

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 Don Davis

Don Davis and his daughter Julie at the Palo Alto Concours

July 2009

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.

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 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

- Jul. 30 - Aug. 2 – [Rendezvous 27](#), Tillamook, Oregon, [Club T MG](#)
- Aug. 1 – **South Valley Wine Tour and BBQ**, Morgan Hill, Bill Hiland
- Aug. 8-9 – Monterey Pre-Historic Races, Laguna Seca
- Aug. 11 – [Carmel Concours on the Avenue](#)
- Aug. 14-16 – [Monterey Historic Races](#), Laguna Seca
- Aug. 16 – [Pebble Beach Concours d'Elegance](#)
- Aug. 29 – **Annual Picnic**, China Camp, Marin County
- Sept. 12-13 – British Car Day and Tour, Brisbane (formerly Palo Alto)
- Sept. 27 – [Danville d'Elegance](#)
- Oct. 1-4 – [NAMGAR West 2009](#), Rhonert Park
- Oct. 11 – [Jimmy's Old Car Picnic](#), Golden Gate Park, San Francisco
- Oct. 18 – [Cal Autumn Classic](#), Morgan Hill (formerly San Juan Bautista)

From the Editor...

I'm pleased to present a number of fine articles from new contributors. Don Davis wrote a report on the beautiful cars at the Palo Alto Concours (and one very un-restored MGB), and offered a tip on T-Series gas cap sealing. Kim Cox has written up the story of how she came to own her father's 1966 MGB. Even Sam's car has gotten into the act, filing a dispatch from the field (which turns out to be a wine tour).

A number of our members have recently returned from GoF West in Squaw Valley and MG2009 in Breckenridge. Reports of their exploits are trickling in; look for stories and photos next month.

Some big events are still ahead. Rendezvous 27, hosted by Club T MG is at the end of the month in Tillamook, Oregon. If you're thinking of going, please contact Bob Luebbert at r.luebbert@sbcglobal.net to join the caravan north.

Bill Hiland is hosting the second annual South Valley Wine Tour and BBQ on August 1. Despite some mechanical issues, I had a great time on the tour last year. I anticipate another great tour this year.

You may have heard that the MGOC is hosting a large scale regional event in October, NAMGAR West 2009: MG 'A' Classic Vintage. Based out of the Sonoma and Napa Wine Country, there will be backroads tours, a car show, and many fine people to meet. Although this is an MGA register event, all MG owners are welcome. Check out the details (page 8) and registration form (page 22), and consider joining us in October.

Jeremy Palgon



MG

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

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President's Ponderings...

A Note from Sam's Car

It seems my owner (Mr. Gearhart) occasionally needs prodding to take me on an adventure. He recently received the appropriate prodding because last Saturday he pulled me out of my garage, dusted me off, filled me with gas, sat his friend in the passenger seat, and we all set off to go wine tasting in Livermore (or, more accurately, they tried the wine; I prefer gas.)

The weather was somewhat iffy as we set off on the adventure: a few days of warm weather had started to cloud up, and it was threatening to be a much cooler day than we all anticipated. However, once we made it into the Livermore Valley, the sun was shining and the clouds mostly blew away.

The first place they took me actually had me a bit perturbed: we turned off of a perfectly nice paved road onto an unpaved dirt road complete with occasional potholes. I thought my owner had lost both his way and his mind when at last we stopped at a very nice little winery called Les Chenes. As we were the first visitors of the day (although it was already nearly 1:00 pm), the winery owners came out to inspect me. It seems they had once owned an MG TF. When he saw me he imparted some fond recollections of his own adventures driving an MG, including breaking down by the side of the road with water pouring in because it was raining. As we got ready to leave that first winery, more visitors came to drink. Many of them openly admired me. I was surprised by how many "former" MG owners popped out of the woods in admiration that day.

We drove from Les Chenes (again on the dirt road), back onto the nicely paved road to visit other wineries. We visited Crooked Vine, Stony Ridge, Red Feather, Charles R, and finally Bent Creek (which was recommended by a former MG owner). I recall that at one or two of these wineries, a convertible of a different type was parked next to me; however, none of these cars spoke British (although I tried my best to enter into a conversation). A number of the other winery patrons admired me during the day, and I was happy to bring back their fond memories of MG ownership as well.

