

THE OCTAGON

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



Photo by Jeremy Falgon

Open Shop Tech Session

December 2008

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 2008

President: Sam Gearhart, 510-530-2267, swg3@comcast.net

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

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

Secretary: Randy Grossman, 510-483-3171, r.m.grossman@comcast.net

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

Activities Director: Bob Trencheny, 925-984-2472, tbobx@aol.com

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

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MikesMuseum@yahoo.com

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Photographer: Jeremy Palgon, 510-378-1821, alistaircookie@gmail.com

CLUB ADVISOR PROGRAM

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

MGB 1962-74: 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: Mark Hertz, 925-757-2070, damhertz@prodigy.net

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

Z-Magnette 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. Carburetters: Marty Ray, 831-475-6204, martyray@cruzio.com

COMMERCIAL ADVERTISING IN *THE OCTAGON*

Direct all questions about advertising to Mike Jacobsen at 415-333-9699 or MikesMuseum@yahoo.com. 2008 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 20th of the month preceding the issue in which you want them to appear. Please email all contributions to mgowners@gmail.com or send them to: MGOC, 7230 Silver Lode Lane, San Jose, CA 95120.

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.

MGOC.ORG

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

Forthcoming Events

MGOC Events in bold

Dec. 7 – **Holiday Tea and Toy Drive**, Danville, Bob Trencheny

Jan. 10 – **Annual Dinner**, [Francesco's](#), Oakland

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From the Editor...

"The difficulty with this conversation," said Arthur after a sort of pondering look had crawled slowly across his face like a mountaineer negotiating a tricky outcrop, "is that it's very different from most of the ones I've had of late. Which, as I explained, have mostly been with trees. They weren't like this. Except perhaps some of the ones I've had with elms which sometimes get a bit bogged down."

— *Life, the Universe, and Everything* by Douglas Adams

In trying to write a companion piece to Sam's on the theme of our musings being conversations, the above quote came to mind. It says it all, really. It addresses my struggles in attempting to write a compelling, yet informative

note every month. And at the same time, its sheer absurdity and whimsy reveals how much of myself I have shared with you. I've been happy to have done so for almost a year and a half now. And, if you'll have me, I'll be happy to keep on.

As for the business of this month, the most pressing item is this Sunday's Holiday Tea. Please RSVP to Bob Trencheny if you're planning on going.

The second item of note is the 2009 Officers Ballot (page 6). Also, the Annual Dinner is scheduled for January 10 and the menu is out (page 7). Please send completed ballots and Annual Dinner RSVP forms to Sam by January 1.

I'll conclude with a bit of happy news followed by a mournful sigh. Kim and Craig Kuezing's Midget was featured in this month's *Hemmings Sports & Exotic Car* magazine. Our interview with Craig appears on page 8.

Sadly, Sonia Dueño's 1968 MGB was recently rear-ended. She's alright, but her MG was declared a total loss. So it goes.

Jeremy Palgon

MG

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President's Ponderings...

Writing, when properly managed (as you may be sure I think mine is), is but another name for conversation. – Laurence Sterne

A few days ago, I had reason to look back at a couple of last year's editions of *The Octagon*. I came across Past President Bob Stine's farewell Ponderings in the December 2007 issue and took the opportunity to read them once again. It struck me that Bob's message was a personal one – a conversation with each of us sharing his experiences of that past year.

With that, I thought back to some of my own Ponderings this year. I wondered if I have conveyed those same personal thoughts and feelings and whether or not I, too, had conversations with all of you; or had mine been ponderous ponderings? Were mine more lecture from a soapbox or simple announcements of facts - what the Club had planned, what we had done recently, where an event was going to take place, et cetera? I realized that as readers you all knew those things or would learn them from reading about them elsewhere in the same edition.

