

THE OCTAGON

Newsletter of the M.G. Owners Club & the Peninsula T Register
The Northern California Centre of the M.G. Car Club



MGOC Octagon
If undeliverable please return to:
7230 Silver Lode Lane
San Jose, CA 95120

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The Man with the Golden MGB

October 2012

About *The Octagon* and MGOC...

The M.G. Owners Club, formed in 1957, is the Northern California Centre of the M.G. Car Club, formed in England in 1930. The Peninsula T Register was formed in 1973 and is now an informal sub-group of the MGOC. We receive a copy of the MGCC's *Safety Fast*, available to members on loan from the corresponding secretary. The Club is also associated with the North American MGB Register, the North American MGA Register, and the New England MG T Register. The MGOC holds a business meeting 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. Owners Club. Opinions expressed in *The Octagon* are not necessarily those of the MGOC, its members, or Board of Directors.

DIRECTORY OF MGOC OFFICERS FOR 2012

President: George Steneberg, 510-525-9125, j2george@pacbell.net

Vice President: Tim Polidoroff, 650-342-6443, polidoroff@comcast.net

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

Secretary:

Member-at-Large: Craig Kuenzinger, 925-899-1218, mrcraig@aol.com

Member-at-Large: David Wright, 510-653-3831

Other MGOC Officers for 2012:

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

Corresponding Secretary: George Steneberg, j2george@pacbell.net

Historian: George Steneberg, 510-525-9125, j2george@pacbell.net

Membership Development: Bob Stine, 650-349-5128, rbrtstine@gmail.com

Photographer: Jeremy Palgon, alistaircookie@gmail.com

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

T Register Director: Jim Carlson, 408-224-3992, mjgim@comcast.net

The Octagon Editor: Felix Lee, 650-947-9282, octagoneditor@mgocsf.org

Webmaster: Steve Kellogg, webmaster@mgocsf.org

CLUB ADVISOR PROGRAM

Feel free to call these members, who have volunteered to help with purchase, repair, and restoration of various MG models.

MGB 1962–1974 Marty Ray, 831-475-6204, martyray@cruzio.com

MGB 1974–1980: Ed Adams, 510-483-6821

MGB V8 Conversion: Tony Bates, 408-666-6174, Tony@BatesFamily.net

MGC: Kent Leech, 925-253-9757, kent@kentleech.com

MG Midget: Craig Kuenzinger, 925-934-3130, mrcraig@aol.com

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

Z-Magnet Saloon: Eric Baker, 510-531-7032, mgpb36@yahoo.com

T-types: George Steneberg, 510-525-9125, j2george@pacbell.net

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

PA/PB Midget 1934–36: Eric Baker, 510-531-7032, mgpb36@yahoo.com

S.U. Carburetors: Marty Ray, 831-475-6204, martyray@cruzio.com

COVER PHOTO: <http://www.lespetitesrenault.fr/jamesbond/index007.htm>

Club Meeting Natter & Noggin October 11, 7 p.m.

The Englander Sports Pub & Restaurant

101 Parrott Street, San Leandro

<http://www.englishpub.com>

(510) 357-3571

The Englander is an enjoyable place where we have our own cozy room.

The food is good, so bring your appetites.

Dinner Starts at 6 pm

Directions to The Englander:

From Northbound I-880, take the Washington Ave. exit within San Leandro and turn right on Washington St. Travel 2.2 miles until you see Parrott St. Turn right on Parrott Street. You will see The Englander on your right.

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

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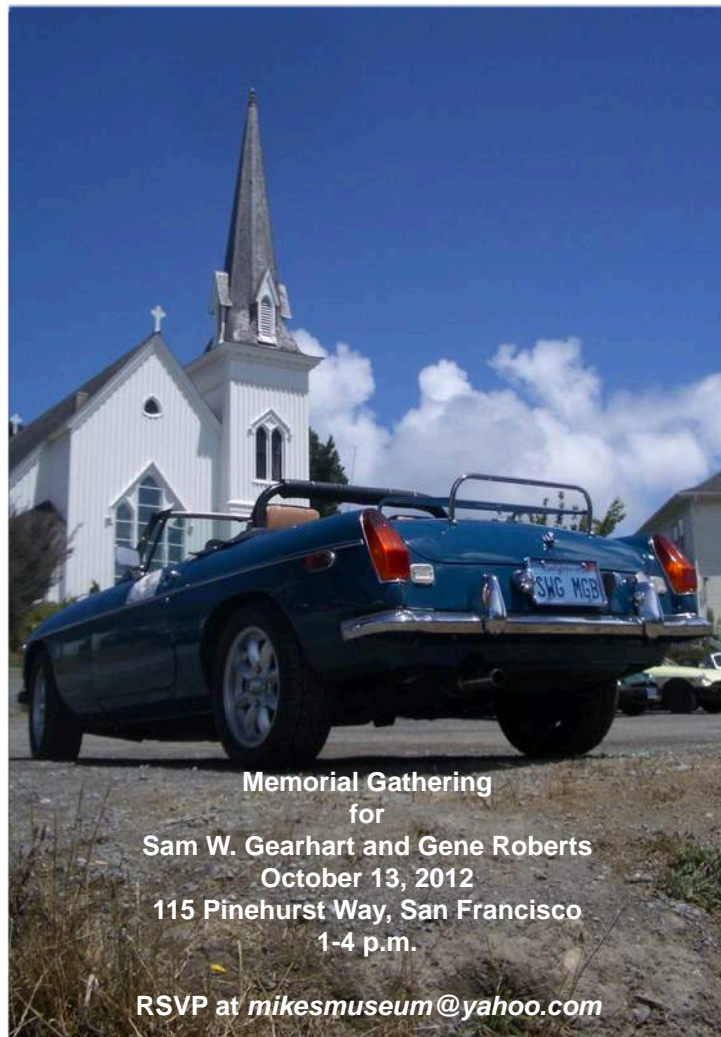
Wanted:

Electrical Help: I am new to the world of MG, and am in the process of improving a 1959 MGA Roadster. I have replaced the wiring harness and need the expertise of someone with electrical know how to help me make sure I do not burn anything up when I put a battery to it. I will pay for their time and knowledge. Can you help me? I live in Walnut Creek. Contact Harry at 925-934-4973 or TipTot@astound.net.

