

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 Palgon

Vintage MGs at Laguna Seca

May 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

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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 M.G. 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

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. 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 Tom Balutis upon request.

Forthcoming Events

MGOC Events in bold

- May 3 – [River Road Wine Tour](#), [Pebble Beach Sports Car Club](#), Warren Pierce
- May 3-4 – [Moss Motors British Extravaganza](#), Buttonwillow
- May 4 – [Hillsborough Concours d'Elegance](#)
- May 10 – **MGs by the Bay**, San Leandro Marina
- May 18 – [All British Meet at Woodland](#) (formerly Dixon), [UBSCC](#)
- May 18 – [Friendship Day](#), Redwood City, [Mid-Peninsula Old Time Auto](#)
- Jun. 1-8 – [British Car Week](#)
- Jun. 7 – **Wine Tour**, Sonoma, Andy Preston
- Jun. 7 – Hayward British Field Meet, [Mini Owners of America SF](#)
- Jun. 22 – [Palo Alto Concours d'Elegance](#)
- Jul. 6-10 – [GoF West](#), Monterey
- Jul. 31 - Aug. 3 – [Rendezvous 2008](#), Cottage Grove, Oregon, [Club T MG](#)
- Aug. 8-10 – Monterey Pre-Historic Races, Laguna Seca
- Aug. 11-12 – [Carmel Concours on the Avenue](#)
- Aug. 16 – **South Valley Wine Tour and BBQ**, Morgan Hill, Bill Hiland
- Aug. 15-17 – [Monterey Historic Races](#), Laguna Seca
- Aug. 17 – [Pebble Beach Concours d'Elegance](#)
- Aug. 30 – **Annual Picnic**

From the Editor...

What to write? What should I prattle on about this month? Oh, did I just type that? Sorry. Pardon me. Terribly rude.

Once a month I am confronted by the aforementioned question and, having usually left my article to last, I'm generally in a bit of a hurry. But at the same time, I have no desire to just throw something uninteresting together. And so I sit, with *The Octagon* all but ready to go to press, burning the midnight oil and wondering what to write about.

Usually, having some story or agenda in mind, I manage to settle on the basics of my content fairly quickly. Then there's just the small matter of composing decent copy. But sometimes nothing comes to me. At times like these, I turn my thoughts to the old standbys:

Should I describe recent goings on with my MG (problems, adventures, repairs)? Should I recap the events I've attended this past month? Should I hype upcoming events or call attention to this month's articles?

Sometimes, in pondering those stock questions, I'll come up with something worth writing about. But other times, those ideas just seem horribly trite and uninteresting. This is one of those times.

And so, I now sheepishly present to you an amalgamation of all of those old war horses (or motor carriages, if you prefer).

My MGB is still in a sad state of poor running, having an elusive problem that is not readily demonstrable by the standard tests. Fuel delivery is good. Ignition is good. Compression is good. Timing is good. Plugs are good. Valve clearances are good. Carburetors were rebuilt less than a year ago and are not externally leaky. And yet the car will not tune up properly. When driving, it will nearly simultaneously offer up the symptoms of being too rich and too lean – which leads me to think there may be an intermittent vacuum leak that I have not yet located.

I attended the lovely gala opening of *On the Road Again* and wanted to make it out to the tours, but the state of my car held me back.

I am pleased to say that I received a surfeit of contributions this month. My apologies to the contributors whose submissions went unused. Nevertheless, rest assured that all submissions, whether included or not, are much appreciated. Please keep sending me your stories, photos, and events.

And finally, did I mention MGs by the Bay yet? No? Well then: **MGs by the Bay, May 10. Be there or be square.**

Jeremy Palgon

MG

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President's Ponderings...

It's time to get your cars out...

Is everyone ready and registered for MGs by the Bay? Oh, I am not suggesting that everyone has their cars washed and polished, but I sure hope you have not forgotten about our biggest event of the year!