I suppose I might have been on my soapbox in June when I railed about and criticized the environmentalists, Senate Bill 1549, and the possibility we could all find ourselves and our cars subject to new smog testing regulations or a tax for our "dang carbon footprint". I'll note as an aside, however, that the Bay Area AQMD now has fireplaces police driving around looking for and fining people who are illegally burning firewood on certain nights. I again wonder if we, along with our cars, can be too far behind – faced with the prospect of mandates designed to get our cars off the road once and for all. It is a personal thing for me and I tried to interest others.

Bob's messages somehow seemed to share more than I recall mine have. His seemed to be conversations with us all. I may have missed that mark. At the same time, I would like to think that my own writing has been "properly managed" and "but another name for conversation", though I found Bob's perhaps a tad more personal. At the very least, I hope that at one time or another some of you have enjoyed my monthly musings, be they seemingly impersonal or not.

As you will see elsewhere in this newsletter, I am privileged to have been nominated to serve the Club as its President again in 2009. As I have tried to do for the past year, if elected, I will strive to represent all of you and our organization. And I'll appreciate your indulgence as I ponder and try to carry on our regular conversations each month.

I'll borrow a line from Bob's farewell "Out with the Old... In with the New" and take the opportunity to personally thank, on behalf of us all, Mike Jacobsen and Randy Grossman for their past service and hard work for the Club. I'm sure that they'll remain involved, though not in the roles they have held for so long.

Continued on Page 16

Holiday Tea and Toy Drive

Sunday, December 7

Come out for the last MGOC sponsored event of the year and enjoy the holiday season with friends from the club. There are two special treats this year. First we'll watch the episode of Great Cars on the history of MG. And second, at sunset we'll view the aircraft beacon atop Mount Diablo, which is lighted every year in honor of Pearl Harbor Day.

Please bring an unwrapped toy for someone in need. A Club member will deliver toys to a local fire house. Please bring hors d'oeuvres, dessert, or festive food to share. We will have tea, coffee, and soda available.

When and Where: The fun starts at 2 pm on December 7 at the Trencheny's home at [1518 Colchester Street, Danville](#).

Please RSVP to: Bob Trencheny at Tbobj@aol.com or 925-984-2472.

Directions:

From San Francisco and points north: Take the Bay Bridge/ I-80 East to I-580 East towards Hayward/Stockton. Then take CA-24 towards Walnut Creek passing through the Caldecott Tunnel. At Walnut Creek take I-680 South towards San Jose. Travel 7.9 miles to Sycamore Valley Road. Take Sycamore Valley east. Sycamore Valley will become Camino Tassajara. Travel 4.4 miles on Camino Tassajara. Turn right on Monterosso Street. Make first right on Casa Blanca. Follow around the bend to Colchester. We are the fourth house on the right.

From San Jose and the I-580/I-680 interchange: Take I-680 north through San Ramon towards Danville. Take Sycamore Valley east. Sycamore Valley will become Camino Tassajara. Travel 4.4 miles on Camino Tassajara. Turn right on Monterosso Street. Make first right on Casa Blanca. Follow around the bend to Colchester. We are the fourth house on the right.

From Livermore and points east: Take I-580 to Santa Rita Road/Tassajara Road. Turn right onto Tassajara which is now called Camino Tassajara. Continue on Camino Tassajara 5.6 miles to Monterosso St. Turn left on Monterosso Street. Make first right on Casa Blanca. Follow around the bend to Colchester. We are the fourth house on the right.

MGOC 2009 Officers Ballot

Office	Nominee	Write in
President	Sam Gearhart	_____
Vice President	George Steneberg	_____
Secretary	Bob Trencheny	_____
Treasurer	David Sarasua	_____

Please mail to: Sam Gearhart, 3521 Randolph Ave., Oakland, CA 94602

MGOC Annual Dinner

Saturday, January 10, 2009

No-host Cocktails at 6:30 pm

Dinner at 7:30 pm

Francesco's

8520 Pardee Drive

At Hegenberger Road

Oakland, CA

<http://francescosrestaurant.com>

510-569-0653

Menu

Fresh Vegetables

Tomato and Basil Bruschetta

Mostaccioli Pasta or Mixed Green Salad

Entrée Choice of:

Prime Rib of Beef

Stuffed Petrale Sole with Crab & Shrimp

Eggplant Parmegiana

Rainbow Sherbet with Sugar Cookie

Coffee and Tea

Only \$45 per person

Please RSVP to Sam Gearhart at

swg3@comcast.net or 510-530-2267

by January 1.

