

THE OCTAGON

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



Photo courtesy of Felix Lee

Felix Lee getting a little help from his friends

December 2011

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 2011

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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: Craig Kuenzinger, 925-934-3130, mrcraigk@aol.com

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. Carburettors: 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. 2011 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. 9 – Holiday Pub Night at On the Road Again, Morgan Hill, Bill Hiland

Dec. 10 – **Holiday Tea**, Kensington, George Steneberg

Jan. 7 – **Annual Awards Banquet**, Hs Lordships, Berkeley, Kim Kuenzinger

Jan. 14 – **Annual Planning Meeting**, Danville, Bob Shaheen



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From the Editor...

*The outlook wasn't brilliant for the Mudville nine that day:
The score stood four to two, with but one inning more to play.
And then when Cooney died at first, and Barrows did the same,
A pall-like silence fell upon the patrons of the game.*

– “Casey at the Bat” by Ernest Lawrence Thayer

This month we bring you several stories where the outlook was less than brilliant. Felix Lee's TF lost a banjo bolt on the way up to the Fall Festival (page 14). Craig Kuenzinger's Midget blew a head gasket on the track at Infineon (page 16). Mike Jacobsen's MGA needed new steering rack boots from the outset (page 11). And Dan Shockey made a pilgrimage to Abingdon, only to find that little remains of MG's architectural history (page 12).

In each of these cases, the day could have ended in disappointment. Felix could have ended up going home and missing the Fall Festival entirely. Craig could have cursed his rotten luck. Mike could have been frustrated alone. And Dan could have dismayed at the state of the origins of our automotive heritage. But as you'll read, this was not to be.

MG

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

SHOCK ABSORBERS:

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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

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MGA, MGC caliper.....	\$155.00
MGA, Midget twin master 1966-67.....	\$225.00
MGB, Midget master 1968-80.....	\$125.00-145.00
MGB brake booster servo.....	\$175.00
MGC booster servo.....	\$445.00
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OCT05

With a little help, Felix was rescued and his TF was up and running again the next morning. Craig managed to see the positive in his day out on track, and smiled broadly even as he was climbing into the tow truck. After a difficult removal process, Mike found that the new rack boots couldn't be installed. But instead of sulking alone, he had garrulous friends to commiserate with. And while Dan mourned the loss of the MG factory, he found connection with what was left at Abingdon.

*Oh, somewhere in this favored land
the sun is shining bright;
The band is playing somewhere, and
somewhere hearts are light,
And somewhere men are laughing,
and somewhere children shout;
But there is no joy in Mudville -
mighty Casey has struck out.*

But there is joy in the land of the MGOC. With a little perspective, and some help from friends in the Club, all of these stories ended happily.

Jeremy Palgon

President's Ponderings...

It seems that Santa forgot to let the elves know that there were some housekeeping items to take care of with respect to my resignation. As I announced in this space last month, I took the initial step of submitting my resignation letter, but I forgot to ask the board to act on or accept it. So I guess that I'm technically still president.

And since I'm still president, it occurs to me that Santa has some projects for elves in the club who wish to lend a helping hand and a maybe get a pointy hat. (Do elves wear pointy hats?) We have at least three events coming up that I know would benefit from some elfish assistance.

First, there's the Holiday Tea on December 10, hosted by George Steneberg and Marcia Crawford. Perhaps they could use some assistance setting up (or cleaning up afterwards) from some friendly club members. Certainly, contributing some goodies: a salad, a dessert, cookies, chips and dips will be looked on with great favor by Santa when he is making his list and checking it twice!

We have another event concurrent with the Holiday Tea that's just perfect for some helpful elves: the annual MGOc Toy Drive. In years past, I've dressed up as Santa Claus and driven, with a big red toy bag in the passenger seat, in a procession of decorated MGs to donate the toys to a local fire station. I'm going to need to pass on the drive this year, if for no other reason than that I'm a bit too skinny at the moment to be able to impersonate Santa Claus. However, perhaps others might be willing to step up and volunteer to help collect the toys and deliver them? Craig Kuenzinger has talked about making the delivery; but seriously, how many toys can you fit in a Midget? Maybe he could use some help transporting all the toys and driving in the parade to the fire station. I will be more than happy to loan my Santa suit to a club member to wear during the delivery activities – just contact me and I'll get it to you. I've always enjoyed delivering the toys, and the suit makes it even more special. I loved the grins and smiles from folks along the streets as I drove by with white beard and hair flowing!