All in all, it was a nice little adventure for me: a lonely little MG who seems to spend too much time in a dark garage. I was able to stretch my wheels (so to speak), feel the wind on my hood, and provide my owner with a pleasant day. Not bad for a little 1974 ½ MGB! Until we all see each other again, I hope your owners take you on some fun adventures as well.

Cheerio,
Sam's MGB





There's More Than Cheese in Tillamook July 30 – August 2

By Donna McNabb

Club T MG invites you to Rendezvous with us in Tillamook Oregon on July 30. For more that a quarter of a century, Club T MG has been gathering for a long weekend with the Sorry Safari Touring Society to drive our cars, play some games, show off our cars, rekindle friendships and make new ones, eat, relax, and just enjoy ourselves. We would like you to join in the fun.

This year's location is Tillamook, on the Oregon Coast. The Tillamook Cheese Factory is celebrating their 100th anniversary the week we are there. The [Tillamook Air Museum](#) is providing free admission to Rendezvous attendees and a F4U-Corsair for a photo opportunity with your classic car. We will have our banquet in the Blimp Hanger.

Standard events include the Funkhana (a test of driving skill combined with whimsical tasks), a gimmick rally (you answer questions while driving the route), a driving tour of the countryside, and, of course, a car show (vote for your favorite in each class). The awards banquet features the winners of the events and a raffle/auction. The trophies are always interesting!

If you have been before you know how fun and relaxing it is. If you have never been – you've been missing a fabulous event. Come check it out.

Contact: Donna McNabb at 503-936-6137 or mcnabb7582@comcast.net.

More information and registration form:

<http://home.earthlink.net/~clubtmg/Rendezvous27.pdf>

Bob Luebbert is arranging a tour up to Rendezvous 27. If you are planning on going, please contact him at r.luebbert@sbcglobal.net.

The Second Annual **South Valley Wine Tour and BBQ** **Saturday, August 1**



Come tour the scenic South Valley foothills, taste some wine, and enjoy a BBQ lunch with your friends from the MGOC. For the second installment of this tour, we'll again gather at On the Road Again before departing on a backroads tour to a few of the Morgan Hill area wineries. Afterward, we'll return to On the Road Again for a late lunch/early dinner of BBQ tri-tip with green salad, fruit, and beverages.

Last year, twenty MG owners toured to Sycamore Creek Vineyards, Clos LaChance, and Kirigin Cellars (which provided the unusual attraction of a live cricket match). Bill Hiland, the event organizer and tour leader, is lining up an equally impressive list of wineries for this year's tour.

Cost: \$10 per person to cover the cost of food.

When and Where: 10 am on Saturday, August 1 at On the Road Again, [16840 Joleen Way](#), Unit G4, Morgan Hill.

Directions: Take 101 South to Morgan Hill. Exit at East Dunne Ave. and go Right on E. Dunne. Turn Left onto Joleen Way (2nd street), and follow Joleen to the end. Enter the parking lot and go straight to the back. On the Road Again is in the back on your left.

Please RSVP to Bill Hiland at bhiland@ontheroadagainclassics.com or 408-782-1100 by July 25.

Adventures in California's Wine Country



October 1-4

The nation's premier Wine Country, the Sonoma and Napa Valleys, offers a fantastic blend of scenery, climate, quiet winding roads, hills and mountainsides, coastline and coastal mountains, redwood forests and historic sites. With a large and beautiful hotel placed in a location central to all this wonder, NAMGAR and the MG Owners Club are excited to offer you the next great MG adventure.

Home base is the DoubleTree Sonoma Wine Country Hotel located in Rohnert Park. This recently renovated, Mission-style hotel with 245 guest rooms has hosted numerous national and local car club gatherings over the years (and is home for the major NASCAR teams for their race at the nearby Infineon Raceway at Sears Point). We have arranged a great room rate (\$120 per night base rate) for this area during the wine grape harvest, the prime tourist season. The hotel has extended the room rate to the days immediately preceding and following the event for those of you who want to enjoy the area longer.

Rohnert Park is strategically located with lightly traveled back roads to the coast, to the redwood forests, and to the Sonoma and Napa Wine Country. Special tours and events tied into the uniqueness of the area have been arranged. One of the group banquets will be at the historic Union Hotel in the tiny coastal town of Occidental. Driving tours will take in many of the sights along "sports car country" roads, and include an organized drive to nearby wineries for wine tasting. There will also be the car show, event awards, and raffle prizes.

Registration form on page 22.

