

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 Ken Gittings

The next generation gets into the act at the Annual Picnic

September 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.

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CLUB ADVISOR PROGRAM

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

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

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COMMERCIAL ADVERTISING IN *THE OCTAGON*

Direct all questions about advertising to Mike Jacobsen at 415-333-9699 or MikesMuseum@yahoo.com. 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

Sept. 6-7 – British Car Meet and Tour to the Sea, Brisbane (formerly Palo Alto)

Sept. 20 – **East Bay Tour around Mt. Diablo**, Danville, Bob Trencheny

Sept. 28 – **Danville d'Elegance**

Oct. 5 – **San Francisco Tour**, San Francisco, Lee Sheldon

Oct. 11 – **CSRG Vintage Racing**, Infineon Raceway

Oct. 12 – **Jimmy's Old Car Picnic**, Golden Gate Park, San Francisco

Oct. 18-19 – **Cal Autumn Classic**, Morgan Hill (formerly San Juan Bautista)



A beautiful Jaguar XK 140 at the Annual Picnic

Photo by Jeremy Palgon

From the Editor...

We've had some great events of late, most notably the South Valley Wine Tour and the Annual Picnic. Rather surprisingly, I drove my still suffering MGB to both events without incident. I suppose I'm not all that surprised that it managed to make it from my home in Almaden to Morgan Hill and back for the Wine Tour (less than 35 miles total). However, the 130 mile round-trip trek to the Annual Picnic in Berkeley could easily have become an adventure. Thankfully, despite a tendency to stall and become unexpectedly underpowered, my car made it over the freeways and up the hills just fine. I enjoyed both events, as did a fair number of other members, as the reports and photographs in this month's *Octagon* show.

If you missed these events, not to worry. There's more fun to be had this driving season. Next up is the Brisbane British Meet, the old Palo Alto show in its new location. A couple weeks after that our very own Activities Director, Bob Trencheny, will lead another installment of his ever popular East Bay Tour around Mt. Diablo. In early October, Lee Sheldon will lead us on a tour of San Francisco landmarks. And before you know it, it'll be time for the California Autumn Classic (now at its new home in Morgan Hill).

In short, there are events all over the Bay Area in the next couple of months. Come on out and join us at one near you.

Lastly, I apologize for being a wee bit grumpy in this space last month. I'll try not to make such loud harrumph-ing sounds in the future.

Jeremy Palgon



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President's Ponderings...

And so summer's over...

Well, at least in the traditional sense of things. You know what I mean: summer begins on Memorial Day and is done on Labor Day. Of course, we here in the Bay Area get to enjoy a couple more months of that wonderful season we call Indian Summer, with the mornings a little brisker and the sun setting earlier but still affording time for some great drives in our MGs.

As you likely already know, the weekend of September 6 and 7 many fellow Club members will be joining the British Tour to the Sea and attending the British Car Meet in Brisbane. This is the former Palo Alto All British Meet and is always a fun and well attended event. Later in the month, on September 20, Bob Trencheny will lead us on an East Bay tour around Mt. Diablo (with a stop of a picnic lunch) that is certain to be wonderful.

October brings us a new idea and tour, one based entirely within the City of San Francisco with a picnic lunch in the Presidio after touring some of the finer sites of the city. This tour is an effort to permit some Club members uncomfortable facing notorious Bay Area traffic (and crossing bridges in their little MGs to get to North, South, or East Bay tours) a chance to enjoy participating in a Club event. Only a couple weeks after that, on October 18 and 19, members can attend another British car show, the California Autumn Classic in Morgan Hill.

I guess the point of all this is that although we are a large club and cover a wide geographic territory, there is sure to be a tour or other event that is close by no matter where you live. I invite you to take advantage of one or more of these events and get your cars out on the road another couple times before the weather changes. Before you know it, we'll be into those boring winter months when all we have to look forward to is the fun we'll have next summer.

Regards,
Sam Gearhart



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British Car Meet and Tour

Saturday & Sunday, September 6 & 7

Sierra Point Marina, Brisbane

Join us for one of the most historic British automotive events in California at our new dockside venue at the Sierra Point Marina. Over 400 quirky, classic, and thoroughly lovable British cars are once again expected to grace the lawn and adjacent parking area in Brisbane, California. This is essentially the 30-year-old Palo Alto meet in its new location. We are also expecting another great display of automotive oddities provided by the Arcane Auto Society. Spectators attend and park for free.

