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THE OCTAGON

Newsletter of the M.G. Owner’s Club



*A beautiful blue MGB at Jack London Square.
(Photo by Matt Rogers.)*

July 2002

MGOC-OCTAGON
If undeliverable please return to:
320 B Monterey Blvd.,
San Francisco, CA 94131-3141
email: mgoc@felixwong.com
<http://home.nacbell.net/tensten>

About *The Octagon* and MGOC...

The M.G. Owner's Club, formed in 1958, is the Northern California center of the M.G. Car Club, formed in England in 1930. We receive two copies of MGCC's *Safety Fast*, available to members on loan from the Corresponding Secretary. The club is also associated with NAMGBR, the North American MGB Register, and NAMGAR, the North American MGA Register. The MGOC holds a business meeting on the second Thursday of each month at an event known as the "Natter and Noggin" in the style of English clubs. *The Octagon*, our newsletter, is published monthly by the M.G. Owner's Club. Opinions expressed in *The Octagon* are not necessarily those of the MGOC, its members, or Board of Directors.

DIRECTORY of MGOC OFFICERS for 2002

President: Dan Shockey, 408-923-3927, magnut_dan@hotmail.com

Vice President: David Wright, 510-653-3831

Treasurer: Mike Jacobsen, 415-333-9699, MikesMuseum@yahoo.com

Secretary: Nina Barton, 510-845-7212, ninaba@mindspring.com

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Octagon Editor: Felix Wong, 510-226-7721 home, mgoc@felixwong.com

Commercial Advertising: Mike Jacobsen, 415-333-9699,
MikesMuseum@yahoo.com

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: Felix Wong, 510-226-7721 home, mgoc@felixwong.com

MGB 1974½-1980: Ed Adams, 510-483-6821

MGC: Kent Leach, 510-254-5748

M.G. Midget: Kingsley Klarer, 707-226-1955

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

Z-Magnette Saloon 1953-58: Marty Ray, 831-427-2642 home,
martyray@eudoramail.com

M.G. 1100 Sports Sedan 1962-67: Lora Lerner, 831-464-3795

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

Pre-war Midgets-Magnas-Magnettes: George Steneberg, 510-525-9125

PA/PB Midget 1934-36: Eric Baker, 510-531-7032

Lucas electrics: Marty Ray, 831-427-2642 home,
martyray@eudoramail.com

Marty Ray 831-247-5863 or martyray@eudoramail.com. See <http://www.corybantwest.com/cars/cars.html> for more info on the cars.

Club Meeting & Natter

July 11, 2002 (Thu) at 8:00pm

at

The Englander Sports Pub & Restaurant

101 Parrott St.

San Leandro, CA 94577

510-357-3571

Board Meeting at 7:30p. All are welcome!

Driving Directions:

From northbound I-880, take the Washington Ave. exit within San Leandro and turn right on Washington. Travel 2.2 miles until you see Parrott St. Turn right on Parrott.

From southbound I-880, take the Davis St. exit, and turn left on Davis. Travel 1.3 miles, and then turn right on E. 14th St. Travel 0.3 miles, and then turn right on Parrott.

Details:

The Englander is an enjoyable place where we will have our own room. The food is good so bring your appetites and let's have a good turnout.

The Octagon is Online!

The Octagon is online. It is even in color, unlike the print version! For more details and links to the newsletter, see the following web pages:

<http://felixwong.com/mgoc>

The Editor's MGOC Web Site

<http://home.pacbell.net/jensten>

Official Web Site of the No. Cal. MGOC

Attention!!

Have your MG painted by a fellow sports car lover with 11 years experience. High quality rubbed out polyurethane finish at reasonable cost. I do bodywork, rust repair and welding. Fast turn around time. References and examples of my work available. Call for an appointment for a free estimate.

Andy Schank 510-236-5232

Classified Ads

Ads are free to MGOC members and \$6.00 per month for non-members. Please send copy (and check **made payable to MGOC** if a non-member) to MGOC, 3516 Dickenson, Fremont, CA 94538. Members may also email ads to the Editor at mgoc@felixwong.com. Ads run for ONE month, after which they will be deleted unless you call. Your ad can be extended easily, but you **MUST** contact *The Octagon* editor to renew! Any ad that appeared in the past can be re-run by calling the editor; new copy is not required.

1952 MG TD roadster. Red with black fenders. B.20 Eng. P1800, gearbox with overdrive. Perfectly restored condition. **\$14,000.** 650-341-9064, Viggo Riddersshahm.

Wanted: set of **front fenders** (steel) for a '68 or '69 **MGB**. Kevin Pyne [,kev@ariago.com](mailto:kev@ariago.com).

