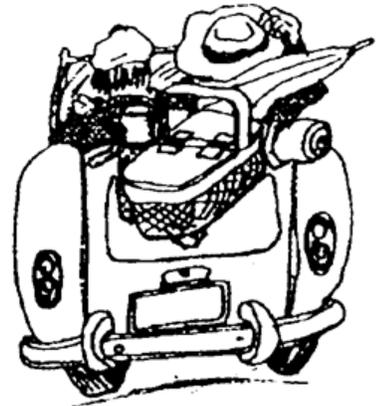


Was that arranged or a coincidence?

I've even found local cards with MGs. Here are street scenes from Mill Valley and Los Gatos:



And this one, from the Maritime Museum in San Francisco, near Ghirardelli Square:

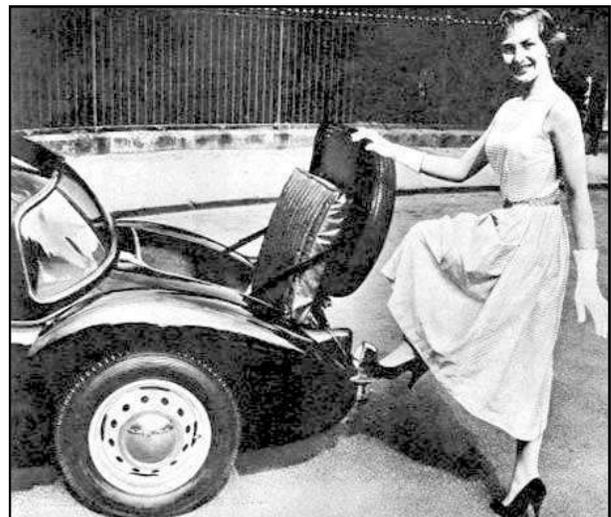


Looks like a couple of T-series cars and a Minor convertible parked out front.

So the next time you're in a junk store and see a box of old postcards, flip through them. You may find a picture of your car, back in the day.

This period accessory, made in Edinburgh, is dual purpose, for your drunken roommate now and your mother-in-law later.

I once carried my entire college soccer team on/in my TR3. We were late for dinner after practice. - Dan



Keep Planning for 2018 ...



WINTER

**MGOC Planning Meeting, Sat., 1/6/18, at
Marcia's, Berkeley, See page 3**

**Pub Night, On the Road Again, Fri., 1/12, below
Cars at Kaffeehaus, US Bank lot, San Mateo, every
2nd Sunday, 1/14/18**

**MGOC Annual Brunch, Hs Lordships, Berkeley,
1/20/18, See page 21**



2018

**Sorry Safari Planning Meeting, 1/21/18
Terry Sanders' Warehome, Oakland**

NAMGAR GT-43, Richmond, VA, June 13-17

NAMGBR MG2018, Gettysburg, PA, June 17-22

**GOF Central/NAMMMR, Lake Delavan, WI, June
27-30**

Make a Circuit to hit all Three!

GOF West, South Lake Tahoe, Sept. 10-15, 2018

Pub Night! Jan. 12

On The Road Again - Morgan Hill

16840 Joleen Way, Unit G4

Our next Pub Night of the season will be Friday, January 12th. Please join us for an evening of fun and fellowship!

Please bring some wine or beer to share and we will provide snacks.

By Bill & Mary Hiland



‘New-Old-Stock’ Member John Mein

Thanks for reaching out. I'm glad to be back! I dropped out because I had my car up for sale for six months on consignment, but I have her home again. This was the second time I almost sold her and fortunately have not.

I bought my 1977 MGB in October of 1977 brand new from the Arnold Brothers Ford/MG dealership that was located in Boulder, CO. I had my first job in Boulder out of college and I saw an ad in Playboy that autumn for MG's so I had to have one! It cost \$5,770. The salesperson talked me out of getting overdrive as she said it would be problematic. She probably did not have one in stock! But she was probably right about the reliability of overdrive. I kept it in Colorado until 1989 except for a couple of years in Kansas in a machine shed while I lived in Boston. I had it shipped to CA when I moved here in Aug of 1989. I had a minor accident in about 1979 that dented in the hood (my fault!). I had the overhead cam replaced in CO in about 1979, also.

