

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 Palson

Departing Kirgin Cellars on the South Valley Wine Tour

December 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.

DIRECTORY OF MGOC OFFICERS FOR 2008

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

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

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

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

CLUB ADVISOR PROGRAM

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

MGB 1962-74: Marty Ray, 831-475-6204, martyray@cruzio.com

MGB 1974-1980: Ed Adams, 510-483-6821

MGB V8 Conversion: Tony Bates, 408-666-6174, Tony@BatesFamily.net

MGC: Kent Leech, 925-253-9757, kent@kentleech.com

MG Midget: Mark Hertz, 925-757-2070, damhertz@prodigy.net

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

Z-Magnette Saloon: Eric Baker, 510-531-7032, mgpb36@yahoo.com

T-types: George Steneberg, 510-525-9125, j2george@pacbell.net

Pre-war Midgets-Magnas-Magnettes: George Steneberg, 510-525-9125

PA/PB Midget 1934-36: Eric Baker, 510-531-7032, mgpb36@yahoo.com

S.U. 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

Jan. 16 – **Annual Planning Meeting**, Danville, Bob Trencheny

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From the Editor...

The end of the year brings recaps of the happenings of the last twelve months from most media outlets. Sam's article (next page) sums up the past year in the MGOC nicely, so I'll not add to it.

I would like to thank all the volunteers who've helped make the Club run this past year. A handful of these wonderful folk deserve special recognition: Sam, who has once again agreed to be our president, has handled all manner of personalities and problems with grace. Craig & Kim Kuenzinger did a wonderful job coordinating MGs by the Bay at the show's new home at The Livery in Danville. Mike Jacobsen, who continues to be both our treasurer and registrar, helped out everyone (especially me) behind the scenes. And Bob Trencheny has continued to be a vital part of the steering team.

Of course, I'd also like to thank our many *Octagon* contributors. Special thanks go out to regular contributors Mike Jacobsen, Samantha Lee, Marty Ray, Ken Gittings, Wayne Veatch, and Andy Preston.

Some of the aforementioned contributors appear again this month. In yet another charming article, Samantha Lee reports on local festivals (page 8). Marty Ray encourages you to renew, rather than replace, old parts. Using his overdrive solenoid repair as an example, Marty discusses some simple tips for restoring electrical parts (page 14).

The New Member News feature, long absent, returns to welcome the members who've joined in the past year (page 16). A listing of the NAMGAR West awards, and Club member awards from some summer shows, appears on page 10.

If your car has won an award, or if you have any stories or photos you'd like to see in *The Octagon*, please send them my way.

Finally, consider coming to the Annual Planning Meeting. It's a great way to get involved and have input on the upcoming year's events.

Jeremy Palgon

MG

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President's Ponderings...

2009 – A Glance in the Rear View Mirror...

Hello and Happy Holidays,

I trust you are firing up the old holiday spirit and preparing for Santa's visit in a couple weeks. I've decorated my car with lights, garland, bows, and bells. Oh, the looks and smiles I get as I drive here and there! Just more fun with my MG I suppose!

I sat this morning, pondering as I do for this column each month, thinking, "Wow, it's the end of another year. Where did the time go so quickly?" That led to a realization that if you are a MGOC member and attended even a few of our events, you know that a great deal of time passed in your car with fellow members (hopefully having all the fun you could wish for). I started thinking about what the MGOC and its members did in 2009, and thought a look in the rear view mirror was in order.

We started the year with our Annual Dinner and Planning Meeting, which set the stage for the exciting driving season we were soon to be embarking upon. Some of the highlights were:

During March, April, and May we had, respectively, a new and unique mid-week St. Patrick's Day Tour, the Mt. Hamilton Tour, and a new and fun Cheese to Wine to Wings event in Sonoma. Of course, we also held our annual MGs by the Bay show at The Livery in Danville in May. By all measures, it was the best show in years.