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"See you On the Road Again"

Palo Alto Concours

By Don Davis

My daughter, Julie, and I drove on the Palo Alto Concours drive on Saturday, June 2. It was a great drive: we covered over 160 miles winding around the great roads between here and the coast, and ended up at the Candy Store in Burlingame for a look at the fantastic cars that the guys with money keep there. As we were driving down La Honda Road, we spotted this old, rusted out MG that we thought was abandoned. In checking it out, it had current registration! Someone must use this as a commuter car. This is a real testament to the longevity of a trashed out MGB.



A trashed out, but registered MGB

Photo By Don Davis

The Palo Alto Concours on Sunday was the usual great show. Mustangs and Porsches were the featured marques. Randy Grossman showed his 1962 MGA Mark II and I had my 1967 MGB GT. We were both in Class C: Sports Cars - 1956 thru 1987 under \$5,000 new. No awards for either one of us but it was great talking with so many people who said, "I used to have one of these." I encouraged them to buy one and join the MG Owners Club. In Class B - Sports Cars thru 1955, Ruby Mason showed her 1955 MG TF 1500, Ted Feasel had his 1953 MG TD, Dick Gronet had his 1948 MG TC, and Jim Silva, who we all know from SureFit in Castro Valley, had his beautiful red 1953 Arnolt MG. Both Dick and Jim won awards. Bill Hiland had his blue MGB in the "Cars for Sale" area.

Ted told me an interesting story about his TD (which was quite nicely done, by the way). I told him about Stuart's O-ring gas cap solution (next page) and asked if he had a sealing problem with his gas cap. He said no, and in fact told me that his car and a Jaguar XK-140 were tied for Best of Show honors at a local concours. The judge checked the gas cap and the Jag had a rubber O-ring while Ted's TD had the cork gasket. The originality of the cork gasket gave Best of Show honors to Ted. Quite a story! I don't think any of our members have to worry about losing Best of Show honors if they install the O-ring!

T-Series Gas Cap Installation and Sealing Solution

I recently purchased a new (replacement) gas cap for my TD that is under restoration. After installation, and a few hours of fiddling, I could not get the lever to release the cap properly, or the cap to seal correctly. In talking to Stuart Locke (at MGs by the Bay), he told me to use an O-ring with a back-up ring in place of the cork gasket sold by Moss. Stuart gave me the part numbers (O-ring: V-224B and Back-up Ring: 8-224). Both of these are made from Vitron, which is fuel resistant. The back-up ring is flat on the bottom and curved on the top as it fits against the O-ring. With both of the O-rings in place, the gas cap operated perfectly and sealed correctly. I had to buy a minimum quantity of the rings from the suppliers, so I have some extras. If any MG owner wants a pair, send me \$3.00 (address below) and I'll send them.

Don Davis
129 Regent Drive
Los Gatos, CA 95032

In Memoriam

The MGOC is sad to report a loss in the community. As many of you know, Jerry Martin's wife, Leona (Doll) passed away on June 24 from complications related to a stroke. A private family graveside service and a Memorial Service at the South Berkeley Community Church were held on July 1. In lieu of flowers the family requests that donations be made in Leona's name to the Kaiser Permanente Hospice Program, 280 W. MacArthur, Oakland, CA 94611.

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MGs by the Bay

Photos by Jeremy Palgon



Ted's 1966 MGB

By Kim Cox

This is how it all began: my dad traded in his prized grey 1961 bug-eyed Sprite on a green 1966 MGB in November of 1965. He later wrote on the invoice “Sprite Steal” indicating how he felt about the \$650.44 trade in.