Yes, I'll be there!

Name: _____ Guest(s): _____

Entrée Selection(s): _____

Total enclosed (\$???? per person): \$ _____

Please make checks **payable to MGOC** and mail to:

Sam Gearhart, 3521 Randolph Ave., Oakland, CA 94602

Member's Midget in Magazine

Craig and Kim Kuezingers's 1979 MG Midget was featured in the December 2008 edition of *Hemmings Sports & Exotic Car* magazine. The six page "Restoration Profile" article, along with numerous accompanying photos, recaps the work the Kuezingers put into restoring their award winning beauty. *The Octagon* spoke to Craig about the article, the restoration, and a curious vanity plate.

How'd you end up in the magazine?

Craig Fitzgerald, the Editor of *Hemmings Sports & Exotic Car*, saw our refinished rubber bumpers at a show and came over to us. It turns out the magazine was restoring a rubber bumper MGB, and he wanted to know how we did it. They ran a piece on their rubber bumper restoration (that credited us) some months ago. Then, right after we won first place at Hillsborough, Craig said, "We have to do a piece on your car." The magazine photos were taken that same day.

What was the toughest part of the restoration?

Oh, boy. Getting the engine smog legal was the biggest hassle. You know it's a '79, so it needs to have all the original smog and emissions equipment. We took apart and overhauled all of that stuff. The worst part was renewing on the carburetor. The rebuild kit came with five sets of parts. I sorted through them for hours, trying to match them up against the old gaskets and such, before we could even begin putting it back together. After we had it all back together, I did a sort of home smog test with a CO₂ meter. Eventually we got it all sorted out.

Any other annoyances or hassles?

Before we got the car, cats had been living in it for ten years. The sheepskin seat covers smelled like...a phone booth on the wrong side of town. We took out the seats and all the upholstery and literally scrubbed the floors with Lysol.

Would you have done anything differently?

Well, we had the car completely apart, and then we reassembled it without painting it first. Later, after a minor accident, we took everything apart again to have it painted. We should have painted the car the first time it was apart.

What does the license plate mean?

It means "First Loves First". Kim and I were college sweethearts, and Kim's first car was a midget. So it's our way of saying we put our first loves, first.



Photo by Jeremy Palgon

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B-25 Open House and Tech Session