In June, a number of our members drove to GoF West at Squaw Valley. At the same time, another hearty group shared each other's company driving all the way to and from Breckenridge, CO for MG2009, the annual NAMGBR convention. The summer months also included the various Concours d'Elegance events where some of our members proudly displayed their cars. Of course, we also held our Annual Picnic on the Bay at China Camp; and I was lucky enough to join a number of members on a terrific South Valley Wine Tour. Some of you might recall reading about that ride sadly resulting in my sister missing her chance for the "ride of her life" in my MG, which ended up in the shop after the event.

In October we hosted the NAMGAR West 2009 event that you read about recently. Everyone attending had a terrific time. A few days later, many of our members also attended the California Autumn Classic in Morgan Hill. It's astounding, but I've mentioned only a smattering of the events MGOC members could have attended during the past year.

Now, suddenly, the holiday season is once again upon us with our Annual Tea and Toys for Tots campaign. Then we'll start all over again!

Continued on Page 6

President's Ponderings

Continued from Page 5

I hope that you have enjoyed reading about these events, and many of the other articles featured in *The Octagon*, throughout the year. Now maybe you are thinking back and wondering, "Wow, with so much going on, why didn't we get to more than just one or two events?" Well, never fear. In just few short weeks we will be holding our Annual Planning Meeting. I'm certain that we'll come up with many wonderful events for you in 2010.

Of course, I welcome you to take part in the planning process. Join us at the Annual Planning Meeting in Danville for a morning of planning followed by a trip to the Blackhawk Automobile Museum. Bring any ideas or input that you may have, and become a more active part of the Club.

In closing, I would like to take a moment to thank my fellow board members and all the other Club volunteers for all of your efforts and hard work throughout the year. Whether you provided articles for *The Octagon*, hosted a tech session, organized or helped with an event, maintained the website, whatever, it is all welcome. Without all of your dedication, our club would not be the exciting and vibrant one that it is!

I wish you a wonderful and happy holiday season and a very happy new year. I hope to see you in 2010.

Regards,
Sam Gearhart

We're Looking for a New Webmaster

The MGOC needs a new Webmaster (or Webmistress). While this isn't a very public position, it's important for the Club's operation. The Webmaster maintains the Club Web site at www.mgoc.org. This work includes updating the posted events and monthly newsletter, adding pages for special events, and other similar tasks. The work takes less than two hours a week (on average). Knowledge of HTML and Drupal (our Content Management System) are helpful, but not required. You also need to have access to the Internet, but you do not have to host the site. If you are interested, contact the Club at mgowners@gmail.com.

Annual Planning Meeting

Followed by a Visit to The Blackhawk Auto Museum

Saturday, January 16

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. Host Bob Trencheny will provide coffee and donuts.

After the meeting, we'll be driving a short way to [The Blackhawk Automotive Museum](#). The museum displays about 90 cars and has the most dramatic presentation of coach-built cars in the world. Many of the cars on display are on loan, and the museum is ever changing. Admission is \$10.

When and Where: The meeting starts at 9:30 am on January 16 at the Trencheny's home at [1518 Colchester Street, Danville](#).

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

Directions:

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

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

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

Local Festivals

By Samantha Lee

Local festivals are good places to see classic cars. I visited some friends at the local car shows this summer. I met Jack at the Los Altos Hills town picnic and park next to him every year. We went to the Milbrage festival to see his stunning '53 black TD with light guards and ate corn dogs. Later in the summer we went to the Danville festival and saw Ken's rechromed green MGB and

George's beautifully maintained green TC and ate corn dogs. At the Los Altos fall festival we parked next to Stuart's shiny black TD 'MG QT' with original 'Midge' bonnet ornament which won a city council award. The classic MG cars and the corn dogs were good. Hope to see you at the Holiday Tea in San Francisco.