This year's annual show is on Saturday, May 10, 2008 at the San Leandro Marina. I encourage all of you that are planning to attend to please try to get your registration mailed in the next few days. Early registration helps us to finalize plans, organize the show layout, and prevents a great deal of stress trying to register last minute attendees the morning of the show.

We are looking forward to a great show, with fun for all. We have arranged for meal discounts at El Torito Restaurant at the Marina and musical entertainment that everyone has enjoyed in the past. I am personally looking forward to meeting all of you there.

On another note, I would like to congratulate club member Bill Hiland on the grand opening of his new automobile restoration business, On the Road Again, in Morgan Hill. Last Saturday, I took the opportunity to attend the gala opening, tour the facility, and enjoy Bill's hospitality. I was pleased to meet a number of other members in attendance.

Finally, I am happy to report that longtime club member David Wright seems well on his way to recovery after a recent illness. We look forward to David joining us at upcoming club events and are glad to hear that he is on the mend.

See you all on May 10!

Regards,

Sam Gearhart



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Jim Silva

Presented by The MG Owners Club

Information: Mike Jacobsen 415-333-9699
Bob Trencheny 925-984-2472

8:30-10:00 am Registration
10:00-2:00 pm DJ Music
2:00 pm Awards Presentation



Poster Art ©
MG Owners Club 2008
www.MGOC.org
Photo: Jeremy Palgon
Arnott MG owned by
Terry Sanders of Oakland

15th Annual MGs by the Bay

*At the San Leandro Marina
Saturday, May 10, 2008*



MG Owners Club - 1957 to 2008



River Road Wine Tour

Saturday, May 3

The Pebble Beach Sports Car Club cordially invites you to join them on a free tour of Monterey's [River Road Wine Trail](#), as ten member wineries throw open their tasting rooms for the 14th annual [SpringFest](#). Featuring new releases, barrel sampling, food, and entertainment, this annual spring open house is entirely free.

When and Where: Meet at the Cross's, 22180 Berry Dr., Salinas at 10 am.

Directions: Berry Dr. is off River Road, which is off Hwy 68 between Salinas and Monterey. Take the River Road/Reservation Road exit off 68 and go south-east on River Road. Berry is a right turn just after you pass a Shell gas station. If you end up in Marina, you went the wrong way!

Contact: Warren Pierce, 831-726-2827, wdp389@pacbell.net

Sonoma County Wine Tour

Saturday, June 7

By Marla and Andy Preston

We hope you can join us for this year's Sonoma County tour, which will take a different route from previous years. We will be meeting at the MG2007 hotel venue, the Doubletree Hotel in Rohnert Park. Starbucks' coffee and bathrooms are available in the hotel.

We'll be heading out to the spectacular Napa Valley for our first stop and then back into Sonoma Valley for lunch. Our route will take us over Crane Canyon through Glen Ellen and then over Trinity Road, which boasts one of the most breathtaking views in the area as you descend into the Napa Valley.

Our first stop will be at the [V Marketplace](#) in Yountville for a 30 minute break. The 138 year old marketplace (originally the Groezinger Winery) offers upscale specialty shops, galleries, restaurants, and, most importantly, bathrooms! There's also a wonderful coffee and pastry shop across the street.