Pre-1968 MGB roadster: Long-time MG nut seeking early B roadster. My preference is one that is a preserved original or one redone to original specifications; but I will consider most any steel-dash car, depending on its price and its needs. Contact Member Don Scott at 707-942-0546 or don@napanet.net.

MG TF Part: One rear spring for a MG TF, original type preferred. Contact Member Andy at 707-795-3480 or andypreston@sbcglobal.net.

4-5 Chrome Spoke Wheels for MGB (14"-15" in good shape) / 1976 MGB Dashboard: Contact Member Tom Doyle at 520-220-6228 or at wtdoyle@cox.net.



Memorial Gathering
for
Sam W. Gearhart and Gene Roberts
October 13, 2012
115 Pinehurst Way, San Francisco
1-4 p.m.

RSVP at mikesmuseum@yahoo.com

COMMERCIAL ADVERTISING IN THE OCTAGON

Direct all questions about advertising to Mike Jacobsen at 415-333-9699 or MikesMuseum@yahoo.com. 2012 rates are: *monthly* (yearly): full page \$25 (\$240), half page \$18 (\$175), third page \$12 (\$120), business card \$8 (\$75). All ads expire on January 1, and fees for a partial year will be pro-rated to that date. Deadline for ad materials is the 10th of the preceding month. The MGOC makes no claims as to the reputation or quality of work performed by businesses advertising in *The Octagon*.

MGOC FINANCIAL INFORMATION

Information on the MGOC finances is available upon request from the treasurer.

MAKING CONTRIBUTIONS TO THE OCTAGON

Your stories, photos, tips, questions, and anything MGOC-related are always welcome in *The Octagon*. Please make your contributions by the 15th of the month preceding the issue in which you want them to appear. Please email all contributions to octagoneditor@mgocsf.org or send them to: Felix Lee, 27330 Ursula Lane, Los Altos Hills, CA 94022

RECRUITING MEMBERS FOR THE MGOC

Have you helped recruit any new members lately? Bob Stine is in charge of new member recruitment and can send you flyers. The Club roster is available to members from Mike Jacobsen 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>.

Forthcoming Events

MGOC Events in bold

- October 6 – **Travis Air Force Base Museum Tour**, Travis Air Force Base, CA, Bob Shaheen
- October 11 – **Natter & Noggin**, New Englander Sports Pub, San Leandro, CA, George Steneberg
- October 13 – **Memorial Gathering for Sam Gearhart and Gene Roberts**, 1-4 p.m., 115 Pinehurst Way, San Francisco, CA, 94127, Please RSVP with Mike Jacobsen mikesmuseum@yahoo.com.
- October 20-21 – **British Fall Classic**, Morgan Hill, CA, Bill Hiland
- November 10 – **South Bay Tour of the Canepa MotorSports Museum and Restoration Shop**, Scotts Valley, CA, Tim Polidoroff
- November 24 – **Mount Diablo Tour**, Mount Diablo CA, John Hunt

From the Editor...

As we continue our celebration of all things British, October 26, 2012, marks the next installment of Ian Fleming's James Bond series with *Skyfall*. The silver screen has celebrated the world's best known secret agent dating back to 1954 with *Casino Royale*. His name is Bond, James Bond. He's a legendary icon who is unstoppable and unkillable. He can outsmart any villain and charm any woman. And who could forget his most important American CIA counterpart, famously named Felix (Leiter.) In anticipation of *Skyfall*, MGM has released a voluminous 22 High Definition BluRay film collection called "Bond 50," in order to celebrate 50 years of Bond. In total, there have been 6 actors who have played Bond, 23 "Bond, James Bond" utterances by Bond, 198 villains killed by Bond (average 9/movie, 5 were women), 54 women kissed by Bond, 46 beddings by Bond, 114 alcoholic drinks consumed by Bond (1 drink every 24.3 minutes in the films, 317 drinks in the books (1 drink per 7 pages)), 272 gadgets used by Bond (12 gadgets/movie), (4,662 bullets dodged by Bond, 30 countries visited by Bond and 50 cars driven by Bond. These 50 cars are part of an ongoing year long celebration entitled "Bond in Motion,"

MG

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

SHOCK ABSORBERS:	Front	Rear
MGTC.....	185.00	185.00
MGTD & TF.....	185.00	85.00
MGA, MGB, MGC, Midget.....	102.00	75.00
HEAVY DUTY UPGRADE.....	10.00	10.00
SHOCK LINK (New or Rebuilt)	\$call	

BRAKES: sleeved and rebuilt

MGB, Midget caliper.....	\$85.00
MGA, MGC caliper.....	\$155.00
MGA, Midget twin master 1956-67.....	\$225.00
MGB, Midget master 1968-80.....	\$125.00-145.00
MGB brake booster servo.....	\$175.00
MGC booster servo.....	\$445.00
Cylinder sleeved only, brass or SS.....	\$50-\$95
Kingpin swivel axle rebushed.....	\$60-\$90
Front end A-arm (Midget).....	\$95.00

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including a little-known golden MGB. And just like MGs, MGM's James Bond series is one of cinema's longest-running and most enduring franchises. Read on as Hunt, John Hunt ... reveals this obscure connection.

As you will see, September was quite a busy Rallye month. Members got to see a large expanse of the Bay Area stretching from the depths of Bennett Valley to the peaks of Mount Tamalpais, including many backroads with many breathtaking views (breathtaking only because it was quite cold on those early mornings.)