By Charles Cox

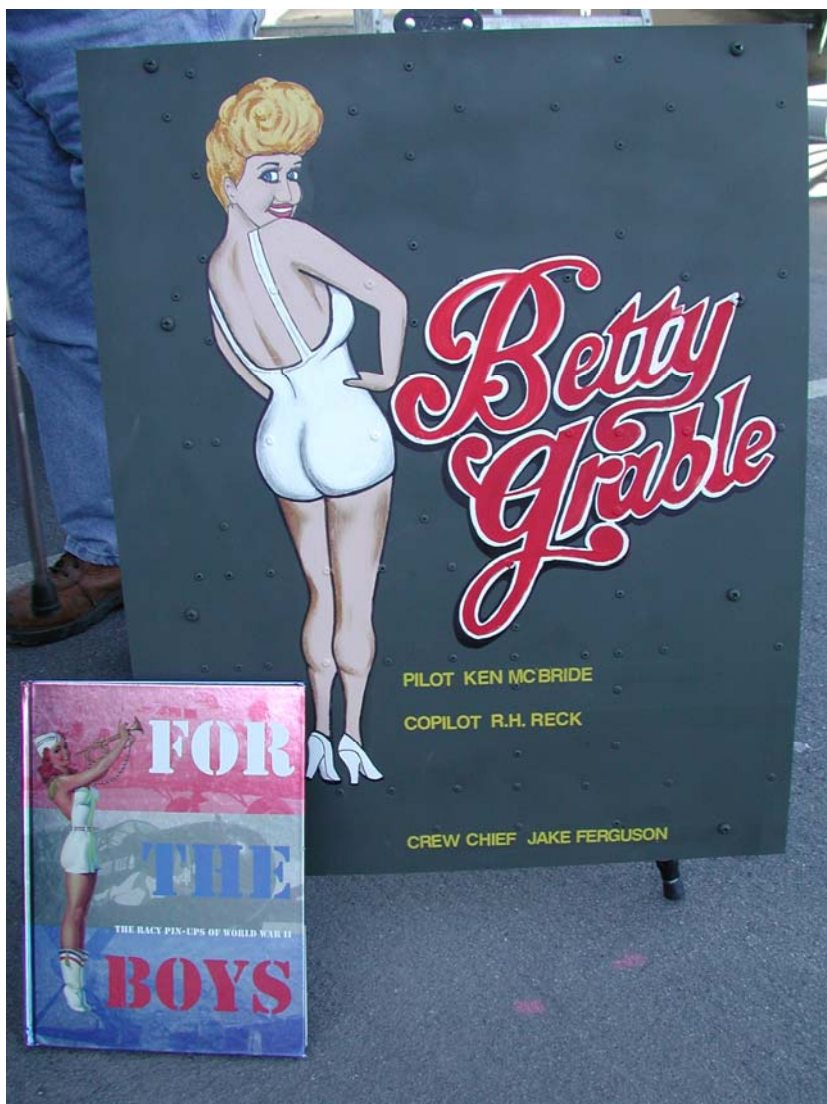
It was a beautiful Saturday for our open shop tech session and B-25 open house. Kim and I started early from Santa Cruz, top down and bundled up as it was a bit cool, but it was an excellent trip over Highway 152 and Mount Madonna to Bill Hiland's On the Road Again British auto restoration shop in Morgan Hill. Bill had a number of beautiful restorations on display and his comprehensive, clean-as-a-whistle shop was available for us to do as we wished to our cars. With access to Bill's lift, and help from Darrin Jewel, I was able to bleed our 1966 MGB's brakes (having done a brake job the preceding week) and I had a good look underneath (which affords a better perspective than crawling under the car on jack stands). Walter Kilik was able to put his TD up and have a look at a couple of things from his exhaust to transmission mount. Meanwhile, Bill was helping Randy Grossman detail his MGA.



The gang with Walter's TD on the lift

Photo by Walter Kilik and Kim Cox

After a couple hours at Bill's, it was time to go have a look at the B-25 (at the invitation of the artist who was painting Betty Grable on its nose). After the short drive down 101 to the San Martin Airport, we arrived and found that the friendly people at Magnum Aviation were having an open house. We were all invited not only to have a look at the B-25, but to an excellent BBQ lunch as well. Thanks to Jeremy for arranging everything, Bill Hiland for accommodating us, and all the friendly folks at Magnum Aviation and the San Martin Airport for the excellent day had by all.



Artist Jake Ferguson's nose art for the B-25

Photo by Jeremy Palgon

B-25 Open House Photos



MG owners taking in B-25J 44-30324 (marked as 011 244)

Photos by Jeremy Palgon (above) and Charles Cox (below)



A P-51 Mustang among other aircraft at the open house

Photo by Jeremy Palgon (below)



Road Trip Supply Box

Packing List

By Mike Jacobsen

Editor's note: Mike's Road Trip Checklist appeared last month.

Items tagged with a ° are not carried in the supply box.