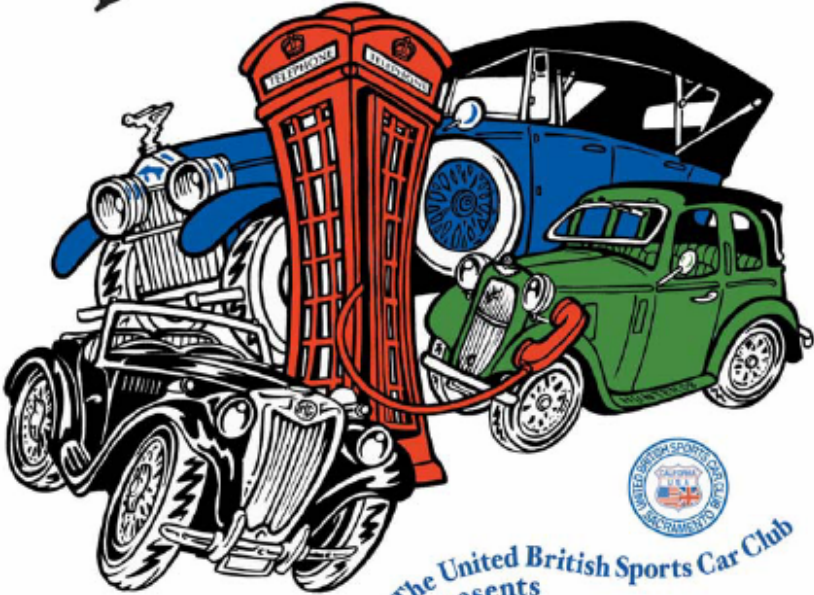
We will continue our tour along the [Silverado Trail](#) (established in 1852) through the [Stags Leap](#) appellation and pass by numerous famous wineries on our way to our lunchtime destination. Lunch will be at the [Viansa Winery](#) and Italian Market Place which is above the Sonoma Valley on a hilltop overlooking 90 acres of waterfowl reserve.

You can buy freshly made wood fired pizzas, hot barbequed sandwiches, or a variety of Italian panini sandwiches. A delight all by itself, the Italian Market hosts two wine tasting bars for anyone who wants to do some wine tasting (only \$5). There is plenty of outdoor seating with live music, and wine is also available by the glass. Viansa is close by the Infineon Racetrack (Sears Point), so there's easy access to Hwy 37 and Hwy 101 for heading home.

When and Where: Meet at the [Doubletree Hotel](#) in Rohnert Park, located off Golf Course Drive at [1 Double Tree Drive](#) at 9:30 am.

Contact: Andy Preston, 707-795-3480, andypreston@sbcglobal.net

Calling all British Cars



The United British Sports Car Club
Presents

All British Motorcar Show and Swap Meet

May 18, 2008

**Come out and join us at our new location at the
Yolo County Fairgrounds in Woodland, California!**

The United British Sports Car Club of Sacramento is proud to host Northern California's premier *All British Motorcar Show and Swap Meet*. This nineteen year tradition finds a new home at the Yolo County Fairgrounds in Woodland after ten years in Dixon. A larger venue will provide more space to expand and enjoy even more fellow British car enthusiasts. We now offer an all grassy show field and more shade along the perimeter. This is a wonderful opportunity to see more than 300 cars representing over 90 years of British motoring history.

Cost: \$30 per car at the gate, free for spectators.

Complete Event Information and Registration Form:

<http://www.ubsc.org/CarShow.htm>



Presents the 34th Annual

Friendship Day 2008

Cañada College

May 18

Featuring hundreds of cars, from Model Ts to modern machines, Friendship Day is one of Northern California's largest, friendliest, and happiest collector car events. No judging, no awards, no vendors, and no need to pre-register. Just show up, pay at the gate, park your car, and enjoy the wide array of autos. You are the show, and we look forward to seeing you there. The \$15 entrance fee will, as usual, include a dash plaque, coffee, and donuts (as long as they last).

When and Where: [Cañada College](#) in Redwood City, just east of 280 at the Farm Hill Blvd. exit. Come early as the gates open at 8 am and many people leave by noon.

Contact: Bob Moll, 650-851-4944, FriendshipDay08@aol.com



July 6 - 10

GoF West is the name of a regularly held "Gathering of the Faithful" MG owners in the Western United States. This year, GoF West will be just a pleasant drive down the coast from us in beautiful Monterey.