Finally, we have our Annual Awards Brunch on January 7, 2012. I'm sure that the members in charge of the event would truly appreciate some help as well.

Please feel free to contact George Steneberg regarding the Holiday Tea or Kim Kuenzinger about the Awards Brunch. You can find their contact information in *The Octagon*. I know they'll appreciate any help they can get. Heck, without the elves, Santa would never be able to do all he does either!

I hope to see all of you at the upcoming events. I wish you a very happy and healthy holiday season. And don't forget to decorate your MGs. There's nothing more festive than an MG decorated for the holiday season driving around the Bay Area highways and roads! Try it – you'll see what I mean!

Regards,
Sam Gearhart

On the Road Again Classics

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Invites you to our

Holiday Pub Night

Friday, December 9, 6 pm – 9 pm



Please join us in our 4,000 square foot showroom for a free evening of darts, air hockey, music, and vintage racing movies!

Munchie bits will be provided as well as mixers and ice.

Please bring your own beverage of choice.

Significant others are encouraged to attend, but please leave the young ones at home.

*Please RSVP to Bill Hiland at 408-782-1100 or
bhiland@ontheroadagainclassics.com.*

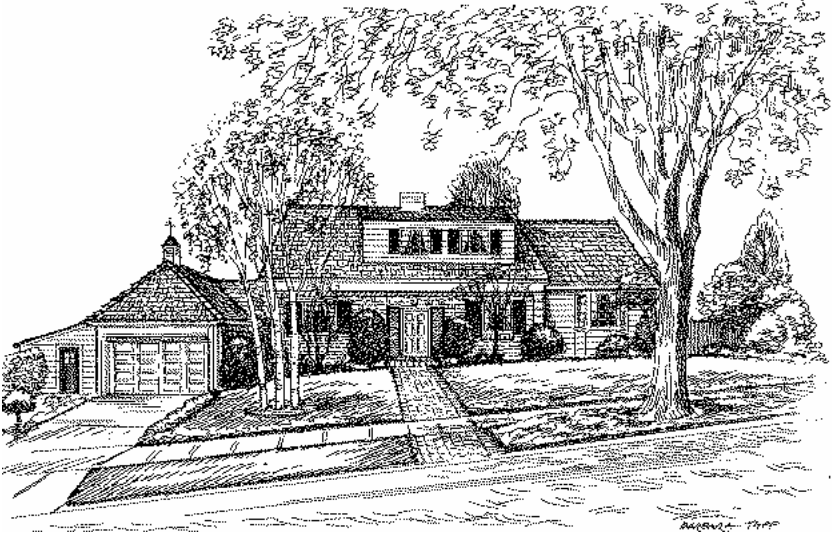
16840 Joleen Way, #G4, Morgan Hill, 95037

MGOC Holiday Tea & Toy Drive

Saturday, December 10, 1-4 pm

George & Marcia's Home

Kensington



This year's holiday tea is in Kensington at the home of George Steneberg and Marcia Crawford. Come and enjoy the holiday season with friends.

The Club is again sponsoring a toy drive. Please bring a new unwrapped toy, which we will deliver to a local firehouse.

Please also bring cookies, a dessert, or hors d'oeuvres to share. If you have a favorite tea, please bring that too.

Location: 150 Purdue Ave, Kensington

Please RSVP to: Marcia at 510-526-8951 or George at j2george@pacbell.net

Directions from the North or South Bay Area:

Take Eastshore Freeway 80 or Highway 580 towards Golden Gate Fields. Exit at Albany/Buchanan. At light turn east (towards hills). Follow Buchanan east. Buchanan curves right and becomes Marin. Cross San Pablo Ave. and continue east on Marin thru several lights. Cross The Alameda (round fire house on your right) and continue to Marin Circle (fountain in middle) and around to The Arlington (only divided road). Continue on The Arlington to stop sign. Pass stores on your right and continue three blocks, then turn right on Westminster. Turn right on Kenyon (at top of "T") and continue around and up to Purdue. Turn left on Purdue Ave and continue a short way to 150 Purdue, a white colonial house on your left. Continue up three to four houses to find parking.