TOOLS

- (1) set of combo wrenches
3/8, 7/16, 1/2, 9/16, 5/8, 11/16
- (1) ignition wrench set
7/32, 15/64, 1/4, 9/32, 5/16,
11/32, 3/8, 7/16
- (1) set of gear wrenches
3/8, 7/16, 1/2, 9/16
- (1) 1/4" slotted screwdriver
- (1) 1/8" slotted screwdriver
- (1) stubby 1/4" slotted screwdriver
- (1) #2 Phillips screwdriver
- (1) stubby #2 Phillips screwdriver
- (1) pocket knife
- (1) SU jet wrench
- (1) Lucas ignition
screwdriver/feeler gauge
- (1) feeler gauge set (For plugs,
points & valves.)
- (1) test lead with alligator clips
- (1) 8" adjustable wrench
- (1) 8" locking pliers
- (1) 6" needle-nose pliers
- (1) 6" lineman's pliers
- (1) wire crimp tool
- (1) small VOM
- (1) 8" combo file
- (1) 8" round bastard file
- (1) points file
- (1) tire valve multi-tool
- ° (1) cheapo 3/8" & 1/4" socket set
- (1) hydraulic bleed line w/ check
valve
- (1) small flashlight with fresh
batteries

SUPPLIES

- (2) pair latex gloves
- (1) box of electrical crimp & Lucas
tubular connectors
- (1) box of assorted hardware
- (1) small (2 oz) WD-40
- (3) highway flares
- (2) clean rags
- ° (1) old towel (wrapped around socket
set)
- (30) 4" wire ties – mixed colors
- (5) 8" wire ties
- (5) 15" wire ties
- (1) piece of 240 grit sandpaper
- (1) piece of medium emery cloth
- (1) tube of hand cleaner
- (1) bottle of Rain-X (Works better than
the wipers!)
- (1) new bottle DOT 4 brake fluid
- (1) coil of safety wire
- (1) roll of electrical tape
- (1) small roll of duct tape
- (1) paper gasket material
- (1) cork gasket material
- (1) tube of #2 Permatex (non-hardening)

PARTS

- (1) assorted hose clamps (two of each
size on car)
- (1) 2' length 10 gauge wire
- (1) top radiator hose (Magnetite)
- (1) top/bottom radiator hose (MGA/B)
- (1) intermediate radiator hose (all)
- (1) thermostat & gasket
- (1) 3' length of heater hose (long enough
to bypass the heater)

Parts Continued

- (2) 1 3/8" freeze plugs or rubber expansion plug
- (1) 18" length of fuel line
- (1) vacuum line & fittings
- (2) 8' lengths 16 gauge wire
- (1) 2' high tension wire
- (1) ignition parts set (in separate bag)
 - sparkplugs (pre-gapped)
 - points, condenser, dist. cap screws
 - low-tension lug & lead
- (6) carb/manifold gaskets
- (1) set generator brushes (Or a whole generator.)
- (1) fuel pump point set
- (1) box of fuses
- (1) bolt-on battery cable clamp
- (1) ignition coil
- (1) voltage regulator (It's not worth trying to repair one of these.)
- (1) generator (Easier than changing brushes.)
- (1) fuel pump (Generic or SU – easier than changing points.)
- (1) water pump
- (1) distributor w/ cap, rotor & wires
- (3) quarts motor oil

PARTS TO CONSIDER ADDING

- Throttle cable (or bike gear cable – not a brake cable)
- Oil bypass pipe
- Oil filter & gaskets
- Light bulbs
 - Tail/brake lamps, Sidemarker lamps, Dash lamps, Headlight
- Hydraulic rebuild kits (requires a hone)
 - Slave cylinder, Master cylinder(s)
 - Wheel cylinder, Caliper
- Carburetor rebuild kit

ITEMS DUPLICATED IN EVERY CAR

- Service manual
- Flashlight
- Jack
- Lug wrench *or* knockoff hammer
- Fan belt (& air pump belt for later cars)

Notes on the Packing List

- The list was developed with an MGA and Magnette in mind. You'll want to make some adjustments for an MGB, Midget, or T-Series car.
- The box is a plastic storage container with a snap-on lid, selected because it was leak proof and because it fit in both an MGA trunk and an MGB/GT spare tire well. You can use whatever is large enough to hold what you need and still fit in the car. Some folks use a heavy canvas tool bag or a tool roll with pockets sewn into it.
- I use smaller plastic boxes within the main box to keep small hardware sorted and to protect soft items like gaskets.
- If you don't want to use a box, most of the parts can fit under the spare (you're not going to need them anyway, right?), and the tools can be rolled up into a towel and stuffed along an edge of the trunk where they're out of the way but can still be reached without having to unpack.
- The service manual is probably the most important item. Even if you don't plan on working on the car yourself, having the manual in case of a breakdown could make the difference between a local mechanic being able to fix the car or not.