Happy MG Holidays Samantha



Stephanie and Samantha with: Jack (above), Ken and George (below)



Stuart's TD (below)

Photos by Felix Lee



NAMGAR West Awards

1st Place MGA Andy & Marla Preston's Red 1600 Coupe

2nd Place MGA Daniel & Alma Paige's Glacier Blue 1500 Roadster

3rd Place MGA Lorin & Louisa Cuthbert's Iris Blue 1600 Roadster

1st Place Magnette Jim Phelps' ZB Varitone

Best Other MG Dick & Judy Scardamaglia's TD

Longest Distance Traveled:

John & Rita Drake drove their Magnette 654 miles from Portland

Car You Would Most Like to Take Home:

Andy & Marla Preston's Red 1600 Coupe

Los Altos Fall Festival

Museum Award..... Stuart & Joyce Locke's Black TD

California Autumn Classic

1st Place MGA Coupe Andy & Marla Preston's Red 1600

1st Place MGB GT Ken Gittings' Green GT

2nd Place MGB GT Mike Jacobsen's Blue GT



Andy & Marla Preston's MGA Coupe at the California Autumn Classic

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California Autumn Classic



On Morgan Hill's Monterey Road: Jaguars (above), a Lotus, Hillman Husky, Sunbeams, Sprites, a DeLorean, and a Stag (below, left to right)

Photos by Jeremy Palgon



Repairing Solenoids and Other Electrical Devices

By Marty Ray

People often replace car components when the component itself is actually repairable. Many people think of generators, alternators, solenoids, and switches as sealed units that need to be replaced in their entirety. On the contrary, often the trouble with the unit is something quite simple, such as dirt buildup, corrosion, lack of lubrication, worn out bearings, or dirty contacts causing high resistance.

You can get a lot of satisfaction, and save a lot of money (not to mention the obvious environmental benefits), from repairing many of your car's components. Another reason, though it may not be obvious to everyone, is that the "replacement" component is often not as good as the original. Our cars were quality built, in case you didn't realize it. They were made with good materials that are often responsive to simple things like cleaning and lubrication, having only deteriorated due to natural processes of corrosion, arcing, and other small wear and tear damages that occur after years of normal operation.

So another way to look at our old cars is that, due to their initial quality construction, they are very recyclable – by which I mean they can be repaired, rebuilt, and continue to be used, rather than just thrown away. In fact, the culture that made them was significantly different from ours in that regard, preferring to avoid waste by building things well and maintaining them. We have only started to think like that more recently, and it's not clear we're all that sincere about it!

On my own projects, learning gradually over time, I have found that many parts can be reused with just a little effort. For example, generators are rebuildable and switches can be taken apart, cleaned, and made to work perfectly again. I think this tends to be truer on older cars. My old Jaguar, for instance, has a lot more potential for this type of repair, than MGs from the '70s. I think, generally, the more parts are plastic or snap-together, the less potential for repair. But you have to look into each part by itself to decide if it's repairable. Of course, if you wish to renew older parts, knowing how to soldier and use meters for diagnosis (along with a general understanding of how electrical devices are supposed to work) is helpful.

Recently, I was able to repair an overdrive operating solenoid. Now this is just the sort of part which, on first thought, you might think is not repairable; and so did I. I even ordered a new one. However, a friend suggested I take a look at the solenoid on my extra overdrive gearbox (he had helped me bring it home when I bought it). So I took the solenoid off my spare gearbox and brought it in to my lab at work, where we do this sort of stuff every day. My coworker has a nice power supply; so I hooked up the solenoid to 12 volts DC and got very sluggish action from it.

The solenoid is essentially an electromagnet, designed to suck in and hold a metal plunger (which in turn operates the overdrive's hydraulics). I remembered reading that it has two different operating currents, one to suck in the plunger and a lower current to hold the plunger; but I had not really thought about how this might work. I took the solenoid apart, mainly because it obviously needed a new lead wire. I intended to solder one on along with a new bullet connector. (All these sorts of components are available, by the way, and are far superior to the cheesy crimp-on connectors that so many people think are alright to use. I say do it the way the factory did it originally.)