Complete Event Information and Registration Form:

<http://gofwest.com/events.htm>

ESCA April Fool's Rallye

By Wayne and Janet Veatch

Having seen it noted in *The Octagon's* calendar of events, we participated in the Empire Sports Car Association's 44th Annual April Fool's Rallye on Sunday, April 6. We were the only members of the MGOc to participate, and one of three MGs. The other two were a '69 MGB and a '63 Midget. There was quite a variety of cars participating. There really wasn't much of anything to show in photos, except some of the cars stopped at the side of the road trying to figure out if this was the correct turn and how to interpret signs. This was an "A-B" Rallye, where you have to figure out if instruction A or B is valid, or, if both are, circle C. By design, you can't really get lost, but if you choose many Cs, you have screwed up.

We thought this was pretty easy – a bad sign. Most of our choices were wrong, earning us the next-to-the-last place in the beginner category (336 points out of a possible 672, not even making the list of acceptable results). But it was great fun; we learned a lot, met interesting people, and look forward to having another go at it next year.

The Empire Club is interesting, with a lot of focus on autocross, which seems to involve running your car around cones in a parking lot for the best time. Not the same as going for a pleasant ride in the country.

See the website for how this rallye works, some photos, and the results: <http://www.sonic.net/~thebeard/>.

Photo Courtesy of Wayne Veatch



Wayne and Janet Veatch about to start the rallye

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Vintage MG Races at Laguna Seca



Laguna Seca Race Track (above)

MG Vintage Racers (below)



MGs in the paddock (below)

Photos by Jeremy Palgon



Mt. Hamilton Tour

By Jose Vega

I can tell you, my fellow members, that the drive was a success. I had never driven from Fremont to Livermore through Niles Canyon before, and that road was perfectly suited for MGBs and TFs alike. After an early stop at Wentle Vinyards, Rod Hill, Ryan Twelves, Walter and Carole Kilik, and I parted ways from the Rough Riders for more spirited driving. We waited for them at the Junction Café, home of some of the best cuisine the Bay Area has to offer.



MGs at the Junction Café

Photo by Ryan Twelves

The MG crowd showed their gallantry by assisting a bicyclist with a punctured tire. In no time we had a hand pump, a small compressor, a cigarette lighter socket, and plenty of willing hands to figure how to inflate a Presta valve tube with a Schrader type pump using a cigarette butt.

The Rough Riders continued on, and Rod Hill and I followed on a 15 minute delay. We proved, once again, that even the smallest of tool boxes (if equipped with the bare necessities) can be a life saver when Rod called on the walkie to tell me that the exhaust on his Cosworth powered Sprite was now leaving a groove on the pavement thanks to some “frog eye” hopping on the less than smooth roadway. Three radiator hose clamps later, we were back on our way to a chilly 37 degree reception atop Mt. Hamilton.



A long row of MGs atop Mt. Hamilton

Photo by Ryan Twelves

Some people stayed and took the Lick Observatory tour. Due to other obligations, Rod and I departed on a more civilized drive back to San Jose, watching out for motorcyclists, bicyclists, and our friendly radar pointing sheriffs all the while. Overall, it was a fun-filled day with cool weather (which makes for a little more power), driving up a very challenging road. My kingdom for a supercharger! Hope to see you all soon with my new addition: a 1964 Spitfire.



A telescope at the Lick Observatory

Photo by Ken Gittings

Daffodils in the Mist

By Andy and Mary Moyce

The trek to Daffodil Hill started on a damp cold morning as we assembled at the rendezvous point in Livermore. Only the two T cars arrived with tops down, and only one of those stayed topless as we set out. In addition to the Ts, there were about twenty MGBs ... and a BMW. No one actually said there was rain, but we were certainly experiencing some typical English weather. It was a misty drive through the rich farms and orchards of the Delta, past beautiful rolling hills dotted with cows and wildflowers. You could almost convince yourself you were motoring through the lush green hills of Ireland with your mates. At least until you arrived in Stockton for the first stop. We managed to pass through with none of our cars picking up the 20" chrome wheels which were displayed for sale like velvet paintings on every corner. Maybe were all distracted by answering the road quiz that John Pezek and Ben Lenci had provided; testing our knowledge of Detroit car history.