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Year <i>1966</i> Cyl. <i>4</i> Make <i>FORD</i> Model <i>F-100</i>	Serial No. <i>600000</i> Motor No. <i>14000</i>	License No. <i>71412</i>	\$ <i>2825.00</i>				
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INS. CO.		SALES TAX <i>125.44</i>		DEPARTMENT OF MOTOR VEHICLES <i>16.00</i>			
Agent/Broker		NET TRADE IN <i>650.44</i>		TOTAL CASH PRICE <i>3627.00</i>			
WARNING—Unless a charge is included in this Agreement for Public Liability or Property Damage Insurance, Payment for such Coverage is provided by this Agreement. Notice of such facts in accordance with Section 2604 of the Vehicle Code shall be included in this Agreement.		CASH DEPOSIT <i>5.00</i>		SPRINT (STAL)			
TRADE-IN ALLOWANCE \$ <i>461.60</i> LESS PAY-OFF \$ <i>A.V.</i>		Res. No.		CASH ON DELIVERY <i>550.44</i>			
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YEAR <i>66</i> MAKE <i>FORD</i> MODEL		UNPAID BALANCE ON CASH PRICE		TOTAL GROSS INSURANCE PREMIUM			
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TYPE <i>4 DOOR HARD TOP</i> TAB NO.		AGREEMENT BALANCE <i>2627.00</i>		INSTALLMENTS			
<p>In the event that the payoff noted by the purchaser is not correct and is greater than the amount shown in this order, the purchaser hereby agrees to pay this excess on demand. If the purchaser is unable to pay this excess on demand, the dealer is hereby permitted to add the excess amount to the security agreement in over the car is financed.</p> <p>I have read the matter printed on the back hereof and agree to it as a part of this order the same as if it were printed above my signature. Entire agreement is expressed in writing. No other terms or conditions, oral or written, will be recognized. All used cars or trucks sold "AS IS" and without guarantee as to condition, mileage, year or model, unless otherwise specified in writing. Salesman cannot accept this order or obligate seller in any manner whatsoever. Order is not binding on Seller until accepted in writing by authorized representative of Seller and until Purchaser's receipt has been approved. I certify that I am of legal age and am the foregoing order in full and agree to sign a Security Agreement covering this order, by my signature below.</p>							
<p>I/We hereby voluntarily choose as Agent or Broker to procure the Insurance listed above. The choice of above Agent or Broker was not made a condition precedent to this sale.</p>							
<p>The name of the Agent or Broker must be filled in by Purchaser in his own handwriting.</p>							
<p>NOTICE TO BUYER: (1) Do not sign this agreement before you read it or if it contains any blank spaces to be filled in. (2) You are entitled to a completely filled-in copy of this agreement. (3) Under the law you have the right to pay off in advance the full amount due and under certain conditions to obtain a partial refund of the finance charge. (4) If you default in the performance of your obligations under this agreement, the vehicle may be repossessed and you may be subject to suit and liability for the unpaid indebtedness evidenced by this agreement.</p>							
<p>RECEIPT OF A FILLED-IN COPY OF THIS AGREEMENT IS HEREBY ACKNOWLEDGED BY PURCHASER.</p>							
Accepted: (Seller) <i>John Bull Motors</i>		Purchaser's Signature <i>Theodore Bockman</i>					
By: <i>John Bull Motors</i>		Date <i>11-27-65</i>					
<p>NO. 75-152/651 LAW OFFSPRING PROD.</p>							

Notable on the purchase order are the accessories: seat belts, heater, tonneau cover, sway bar freight, and dealer prep. The seat belts were \$17.50, while the radio was \$75 (installed).

In June 2008, my Dad picked out a green Honda CRV to replace his 1995 Ford Explorer. The MG was always garaged and Dad's daily driver, the Ford, was parked on the driveway. (Alas, in 2007 Dad backed the MG into the Ford and the MG took the brunt of the accident.) At this stage of Dad's life he was tired of cleaning the outside car everyday; the MG needed to give up the garage space. The folks were also beginning to think about reducing their "stuff". They asked what things I might like to have at some point, meaning furniture or "stuff". I came home and asked Charles about it. His first thought was, "The MG!" I thought that they might say no, and laugh at the suggestion. But they knew that Charles and I were the only family members that could keep the green machine going. My dad took no time in getting us the paperwork and asking us to come pick it up. He had enjoyed his MG and now it was time for someone else to. All he asked was for Charles to keep the MG as original as it was (because Charles is a developer of racecars).

We took possession of the MG that same month. Charles promptly began assessing various fixes and needs of the car, and ordered the necessary items. Unfortunately, work took him on the road for nine weeks and he didn't return until September (many boxes accumulated in the office). During this time, it was my job to start the MG once a week (after disconnecting it from the battery tender). Because the existing muffler dragged horribly low and scraped on our driveway, I felt no need to take the MG out for a drive. Interestingly, the motor, which has 147, 000 miles on it, has never been rebuilt. Charles has ideas of course, but not for now!