Our Vice-President George recently celebrated his 80th birthday with many MGOC club members during a poolside BBQ and as promised, we finally get to hear and see "Where in the World was Randy Grossman? Part I."

Safety Fast!



Felix Lee

- believes carburetors should
be "shaken, not stirred"

Classic 1973 Jaguar XJ12 Series 1 Sedan. 5.3 V12 engine. All original! The only year of the chrome bumpered XJ12 model. 66,000 original miles. Silver with beautiful original black leather interior. Sunroof and Nardi wood steering wheel. Always a California car from new. No rust! Same owner for the last 35 years. Always garaged. Looks and drives great! \$8,900. Contact Member Ron Simi at 925-765-5807.



'64/'65 MGB Roadster Project Car. Up on blocks for 8 years and in DNO status. It doesn't look bad, but does have issues. Other photos are available and we welcome inquiries. In Livermore, CA Contact Wes Nelson at 925-447-4393 or WESNEL@ATT.NET.



Enclosed Trailer for Rent:

Enclosed car trailer for rent (16' x 8'). Trailer has integrated braking system and lights with the tow vehicle, and a 12 volt 2,000 lb. Electric Winch. Electrical outlets in and outside the trailer and air conditioning. Rental rates are very reasonable with a discount for rentals of three or more days. Contact either Randy Grossman (415-518-5210) or Eric Baker (510-517-2165) for more information.



Parts for Sale:

MGB Parts: Autopower Roll Bar, SCCA Race Approved, 1.75" DOM. Roll bar has diagonal brace, horizontal seat back brace, and small restraint bar behind driver's seat. Asking \$150. Two Chrome Luggage Racks, trunk lid mounted. \$50 each. Contact Member David Wright at 510-653-3831.

MG Midget Rolling Chassis Body Shell. No VIN. No Title. No engine, transmission, differential, front bumper, or windscreen. Not crashed but rough. Rubber bumper car. Make Offer. Contact Member Nick Becker at 925-932-9778 or becker2226@astound.net.

Weber Downdraft Carburetor: Fits MGBs, asking \$150, Contact member Tom Doyle at 520-220-6228 or at wtdoyle@cox.net.

MGB Retro Sound Radio. Model One Radio with USB SD MP3 playback. Includes Remote Control. Everything included except original box. Only three months old. Sells new for \$259 at Moss. Asking \$180 or best offer. Contact Myles Taketa @ m_taketa@yahoo.com or 408-221-1702.

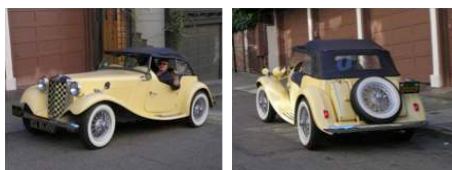


Classified Ads

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, 7230 Silver Lode Lane, San Jose, CA 95120. Members may also email ads to the editor at octagoneditor@mgocsf.org.

Cars for Sale:

1952 MGTD 1976 MGB Time to let go of my first car—same owner since 1968. Asking \$21K. This yellow bird has been garaged for the last 44 years, has no rust and just over 69K original miles, original engine. Recent mechanical work: valve job; new fuel pump; brake hoses, speedometer and front suspension arm replaced. Top is in very good shape, side curtains are somewhat foggy. Tires, tuck & roll black leather upholstery, paint, front & rear bumpers all new about two years ago—only driven 160 miles since then. (Needs exhaust system.) More pictures available—email bijou20@pacbell.net or call BJ at 415.399.1310



1976 MGB with over drive needs a new home. No time to care for properly. This was former member Gary Lukey's car. Maintained by Baroo in Albany. Not currently licensed. Top replaced in 2009, seats as well. Newer metal fuel pump. Asking \$2,000 or best offer. Transmission is worth \$1800. Need the space for my Jag. Photos available. Contact Lanny Clark at 510-410-7572 or lannyclark@aol.com.

1967 MGB with overdrive. Original owner, has all maintenance records, Bay Area car since new. 121K original miles and less than 2K miles since full mechanical rebuild. Excellent condition. Looking for owner that will continue to give it TLC. Asking \$15K OBO. Contact Stephen at 415-722-0556 or sdhom@sbcglobal.net.



1961 MGA Coupe. 1600 cc engine, 5 speed gearbox. California car, completely restored by third (and present) owner in 2002, rust free, body straight, no accidents, 7,800 miles since rebuild. Original body panels, new front spoiler below bumper. All good original chrome, new rubber gaskets for body and glass. Painted "Paprika Red" (Jaguar color). Asking \$25,000. Contact Member Viggo Riddersholm at 650-341-9064 or vriddersholm@yahoo.com, or Gordon Craig at lismoregordon@sbcglobal.net.

1978 MGB Roadster. Maroon with beige interior. Vehicle has 43,000 original miles. 1800cc engine with Stromberg carburetor and 4-speed manual with electronic overdrive. Soft-top with two tonneaus. AM/FM/CD stereo with removable face, remote control and MP3 interface. Luggage rack, new tires, many extras. Currently registered in California. Asking \$10,500. Contact Member Tom Doyle at 520-220-6228 or at wtdoyle@cox.net.



President's Ponderings ...

Apologies for repeating myself but, it would be wonderful if a few more members could come to our monthly meetings—called the Natter and Noggin. Nine members attended last month, and that was great, but a few more interested MGOC members with new ideas and a willing hand to assist in the assorted events that MGOC sponsors would be appreciated.

Andy Preston and Craig Kuenzinger each received an award at the Hillsborough Concourse this past month. A concourse is not just a popular vote type car show. At a concourse, the cars are judged by professional judges who score each car on originality and authenticity. Congratulations to Andy Preston and Craig Kuenzinger.

I am sorry I was unable to attend the Bodega Bay Tour. I heard it was enjoyed by all who participated. I am really looking forward to the Travis Base Tour that Bob Shaheen has organized for October 6th. Unfortunately sign ups for this event are closed. I will give you a full report next month.