1957 MG ZB Varitone Magnette. Nice condition, everything works. Call/write for details and to discuss the price. (See May 2001 Octagon for info)

1969 MGB-GT, drives everyday, PLUS restored BODY SHELL for same. Price negotiable.

1964 MGB Roadster. Factory overdrive, wire wheels. Solid, stock, and in good running condition. Fast on the highway and ready to drive anywhere. Rebuilt: transmission, front suspension, brakes. Needs cosmetics, interior. **\$3500/offer.**

Also a Triumph 750 3 cyl. motorcycle for sale.



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S.U. Carburetters: Marty Ray, 831-427-2642 home,
martyray@eudoramail.com

Bodywork: Bill Weissberg, 510-658-4335

COMMERCIAL ADVERTISING IN *THE OCTAGON*

Direct all questions about advertising to Mike Jacobsen at 415-333-9699 or MikesMuseum@yahoo.com. 2002 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 10th of the month preceding the issue in which you want them to appear. The editor's address is: Felix Wong, MGOC, 3516 Dickenson, Fremont, CA 94538. Or, you may email contributions to mgoc@felixwong.com. Preferred electronic text formats include ASCII text or any version of Microsoft Word; preferred image formats include TIFF, GIF, JPEG, PICT, and BMP.

RECRUITING MEMBERS FOR THE MGOC

Have you helped recruit any new members lately? Bob Stine (650-349-5128) is in charge of new member recruitment and can send you flyers.

You can cut out this coupon and give it to prospective members

YOU'RE INVITED TO JOIN THE MG OWNERS CLUB!!

For a sample copy of our monthly magazine, *The Octagon*, and a membership application, please contact our Registrar:

Mike Jacobsen
320 B Monterey Blvd.
San Francisco, CA 94131-3141
415-333-9699

MikesMuseum@yahoo.com

Membership

We are looking forward to seeing everyone at future meetings and events of the MGOC and having your stories, photos, and tips printed in *The Octagon!*

Calendar of Events

MGOC (which is us!) events are in **bold** type. Abbreviations (if used): CSRG – Classic Sports Racing Group, SSTS – Sorry Safari Touring Society, HMSA – Historic Motor Sports Association, ESCA – Empire Sports Car Association

General British Car Events

July 3-6, 2002 (Wed-Sat)—NAMGBR Annual Convention. Hosted by the Texas MG Register in Grapevine, TX. More info at www.mg2002.com.

July 28, 2002 (Sun)—**DiCiccio Tour to the Rose Growers & BBQ.**

July 28, 2002 (Sun)—The 12th Annual Ventura All-British Car Show. Hosted by the Central Coast British Car Club. Space is limited; preregistration is \$25, cutoff date is July 14, 2002. All late registration, and day of show entries will be \$35. More info at <http://ccbcc.org>.

August 1-4, 2002 (Thu-Sun)—Rendezvous 21, Club T MG, Lake Quinault Lodge in Washington.

September 8, 2002 (Sun)—All British Car Day. El Camino Park in Palo Alto. Featured marque is Austin Healey.

September 22, 2002 (Sun)—2002 Palos Verdes Concours d'Elegance. At the Ocean Trails Golf Club in Pebble Beach overlooking the ocean. This year's Grand Marshal is legendary Parnelli Jones. Weekend events include a visit to Parnelli's private collection. For more info, contact Cynthia Radom, modar@earthlink.net.

October 31-November 2, 2002 (Thu-Sat)—HCT (High Country Tour) in Sedona, Arizona. Includes rally, lodging, car show, meals + more for around \$325. Email RacerMoss@sedona.net for more info.

MGs at Jack London Square

An open letter to Bay Area MG club members. Please help!

The MG Owners Club (of Northern California, actually a chapter of the MG Car Club) has put on the JLSq event the past 9 years. We have done this for fun and have not made any net profit or sought to do so. Most years, I believe, we have lost money. The past two years we changed to a less expensive poster printing process and sold leftover T shirts at reduced prices