Annual Awards Banquet



Hs Lordships at the Berkeley Marina Saturday, January 7, 2012 11:00 am until 3:30 pm Only \$20 per Person

You are cordially invited to enjoy the company of fellow club members at an all-you-can-eat buffet Luncheon Banquet. There will be a no-host bar, delicious and plentiful food, and beautiful views of San Francisco Bay (weather permitting).

It is certain to be a fun-filled afternoon. We'll be handing out many awards, installing Club officers, visiting with each other, and generally having a grand old time.

Perhaps best of all, you don't need to pre-select your meal choice in advance (as in previous years). Just come in and take your pick of Hs Lordship's extensive buffet offerings.

The room only has space for 80 people. Respond quickly to reserve your place. Please RSVP and mail your check for \$20 (made out to "MGOC") to:

Kim Kuenzinger
1751 Lilac Drive
Walnut Creek, CA 94595

Directions: From Highway I-80, exit at University Avenue in Berkeley and head west (towards the bay). (If you're approaching from the south, go east on University and then u-turn.) Stay left at Marina Boulevard. Continue straight until you dead end into the Berkeley Pier. Turn left on Seawall Drive. Hs Lordships is located at the end of the street at [199 Seawall Drive, Berkeley](#).

Specific directions from all parts of the Bay Area are available at:

<http://www.hslordships.com/hslordships/directions.aspx>

Annual Planning Meeting

Saturday, January 14

Bob & Edie's Home

Danville

Want to plan a picnic? Have a favorite route for a drive? Need some help on your restoration project? Well, here's your chance to suggest an event for next year's calendar.

Come to the meeting with your ideas and plans for drives, meetings, events, and tech sessions. The Club board will be happy to work with you to make your event a reality.

Coffee, tea, juice, and pastries will be provided.

When and Where: The meeting starts at 10 am on January 14 at the Shaheen's home at [211 Town and Country Drive in Danville](#).

Contact: Bob Shaheen at blklab007@comcast.net or 925-831-9757.

Directions:

From 680, take the Sycamore Valley exit (one exit north of Crow Canyon)

- a) If you are southbound on 680 (going toward Dublin) turn **right** at the end of the off ramp onto Sycamore Valley Blvd.
- b) If you are northbound on 680 (going toward Walnut Creek) turn **left** at the end of the off ramp onto Sycamore Valley Blvd.

Get into the middle lane.

The first major cross-street is San Ramon Valley Blvd. This is within a few hundred feet and there is a traffic signal. Go straight ahead through this intersection. It will seem that you are going into a shopping center (The Livery). But you are OK.

Proceed through a stop sign. The street name becomes Remington Dr.

Turn right at the next stop sign, at Sheri Dr.

After one long block, turn left at the next stop sign. This is Town and Country Drive.

Proceed up the hill and just beyond Avon Court. You will find us on the left.

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Email Mike Jacobsen at MikesMuseum@yahoo.com to switch.

Late Breaking News Flash MGs by the Bay Poster Contest

By M.G. Mowog

The MG Owners Club is announcing a contest to create the next MGs by the Bay poster. This is our first poster contest, and it might be our last.

This is your chance to design an advertising handbill that will be seen in thousands of places around the Bay Area. Well, maybe not thousands. Perhaps hundreds. Certainly dozens.

We'll post the MGs by the Bay poster in local British auto repair shops, here in *The Octagon*, on the Club Web site, and wherever members choose to post them round town. So the visibility of the poster depends on you. But never mind the quantity, your poster design will exist in print for posterity – a monument to your creative prowess.

Previous MGs by the Bay posters have used drawings, paintings, photos, and even collages. Any and all ideas that capture the spirit of MG, and will fit on a standard 11" x 17" poster, will be considered.

And what might you win if your design is selected for next year's MGs by the Bay poster?

No, you won't receive a fully restored TC (although that would be nice).

So what will you win?

Well, I can't say exactly. It's a secret.