Having this car in the family since 1965 lends to many funny and entertaining stories by everyone who has taken it on a road trip or just to the supermarket. My dad drove it almost every day to work at Cabrillo College in Aptos, where he was the water polo and swim coach for over 38 years. The MG was covered every day and sustained being hit once in the parking lot at Cabrillo. A driver backing out of a spot managed to hook the back bumper and pull it off, as I recall. (There may be more, but there are some stories dad keeps to himself.)

I learned to drive a stick shift in the MG at the Cabrillo College parking lot. I remember driving the car over to Stanford for an appointment when I was 16 or 17. It was quite the feat going over Highway 17 in it. One time my older brother and I drove it to Sacramento to visit cousins. On the way home, there was traffic at the Carquinez Bridge and the car began to heat up. My brother panicked and pulled us off the road. We ended up taking 80 around and down, somehow getting back to Santa Cruz. There were no cell phones and no CSAA to call back in the early '70s.

My mother's favorite story is when she and her friend drove the MG to their monthly bridge club event. The house was out in Aptos, off the beaten track, up Day Valley Rd. Very country, very dark. My mother and her best friend, Shirley, left late to drive home. The usual coastal fog had come in and visibility was poor. They drove down the windy road, wondering why it

was so hard to see. They rolled the windows down and leaned out calling the route to one another until they arrived at Shirley's home. There they discovered that one must push the little lever on the dash in order for the headlights to work! My mom did not share this adventure with my dad for sometime.

Of course, there are many stories, auto shop repairs, and services that my dad never shared with my mom. Better to not hear her sigh about the MG again. I can remember eating breakfast and Dad leaving for work. We would all hold a moment of silence when he got in the MG and turned the ignition. Did it turn over? Did it start? Is he out of the garage? Did he leave his coffee cup and glasses on the top again? One of the best parts about the MG was you knew when Dad was coming down the street! Sure could tell that distinct engine and transmission sound.

Since taking possession of the MG, Charles and I have had several fun adventures. We especially enjoyed the MGOC tour of San Francisco last fall. After taking the MG out on the road, over Highway 17, all around San Francisco, and back down Highway 1 to Santa Cruz, we were beat up, tired, and thrilled. What a great day. (Shortly after that, Charles had the wheels trued: 62 or so of the spokes needed to be replaced. That certainly helped with the steering wheel vibrating 20 ways to heck.) The trip up Mt. Hamilton was quite the adventure and an awesome road trip. We were a little fearful of a boil over as we got down the mountain and drove 680 to 280, and then over 17. We got off in Scotts Valley and took the frontage road as the traffic was backing up again and the temperature was climbing closer to 212 degrees. The MGs by the Bay event was hot, but fun. We met some very interesting folks with great stories to share. We enjoy taking the MG out on a Sunday morning for a little drive to our favorite Mexican restaurant or down Highway 1 to Phil's Fish Market for fish and chips.

We look forward to many more adventures in the MGB and especially love the many thumbs up and smiles we get out on the roads.



Charles and Kim Cox's 1966 MGB

Photo by Kim Cox

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MGOC Business Meeting Minutes

June 11, 2009

The meeting was called to order by Vice President George Steneberg at 7:10 pm. Also attending were Ernest Bryson, Ken Gittings, Kim and Craig Kuenzinger, Mike Jacobsen, Bob and Edie Shaheen, Bob Stine, Bob Trencheny, and David Wright.

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

Reports

Treasurer's Report: We have more money than last month because renewals are coming in. Also, NAMGAR sent us \$400 for the October NAMGAR event and two MG by the Bay sponsors paid after the event.

Registrar's Report: About 1/3 of the members have renewed. We have 212 regular, 61 auxiliary, and 11 corresponding members. These numbers include 10 new members who joined in the last month.

Secretary's Report: Nothing to report.

Corresponding Secretary's Report: Nothing to report.

Regalia: We sold quite a bit of regalia at MGs by the Bay. We do not yet have an accounting of merchandise sold at the event. We are out of MG Car Club of England decals. David Wright will try to contact the MGCC in England and get more decals. Robbie Trencheny gave a run down on the items sold since he was handling much of the sales for the Club.

The Octagon: David Wright commented *The Octagon* looked especially good. Several members concurred.

Web Site: Web site use is way up. The web master believes this is the result of the excellent turn out at MGs by the Bay and the Channel 5 TV show on May 23. The web master will fix the picture gallery which is not working at the moment. Last month we had over 10,000 hits to the web site.