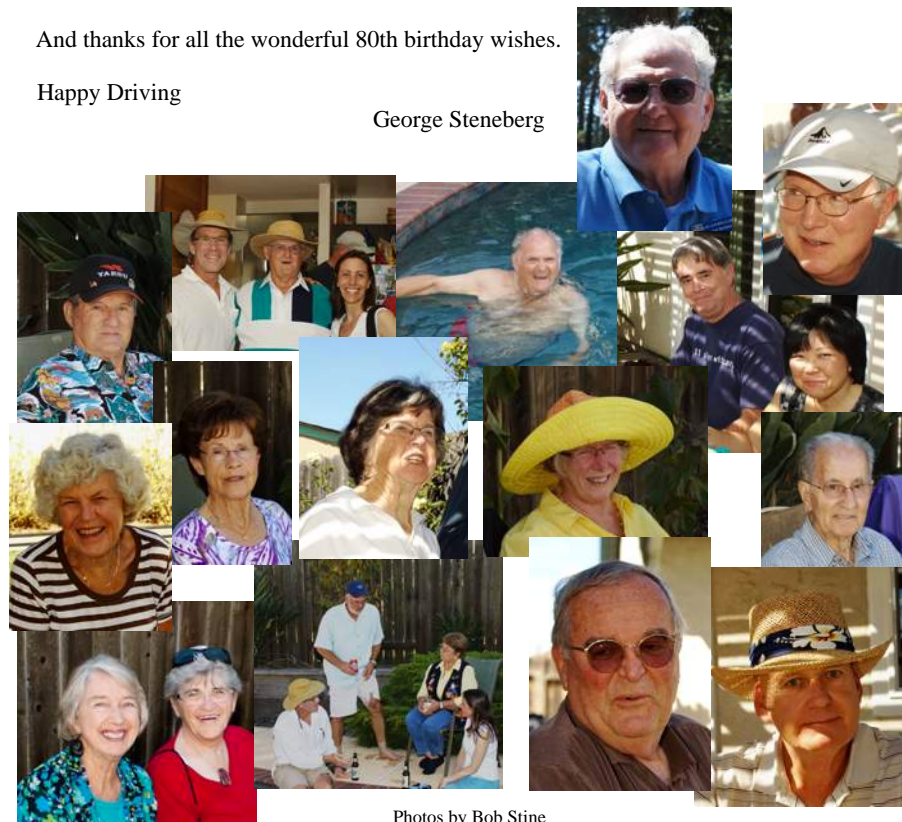
I am hoping that those of you who knew Sam Gearhart and/or Gene Roberts will join us for a memorial at Elaine Chan's home on Saturday October 13th from 1–4 p.m. I hear Felix is preparing a film presentation. See Upcoming Events in *The Octagon* for details.

The British Fall Classic at Morgan Hill on October 20–21 is coming up soon. If you haven't signed up as yet, please do so as soon as possible. This event will include a wide variety of British cars, displayed in a new venue this year. Should be a great weekend.

And thanks for all the wonderful 80th birthday wishes.

Happy Driving

George Steneberg



Photos by Bob Stine

The Name is Hunt, John Hunt ...

By John Hunt

When you think of James Bond and cars, an Aston Martin DB5 driven by Sean Connery typically comes to mind, as in *Dr. No* or *Goldfinger*. Of course, Bond's beautiful assistants typically drive dashing cars as well. Over the years, Bond and his wing ladies have driven a variety of sporty machines.

In 1974, it was time for an MG to be in the limelight in *The Man with the Golden Gun*. This movie is loosely based on Ian Fleming's novel with the same name. All the action takes place in the Far East, primarily in Thailand, Hong Kong and Macau.

It was in Hong Kong, where Bond's assistant, Mary Goodnight, (played by Britt Ekland) shows up to give 007 a lift to the Peninsula Hotel in her golden MGB roadster.

On an interesting related note, it has been said that the Aston Martin DB5 was the inspiration for the MGB GT as the

General Manager of the MG Car Company at the time, Peter Thornley was a big fan of the DB5. As we all know, the creation of the MGB GT, in many ways, is a classic work of art. However, getting all the shapes and lines from a roadster to a GT was not all that easy. In retrospect the biggest hurdle was the front window.

Initially, they tried to use the same wind screen height as the roadster which makes a lot of sense since it would mean the front windshield glass would be interchangeable and therefore would keep development and production costs down. However, that was not to be the case. I believe, Don Hayter once said, "... we tried a number of different lines with the same windshield height and it just won't work. So, we sent it over to Pinnifarina for some more design work in Italy ..." They determined you must have a higher window and raised it by one inch. Then magically, all the lines fell into proportion. As a result, the MGB GT was born and "The Rest is History, MGB GT History."



Old Business

Secretary still needed: We are still looking for a qualified secretary.

Update the list of officers in *The Octagon* – Felix made the changes for the September issue, but the Registrar appeared in both Officer categories. That will be fixed in the October issue.

Status of electronic Board voting – Again tabled until an ad-hoc committee can be formed to review and propose a possible by-law change.

Preliminary planning for the 20th annual MGs by the Bay, 2013 – Craig announced that Pam and Mimi of The Livery have OK'd MGs by the Bay being held at the Livery again in 2013. Several dates are being considered so as to not compete with the Woodland event. The poster for the show featuring Sam and his car was discussed and further work on that idea will be pursued. Craig will report back at next month's meeting regarding possible dates.

New Business

Vote on Bob Stine as Past President – It was moved and approved to reinstate Bob Stine as Past President.

Renew the "New" mgocsf domain name – Steve Kellogg sent a message that our new domain name expires on January 17. Costs to renew for one year-\$35.00, two years-\$60.00, and for five years-\$120.00. It was moved and approved to renew for five years at \$120.00.