Tour to the Sea – Saturday, September 6

The British Car Tour starts at the Sierra Point Marina boathouse (the same place as the Sunday Car Show) and winds through the hills to the sea. It's no-cost option for people who like to drive their cars as well as show them. We will be sending cars off between 9:00 and 10:30 am. A map will be provided. The tour ends at Cameron's Pub in Half Moon Bay where we will be kicking tyres and telling tall tales in the car park well into the afternoon.

Car Show – Sunday, September 7

Join your British car friends for a smashing day at the Marina. Don't have a show car? Don't worry! Daily drivers, vintage racers, street rods and works-in-progress are as welcome as concours quality show cars. British food, jazz, and more fun than you'll be able to tolerate! There will be awards in many classes. There will be no pre-registration and all entrants will receive a commemorative coffee mug. Cars will be placed at 9:00 am and the fun goes on all day. The registration fee is still \$25 per car at the gate.

Directions

The Brisbane Marina is located just east of the Bayshore Freeway (101) between San Francisco and the SF Airport/Highway 380. Just take the Sierra Point Exit and follow the signs to the Marina. Trailer parking will be available on-site.

Contact

Rick Feibusch at 310-392-6605 or rfeibusch1@earthlink.net.

MGOC Caravan

The MGOC has traditionally gathered for a brief tour on the morning of the car show (Sunday). This allows us to park together (by arriving together) and is optional, of course. This year we'll meet at BJ's Brewery at Tanforan shopping center at 9:30 am. Take 101 or 280 to 380, exit at El Camino Real, go north and enter the shopping center at the signal light at its entrance. (If you reach Sneath Lane you've gone too far.) BJ's is at the end of the entrance road. Park in the area to the right. Tanforan shopping center's address is 1150 El Camino Real, San Bruno, CA 94066.

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East Bay Tour

Around Mt. Diablo

Saturday, September 20

Come join the MGOC and take the grand tour around Mount Diablo. We will leave from Bob Trencheny's house in Danville and head clockwise around the mountain. The tour will take us over some of the scenic back roads around Blackhawk and through a bit of downtown Walnut Creek before heading for the open spaces of Clayton. We will take Marsh Creek Road southeast through the rolling hills of the East Bay before heading south on Vasco Road. Plan to stop for a picnic lunch before reaching Vasco Road. Finally the tour will head back toward Livermore and Danville on the back roads of North Livermore. We will avoid the treacherous Morgan Territory Road which is known to eat low hanging mufflers on race prepared MGBs!

Bring: A bag lunch.

When: September 20. Arrive at Bob's house between 9:30-10:00 for coffee and a donut. The tour leaves at 10:30 sharp!

Where: Meet at [1518 Colchester Street](#), Danville.

Contact: Bob Trencheny at 925-984-2472 or tbox@aol.com.

Danville D'elegance

Sunday, September 28

Picturesque downtown Danville provides the perfect backdrop for the 4th Annual Danville d'Elegance. Enjoy the afternoon tasting some of Northern California's premier wines or eating at Danville's finest restaurants, while raising money to benefit The Parkinson's Institute.

In 2007 we proudly presented over 195 Ferraris, Lamborghinis, and other exotic marques on display along Hartz Avenue and surrounding streets. This year, along with the concours judging of Ferrari's, there will also be a paddock featuring historic and vintage automobiles. Come join us for an exciting afternoon spent with friends and family.



MG Midgets and an Austin at the Annual Picnic

Photo by Jeremy Palgon

San Francisco Tour

Sunday, October 5

Have you ever taken the time to play tourist in San Francisco? Do you enjoy taking your MG out for a leisurely drive? Does your heart go pitter patter at the sound of a dozen MGs accelerating? Well, all that and more can be yours on the San Francisco Tour.

We will begin the tour at Coit Tower, venture to the top of twin peaks for a 360 degree view, drive through some of the most elegant neighborhoods, cruise through Golden Gate Park, visit Fort Point under the Golden Gate Bridge, and lunch with your MG friends at a picnic area in the Presidio. All this is free. Just pack a lunch, drive, and enjoy.

Where and When: Meet at [Coit Tower](#) in SF at 9:30 am on October 5.