Past Club Events

MGs by the Bay: The Livery was very happy with our car show and wants us back next year. There were no complaints from any of the shop owners. Kim and Craig Kuenzinger attended the Porsche show two weeks later and picked up some tips for next year's show: raffle prizes, live entertainment, charity representatives, free coffee, and shirts for the club officers and organizers. Mike Jacobson sent thank you notes to Livery stores and sponsors. One suggestion for next year was to include an event map and directions with the registration form. George Steneberg said that cars that win their category should be "For Display Only" the following one or two years. Kim Kuenzinger thought the press release we issued was not run in the correct category of the papers. Some thought it should have run in the automotive sections of the papers.

Upcoming Club Events

Annual Picnic: The annual picnic will be at the Buckeye Picnic area in China Camp in Marin County on Saturday, August 29. The park rental fee is now \$250. The board began discussing specifics for the picnic but no decisions were made since the picnic is still 2 ½ months away.

NAMGAR West 2009: The Web site is up at www.namgarwest09.com. Mike Jacobson has contact information for all NAMGAR members west of the Rockies. We will discuss sending them a postcard and/or flier.

Old Business

Financial Matters: Bank signing authority has been transferred to Mike Jacobson and Sam Gearheart. The MGs by the Bay show made \$243 and we are waiting for another \$200 sponsorship to come in. We did not have to buy cardboard, rent porta-johns, or pay for the DJ this year.

Tech Session Coordinator: No update on a tech session coordinator from last month.

New Business

New Treasurer: Mike Jacobson was approved as treasurer. Some members wanted to elect him “treasurer for life” but Mike refused the job.

Danville d’Elegance: The Danville d’Elegance is a fundraiser for Parkinson’s disease and takes place on September 27. Craig Kuenzinger asked the club to consider coming to the show since previous years he was the only MG in the show. Event organizers have offered to give MGs their own paddock area if we have 4 or 5 cars in the show. Goodie bags are outstanding too. The price of admission is \$75.

Jack London Square: Jack London Square would like us to come and tour the area. The management would like us to hold MGs by the Bay there next year. Mike Jacobson will put the JLS management in touch with George, Sam, and Bob S. to arrange a tour.

Next Meeting and Natter: 7 pm on Thursday, July 9 at The Englander in San Leandro.

The meeting was adjourned at 8:07 pm.

Submitted by Bob Trencheny.

Request Electronic Delivery of *The Octagon*
 Get *The Octagon* faster and in color,
 while saving trees and club funds.

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

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:

1948 MG TC. Total frame off original restoration completed end of 2006, 2k miles since. Regency red lacquer with tan hood, interior, and spare tire cover. Winner of numerous concours (3 firsts and one 2nd at Hillsborough, Palo Alto, and MGs by the Bay). Installed Shorrock late 1940s supercharger last year. Stainless steel exhaust, 4 new Dunlop tires and tubes. Car is perfect in every way. Asking \$42k. Can be seen as it is garaged at my home in Woodside. Contact Member Dick Gronet at (650) 529-1716 or dgronet@netzero.com.



1957 Magnette complete car with many extras. Garaged for 18 years and recently restored, all it requires is reassembly. The engine is excellent. Spares include a good set of carburetors, windshield wiper motor, red pre-cut (in England) upholstery, a full set of MG hubcaps, and many other things. \$6,000. Contact Member Judith at (510) 232-3859 or wulfwoman2003@yahoo.com.

1949 MGTC British racing green, right hand drive in excellent condition. \$35,000. Contact Member Larry at (415) 999-2362.

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. \$7,500. I also have a 1980 Triumph TR8 in similar condition. Platinum Silver. 86k miles. \$12,000. If purchased together I will sell both cars for \$20,000 and include an open four wheel car hauling trailer. Contact Member Frank Oglesby at (775) 322-5179 or flogles@sbcglobal.net.



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, contact Sam at SWG3@comcast.net. To arrange to see the car, contact Stephanie at BS2464@netzero.com.



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



Parts for Sale:

MG TD parts: complete working **transmission** with rubber remote cover and metal transmission cover, **drive shaft** with u-joints, **rear end** with axles, **front and rear shocks**, and miscellaneous transmission parts that I picked up in case I needed to do a rebuild. I’m selling these items because I’ve upgraded my 1953 TD to a Moss Motors 5-speed transmission, MGA rear end, brakes, and rear springs. \$2200 OBO for all. Contact Member Bob Luebbert at (510) 276-0365 or r.luebbert@sbcglobal.net.