Mount Diablo drive – John Hunt would like to lead a Mount Diablo drive and lunch at the Crown Pub in Danville to celebrate the 50th anniversary of the MGB on Saturday, November 24th. John will provide Felix with the tour info for the October *Octagon*.

NAMGBR ad – Felix Lee. Felix recently received a request from NAMGBR to insert a recruiting ad that's 4½" wide and 5" tall. After discussion regarding whether or not this should be for free or a charge, the Board decided to run the ad on the website and in *The Octagon* when space is available, both at no charge.

Posting the agenda on the website – Mike Jacobsen. It was suggested, discussed, and agreed upon that the next month's meeting agenda be placed on the MGOC website in the Members Only section approximately a week prior to the meeting, with updates possible. Mike will ask Steve to arrange this.

Produce a booklet of MGs by the Bay posters – Randy Grossman. Sam Gearhart talked about taking the MGs by the Bay poster scans and making a booklet of them for the 20th MGs by the Bay show. Randy has offered to arrange for the production. Questions arose re: were people interested, would it be a handout or sale item, what size/format, should other than posters be included in this such as scans of dash plaques and history of the event, who would coordinate, should it replace the usual T-shirt, etc. Further discussion planned for the next Board meeting.

Next Meeting and Natter

7pm, Thursday, October 11, 2012 at The Englander Sports Pub, 100 Parrott St., San Leandro.

Meeting adjourned at 8:36 p.m.

Submitted by Marcia Crawford



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MGOC Business Meeting Minutes

September 13, 2012

President George Steneberg called the meeting to order at 7:04pm. Also attending were Marcia Crawford, Ken Gittings, John Hunt, Mike Jacobsen, Craig & Kim Kuenzinger, Suzy Savage, and David Wright.

The August 9, 2012 minutes were approved as printed in the September *Octagon*.

Reports

Treasurer's Report: The checking account shows an increase due to renewals and regalia sales.

Registrar's Report: The MGOC membership stands at 206 regular, 59 auxiliary, 12 corresponding, and 4 associate members for a total of 281 members. One new member, Bobbi Perez; and two returning members: Tom & Ruth Santell. 82% renewed to date (43 not renewed).

Secretary's Report: Nothing to report.

Corresponding Secretary's Report: George reported receiving a letter from NAMGAR regarding insurance for MGOC Board members. The offer was declined because the Board is already insured.

Regalia: David Wright reported the sale of four grille badges.

The Octagon: Felix Lee was unable to attend. All members attending agreed that the "Sam Gearhart" issue was great.

Website: Steve Kellogg was unable to attend because of illness. Mike will ask Steve to add another "button" to allow *The Octagon* to automatically go to the clubs we exchange newsletters with and to *The Octagon* advertisers.

Past Events

Mill Tour: August 19 – Wonderful tour, interesting mill, and delightful and delicious visit to the Union Hotel.

Studebaker/MG Tour: September 8 – A "pretty entertaining day" – 8 MGs, 1 Nash, 8 Studebakers, and delicious cheesecake at the Studebaker Cheesecake shop.

Upcoming Events

Bodega Bay Tour: Saturday, Sept. 22 – Bud Alderson and Marty Rayman. Info on the MGOC Website and in the September *Octagon*.

Travis Air Force Base Tour: Saturday, October 6 – Bob Shaheen. Marcia contacted Bob and he will be in touch with Felix and Steve to send info regarding time and place to meet, both on the website and in the October *Octagon*.

Get-Together for Sam Gearhart & Gene Roberts: Saturday, October 13 – Mike Jacobsen & Elaine Chan. This will be held at Elaine Chan's home in San Francisco at 115 Pinehurst Way, from 1–4 p.m. Gene Roberts was a long-time member of the MGOC, who passed away this past June.

Guests may bring a favorite story to share along with a favorite snack if they wish. Felix will be asked if he can bring a photo collage such as was used at the MG Fall Festival in Petaluma. Information will be in the October *Octagon*.

British Fall Classic: Morgan Hill, October 20 & 21 – Bill Hiland. Registration form and schedule of activities are in the August and September *Octagon* and online at <http://www.thebritishfallclassic.com/>. Bill has asked Craig Kuenzinger to supply judges for this event and Craig will be looking for volunteers.

Canepa Motorsports Tour: Scotts Valley, November 10 – Tim Polidoroff. This tour will be limited to 30 people. More info coming in *The Octagon*.

MGOC Well-Represented at Rendezvous 30

By Wayne Veatch

Four MGOC member couples were part of a 22-member contingent of the Sorry Safari Touring Society at Rendezvous 30 at Hood River, Oregon on August 3–5. Each came home with medals: Rick and Marja Harvie, who led the caravan to Hood River, took first place in class for their yellow TF as well as medals for driver & navigator, T-Type Funkana, and for having driven the longest distance to Rendezvous. Rod and Sue Schweiger took first place in class for their green TD. Doug and Connie Hollander took third place in the rubber bumper class and Wayne and Janet Veatch took first place for the chrome bumper class. It was a great gathering at the very cool Columbia Gorge Hotel: great weather, beautiful hotel grounds, a Funkana, a Saturday car show and local car tour, good meals and a fun party time Saturday night. The Club "T" MG out of Portland were great hosts and very much appreciated our California support of their event.

Wayne and Janet Veatch took the long way to Hood River via Seattle, but Rick and Marja, Rod and Sue, and Doug and Connie came in a caravan with the Sorry Safari Touring Society, overnighing it in Garberville, CA and Cottage Grove, OR. Rick and Marja lost a fan belt at a rest stop near Grants Pass, but had a spare and were minimally delayed. Wayne made an unplanned visit to Dan's Auto Electric in Eureka in order to resolve a "why is my ignition "idiot light" staying on?" question which was answered by, "your tach light fell out and grounded off one side of the "idiot light," causing your regulator to actually or apparently stop your charging circuit." Regulator points were cleaned and adjusted and shrink tubing applied judiciously.