Contact: Lee Sheldon at 510-215-8888 or leerunr@pacbell.net.

CAL AUTUMN CLASSIC 2008 REGISTRATION

Name: _____ Passenger: _____

Address: _____ City: _____ State: _____ Zip: _____

Phone: (____) _____ Club: _____

Email Address: _____

Car Make: _____ Model: _____ Year: _____

Coupe or Convertible: _____ First time attending? _____

If you have won 1st in our past 2 events, please check here to be placed in the "Winners Circle" Class _____

Registration for Sunday Concours is \$35 per car (Late Registration after Oct. 5th is \$50); Saturday tour is \$10 per car; Saturday dinner is \$24 per person.

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The 16th Annual California Autumn Classic Saturday & Sunday, October 18 & 19



The California Autumn Classic brings back the nostalgic fun of relaxed, friendly sports car club events of the 1950's and 60's. All classic British sports cars (2-seaters and their jumpseat derivatives) are invited to participate. There will be 25 silver trophies for all marques. This year the event will be held on the main downtown street of Morgan Hill. There are many restaurants to choose from for lunch and many quaint shops to enjoy.

The weekend starts off with an afternoon back roads tour on Saturday at 2:00 pm. After returning, everyone is invited to gather for a welcoming dinner in Morgan Hill. The car show starts at 9:00 am on Sunday morning, with awards at 1:30 pm.

Register using the form on the previous page.

Sunday MGOC Caravan: We'll meet at 9:00 am at Bailey Ave. in San Jose, just off Hwy 101. Exit 101 at Bailey and go west (towards the valley).



An MGA, a TF, and MGBs at the Annual Picnic

Photo by Jeremy Palgon

South Valley Wine Tour

By Jeremy Palgon

On a beautiful Saturday in early August, almost thirty people and fifteen cars gathered at On the Road Again in Morgan Hill for a wine tour. Since Morgan Hill is just a short backroads drive away from me, I decided to take my limping MGB. Despite the lack of a choke cable, an idle setting that encouraged stalling, and an unresolved problem that causes intermittently poor running, I made it down there alright.

After coffee and donuts, Bill Hiland, our tour leader and host, announced the route and set us on our way with maps in hand. Just as we were pulling out, I gained an unexpected, but most welcome, passenger. It seems that David Wright's race prepared MGB decided it did not want to go on the tour and so refused to get in gear. So David quickly hopped in and we caught the tail of the tour.

A brief, but enjoyable, drive through the hills later, we arrived at the first of four wineries, Sycamore Creek Vineyards. I had to fight stalling and reverse gear to park (sometimes two feet aren't quite enough). Not being much of a wine drinker myself, I can't properly say much about the tasting. However, I will say that everyone seemed to enjoy themselves. For me, the main attraction of the tasting was the refrigerated tasting room. Any opportunity to cool down after a hot drive is welcome.

A short tour later, we pulled into the beautiful Clos LaChance Winery. Once again, I can't speak for the wine, but the grounds were impressive. We took the opportunity to sit beneath the market umbrellas on an old-world-styled patio. With the vineyard and hills as a backdrop, and the sounds of a nearby fountain and bocce court in our ears, we leisurely conversed and nibbled antipasti generously provided by Bill.

Next up was the charming Kirigin Cellars, which provided the unusual feature of a live cricket match. Being a sports aficionado, this was a definite highlight for me. David, an accomplished cricketer in his native England, helpfully explained the game to a curious few.

After one more stop, at Solis Winery, we toured back to On the Road Again for lunch. Randy Grossman manned the grill and everyone enjoyed the barbecued tri-tip and friendly conversation.

Though I departed for a wedding reception shortly thereafter, I received a report regarding David's shifting issue from Mike Jacobsen (who stayed afterward to help sort it out). Apparently the clutch slave cylinder was leaking. Though they managed to install a new cylinder that Bill had in stock, they encountered some frustrating problems that kept them from bleeding the clutch well. Ultimately David had his car towed home. Despite this unfortunate inconvenience, I think I can safely say that a good time was had by all.