I've attached a picture of it. I have about 92,000 miles on it. Andy Schank of El Cerrito repainted it the original Tahiti Blue in 1999 for about the same price I paid for it! He did a great job, by the way, and I highly recommend him.

Over the years, I've had the rear axle/differential and clutch replaced and a rollbar added by O'Conner Car Parts in Santa Clara. (JR was the mechanic.) I think they are out of business now as JR retired. I have on my own replaced the exhaust system 4 times (finally got smart and did all stainless), the catalytic converter, the water pump, rebuilt the electric radiator fans, replaced the soft top, gone through about 10 batteries, the vacuum canister for the brakes, had 4 windshields replaced, on about my 4th set of tires (still whitewalls!), and about 4 different stereo systems--now with Bluetooth and a CD player. In the 70's I put in a CB for driving to and from CO to Kansas (my original home)--I have since removed it. I've also rebuilt the electric fuel pump a couple of times.

About 20 years ago I replaced the original electronic ignition with an external Allison one which worked well. About 5 years ago, I replaced the Allison with an OEM that has the electronic ignition system built into the distributor just like my original one. I also replaced the spark coil.

Right now I am replacing the handbrake cable as it has stretched out too far to adjust any tighter. This gave me the excuse to buy metal car ramps as I am not as flexible as I once was.

By the way, two weeks ago I had the entire underbody steam-cleaned at San Jose Steam Cleaners (right by the Shark Tank). It took about an hour and really cleaned up my bottom--you should see it! It's not cheap, but I recommend everyone do it every 40 years as those oil leaks built up! It's the only place in California licensed by the EPA to do this job.

About 30 years ago I replaced the triple wipers with a brand called Triple Edge which were guaranteed for life--and they are still working fine! Great brand.

See <http://www.thewiperstore.com/tripledge-windshield-wipers.html>. Looks like they still come with the same lifetime warranty, but, alas, no longer sold for the MGB.

I still miss the annual British car show that was in Palo Alto every year! Someone should bring it back!

I've attached a recent picture of her. Looking to seeing you sometime at the next car show!

Regards, John

Welcome Back to the Club!



Thread: Choke fix - no more clothespins

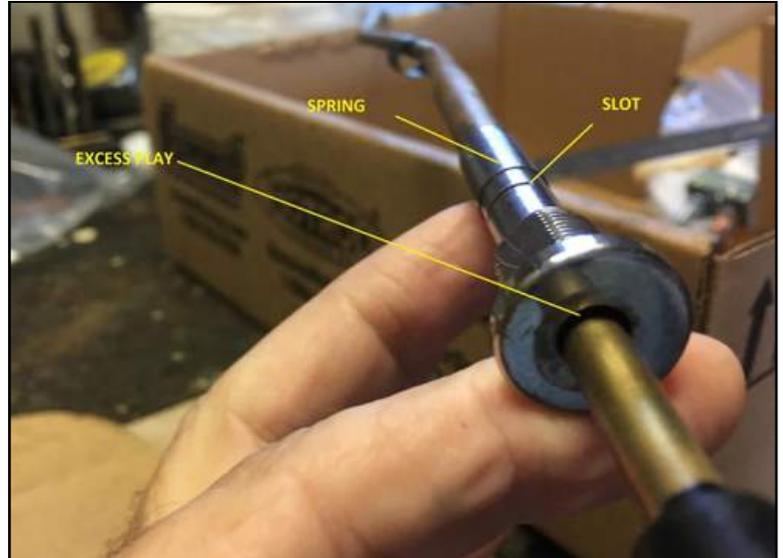
Posted 29 November 2017

J Barry, Hawaii, USA

I got tired of using clothespins and decided to fix the choke cable.

The cable has a series of notches in the brass end fitting, and a tiny key that fits in a transverse slot cut into the outer housing. The key is kept in the slot by a spring steel cylinder that fits over it. The key drops into the notches and the spring holds it in place. Turning the knob forces the key onto the un-notched part of the brass fitting, pushes the key against the spring, and allows the inside cable to retract.