So I soldered on a new wire. The correct color is yellow with a purple stripe, but I only had yellow with black or plain yellow; so I went with yellow. All the right colors are available, so you can actually do this properly. Colors mean something in wiring; it makes future fault diagnosis easier if you don't just put on random colors.

Under the cap of the solenoid I discovered a little set of contacts. The arcing and failure of these types of contacts that run and disconnect high currents is a prime cause of failure of many of these kinds of devices. I remembered that some owners manuals suggest that you clean your fuel pump points periodically by simply running a stiff card in between them. So I thought, "Why don't I try some method of cleaning these contacts?" Also, I could see that when the plunger went all the way in, there was a small plastic pin that was pushed through and hit the contacts, disconnecting them. This pin seemed a bit stuck, so I tried spraying some lube around it. I dragged a card through the contacts too.

These actions had miraculous results! Using the power supply again, applying 12V to the wire with the other lead grounded to the solenoid body, the plunger was sucked in with tremendous force, and held! I could also see the action of the contact, which was to be disconnected by the little pin when the plunger was in. So the contacts are responsible for the higher current that forcefully sucks in the plunger and then, when the contacts disconnect, a resistor or the like comes into play, which drops the current down to something that will hold the plunger but not cause a huge heat load.

You can, if you like, convert the contacts to be simply a signal current to a transistorized circuit that actually controls what the contacts used to. I got a couple of car clocks converted in this way, and it worked really well. In this system, the low signal current sent though the contacts is not able to burn them up; so they last! I suppose someone could design some clever electronics that would allow these contacts-based devices to last a lot longer, but to essentially operate as they always did. Then you'd have the best of both worlds.

In general, the factory shop manuals for the MG describe many of these types of repairs to generators, starters, and the like. So my suggestion, and challenge, to you is to try to do some of these types of repairs for yourself. You might surprise yourself with the results!

New Member News

The following members joined in the last year. Welcome to the Club!

Bob Abbott has an MGA that's been in his family for 30 years. He found out about us through *MGA!*, the NAMGAR newsletter.

Richard Adams and Susan Spar have a 1950 TD that they've had for 35 years.

David Alvey, son of Kim Alvey (of the Craig & Kim MGs by the Bay team), has a 1980 MGB that he's had for over a year.

Michael Bennett has a 1969 MGB that he's converted to electric drive.

Gregg Bernstein has owned his '76 MGB for a month. He found us through our Web site.

Robert and Carol Collins have a '52 TD that they've owned for seven years. They learned about us from O'Connor Classics.

Gerald Derblich has '73 MGB that he's owned for a year.

Robert Duesterhoeft is the original owner of his 1971 MGB. We don't have many original owners.

Mindy Hungerman has a Rover V8-powered MGB (shown at MGs by the Bay) that she's had for 29 years.

William Kelly has a '55 TF 1500 that he's owned for 38 years. He bought the car for \$900 in 1971, and it hasn't run since 1985; but he's working on it now and hopes to have it back on the road. He noted that his wife had told him to fix it or it would be turned into a salad bar!

Howard Knutson has a '59 MGA that he's owned for nine months. He found us through our Web site.

Gary N. Lynch has a '79 MGB that he's owned for three years.

Dave Pelton, of Foreign Auto Service, has joined our humble organization, and is sponsoring the MGs by the Bay show.

Tim Polidoroff has a 1980 MGB that he's owned since new. He heard about us through a friend.

Werner J. Schmidt wants to fix up the '71 MGB he's had for 34 years. He wrote, "My MGB has been garaged for about 30 years and needs extensive work. I hope to restore it gradually, so it will not be operable for a couple of years. Nevertheless, I would like to join MGOC as an incentive to get the restoration done."

Don Scott has a '62 MGA 1600 Mk II that he's owned for 10 years and a '73 MGB GT that he's had for 20.