❖ MGOC Regalia ❖

Description	Qty	Each	Total
MG Owners Club Regalia			
Pennant – Red “MG Owners Club”, cream canvas, 9½" high by 17" long		\$10.00	
Grille Badge – MGOC logo, 4" high, mounts with one stud through grille		\$30.00	
Patch – 3" diameter, embroidered black MGOC logo on white		\$6.00	
MG Car Club of England Regalia			
MG Car Club Grille Badge – 3" dia., mounts with studs through grille		\$45.00	
MG Car Club Grille Badge – 3" dia., mounts with bracket to badge bar		\$45.00	
Key Fob – Black leather fob with cloisonne MG Car Club logo		\$10.00	
Lapel Pin – ¾" by 1" enamelled metal MGOC badge		\$6.50	
Outside Window Decal – 5" by 5½" brown & cream MGCC logo		\$1.00	
Inside Window Decal – 2½" by 3" brown & cream logo; reads “Member”		\$1.00	
Inside Window Decal – 2½" by 3" brown & cream logo; reads “Member” and “Marque of Friendship”		\$1.00	
Round Mug – British Racing Green with gold MGCC logo and rim		\$10.00	
Octagonal Mug – Octagonal green mug, cream interior, gold MGCC logo and rim		\$12.00	
MGs at Jack London Square from Posters & Plaques			
Dash Plaque – 2002, brown on gold, MG J2		\$2.00	
Dash Plaque – 2001, red on gold, Elva Courier		\$2.00	
Dash Plaque – 2000, dark green on gold, late MGB		\$2.00	
Dash Plaque – 1999, black on gold, MG TC		\$2.00	
Dash Plaque – 1998, blue on gold, MGB/GT		\$2.00	
Dash Plaque – 1997, red on gold, MGOC logo w/ “Britain Meets the Bay”		\$2.00	
Dash Plaque – 1996, green on gold, MGA with Jack London		\$2.00	
Dash Plaque – 1995, white on black, MGOC logo and Tribune Tower		\$2.00	
Poster – 2000, features a red Elva Courier with Earl Pierce		\$10.00	
Poster – 1999, features a blue MGB roadster and the JLS History Walk		\$5.00	
Poster – 1998, features a yellow MGB/GT with the yacht Potomac		\$5.00	
Total Amount Enclosed			

❖ “Ship To” label – please print!

Name _____
 Address _____
 City _____ State _____ ZIP _____
 Phone number in case we have a question _____

❖ Ordering Information

- ♦ All prices include tax, and shipping is FREE! Some items are stocked from England and may have a long lead time; we will notify you if the delay will be more than three weeks.
- ♦ Make checks payable to “MGOC” – sorry, but we cannot accept credit cards or cash.
- ♦ Send orders to: **MGOC Regalia, 5518 Thomas Ave., Oakland, CA 94618-1752.**

MGOC Regalia!

Our club has MGOC regalia that is available for purchase by anyone. Below is a sampling of available regalia; more items are listed on the order form on page 17. Please contact David Wright at 510-653-3831 for more information.



Key Fob — \$10; Pin — \$6.50



*Octogonal Mug — \$12
Round Mug — \$10*



Pennant — \$10

and came out a little ahead.

In the past, the Port of Oakland provided the facility without cost, paid the expenses of security and cleanup, plus paid for the entertainment. Since the management of Jack London Square was leased to a private developer this year, things have changed. This past year (2002), they would not pay for entertainment but picked up the costs of security and cleanup. The MGOC paid for the entertainment (costs to Bev and Tom Morgan and their friends.) That is why we did not have the junior bagpipe group.

For next year, they have asked us to pay \$1000 to them to cover their costs. They also now require a \$1 million insurance policy to any vendors that want to be there. (We already provide a policy that covers everything else.) This makes it difficult for us to 'sell' vendor space to small local vendors. This represents a big net swing in expenses to the club and makes us consider whether we should change the event or how we shall fund it. We seek your ideas and feedback.

Suggestions we are considering at present:

- (1) Continue to hold the event at JLSq and find ways to hold down expenses and obtain funding. These include a higher entry fee (\$25 instead of \$20), finding free entertainment (groups looking for exposure) and seeking major sponsors. Mike O'Connor suggested that he and others that sell parts to MG owners in the area could ante up more support. Of course, we will also seek to get the \$1000 JLSq fee reduced or eliminated.



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- (2) Find another place to hold the event. JLSq has been popular, convenient to get to and is a nice venue. People know where it is and have it on their schedule. We have been approached in the past by other places that seek to bring people and events. (Walnut Creek was one such area.)
- (3) Involve the other area MG clubs formally to further increase participation and keep per-person costs down. (The JLSq facility won't hold many more cars.)
- (4) Do something entirely different.

Please give the question some thought. Let us know any of the following:

- How important is it that we have the event at Jack London Square?
- Is a \$25 entry fee acceptable? (This would cover part of the cost increase. We have averaged 115 MGs.)
- Do T-shirts matter? (cost us about \$6 each, awards cost us only about \$10 each)
- Do you know any potential sponsors?
- Do you have any ideas for funding?
- Do you know of other suitable sites for the event?
- Do you have any ideas for increasing participation or value to the participants?
- Would the other clubs be interested in a more formal participation?
- And, of course: How can the event be improved?

It is our desire to keep the event on a sound financial footing where we will continue to break even on average and to be affordable to all who want to participate. Please reply by email or telephone.