But I can tell you that you will likely receive a number of free MGs by the Bay posters, free entry to the car show, and the thanks of a grateful club. (But, as of this moment, I can only guarantee the gratitude of the club.)

The MGOC board is confident that you have an abundance of hidden creative talent. You wouldn't want to disappoint them, would you?

So start dreaming up the 2012 MGs by the Bay poster. Glory awaits you.

Poster Guidelines: All submissions must leave space for 30 square inches of sponsor logos and should include, or leave adequate space for, the following text:

The MG Owners Club presents the 19th annual
MGs by the Bay
Sunday, May 20, 2012
The Danville Livery

Please submit your poster design to mgowners@gmail.com or:

MGOC
7230 Silver Lode Lane
San Jose CA 95120

The deadline is February 1, 2012.

The MGA Tech Session

By Mike Jacobsen

We had a crowd of more than ten people show up for the November Tech Session. And it was a crowd, because there isn't that much free space in my garage. After the obligatory tour that everyone gets upon their first visit, we settled down to work.

The first repair was to the floor jack. It had swallowed some air since its last use; and since air compresses, it's no good in a hydraulic system. After a bit of pumping and bleeding we got out the second floor jack, which worked like a champ.

Once the front of the car was in the air and on jack stands, I unscrewed the tie rod ends from the steering rack arms, counting the number of turns so that I could reassemble them later without changing the toe-in. It took 18 turns on both sides, and they came loose easily. The tie rod ends themselves seemed to be in great condition. Everyone got to see how the toe was set, where the rack bushings were, what the rack boots were for, and so on. Everything looked great under there, so I started to worry that something must be about to go wrong.

Next I went underneath the front of the car to remove the four clamps securing the two steering rack boots. Well, I could get underneath, but I could only remove three of the clamps. When I'd last done this, 20-some years ago, I somehow managed to install the left-hand inner clamp in such a way that I couldn't reach the screw now (it was directly underneath the lower radiator hose). We tried swivel sockets and offset screwdrivers, ignition wrenches and flex drives, but nothing got a good grip. We rationalized that the coolant needed to be changed, so out came the bucket and we opened the draincock. That worked too, increasing my worry.

Finally the last clamp came off, and we slid the old rack boots off the rack and over the tie rods. Out come the new boots and... "hey, what's with these ends?"

The old boots had wide flanges on each end, suitable for radiator hose-style clamps. The new boots only have the wide flange at their outer ends, while the inner flange is quite narrow and also has a tab molded across it. My old clamps were not going to fit the new boots, and I couldn't even see a way to use tie wraps without trimming the boots. I decided to stop and order the matching clamps. At least I could stop worrying now.

With all this unexpected free time, we moved on to examining some old master cylinders to see if any were rebuildable. There were three cylinders, and all were corroded enough to be suitable for cores to be sleeved.

So we spent the rest of the time eating sugary pastries, drinking coffee, and telling stories. Thanks to Tim & Molly for bringing a coffee pot, and to Wendell for supplying a second jack. I've ordered the parts and will reassemble the car later. If nothing else, it made me clean up the garage!

A Pilgrimage to Abingdon

By Dan Shockey



Photo by Nancy Shane

This October Nancy and I realized a long-time ambition to visit England, home of our literary heritage and of our beloved MG cars. We did it on a budget, but got a nice hotel and were near a tube station (very important for getting around London). We rented a very-small Fiat Punto and drove to Abingdon for the Annual General Meeting of the MG Car Club. I was tempted to go to a vintage racing weekend at Brooklands instead, but I needed to see Abingdon. We had trouble following the route to Abingdon; but, after several wrong turnings and difficult turn-about on very narrow lanes, we eventually got there.

Abingdon is a busy suburb of Oxford these days. The downtown is still quaint, but the traffic on a Saturday is like some California towns I remember. The weather was sunny and warm, and we had a hard time finding the technology park where the meeting was to be held - also reminiscent of California rather than misty England.

The meeting was for the employees of the MGCC and those who run the various geographical centres and car model registers. It was interesting, but we didn't stay long. They invited us to lunch and we got to meet some of the good club folks. There was a sampling of MGs in the parking lot.