The notches get rounded and the key gets worn; the archives recommend



replacing the key (which is very difficult to make as it is so small), and rejuvenating the notches. In my case, I noticed that the key was not terribly worn, but there seemed to be a lot of play between the inner and outer cable.

Turning the cable over, I noticed two punch marks, and figured this might be used to take up the cable play.

I used an old screwdriver for a punch and gave each mark a couple of whacks.

I'm posting this because I did not see this particular aspect of the cable design in the archives. Sure enough, the cable now works beautifully. I also dressed the notches.

Note no clothespin!

I'd not heard of the clothespin fix for choke cables before. We used to place a quarter edgewise between the back of the knob and the face of the dash to keep the choke on. No one cared about scratches on the dash back when the cars were just beaters and we were all still in school – Mike Jacobsen

Ed. Note: A clothespin is still a valid 'temporary' fix! Useful to carry one for various uses: a wedge or an electrical isolation device...

From the MG Clubs BBS



Classified Ads

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

The immediately following ads this month are from other clubs. May be of interest to members:

1960 1600 MGA Roadster: Red with steel wheels; Was owned by a woman in the Oregon clubs. Asking \$18,000. Sale by son-in-law Bryant, 503-803-2454; bryant.jackson@comcast.net (Posted 1/18)

1936 MG NB: Two-tone Cambridge/Oxford blue combo. Frame off restoration. Very rare 6-cylinder MG. In California. Asking \$95,000. (Email Dan for contact info. Posted 1/18)

1971 MGB GT: One owner. Original blue paint (see below), 100k miles. Sell for health reasons. \$8000. Vern, Oregon; 503-705-5200; vern@riferdev.com (Posted 1/18)

1970 MGB Tourer: Red with back interior. 100k miles; \$8500. Hiro T., Oregon 503-840-9898 (Posted 1/18)

MG TF Replica: Black with tan. Custom frame, Moss parts, MGB drivetrain, Wire wheels, Photo below. Bend. Oregon, \$9000. Clarence, 541-947-4362 (Posted 1/18)

1956 Magnette ZA: Bright red paint; One owner, Doug, 503-701-6120, dfoster@teleport.com (Posted 1/18)

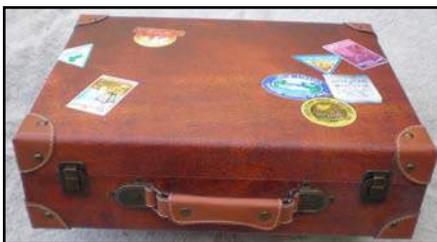
Project cars: 1960 MGA Coupe; MGA MkII race car; 1969 MGB/GT; Keith Ansell, 360-882-3596, kma4285@yahoo.com (Southern Washington near Portland, Posted 1/18)

Vintage Luggage, Chrome Trim Rings: Suitcase with travel decals. Size is: 16" x 13" x 5". \$25. Also Five new 15-inch chrome plated stainless steel trim rings, \$40. Look great on TD/TF/MGA. Don Davis, Los Gatos, fstcobra@hotmail.com (Posted 12/17)

MGA parts: Front frame extension, 5 Hoods (bonnets), 2 Trunk lids (boots), 4.88 rear end, Driveshaft for 1500 cc motor, Gas tank, Oil cooler, Fiberglass racing valance, Brooklands racing windscreen, Misc. "trinkets." Call Tom Morgan at 650-740-4116 for details. (Posted 12/17)

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. Eric Baker (510) 517-2165

We list ads for 3 months. Advise if you want them extended. 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,



MGOC Agenda – Dec 9, 2017

Elaine Chan's House, 115 Pinehurst Way, SF

Call to Order: Andy Preston at: 12:52

Attending: Ken Gittings, Elaine Chan, Marcia Crawford, Gary and Janet Germano, Mike Jacobsen, Kirk and Amy Prentiss, Marla and Andy Preston, Dan Shockley, George Steneberg, Pam and Keith Shukait and Marja Van den Hende

Mileage Winner: NA

Approval of Minutes of Previous Meeting: Nov 11, 2017: *Motion* Keith Shukait, *Second:* Mike Jacobsen. Unanimously approved.