The return trip home was uneventful for your members, *except* for a couple of minor events: (1) The Safari caravan overnighed in Klamath Falls and, while supping at a nearby pizza palace, were surprised when a severe storm came through, blowing vegetation throughout and pelting rain into and onto their uncovered and/or windowless cars. (2) The Schweigers returned via Mt. Shasta in order to visit Rod's sister and then onward to Reno in order to join Wayne and Janet and Mike and Mary Sindicic of the SSTs, in their TD, for Hot August Nights. (3) Rod and Sue were delayed briefly on their way to Reno, just after Susanville, when they discovered their engine was out of water—the cute little brass spigot on the engine used to drain same had, without warning opened itself up. After pouring all the liquid they had with them into the radiator (water, vodka) they called AAA for more then headed on their way. (4) Doug and Connie's car stopped abruptly south of Colusa. Don Cowgill of the SSTs was thankfully just behind them, used his Nuclear Engineering skills to hot-wire the ignition through the horn (!) and Doug limped home safely at high speed. BTW, Rod and Sue, Wayne and Janet and Mike and Mary ably represented the MG marque at HAN, but report that, at 100 degrees F, Reno was too hot!



Veatch #1 Car



Schweiger #1 Car



Hollander #3 Car

Photos by Wayne Veatch

Tales of Our Summer MG Tour in the UK

(Where in the world is Randy Grossman?, Part I)

By Randy Grossman

A long-standing bucket list item I've had for a while has been to take an MG driving adventure in the United Kingdom. In June of this past summer, I got to check that item off my list. Actually, the genesis of this trip started a couple of years ago at a Fourth of July party when I vocalized my desires over scotch and cigars. One of the guys present turned to me and said, "Well do it now, because you aren't getting any younger." After realizing the veracity of his statement ... the planning began in earnest.

Over the following year I did some serious planning for the summer of 2012 trip. Knowing it would be cost prohibitive to ship my MGA Mk II back and forth over the pond, I decided to identify a company specializing in organizing such a trip, including identifying a classic car rental or "hire" company as the Brits say. After some research I found [England & Scotland Specials](#), which not only planned a splendid 11-day driving itinerary for us in England, Scotland, and Ireland which included booking some lovely B&Bs, but also found [Reflections Classic Car Hire](#), which would rent us both an MGA and a MGB for the trip. You see, even though I am pretty much an MGA guy, I compromised with my wife Melissa, (and as it turned out, is a phenomenal navigator,) by renting an MGB for at least part of the trip because it offers more space and "creature comforts," than the MGA ... at least in her mind. So in June of this year Melissa and I began our journey in York, UK, where we first picked up the MGA Mk II.

These types of trips inevitably involve a number of different types of adventures, touching and humorous stories, outstanding site-seeing memories, and of course, car adventures/misadventures both mechanical and otherwise. While I will highlight each of these three types of adventures in our travelogue, the humorous stories, involving people we met, became the most deeply embedded in our memories.

Historic Yorkshire, Land of Dales and Moors

After a wonderful jam packed day in York, UK, touring such places as the [York Minster](#), an 800-year old Gothic cathedral, the City Wall, and the [National Railway Museum](#), we picked up the MK II and were off to drive throughout Yorkshire.



Picking up the MGAMK II in York

Ah, but first a word about driving in the UK. No matter how much you mentally prepare yourself for this new driving perspective of driving on the left hand side of the road, it will be a challenge to focus on keeping to the LEFT. On turns you really need to look in **both** directions before turning and not just look to your right when turning left or visa versa. There will still be a strong tendency to pull into your right hand lane, (instead of crossing over to the left lane), when turning right. And, oh my, the "blind summits" at the top of one lane bridges on the all too common little narrow twisty roads, can be especially hair-raising. Furthermore, sometimes the roads can be so narrow that when there is oncoming traffic you must stop and let the oncoming car slither around you or in some cases, you must back up until you can find a safe place to pull over in order to allow the oncoming car to pass. This situation is always a further challenge when the oncoming vehicle is a truck or a "lorrie" as the Brits call them. Finally, the roundabouts will take a little getting used to, but eventually, you will get it "right," or I mean ... "left."

With each passing day, my driving confidence in these conditions grew, but then, there was the challenge of the weather. After a visit to [Howard Castle](#) in Yorkshire, a Garden of Eden-like estate which has been in the same family for over 300 years, we left the sunshine to drive through one of the most punishing rainstorms I have ever experienced. Here we were driving on the left hand side of the road in a downpour in an MGA whose wipers could barely keep up with the buckets of rain and a defroster, which was as typically dysfunctional as any I have experienced in an MGA. My white knuckles were wrapped tightly around the steering wheel. Finally, after the storm finally subsided, Melissa's breathing slowed down, and she calmly remarked "Well, that was horrific ..." to which I responded, "That's an understatement!"

So now it was back to our B&B in York for the evening and wouldn't you know it, I got stopped in a speed trap. I humbly informed the officer what I had been through that day and, as an American, that I was still learning to drive in the UK. The officer politely showed me his radar gun indicating that I was driving 46 MPH in a 30 MPH zone. After considerable thought, he clearly took pity on me and said, "We're not going to ticket you for your speed, but would you mind taking a breathalyzer test?" Clearly relieved, I thought "this would not be a problem at all," because I only had a half pint of Guinness at lunch, which was several hours ago. Needless to say, I passed with flying colors and again profusely apologized to the understanding officer. As it turns out, he was very impressed with the MGA and we chatted awhile about classic cars. As we parted ways, he cautioned me one last time to drive it within the speed limit. It was at this point that I realized how truly fortunate I was. In my preoccupation with driving in the UK earlier that morning, I had inadvertently forgot my license and passport at the B&B and would have been unable to produce them, had the officer asked.