Photo by Nancy Shane

After lunch we set out to find the remnants of the MG Car Company. The former office building is all that remains of the MG factory site. It has been converted into flats (apartments), and clad with wood over the hallowed brick. The windows have been changed except for those at the west end where Cecil Kimber's office overlooked "the Works". We spoke to a resident of the flat below Kimber's office. He and his roommate were following Formula One qualifying. He thought it rather neat to live in what was left of the MG Works.



Photo by Nancy Shane

The MGCC has a house, Kimber House, just outside the site of the former factory. It is a popular destination for MG tourists, but was closed that day. Kimber House often has former MG employees on hand to answer questions.

One silent and unchanged site is immediately across the drive from the office building. This is the old cemetery where hundreds of MG workers keep their vigil for MG faithful from over the seas.



Photo by Nancy Shane

Photos: Dan at Morris Garage and with MGs at the MGCC meeting (previous page), Kimber House and the local Abingdon cemetery (above).

Losing My Banjo Bolt

By Felix Lee

By now everyone in the club knows what banjo bolts are. But until recently, I was unacquainted with them.

While driving up to Petaluma for the Fall Festival, headed north on 280 and along Park Presidio Boulevard approaching the Golden Gate Bridge, I passed several milestones where I had previously broken down. With each passing mile, I breathed a deep sigh of relief.

Shortly after crossing the Golden Gate Bridge, while driving through the Waldo tunnel, I began to notice the strong smell of gasoline. Given that the TF was driving fine, traffic was bumper to bumper, the tunnel was poorly ventilated, I wished to make it to Petaluma before dark, and that no one was waving wildly at me to indicate my engine was on fire, I continued to drive on. However, every so often I got a whiff of gasoline. But the wind was in my face, dissipating the smell, and I was too busy exchanging waves with fellow drivers to think much of it.

I started to lose power around Corte Madera, and then it finally dawned on me that the gasoline smell was probably the TF. Not wanting create a rush hour spectacle by pulling off to the side of the road, I continued to limp on until I hit a nice downhill stretch – which fortunately led to the exit at Paradise Drive and a empty parking lot.

After pulling over and lifting the bonnet, I found the culprit. The banjo ring connecting the fuel line to the front carburetor was just “hanging out in the breeze”. No connection, just leaking fuel. Not knowing what else to do, I pulled out my phone, took a picture of the problem, and forwarded it to Steve Kellogg. He was already at the Sheraton in Petaluma, and happened to be standing next to Craig Kuenzinger. Not only did they diagnose the problem right away, but within 20 minutes they were at my rescue with Steve’s flatbed in tow, ready to roll.



Photo by Felix Lee

When we arrived at the Sheraton, George Steneberg immediately put to rest any concerns I had. He said that they had identified the banjo bolt I was missing and had already placed a direct order with Dave Laughlin by phone. And what's more, the parts would be personally delivered by 10 am the next day. Wow!

I was able to enjoy the rest of the evening worry free, and slept soundly till the next day. At 9 am the next morning, a number of well bodied friends pushed the TF into my space for the show.



Photo courtesy of Felix Lee

Soon thereafter, Dave Laughlin showed up with parts in hand (total cost: \$7.35). Dave was stunned, and asked, "How did you ever do that? I have never known anyone to lose a banjo bolt before." That's probably because most people with any good sense would have pulled over at the first sign of a gasoline leak. I was lucky that my car didn't catch fire. Lesson learned. If you ever smell fuel, pull over immediately.

By 10 am the new banjo bolt and washer were in place. The TF started up like a charm. Thanks for the rescue, team MGOC!



Photo by Felix Lee

Of Midgets and Gaskets

By Craig Kuenzinger

The track day at Infineon was great! It was a lot of fun and for a good cause. Our Midget was running wonderfully. We were enjoying our time on the track, getting faster and faster with each lap. All was going well until the third time around the “S” curves. That’s when the head gasket in the Midget blew. (That’s the second gasket in the last six months!)

We heard that all too familiar stumble, shutter, and pop. We rolled to a stop at a wide clear space with our heads down in shame. Our enthusiasm bubble had popped. I knew that from Kim’s wide-eyed looks and her white knuckles on the door fume.