MGB-RD 1.8 Engine with associated parts, 1969, Engine number 18V890AEL006643. Odometer reads 73,000, but I don’t know when it stopped working. I’m including the carbs, distributor, plugs, air pump, alternator, radiator, oil radiator, etc. Four speed transmission (no overdrive) also available. There is no hint of smoke or leaks. Car was driven daily before August 2008. \$900 OBO. Contact Member Mike at (408) 431-1728 or mikesdocuments@yahoo.com.

Electric Hoist suitable for attaching to a sturdy rafter in a garage and lifting an engine out of a car. \$150. Contact Member Viggo Riddersholm at (650) 341-9064.



MG 'A' Classic Vintage

NAMGAR West 2009 - Hosted by the MG Owners Club
Doubletree Sonoma Wine Country, 1 Doubletree Drive, Rohnert Park, CA
October 1-4, 2009



Please print clearly

REGISTRATION FORM

Name: _____ Email: _____
Address: _____ Phone: _____
City: _____
State/Province: _____ Postal/Zip Code: _____
Country: _____
Others in your party: _____
Name: _____
Name: _____

* For registration confirmation and event updates only.

Is this your first NAMGAR Event? Yes No

Trailering? Yes No

Off-site parking will be available for trailers.

What car(s) are you bringing?

Sample: Make MG Model MGA Year 1957 Series 1500 Style Roadster Color Black
Car 1 Make _____ Model _____ Year _____ Series _____ Style _____ Color _____
Car 2 Make _____ Model _____ Year _____ Series _____ Style _____ Color _____
Car 3 Make _____ Model _____ Year _____ Series _____ Style _____ Color _____

Activity Registration (Registration includes two people & one car and is non-refundable)

	Quantity	Each	Subtotal
Registration, postmarked by August 15, 2009		\$40	
Registration after August 15, 2009		\$60	
Additional cars (Please note car info above)		\$10	
Rustic drive & Italian dinner - limit 150 (Friday - per person)			
Spaghetti & meatballs _____ Roasted chicken _____ Veggie _____ Ravioli _____	Total	\$35	
Awards Banquet (Saturday - per person) Beef _____ Chicken _____ Veggie _____ Fish _____	Total	\$45	

Regalia (Indicate quantity)

	Small	Medium	Large	XL	XXL	Each	Subtotal
Man's embroidered golf shirt, short sleeve, stone						\$28	
Lady's embroidered golf shirt, short sleeve, stone						\$28	
Man's embroidered denim shirt, long sleeve, blue						\$27	
Lady's embroidered denim shirt, long sleeve, blue						\$27	
Sweatshirt, zipper, fleece-lined w/ hood & pockets, royal blue						\$44	
Ball cap, khaki						\$15	
Event pin						\$5	

Please note that there will be limited regalia for sale at the event.

Grand Total

Check/Money Order payable to: MGOC (International attendees, please send US Money Orders)

Credit card: M/C Visa _____
Please circle _____ Print Signature as Shown on Card _____ Card Number _____ Exp. Date _____

Send Registration to: NAMGAR West 2009, 320 B Monterey Blvd., San Francisco, CA, USA, 94131-3141

Additional Information: www.namgarWest09.com; Phone: (415) 333-9699; Email: Registration@namgarWest09.com

Hotel

Reserve rooms directly with the Doubletree Hotel, Sonoma Wine Country, reference One Doubletree Drive, the group rate (\$120 plus tax) for NAMGAR West 2009. Use group code NAM when Rohnert Park, CA, 94928 booking. The group rate is valid from Thursday, October 1 to Saturday, Oct. 3. This Phone 707-584-5466 or 800-222-TREE rate may also be available from 9/28-30 and 10/4-6, depending upon room availability. www.dtsomoma.com

Release: All members of your party older than seventeen must sign this release before your registration can be accepted.

Neither I nor my heirs will hold the North American MGA Register (NAMGAR) or its affiliated chapters liable for any personal injuries or damages sustained by me, my party, or my car while traveling to and from this event and while participating in this event.

Signature: _____ Date: _____

#

✓

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Club Meeting Natter & Noggin

July 9, 7 pm

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101 Parrott Street, San Leandro

<http://www.englishpub.com/>

(510) 357-3571

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

The food is good so bring your appetites.

Directions to The Englander:

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

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



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