Continued on Page 16

Notes on the Packing List

Continued from Page 15

- The parts to take depend on what you think your car might need. For example, a fuel pump isn't necessary if the car's pump is fairly new.
- The hoses, belt, fuel pump, and distributor pieces will be ones that have already seen action. After all, these are spares, and are only to get you home and not to go into regular use.
- No first-rate tools go in the car. Good tools are expensive, and old MGs don't lock. I had a toolbox stolen once, and now my traveling tools come from the discount stores. They're not going to be used often, so I'm not likely to bend or break them.
- The seemingly limited selection of wrenches and sockets is enough to fit the things you'll be able to fix in a parking lot or on the roadside.
- The wire is for testing things or wiring stuff back onto the car, not for replacing pieces of the harness, though it could be used that way. Wiring is pretty reliable (no moving parts) and none of my electrical problems have ever been caused by faulty wires. What has caused problems are the connections, which is the reason for bringing the crimp terminals.
- The tubing is for bleeding the hydraulics. You can always find a bottle or can to hold the fluid bled.

President's Ponderings

Continued from Page 5

The new slate of Club Officers named by our Nominating Committee includes David Sarasua and Bob Trencheny as Treasurer and Secretary, respectively. Assuming we are all elected, I will look forward to working with them (as well as returning Vice President George Stenberg) as we embark on another year.

Finally, I invite you all to attend the Holiday Tea being held in a few short days, I also look forward to seeing many of you at our Annual Dinner on January 10, 2009. Most of all, I hope to see you during the coming year at one of the many events we host. I'll be sure (or at least try) to keep you informed of it all – in each of the many conversations we will have.

I hope that you all enjoy the upcoming holidays and I send each of you my best.

Regards,
Sam Gearhart

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MGOC Business Meeting Minutes

November 13, 2008

The meeting was called to order by Vice President George Steneberg at 7:26 pm. Also attending were Eric Baker, Randy Grossman, Mike Jacobsen, Darrin Jewell, Bob Stine, and Bob Trencheny.

The October minutes were approved as printed in *The Octagon*.

Treasurer's Report: Recent expenses were only for *The Octagon* at \$225.

Registrar's Report: Members who had not renewed by November 7 were dropped. We now have 247 total members (previously 287), made up of 182 Regular members, 54 Auxiliary, and 11 Corresponding. We have no Associate members at this time.

Secretary's Report: Randy had a question on signing contracts. The Board decided that generally, the Board members to sign would be the President and Secretary.

Corresponding Secretary's Report: Received correspondence from the MGC Registrar looking for MGOC members with MGCs. We have two, and George will pass along their contact information to the MGC Registrar.

The Octagon: The November *Octagon* was very late.

Regalia: Absent.

Web site: No report.

Past Club Events

CSRG Vintage Racing – Infineon October 11 & 12: George went and said there was a fair turnout, maybe ten MGs. The parking location was hard to find, and the Sheldon's motor home wasn't where it was expected due to parking restrictions at the track.

Autumn Classic – Sunday, October 19: New location, good turnout, and most people liked the Morgan Hill setting better than San Juan Bautista.

Lee Sheldon's San Francisco Tour, Sunday, October 26: New event, good tour, about 11 cars, and no one got separated while driving through the city.

Fall Foliage Tour – Saturday, November 8 (Not MGOC): Good tour, finished at hosts' home for pizza and pinot.