The crash and rescue truck was impressive! It pulled up with lights on and loaded with every kind of fire extinguisher and rescue equipment that one could possibly need. The “jaws of life” was hanging on the back. Several serious fire-suited men hopped out and asked what was wrong. The EMT asked if we were hurt. We told them we were fine, but our poor little car was suffering from a fatal coronary.



Photo by Felix Lee

They discussed where to tie on a tow strap. It was huge and looked like it could tow a jumbo jet. They gave us the Tow of Shame, parading us in front of the grandstand on the way to the parking lot. Our own AAA tow truck arrived shortly thereafter. A group of curious and empathetic Cub members came to spoil our chances of making a quiet and humble getaway. They brought their cameras to document the entire sad, shameful episode. Photos later showed up in the Fall Festival slide show at the awards dinner; our incapacitated Midget was on display for all to see.



Photo by Steve Kellogg

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MGOC Business Meeting Minutes

November 10, 2011

Vice President George Steneberg called the meeting to order at 7:18 pm. Also attending were Marcia Crawford, Ken Gittings, Mike Jacobsen, Craig & Kim Kuenzinger, Tim & Molly Polidoroff, and Bob & Edie Shaheen.

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

Treasurer's Report: The bank accounts are fine. We lost money after final expenses from the Fall Festival as expected. Other expenses are the contract with Hs Lordships for the Annual Awards Brunch and regalia.

Registrar's Report: Our membership has dropped due to memberships not being renewed. After a reasonable period, if members fail to renew, their names are dropped from the roster. Membership usually increases again when people remember to renew.

Secretary's Report: The Secretary, Kim Kuenzinger, was asked to receive and tally the registrations for the Annual Brunch. Meanwhile, secretary is **the only position** that has not been filled for 2012. Kim asks that a member please consider taking on this position.

Corresponding Secretary's Report: The Non Profit Organization California Franchise Tax Board tax information was received and has been forwarded to the Treasurer.

Regalia: All necessary sweatshirts have been ordered to correct the orders from the Fall Festival.

The Octagon: We Felix Lee has graciously stepped up to be the new editor of *The Octagon*. Jeremy will continue to assist with publishing.

Web site: Steve Kellogg has volunteered to be the new Webmaster.

Past Events

California Autumn Classic: Many of our members participated and some won awards at this annual event. See the November *Octagon* for stories and photos.

Upcoming Events

MGA Tech Session: Mike Jacobsen is hosting a tech session at his apartment in San Francisco on November 12 to address MGA issues and any other pending problems. A motion passed to allow \$50 for refreshments.

Holiday Tea: George Steneberg and Marcia Crawford will be hosting the Annual Holiday Tea at Marcia's home in Kensington on Saturday, December 10, 1-4 pm. Everyone is asked to bring a new unwrapped toy to contribute to the Bay Area Toys for Tots campaign.

Annual Awards Banquet: January 7 from 11:00 am to 3:00 pm. Our annual get-together will be at Hs Lordships at the Berkeley Marina again this year. More than 70 members had a delightful brunch last year. We would like to

see another great turn out. Come and celebrate the MGOC and all the fun we have tinkering, restoring, driving and enjoying these fun British cars!

Old Business

Old MGs by the Bay Posters: We now have a high-resolution disc of our past images of MGs by the Bay posters. How should we best use these? The board would like to hear some ideas on how best to use them for an MGs by the Bay 20th anniversary memento.

New Business

Nominating Committee: There is a ballot in *The Octagon* to elect next year's Board. Many people have stepped up to volunteer for the various jobs required to run our club. Please show your support for them. **We still need a secretary!**

Annual Awards Banquet: A motion was passed to authorize up to \$400 to purchase awards for the Brunch. These awards will recognize efforts put forth by club members who work hard to plan the special events for the Club.

Fall Festival Video: The video of Fall Festival "fun" will be available on the Club Web site some time in the near future.

Fall Festival Recap: Many ideas were discussed about how to encourage more members to come to the bi-annual Fall Festival. Ideas included changing the format to include a drive to a lunch location (rather than dinner due to unfamiliar roads in the dark), and possibly shorten the event by one day.