Wine Tour and Annual Picnic



In front of the cricket pitch at Kirigin Cellars (above)

Bill Hiland announces the tour route (below)



MGs at the Island picnic site in Tilden Park (below)

Photos by Jeremy Palgon



Annual Picnic

By Bob Trencheny

This year the MGOC gathered for the Annual Picnic at Tilden Park in the hills above Berkeley. The location up in the hills was perfect for a summer picnic, as it was cool and comfortable on what was an otherwise hot day in the East Bay. It was also a great location because it is centrally located for all of our members. MGs were lined up along the main road through Tilden Park and members were barbecuing in the shade of the picnic site. And, in a spirit of camaraderie with other British marques, a Jaguar, an Aston Martin, a Triumph, and an Austin joined the party. It was a great time with over 25 members, spouses, kids, and their cars in attendance.

Tour to the Picnic

By Mike Jacobsen

In addition to securing the Island picnic site in Tilden Park for the Club, Mark and Debbie Hertz also laid out a tour through the back country east of the park. A dozen or so cars met at the Lafayette BART parking lot for the tour, and at about 10 am we were on our way. We left Lafayette on Happy Valley Road, and after climbing over a steep ridge on a one-lane section of pavement, picked up Bear Creek Road north of town. We followed the road through rural countryside, past horse ranches and regional parks you'd never imagine to exist so close to an urban center. We made a counterclockwise loop on Bear Creek, Alhambra Valley, and Castro Ranch Roads to San Pablo Dam Road, where we drove along the west shore of San Pablo Reservoir. We came all the way back to Bear Creek, but there we turned west onto Wildcat Canyon Road and entered Tilden Park.

After a quick stop at the Island picnic site, Mark took some of us on an additional tour to the live steam trains (Which we all rode – highly recommended!), the Little Farm (Did you know there is a working farm in Tilden Park?), and the carousel (which was operating again in its new building). Then we drove the length of the park back to the picnic to find almost twice as many cars there as when we first arrived.



Gathered in front of the hill of crosses in Lafayette

Photo by Mark Hertz

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GoF Central - There and Back Again

By Daniel Shockey, PA2108

Our maxi-minivan died on Father's Day. This endangered towing the PA to the NAMMMR gathering at GoF Central in Auburn, Indiana. Auburn is about 300 miles from our Wyoming, Illinois home, an easy secondary-road drive for the TD. I couldn't drive the PA to the event, could I? It had so many things wrong with it. I had the parts to replace the cracked steering drop arm and the radiator was just rebuilt, but I had hardly driven it in the past two years. I wasn't having success getting the van going but had started work on the PA, still thinking I may have to drive the TD.

Just a couple days before the event, Brian Kelly emailed looking to share a room at the GoF. I found he was driving his PA from Kansas and passing through nearby Peoria. This was just the inducement for me to venture across country with a matched pair of two-seater PA Midgets. I scrambled to get mine checked over and lubed, and to make a few improvements. Brian arrived at our home on time, having traveled 500 miles already, but with a popping MG. We stuck in my spare coil and this appeared to fix the problem. We were good to start on Wednesday morning, July 9, 2008.

Brian has a wonderful shade-cloth top he designed and made for his PA. I knew about this from earlier reports. I had a spare bit of tan shade cloth so I made a quick and rough cover for myself. The top made quite a difference keeping off the sun and wind. We took Illinois Route 17 directly from my home town across Illinois, passing through only one city of any size, Kankakee. The weather was perfect for the entire week, highs below 80 degrees and not humid. With only 300 miles to travel, we took our time, traveling 50 mph or less. The two-lane road was mostly empty except near the interstates we crossed. A few 18-wheelers passed us.

The enduring image of crossing Illinois on this trip was the smells and nearness of the rolling countryside in the small open car. The tall corn fields were lush new-green after all the rains. The chicory provided a blue-flowered edge to the road along with more wildflowers in many places.

Our route into Indiana was a little less direct. Indiana Route 10 was the best – a good road with interesting country. Brian enjoyed the break of passing through the small towns where they have great old buildings and a leisurely pace. Mid-afternoon, we came to the large Bass Lake and passed right by the beach with its campground and swimming. We pulled in, parked in nice shade, and splashed in the lovely water. Folks stopped to chat and we and the MGs cooled right down.