... to be continued



Mount Diablo Tour

*In Honor and Celebration of the 50th Anniversary of the MGB
1962-2012*

Date: Saturday, November 24, 2012

Where: Meet in the parking lot in front of Luna Loca Mexican Restaurant located in the Livery Shopping center (this is where we've been hosting MGs by the Bay) in Danville at 500 Sycamore Valley Road West.

Time: 10:00 a.m. (We want to drive Diablo before it get's too hot)

Agenda:

10:00 a.m. Meet and greet

10:15 a.m. Leave for tour of Mount Diablo

11:00 a.m. Summit lookout and visit to visitors center to learn about history of the mountain.

11:30 a.m. Leave Summit

12:15 p.m. Arrive at The Crown (An English Pub) at 331 Hartz Avenue, Danville for lunch.

Notes:

This goes with out saying, this event is open to all MG's and all types of cars.

To enter the park, there's a \$10 entrance fee (\$9 for seniors) which covers access to visitors center.

Please RSVP so I can give the restaurant an idea of how many people will be having lunch.

There will be interesting handouts and surprises for this event.

To RSVP or for any questions, please call John Hunt at 925-330-7849 or e-mail at huntsails@comcast.net

Hope you can join us!

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Peninsula Drive and Canepa Museum & Restoration Shop Tour

Organizers: Tim Polidoroff, Mike Jacobsen, Steve Kellogg, and Bob Stine invite you to drive the Peninsula and tour the Canepa Design Museum and Restoration Shop.

Date: Saturday, November 10, 2012

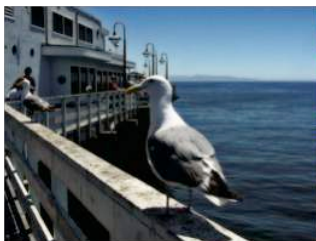
Where/When: We will meet at 9:30 a.m. outside the Main Street Café at 134 Main Street in Los Altos - home of the "Donut Derelicts" informal weekly car show. The show runs every Saturday from 9-11 a.m., and for more information about the show, follow this link: http://www.losaltosonline.com/index.php?option=com_content&task=view&id=21679&Itemid=132.

So, come early, have a donut and enjoy the display. From Los Altos we drive to Scott's Valley, where we'll tour the Canepa Design Museum and Restoration shop beginning at 10:30 a.m.

Race Cars, Hot Rods, Harleys, Sports Cars, Classic Cars and Aerodynamic Big Rigs—Bruce Canepa and his multi-talented staff at Canepa have had a hand in all aspects of their design, engineering, and restoration. For information about Canepa, follow this link: <http://www.canepa.com/about/history.html>

The Canepa Museum is dedicated to the spirit of automotive competition and the celebration of engineering excellence. A broad spectrum of racing cars and motorcycles—from the golden age of the sport to modern times—are on display. For more information about the Museum, including a "virtual tour," follow this link: <http://www.canepa.com/collection/about.html>

After the tour, which will last about 1.5 hours, we'll drive scenic Hwy 9 to Santa Cruz, where we'll plan to have lunch near the wharf after which the tour will terminate. At Canepa's request, we're limited to only 30 tour participants, so please RSVP Tim Polidoroff at polidoroff@comcast.net or 650-342-6443. Tim's cell phone on the day of the drive will be 650-208-4522.



..... TO BE CONTINUED

Photos by Felix Lee



Travis Air Force Base Museum Tour

TRAVIS AIR MUSEUM

Building 80, 461 Burgan Blvd, Travis AFB, CA 94535
707-424-5605

Organizer: Bob Shaheen

When/Where: Saturday, October 6, 2012

Meet at 8:45 a.m. at the junction of I-680 and Lake Herman Road in Benicia (Exit 61 going north from the Benicia Bridge.)

There is a parking area on the west side of the freeway and there is petrol and food nearby.

The caravan will leave at 9:15 a.m. sharp.

The drive is a short cruise through the Solano countryside.

Our USAF escort will meet us at the main gate at 10:15 a.m.

If you live in the North Bay, meet directly at the main gate at the base at the end of Air Base Parkway, which has its own exit from I-80.

Be sure to bring your picnic lunch and something to drink as there is no place to purchase victuals (military for "food fit for human consumption") there.

We have arranged for a tour of the Jimmy Doolittle Air Museum at Travis AFB for members of both SSTs and MGOC.

Unfortunately, access to the base is strictly limited and you would have needed to sign-up last month in order to be cleared to attend this tour.

Tours: Exhibits are self-explanatory. Guided tours are available by reservation for groups of 10 or more. Ideal group size is 10-30 because of space restrictions among exhibits. Tours are designed for ages 12 and older. For tours for children under age 12, call the museum for availability. All children must be accompanied by adults. Allow 45 minutes for a tour.

Directions: Interstate 80 to Airbase Parkway exit in Fairfield. Follow Airbase Parkway east to the main gate of Travis AFB where it ends.

Indoor Exhibits: Piper L-4 "Grasshopper," BT-13 "Valiant," Stinson L-5 "Sentinel," PT-19, AT-17 "Bobcat," "Hound Dog" missile (under restoration), target drone, ultra-light aircraft, Link trainer, B-29 restoration, Tuskegee Airmen, WW II jeep, principles of flight, WW I overview, military aviation between the wars, AF uniforms, WW II WACO glider (nose section), 15th AF in WW II, Jimmy Doolittle, ball turret, Conairways, WW II aircraft recognition models, CBI, Berlin Airlift, heritage photographs, medal of honor, nose art, humanitarian airlift, history of Travis, "Fat Man" atomic bomb, aircraft engines, the crash of General Travis in 1950, T-28, T-37, and F-100 cockpits, Travis during the Korean War and Vietnam War, Space program.

For any questions: Please contact Bob Shaheen at blklab007@comcast.net or call at 925-831-9757.