Our lunch stop at Jackson Rancheria was a huge buffet replete with rare roast beef, mashed potatoes and gravy, breakfast items, taco fixings, a huge salad bar with every topping you could think of (and many you wouldn't have thought of), and a beautiful array of desserts. The staff was very attentive and I think we all left with an improved outlook, even though there was no beer with lunch.

We continued on, everyone with tops up now, through more scenic pastures and small towns to the two streets that comprise Volcano, home of the hill planted with thousands of the perky yellow and white daffodils. Again, there was no admission of rain, but oncoming cars were using their wipers – and not all in the intermittent mode. I was happy that I had placed a generous coating of Rain-Ex on my windshield. A brief attempt to use the wipers resulted in another Lucas moment, as the electrical system had to release white smoke under the dash. A short stop and a well placed snip with wire cutters solved that one.

The flowers were in full bloom and the place was hopping. They even had the Highway Patrol directing traffic, there were so many visitors. We assembled in the parking lot for early good-byes and to award the valuable prizes from the automobile quiz. Wayne and Janet Veatch and Ryan Twelves and his fiancé tied for first place.

It was a fun day even though our car experienced a leak in a fuel line. We had to replace a section of hose, which we carry in our rough and ready tool kit (that's nothing, Ben had a fuel pump in his trunk he was willing to donate to the cause). It was nice to drive back into the sunshine and put the top down, where it belongs for the drive home.



MGBs in the mist at the Daffodil Hill parking lot

Photo by Ryan Twelves

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New Member News

By Les Stuart

My interest in British cars started 36 years ago. A friend of the family was always working on cars out in his driveway when I was a young teenager. He got a hold of an MGA, then a second one for parts, and proceeded to restore one for his daughter. His son and I were right there, side-by-side, helping him every step of the way. At 14, he helped me get my first MGA 1500 for \$250; and we towed it up to my parent's house. I worked on that car for about nine months and got it running. As I was an unlicensed driver at the time, my parents made me sell it – but the love affair was started.

When I did get my license, my first car it was a Triumph Spitfire that I had fun working on and driving for a number of years. I've had many cars different throughout the decades, but I have always had an MGA in a garage somewhere. To me there is nothing more exhilarating than the little roar of that four cylinder engine, the top down, and being so low you can almost reach out and touch the ground. Though sometimes I'm puzzled by British electrical systems and engineering, there is a lot to be said for the simplicity of the MGA.

I've had two 1500s and two 1600s that I have restored to various conditions. I found my current MGA in Southern California and purchased it nine years ago. I decided that this one was my last, and a keeper. As such, I debated for years on whether to do a 100-point restoration, a retro modification, or a combination. I debated whether to replace the engine with a V8 for more horsepower. I ultimately combined the best of what I knew from my previous MGAs, ideas that I scraped off the internet, and things that I've always wanted to do. I also wanted to make sure that any major changes were reversible. I have been working head down on this project for the last two years, and I am about done. This MGA is strictly for me and, as such, has modifications and additions that I like, and suit me. It may not be a 100-point car by any judging standards, but it is to me. The modifications to the fuel system, the engine, the suspension, the electrical system, the interior, and the exterior are all modifications that make this a wonderful driver for me.

I guess you could say I've been an MGA loner, as I've not encountered too many MGA owners. I might see one or two MGAs on the road a year; and in over 30 years of MGA ownership, I can count on one hand the number of owners that I've had conversation with. I didn't even know that an MG car club even existed. In doing research for this latest project I came to find out about car clubs, forums, and events that I think I would like to be part of. I get lots of thumbs up and nods as I drive my MGA about town, but only an MGA owner (and someone who has done the work) really knows the satisfaction that I feel, and we feel. I look forward to seeing and meeting you all.