The GoF activities didn't start until mid-day on Thursday, so we had time to get established and check the cars over. As we approached Auburn, Brian heard a new noise that sounded like a bearing going bad. Meanwhile, one of my spark plugs was too white, apparently running too lean. I richened that carburetor until I could properly check valve clearances and so forth. As soon as I laid out my tools to do checks, rain came. Other than the light rain we got Saturday morning at the car show, that was all the rain we had.

The event was full of great people and lovely MGs. The turn out of MMM folks and cars was exciting. I got to know some of the people I had heard a lot of from the MMM newsletter. A young local guy came up saying he had recently

purchased a PA but wasn't sure what he had or what he should do with it. Lew Palmer and I later helped him collect the chassis. A few of us sorted through his parts, gave him a lot of advice on how he could restore it, and discussed what it might be worth should he decide to sell it. It is fun to see a new find. The car was not on the USA or UK registers – but Lew has taken care of that, I am sure. It was odd to find a PA only two miles from the event.

Friday morning I drove the P-type on the rally. I didn't have a daring navigator, so I drove it by myself as a tour. It is fun to be on the roads with so many other MGs. The route was good and I enjoyed seeing the town of Auburn and local country. We were downtown for a couple events including the MMM dinner held Friday evening. This was a really good event, as you would expect, and well attended.

One highlight was the dinner we had catered at the Auburn Cord Duesenberg Museum. This is a first-class museum housed in the car company's 1930s main office building, rich with history and art deco design. I was glad I didn't miss the dinner. I was very surprised to be awarded the "Most Seasoned" or "Best Loved" trophy. This award seems to go to an un-restored car that is driven enthusiastically, and is much prized among the GoF Central folks. The large silver cup says "Best in Show, '37", and was reportedly for a dog show. The trophy was purchased at a garage sale and has been run-over and straightened, with one handle missing. I am required to get the trophy engraved myself and bring it back for next year. It seems to fit me and my MG.

Good things end and we were too soon loading up to return home. We took much the same route back, stopping for lunch at Bass Lake. Brian reported the noise getting worse. He decided to rent a truck to take his car on home to Kansas rather than risk damage. But that is his story, hopefully a short one with a happy ending.

I don't know that I'll get to much else this year, but this was one MMM event I will long remember. The PA is still running well, except it seems noisier in the valve train. I will recheck the head torque and valve settings soon. As to other improvements, well, I am still young.



The PA Midgets ready to hit the road

Photo courtesy of Dan Shockey

MGOC Business Meeting Minutes

August 14, 2008

The meeting was called to order by President Sam Gearhart at 7:08 pm. Also in attendance were: Ken Gittings, Mike Jacobsen, Darrin Jewel, George Steneberg, Bob Trencheny and David Wright.

As of the August meeting, the July minutes had not been published in *The Octagon*. However, Sam Gearhart brought several copies of the July minutes for members to review. Members present reviewed the minutes and approved them.

Treasurer's Report: Expenses have been minimal in the last month. Upcoming expenses include charcoal for the annual picnic. Membership renewals continue to arrive, although the pace has slowed.

Registrar's Report: We have 212 Regular, 59 Auxiliary and 12 Corresponding members. So far, 85% of members have renewed their membership with more expected in the coming weeks. The final opportunity to renew will be in September. We did get one new member from the South Bay Wine Tour in early August.

Secretary's Report: The secretary was not present due to previous commitments and the acting secretary was late due to traffic. Club Activities Director and Member-at-Large Bob Trencheny was the acting-acting secretary.

Corresponding Secretary: Nothing to report.

The Octagon: The August edition of *The Octagon* is due out any minute. Currently 121 members receive *The Octagon* by e-mail and 103 receive *The Octagon* via snail mail.

Regalia: David Wright had placed a small order with a regalia company in Wales but has not received anything yet and his credit card has not been charged. He is cautiously optimistic the order will be received in the near future.

Past Club Events

South Bay Tour: There were 14 cars on the tour which visited four wineries along the back roads of the South Bay. A cricket match was in progress at one of the wineries. MG Ts, As, and Bs were on the drive. Following the tour, the participants met at On the Road Again in Morgan Hill for a barbeque. Randy Grossman impersonated Chef Paul Prudhomme to the amusement of club members. David Wright had clutch problems that stranded his car in Morgan Hill for a few days. He was grateful to Mike Jacobsen for a ride home to Oakland.