Upcoming Club Events

Holiday Tea – Bob Trencheny: December 7, from 2 pm on at the home of Bob & Beth Trencheny. See *The Octagon* for information. Weather permitting, we can watch the airplane marker on Mt. Diablo be lit to observe the anniversary of Pearl Harbor.

Annual Dinner – Sam Gearhart & Lee Sheldon: January 10, 2009 at Francesco's in Oakland, drinks at 6:30 and dinner at 7:30 pm. There will be three entrée choices, including a vegetarian dish. RSVP info in the December *Octagon*. The Club is not providing alcohol this year, and instead

everyone can patronize the restaurant bar. A motion was passed to provide five door prizes at the Dinner at a cost not exceeding \$100. Randy will arrange for the prizes.

Old Business

Proposed Slate by Nominating Committee: Motion passed to accept the slate proposed:

President – Sam Gearhart
 Vice President – George Steneberg
 Secretary – Bob Trencheny
 Treasurer – David Sarasua

Progress Update on Club History Project: No report.

Progress Update from Selection Committee – Alternative MGs by The Bay sites: The final site recommendations were made, a vote was taken, and the Livery shopping center in Danville was selected. Randy will check with Craig & Kim Kuenzinger, our site contacts, to secure May 9, 2009 (the 2nd Saturday in May) for the show. We now need a new name for the event, as it's no longer "By the Bay."

New Business

NAMGAR Regional Event: We should have a final agreement and contract with the Doubletree Hotel by next Monday (11/17). The first planning meeting will be Sunday, November 16, 2008 at 9 am at Sam Gearhart's home.

MG2009 (NAMGBR) Breckenridge, Colorado: The Southern California MG Club is arranging a caravan to MG2009. Mike Jacobsen is the MGOC contact. If you plan on driving to MG2009, get in touch with Mike.

Next Meeting and Natter: 7 pm on Thursday, December 11, 2008 at The Englander in San Leandro.

The meeting was adjourned at 8:29 pm.

Submitted by Mike Jacobsen.



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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 mgowners@gmail.com.

Cars for Sale:

1961 MGA 1600 – \$16,500 – Older restoration with approximately 18,000 miles on complete engine rebuild. Uses regular unleaded and gets 20+ miles per gallon. Contact Member Bob at (510) 530-8784 for more information.



1977 MGB with 54,000 original miles, overdrive transmission, original “Sandglow” paint and autumn leaf interior. Well maintained by third owner. Price \$5,900. Contact Member Ellis at Bovet177@gmail.com.



1975 MGB, 50th Anniversary Edition, 44,000 miles. White with Autumn Leaf interior, wire wheels, hardtop, original soft top (needs replacement), both tonneaus (as new), and tools. Running when parked in 1996. Interior has some sun damage. \$2,800 OBO. For basic info on the car, contact Sam at SWG3@comcast.net. To arrange to see the car, contact Stephanie at BS2464@netzero.com.



1979 MGB with overdrive. Brooklands Green with gold LE type lower body stripe. In original unrestored condition. Just 34k miles! Has won more than two dozen 1st and 2nd place awards at West Coast car shows. Always garaged and never driven in winter. Drives as good as it looks. \$11,500. I also have a 1980 Triumph TR8 in similar condition. Platinum Silver. 86k miles. \$14,750. If purchased together I will sell both cars for \$25,000 and include an open four wheel car hauling trailer. Contact Member Frank Oglesby at (775) 322-5179 or flogles@sbcglobal.net.



Parts for Sale:

MGB Transmission set up for and used in MGA conversion to 5 Bearing MGB Block. Tranny rebuilt by Butch Gilbert less than 10K miles ago. Equipped with MGA tailshaft, includes custom built, balanced driveshaft to fit MGA. Runs smooth, quiet, shifts well. I updated to 5 speed so this is available. \$300.00. Contact Member Tim at (408) 529-4117 or moriarty@fastmail.fm.



Happy Holidays from the MGOC

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Club Meeting Natter & Noggin December 11, 7 pm

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.

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 right on Parrott Street.



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