Les Stuart's current MGA

Photo by Les Stuart

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MGOC Business Meeting Minutes

April 10, 2008

The meeting was called to order by President Sam Gearhart at 7:31 pm. Also attending were Randy Grossman, Mike Jacobsen, George Steneberg, and Bob Trencheny.

The March minutes were amended to read: George reported a request by a third party for samples of MGOC regalia. Board denied request.

Treasurer's Report: Made by Mike.

Registrar's Report: Not present.

Secretary's Report: No news to report.

Corresponding Secretary's Report: Rallye Productions catalogue received. We received a T-shirt for the raffle from JW Enterprises, a vendor for MGs by the Bay.

The Octagon: We are printing fewer paper copies and sending more electronic copies.

Website: Up to date.

Past Club Events

Daffodil Hill Tour

Upcoming Club Events

GoF West: July 6-10, 2008 in Monterey: Mike talked to Stuart Locke about cardboard sheets. We offered to show them how we tabulate votes and lend them our car class signs.

Cecil Kimber Tour: on schedule for April 26.

Old Business

Club Officers' Insurance: Application filed and fees paid.

New Business

Motion made to send David Wright flowers: to get well soon. Amount, as per motion, up to \$50. Motion passed.

MGs by the Bay

Posters, T-Shirts, Advertising, Sponsors, etc: We have about five sponsors so far. Posters done by Dan and three variations printed. Dash plaques to be ordered – need three weeks to obtain. T-shirt art work is in process.

City of San Leandro Permit Status: Sam has applied with the city.

Insurance Status: City has reserved site and date for us, but we have not received the required insurance certificate yet. Mike will follow up.

Valve Cover Races: Tech session on April 27.

Utilities and Services: Sound system (entertainment), music, portable sanitation, trash. Port-o-potty arrangements made. Bob Stine found a DJ – same price as last year.

Miscellaneous

On the Road Again Open House: Bill Hiland invites all MGOC members to his gala opening on April 19.

Next Meeting and Natter: 7 pm on May 8, 2008 at The Englander.

The meeting was adjourned at 8:16 pm.

Submitted by Randy Grossman.

The MG Owners Club

Presents

MGs by the Bay Saturday, May 10, 2008 San Leandro Marina



This annual event is a gathering of MGs from across Northern California.
The show opens at 10 am, rain or shine, with trophies awarded at 2 pm.

Same-day registration will open at 8 am.

Featuring: Music, raffle prizes, contests, trophies, food and drink, plus more!

Valve Cover Races: Bring your MG valve cover racer and enter the competition. Rules available at: <http://www.mgoc.org/valvecoverrules>.

Awards: Judging is by popular vote, with trophies awarded for People's Choice, Best Daily Driver, Premier (from previous winners), and for every class, with classes determined according to the number of cars registered by May 1, 2008.

Entries: All MGs are welcome, from daily drivers to complete restorations. The \$25 entry fee includes a dash plaque, an event t-shirt, and special coupons from our sponsors. Additional cars registered to the same owner are \$10 each, which includes a dash plaque only. All cars must arrive by 10 am sharp! This is necessary to allow for proper placement of the cars. If you arrive late, we **cannot** guarantee placement of your car with others in its class.

Pre-registration has been extended to May 5, 2008

Return the registration form below with the entry fee. Photocopies of this form are acceptable. One form is required for each MG.