Norm Sparby has a '53 Mk II TD that he acquired five months ago. He learned about us from a friend.

Tyler Stanley has a '79 MGB LE that he's owned for less than three months.

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MGOC Business Meeting Minutes

November 12, 2009

The meeting was called to order by President Sam Gearhart at 7:10 pm. Also attending were Ernie Bryson, Ken Gittings, Randy Grossman, Mike Jacobsen, George Steneberg, Bob Stine, Bob Trencheny, and David Wright. Toby Forster from Danville, who is considering buying an MG, joined us. Brief introductions were made.

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

Treasurer's Report: Account balances are nominal.

Registrar's Report: We now have 257 members, having dropped the members that did not renew their memberships.

Secretary's Report: Nothing to report.

Corresponding Secretary's Report: Nothing to report.

Regalia: David Wright and Sam Gearhart provided pictures of all the regalia items offered by MGOC. Bob Trencheny will have Robbie post the pictures to the MGOC Web site.

The Octagon: Computer and printing difficulties delayed the November *Octagon*. The electronic version was posted to the Web site on 11/12 and the print version should be in the mail by 11/16.

Web site: The Club is looking for a new Webmaster to maintain the Club Web site. This usually requires one or two updates to events each month.

Past Events

NAMGAR West in Rohnert Park: The event was discussed in detail. Members had a great time and enjoyed the opportunity to get to know everyone who attended. Losses from the event were small. NAMGAR is considering covering some of the losses incurred by the Club.

Upcoming Events

Holiday Tea: Saturday, December 5 in San Francisco from 1 to 4 pm at 115 Pinehurst Way. We will also have a Toys For Tots drive.

Annual Dinner: Planning is underway. The Club is considering the San Francisco Yacht Club and the Basque Cultural Center in South San Francisco. The dinner will be in late January or February.

Annual Planning Meeting: Saturday, January 16, 2010 at Bob Trencheny's house in Danville.

Old Business

Club By-laws: The board discussed revising and simplifying the Club by-laws but decided to hold off until June when membership renewals are sent out to reduce postage and obtain additional member feedback.

Web site: The need for a new Webmaster was brought up. Bob Trencheny provided Web site statistics and an update on the GIS project he worked on last spring.

Membership Survey: Randy Grossman is developing a survey for to send to all members to see how the Club can best serve their needs and get more participation at club events.

New Business

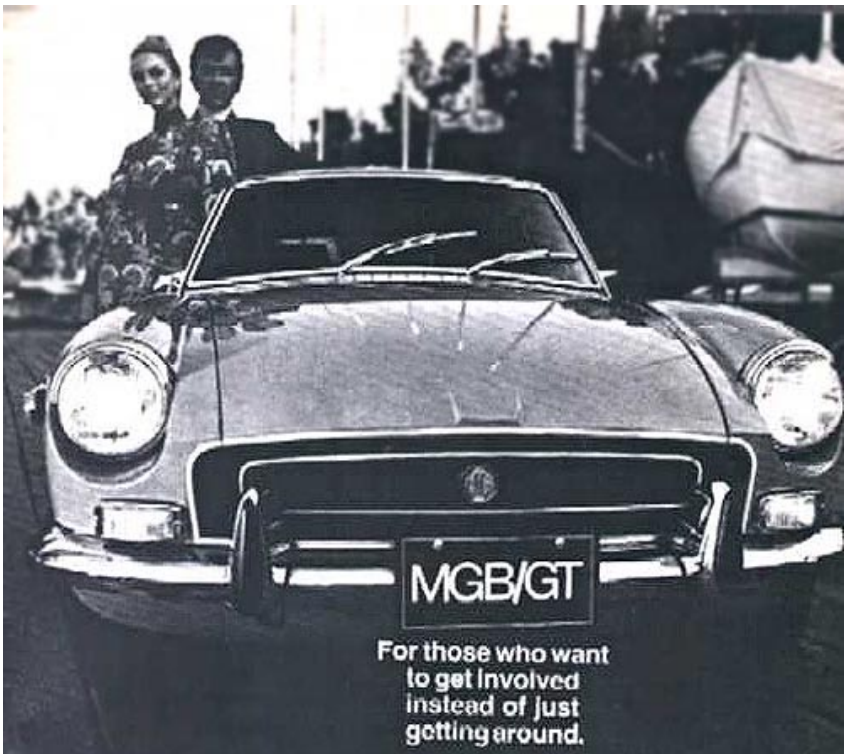
Officer Nominations: Sam Gearhart presented the proposed slate of Club officers for next year:

President – Sam Gearhart
Vice President – George Steneberg
Secretary – Bob Trencheny
Treasurer – Mike Jacobsen

Next Meeting and Natter: 7 pm on Thursday, December 10, 2009 at The Englander Sports Pub, 100 Parrott Street, San Leandro, CA.

The meeting was adjourned at 8:15 pm.

Submitted by Bob Trencheny.



Classified Ads

Ads are free to MGOC members and \$6.00 per month for non-members. Please send copy (and check **made payable to MGOC** if a non-member) to MGOC, 7230 Silver Lode Lane, San Jose, CA 95120. Members may also email ads to the editor at mgowners@gmail.com.

Cars for Sale:

1973 MGB GT. Nearly completed restoration. I redid the mechanicals, had body and paint done professionally. Upholstery is dark blue cloth as originally fitted. Has two nearly new six-volt batteries, correct rubber mats, and original carpeting. Has refurbished Rostyles with like-new 165-14 Dunlop radials. I have a professionally rebuilt OD gearbox, which is not installed, redone by Jerry Redmon of Napa Valley Auto Restorations. The car does need completion - some interior pieces need to be installed, and it needs some tidying. \$4,500. I'm in Napa Valley. Contact Member Don Scott at (707) 942-0546 or don@napanet.net.

1977 MGB roadster. \$3000. Recent work done by Dan at Exclusive British European includes rebuilt carb. Many parts included in price, including new seat rebuild parts and new roll bar. For more information, visit <http://77mbgforsale.shutterfly.com> or contact Member Craig at netrider117@yahoo.com.



1972 MGB roadster. \$10,000. Complete engine overhaul done by Jim Griffin & Son. Neptune blue with tan interior - new tires, all new brakes, new wheels, stainless steel exhaust, tube shock kit, new fuel pump, upgraded to early style SU carbs. Fresh paint and carpets, new soft top, comes with tonneau/boot covers and trunk carpet kit installed. Can not be duplicated at this price. Contact Gerald (650) 875-3979 or Erin (650) 274-2413.



1953 MG TD. \$28,000. Purchased in 1972 with a possible racing background. Completely rebuilt in early 2000 and raced since then two or more times per year at Infineon and Laguna Seca. Toured with several sport car clubs in the Wine Country. Contact Member Ferdinand at ferdinands@att.net.



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 \$39k. Can be seen as it is garaged at my home in Woodside. Contact Member Dick Gronet at (650) 529-1716 or dgronet@netzero.com.



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

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.



1980 Triumph TR8 Platinum Silver. 86k miles. \$12,000. Contact Member Frank Oglesby at (775) 322-5179 or flogles@sbcglobal.net.

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.

Parts for Sale:

Early MGB Transmission, fits 1962-67 roadster to 1384000 and GT to 139471. Transmission has only about 1000 miles since rebuild by Jarl de Boer of Jarl's Foreign Car Service. \$500 OBO. Contact Member David Wright at (510) 653-3831.

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. Age/Mileage unknown. I have converted this MG to electric drive, so I don't need the engine or the 4 speed (no-OD) transmission. I'm including the carbs, distributor, plugs, air pump, alternator, radiator, oil radiator, etc. Four speed transmission (no overdrive) also available. Runs well - check youtube - search for "MGengineSale". \$849 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.

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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