REPORTS

President's Report: Andy Preston: First of all, many thanks to Elaine for hosting the Holiday Tea and Toy Drive. It's always a delight to have it at Elaine's house which is always beautifully decorated for Christmas. As usual November is a quiet month for the club with only one event being the Sonoma Tour which thanks to the weather was very well attended and great fun. I think I'll run a tour in November every year from now. It's time to start thinking about next year's events starting with the Planning Meeting on Jan 6 and Annual Brunch on January 20. Also a shoutout to Dan for the newsletter! Great job and interesting articles! Thank you!

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

Treasurer's Report: Marla Preston:

Account	December 2017	November 2017
Checking	14,156.48	14,542.42
Savings	3,456.90	3,456.82
Total	17,613.38	17,999.24

Since the last Treasurer's Report we have paid for the December Octagon mailing and printing charges and the awards for the Annual Awards Brunch.

Secretary's Report: Pam Shukait: nothing to report

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

160	Regular Members
58	Regular Family Members
218	Total Regular and Family Members
11	Corresponding Members
2	Corresponding Family Members
13	<u>Total Corresponding and Family</u>
231	Total Members

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

Regalia Report: Andy Preston: I sold one window cling for \$2 by mail. I need to update the Regalia flyer and have Dan include it in the Octagon every month.

The Octagon Report: Dan Shockley: Thanks for the support. Keep the articles & photos coming! Suggestions on improving the Octagon are always welcome

Website Report: Steve Kellogg: absent report by email: I'm working on updating a couple of the website's modules:

1. Forum Swap Meet which will make it easier for members to post Tech Questions,
2. Parts and Cars for sale or rent.

The Event Calendar module will also be updated to a newer and cleaner look.

PAST EVENTS: The Sonoma Tour. Thank you to the Prestons for a great tour!

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

Sat Dec 9, MGOC Holiday Tea & Toy drive, Elaine Chan's house, 115 Pinehurst Way, SF

Tue Dec 26, Boxing Day Tour by Wendell Bain, everyone invited, details TBA

Sat Jan 6, 2018 MGOC Planning meeting, Marcia Crawford's house, 150 Purdue Ave, Kensington

Sat Jan 20, 2018 MGOC Annual Brunch at Hs Lordships at Berkeley Marina

Sun Jan 21, 2018 SSTS Planning party, Terry and Cindy Saunders house, Oakland

OLD BUSINESS: None

NEW BUSINESS:

Election Results: Results for election of Officers for 2018 are as follows:

Commercial Ads Current ads don't fit with the current/new format. We will keep the sizes the same but cleverly rename them...large, medium and small.

Andy had an update on the bylaws. Our official name is the MG Owners Club Inc., which will remain. Andy is working on the board meeting schedule for next year. He is thinking of having a quarterly meeting to talk about policies of the club and having a club meeting once a month at an event.

BUSINESS RESOLVED ONLINE SINCE LAST MEETING:

None

ANNOUNCEMENTS: Come to the brunch!!

NEXT MEETING:

The next Club meeting will be the Planning Meeting at 10:00am at Marcia Crawford's House, 150 Purdue Ave, Kensington. Pastries, donuts, tea and coffee will be provided by the club. Please bring your ideas for events.

Meeting adjourned at: 1:18pm

Submitted by: Pam Shukait



The Ulster Centre (Northern Ireland) showed this photo of a clever tow rig. Two couples could share the driving. Practical?

One fellow made ramps of 2x10s to get under his low MG.

I remember seeing plans for a rocking design made of plywood. It allowed you to get a lot of space under one end at a time.



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



MGOC Planning Meeting
Saturday, January 6
10:00 a.m.

**'Nosh & 'Natter - but no
business meeting**

More Info: Andy Preston
andypreston@att.net

Full info page 3

***We look forward to seeing
you!***



Art by J.R. Boye, ace mechanic and co-founder of the
Nor Cal NAMGAR Club