Mail before May 1, 2008 to:

MGs by the Bay
320 B Monterey Blvd.
San Francisco, CA 94131

For information call:
415-333-9699 or 925-984-2472

Make checks payable to **MGOC**

Show Use Only		
\$	/	#

Please Print:

Name: _____

Address: _____

City: _____

State: _____ Zip code: _____

Email address: _____

Daytime phone: (____) _____

Short description of car: _____

Has this car ever won First in Class at MGs by the Bay? Yes No

MG model: _____ Year: _____

Body style: Coupe Roadster

Saloon Race car

Other: _____

Car color: _____

T-shirt size: M L XL XXL

Bringing a valve cover racer? Yes No

Release: Neither I nor my heirs will hold the MG Owners Club or the City of San Leandro liable for any loss, damage, or injury done to me, or my party, while engaged in this event or traveling to and from this event.

Signature: _____ Date: _____

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:

1979 MGB, good black paint, aluminum wheels, does not have overdrive. Car is in San Jose. Contact non-member Cole at (408) 258-9450 home/message or colelucas53@aol.com.

1959 MG Magnette ZB Varitone – I am just the third owner of one of the last ZB Magnettes built by MG, number 36997 out of 37101. Refurbished in 1995 by PO (owned car from 1962-2003), driven sparingly since. Recent work includes refinished dash, new clutch, new u-joints, sealed gas tank, new tires on the rear and new spare, sorted out the electrical gremlins, replaced the original oil-bath air cleaner with foam air filters for easier access to carbs. Includes uninstalled new headliner and chrome trim for the windows. The chrome is in good shape except for the rear bumper. I am now looking for an MGB, and don't have the space for this car too. Asking \$7900 or best offer and will consider a trade for a chrome bumper MGB in good condition. Contact Member Jesse at (831) 427-1644 or jbregman@mac.com.

Two '59 MGA Racecars and a big stack of parts. Contact Member Tom Morgan at (650) 588-4960.

1952 MG TD MARK II – \$18,000 – Frame off restoration in 1982. 9.5 on a scale of 10. Runs well with just over 6,000 miles since restoration. Ivory with green leather upholstery. MARK II refers to a limited number of TDs with the engine that eventually went into the TF (larger carburetors, dual fuel pumps, and a little more horsepower). Comes with all sorts of tools, cover, floor jack, stands, filters, spark plugs, etc. Contact Member Peter Applegate at (415) 383-0700 (Marin Co.)

Parts for Sale:

MGB LE Items: Top - \$200, **Tonneau** with headrest pockets - \$150, both OBO. **Two New Tires**, never mounted on wheels, make offer. Call Non-Member Roger Burr at (415) 265-4540.

Black Leather After Market Steering Wheel (with hub) for your '62-67 MGB/C. "Mountney GT" 14" with polished center spokes. Great condition. Victoria British part no. 15-580. Cost \$250. Sell for \$100 or decent offer. Contact Member Wayne Veatch at (415) 297-1807 or veatchlaw@mindspring.com.

SU Carbs - AUD326F and AUD326R plus manifold and heat shield for MGB, \$60 OBO. Pair of early **MGB Rear Axle Shafts** with splined hubs for wire wheels, \$100. **Map Pocket** with tan carpet, free. **Sony XR-C300 Stereo Cassette Deck** with removable face in lightly used condition with remote CD controls built-in (remote changers not included), \$40. **FIAT 850 Spider Hard-Top**, excellent condition, \$250. Must pick up large parts in SF. Contact Member Tom at (415) 203-9160 or thomasknapp@att.net.

Four 14 inch MGB Wire Wheels. Contact Member Tom Morgan at (650) 588-4960.

Aftermarket MGB Hardtop. Flashy. Keep warm and dry! Member Eric Baker, Oakland, (510) 531-7032.

MGB/GT 5/8" Dia. Sway Bar. Member Ken (510) 791-8445.

Club Meeting Natter & Noggin

May 8 (2nd Thursday), 7 pm

The Englander Sports Pub & Restaurant

101 Parrot 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.



Collins
Classics
Repair • Restoration • Parts
by
Tom Collins
&
J.R. Boye
609 California Drive
Burlingame, CA. 94010
(650) 685-4477
collinsclassics@comcast.net

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

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