Annual Planning Meeting for 2012: The Annual Planning Meeting will be the morning of January 14 at the home of Bob & Edie Shaheen in Danville.

MGs by the Bay: is coming up in May. To encourage participation, we have decided to have a poster contest for the show. After seeing the digital images of past show posters, there is a lot of variety available. We believe there is also some hidden talent in our club!

Next Meeting and Natter: 7:00 pm on Thursday, December 8, 2011 at The Englander Sports Pub, 100 Parrott Street, San Leandro.

The meeting was adjourned at 8:18 pm.

Submitted by Kim Kuenzinger.

MGOC 2012 Officers Ballot

Office	Nominee	Write in
President	George Steneberg	_____
Vice President	Tim Polidoroff	_____
Secretary		_____
Treasurer	Mike Jacobsen	_____
Please mail to: Sam Gearhart, 3521 Randolph Ave., Oakland, CA 94602		

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:

1972 MG Midget. \$1,500 OBO. Car is in Oroville, CA. right now at the house of the person who has owned it for a very long time. He owed me a bunch of money and signed the car over to me. You are welcome to talk to him if you go to see the car, as he knows the car intimately. He told me it runs great with the exception of some slop in the syncro gear. The interior needs new vinyl seats and a dash cap. The paint needs to be rubbed out and it should shine well. The car has chrome bumpers and just 54,000 miles on it. It has been treated very nicely. All original, except for the paint. Contact Scott at 530-228-3443.



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 sdlhom@sbcglobal.net.



1969 MGB GT. Very low original miles. In good condition, with some flaws. The paint has been touched up and has a couple of bubble spots. The dash has small two cracks in it. It has a fresh carpet and the seats are in good shape. The original wood steering wheel looks great. It has electric ignition and 12 volt system. I have over \$4000 worth of work done in the last 8 months: completely refurbished the brake system, overhauled the original SU carbs, new fuel pump, new temp gauge, re-cored radiator. Thoroughly tuned up with all new hoses, belts, cap and rotor, plugs, fluids, and lubricants. All work done in SF at Johns Jaguar service. Contact Scot at scotmontagnino@me.com.

1978 MGB Roadster. Maroon with beige interior. Vehicle has less than 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 \$8,200. Contact Member Tom Doyle at 520-220-6228 or at wtdoyle@cox.net.



1946 MGTC. Red with black interior and black top (currently being installed). Side curtains all in very good condition and the car is mechanically excellent. The engine starts up quickly and runs very smoothly. I brought the car back to life six years ago, cleaned out the gas tank and fuel lines, cleaned the electrical contacts, rebuilt the hydraulics, including two new brass-lined brake cylinders, new interior, cleaned and rebuilt the carburetors, replaced the steering box with a rebuilt one, replaced the drop arm, adjusted toe-in to the proper value, replaced the u-joints on the driveshaft, and many other small things that I no longer recall. I had JB Wire Wheels true and paint the wheels and replace a couple of tires. The paint is fine from 15 feet away, but it could use a new paint job. It drives like a TC, which means that it is a rough ride and it goes more or less straight as long as the driver is paying attention. It is quite nice to drive at 50 mph, but not much fun on the freeway. Asking \$20,000. Contact Member Jesse Bregman at 831-427-1644 or jbregman@mac.com.

1973 MGB GT. Nearly completed restoration of a very nice example. I redid the mechanicals, had body and paint done professionally, colour is as original, upholstery is dark blue cloth as originally fitted, has two nearly new six volt batteries, has correct rubber mats and has original carpeting. I have a professionally rebuilt OD gearbox which is not installed, redone by Jerry Redmon of Napa Valley Auto Restorations. The car does need minor completion - some interior pieces need installing, needs some tidying up. Car has the original blue CA plates and it is currently registered. \$4,500. Contact Member Don Scott at 707-942-0546 or don@napanet.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.

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.



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.

Set of MGA Seats in ok shape, **MGA Windshield Frame** with glass that is broken. Contact Member Don Scott at 707-942-0546 or don@napanet.net.

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.

Wanted:

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.

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Club Meeting Natter & Noggin December 8, 7 pm

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(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 turn right on Parrott Street.



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