Thank you.

Dan Shockey
President, MG Owners Club of Northern California
(408) 923-3927

Other officers:

Mike Jacobsen: 415-333-9699
Bob Stine: 650-349-5128
Nina Barton: 510-845-7212
George Steneberg: 510-525-9125
David Wright: 510-653-3831
Felix Wong: 510-366-8355

Newsletter Technical Difficulties



Interior of an early MGB.



MG P-Type waving the American flag.



Engine detail of MG P-Type.



Interior of a later T-series.

By Felix Wong, Editor

You may be wondering why *The Octagon* is late this month. Well, in late June, my computer, yet again, was infected with a virus. Again the culprit was Microsoft Outlook Express, and no I was not double-clicking on any suspect attachments. This time I was pretty sure that an incoming message contained a virus, so I right-clicked on the message and hit “delete”. However, apparently, even this was enough for Outlook Express (for Windows) to automatically start to open the attachment in the background and trigger the virus attack. (Microsoft has released a patch for this problem, but I didn’t know.)

Long story short: this virus scoured the cache for Internet Explorer, extracted email addresses, and replicated itself to those email addresses. In addition, it scoured the cache for pages for account numbers, and completely crippled my anti-virus software (McAfee VirusScan) by erasing its signature file. It even prevented me from uninstalling/reinstalling the anti-virus software. To top it off, it modified the CMOS, so when I formatted the C:/ partition (I partitioned my drive, with program/OS files in one partition, and documents in others), it modified the Master Boot Record, which essentially wiped out my other partitions.

Fortunately my backup system is fairly good so the only data I lost was about 2 weeks worth of emails. **Unfortunately this includes the Minutes and the President’s Column** (which I just realized are missing as I write this at 1:00am), **so they are absent in this issue.** But, as I am fed up with Windows and all of its crashes and virus infections, requiring me to do 3 complete system reinstalls in the last year (and wasting several days of my time), I switched over to Linux. This consumed almost all of my free time during early July, and it is only now that my computer is up and running enough that I could get to the newsletter.

My apologies to all.

JLS Name Badge Technical Difficulties

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email: mg@oconnorclassics.com

Mike Jacobsen reports that he received the new MGOC name badges ordered at the Jack London Square car show. However, they turned out wrong (“again”, according to Mike), and we are currently working on rectifying the problem.

The problem: every badge (incorrectly) reads "MG CAR OWNER" above the member's name. They should read "MG OWNERS" as in MG Owners Club. The logo doesn't need to be double-engraved either, but that isn't important.

We are returning them back to our supplier, and there will be a delay before the proper badges are ready.

In Memory of Richard “Dick” Lee

By Bob Burns

The club lost a longtime member and society lost a distinguished citizen when Dick passed away on May 9 from a massive aneurysm.

He was an active club member, driving his yellow MGC to many club functions.

A highly decorated colonel in the Marine Corps, Dick received a battlefield commission and a Navy Cross on Guadalcanal. He received other medals for gallantry at the Chosin Reservoir in Korea and was decorated by the president of South Korea.

He is survived by his wife Xenia, a son and a daughter.

Tech Tip: Removing a Stuck Oil Pressure Release Valve

By Felix Wong

I recently had the problem of a stuck oil pressure release valve in my recently rebuilt '69 MGB motor, which had the result of excessive oil pressure which actually blew off the oil filter and creating a massive oil leak! (Story may be coming in a future edition of *The Octagon*.) I thought I'd pass along a tip that was instrumental in the successful removal of it.

The release valve is a smooth cylindrical piece with a ½” bore residing inside the engine near the bottom rear of the engine, underneath the header. There is very little access room and the problem is being able to “grab” the valve to extract it, if it is truly stuck. (If it isn't stuck, then jamming a finger inside the valve will fairly easily get it out, if your finger is small.) A trick

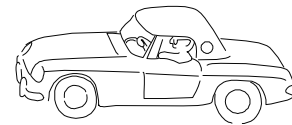


Another MG saloon.

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A Midget.

that worked wonderfully for me was using a 1/2" tap and actually trying to thread it into the valve. A few turns is all that's needed for the tap to firmly grab the smooth interior of the valve. Before I used this method I spent an hour futilely trying to get out the valve with my finger, a bolt with duct tape (sticky-side out) stuck on its end (which I tried to jam in and stick to the valve, but unsuccessfully), and using the engine's own oil pressure (by turning over the motor with the spark plugs out) to "blow" it out. But by using the tap method, it was out in less than 2 minutes!

Photos from Jack London Square

All photos by Matt Rogers



A Cobra-inspired Midget.



MG TF.



MG P-Type.



MG Magnettes.



An MG Saloon.