The 1st Annual British Fall Classic

The manager at Holiday Inn Express, 17035 Condit Road, Morgan Hill has offered club members a special price during the period of the British Fall Classic (19-21 October.)

If you identify yourself as a member of "The MG Club" you will receive a price of \$119 for a king room that usually goes for \$136 up.

The hotel is located just across the freeway from Bill Hiland's shops. Take the East Dunn Ave exit from US101, go east on E Dunne Ave back over the freeway, in 0.3 miles turn left on Condit Rd, and the hotel is 466 feet on the left. A few of us stayed here during last year's car show and we found it convenient, comfortable, and friendly. A breakfast is included.

The toll-free phone number is 877-776-7670. If you are calling locally, the number is 408-776-7676.

BRITISH SPORTS AND SALOON CAR TOUR AND RECEPTION

October 20th and 21st, 2012 in Morgan Hill, CA Just 10 minutes south of San Jose off Highway 101

SCHEDULE OF ACTIVITIES

You can also visit our website: www.thebritishfallclassic.com

SATURDAY OCTOBER 20th

12:00 - 3:00 pm Afternoon tour meet at Butterfield Blvd Cal Train station.
4:00 - 7:00 pm Reception for Saturday Tour and Show Participants held at On the Road Again, 16840 Joleen Way, G - 4, Morgan Hill

* Dinner on your own at our Platinum Sponsor, LADERA GRILL, or at one of several nearby restaurants.

SUNDAY OCTOBER 21st

8:00 - 10:00 am Cars arrive and park in assigned spaces on Monterey Avenue
10:00 - 2:30 pm Public viewing of cars and vendor sales
11:00 - 1:00 pm Lunch on your own at LADERA GRILL or one of several nearby restaurants
2:30 - 3:30 pm Drive-up presentation of awards



A wine and munchie bits Reception for all participants registered for the show held on Saturday, October 20th, after the Tour at On the Road Again/Showroom, William Hiland (408) 782-1100

THE BRITISH FALL CLASSIC 2012 REGISTRATION

Advanced Registration Required \$45. per car for Saturday Tour and Reception. Late registration after October 1st is \$60. Show Registration includes the Saturday Tour and Reception, with munchie bits and wines from local Vineyards. All show participants invited.

NAME: _____ ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____ CLUB: _____

PHONE: () _____ E-MAIL: _____

CAR MAKE: _____ MODEL: _____ YEAR: _____ Coupe ☐ Convertible ☐ Saloon ☐

The British Fall Classic is a Fund Raising event and all profits donated to the Community Solutions of South Bay (sec. A501c3)

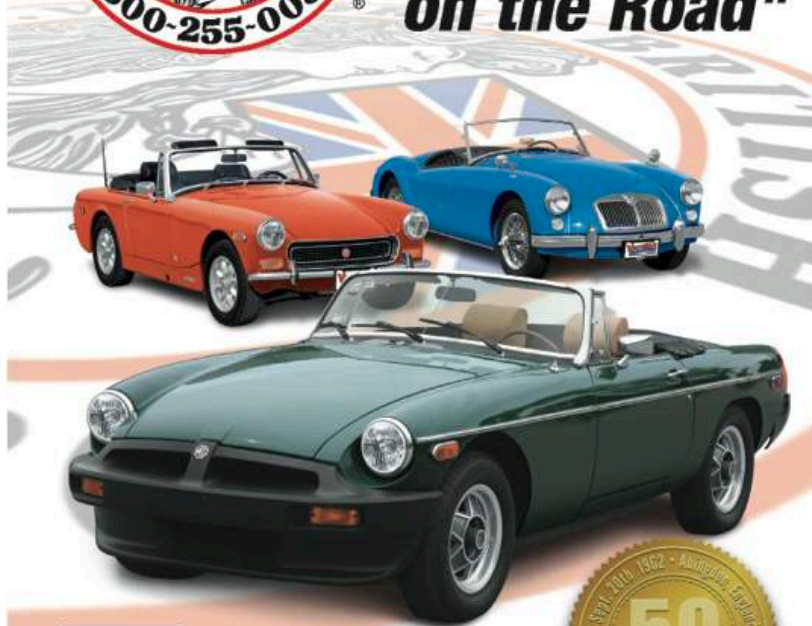
Enclosed find a SEPERATE check made out to Community Solutions of South Bay Total Donation \$ _____

Car Registration \$ _____

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Wanted

Submissions of articles / photos / anecdotes / repairs
are always welcome

Please make submissions by the 15th of the month preceding the issue in which
you would like it to appear

Email Felix Lee at octagoneditor@mgocsf.org

AUTUMN WEST MARIN BODEGA BAY TOUR

by Marty Rayman



The gathering of the faithful



Our new MINI roadster snuck in. It was born in Oxford, so Miles had an English accent and could converse fluently with the six B's, one GTB, one A and two TD's.



The excitement builds at our Mill Valley departure spot.

With substantial help from Bud, we pulled off a drive that was appreciated by all. We asked participants what they felt about our techniques, route and drive in general. They all loved the route we chose, wished the bicyclists would have disappeared, enjoyed the lunch spot and liked the regroupings. Ten was a very manageable number, especially with all the cyclists on the road.



Regrouping before the spectacular climb up to the East Peak of Mt. Tamalpais taken by Naomi in the MINI.



Marty and Wayne's motor cars atop Mt. Tamalpais. Yesterday the Endeavor flew down that coastline.



Rte 1 between Pt. Reyes Station and Marshall is usually one of the most fabulous drives in the world. Lots of the cyclists seemed to be new to this. Some didn't understand that you don't pass another cyclist, uphill, at slow speed, with an overheating TD behind you! My tappets are noisy so they knew I was there. I never honked.



Leaving W. Ridge Road and descending to Rte. 1 on twisty Fairfax-Bolinas Rd. Some sections were recently repaved.