Upcoming Club Events

Annual Picnic: The picnic is on at noon on Saturday, August 30, at the Island Picnic Site at Tilden Park. The Club is providing charcoal for members to barbeque.

All British Show at Brisbane Marina: September 7. The All British Show at Brisbane Marina is the reincarnation of the annual show held the past 30 years at Palo Alto. The MGOC will meet at BJ's Brewery in the Tanforan Shopping Center at the intersection of El Camino Real and I-380 at 9:00-9:30 am. Departure from the shopping center is 10:00 am sharp. Meeting at the shopping center allows the club to arrive as a group and park as a group. The club will make arrangements to get the canopy, table, banner and regalia to the show.

CSRG Vintage Racing: At Infineon Raceway – October 11th. David Wright will contact the organizers to find out if we can have an MG corral at the track. David expects to be racing if his clutch is fixed.

Annual Dinner: Sam Gearhart has checked out three restaurants for the Annual Dinner: Pier 29 in Alameda, and Wedgewood and Francesca's in Oakland. Francesca's was the nicest and Sam will investigate pricing and dates with the restaurant.

SF City Event: Mike Jacobsen is still looking for a site for an MGOC event in San Francisco this fall. He has been in touch with a few club members who suggested some sites.

Old Business

Club Officers Insurance: is still in the works. Mike Jacobsen has been in touch with Alan Magnuson from NAMGBR.

Name Badges: Member Rich Kenny has found a new supplier for club name badges. The price of badges will go down slightly with the new supplier. We have a small backlog of about a dozen name badges to order.

Club History: George Steneberg, Mike Jacobsen, and Jeremy Palgon have met a second time to organize 50 years of club photos and mementos. They are making progress in sorting through lots of old pictures. Mike met with former member J.R. Boye to review some old photos and identify former members.

New Business

New Officers: According to the club bylaws, we need to have a slate of officers to nominate by October. We discussed the need to involve new and old members to step up and help run the club.

50th Anniversary Regalia: We have a significant quantity of regalia remaining from our 50th Anniversary in 2007. A motion was made and passed to give anniversary pins and dash plaques to members who attend the Annual Picnic. Ken Gittings voted no. He was out-voted.

Tools from Hillary Reddy: Hillary is closing his shop in Kensington and moving to Florida. He offered to sell an extensive tool kit to the Club for \$200. The kit included timing light and dwell meter and would be used as a tour tool kit. After a discussion, members present decided we did not want to purchase the tools because of the logistics involved in getting the tools to various Club functions and tours. We decided to let Hillary advertise them in *The Octagon* if he wants.

East Bay Tour: Bob Trencheny will lead a Club tour in the East Bay on Saturday, September 27. Route is TBD but details will be in the September *Octagon*.

New Location for Annual MGOC Car Show: Several members have discussed moving the annual show from San Leandro to a new location. Bob Trencheny has been in touch with the Blackhawk Museum in Danville. More to follow.

NAMGAR-GT Event: The MGOC is still awaiting some details on the NAMGAR-GT event before committing to putting on the event in fall of 2009.

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

The meeting was adjourned at 8:45 pm.

Submitted by Bob Trencheny.

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 – \$18,500 – 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 and other extras included. Note: the engine has not been overhauled or rebuilt. Most repair receipts available since new, as well as other photos and independent appraisal of the vehicle. Price \$6,750. 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.



1967 MGB – \$2,750 OBO. I used to run it as my primary vehicle (for about 3-4 years) until our first child arrived. I am running the car at the moment when I don't have the children. I have had the car for 10 years. The engine has been rebored, clutch renewed, master cylinder replaced, and driver side brake caliper renewed. There is a little rust at the wheel arches. At some point within the next couple of years the floor would need replaced. There are cosmetic needs too. Contact Non-member William Cain at (408) 667-1707 (no later than 9 pm please, as I have young children) or billcain@pacbell.net.



1969 MGB with full work history, \$4,500. Has wire wheels, extra aluminum hood and trunk. Rust and accident free, always garaged and maintained. Repainted once in Red Brilliant Burgundy. It has just been tuned-up, with new brakes, new hoses, etc. BF Goodrich tires with less than 500 miles on them. It runs great, but needs some work. Small items that need repair: the interior, the gauges go on and off, and a couple of panel lights are out. Contact Non-member Vicky at v_betya@hotmail.com.



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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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