

THE OCTAGON

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



The 1st Annual British Fall Classic "Crawl"

November 2012

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 2012

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Secretary:
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Webmaster: Steve Kellogg, webmaster@mgocsf.org

CLUB ADVISOR PROGRAM

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

MGB 1962-74: Marty Ray, 831-475-6204, martyray@cruzio.com
MGB 1974-1980: Ed Adams, 510-483-6821
MGB V8 Conversion: Tony Bates, 408-666-6174, Tony@BatesFamily.net
MGC: Kent Leech, 925-253-9757, kent@kentleech.com
MG Midget: Craig Kuenzinger, 925-934-3130, mrcraigk@aol.com
MGA/Coupe/Twin Cam 1955-62: George Steneberg, 510-525-9125
Z-Magnette Saloon: Eric Baker, 510-531-7032, mgpb36@yahoo.com
T-types: George Steneberg, 510-525-9125, j2george@pacbell.net
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S.U. Carburetors: Marty Ray, 831-475-6204, martyray@cruzio.com

COVER PHOTO: Downtown Morgan Hill at the 1st Annual British Fall Classic, Felix Lee

COMMERCIAL ADVERTISING IN *THE OCTAGON*

Direct all questions about advertising to Mike Jacobsen at 415-333-9699 or MikesMuseum@yahoo.com. 2012 rates are presented *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 15th of the month preceding the issue in which you want them to appear. Please email all contributions to octagoneditor@mgocsf.org or send them to: Felix Lee, 27330 Ursula Lane, Los Altos Hills, CA 94022.

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.SF.ORG

Upcoming events, MGOC history, photos, membership forms, *The Octagon*, and helpful links are posted on the Club Web site at <http://mgocsf.org>.

Forthcoming Events

MGOC Events in bold

November 8 – **Natter & Noggin**, New Englander Sports Pub, San Leandro, CA George Steneberg

November 10 – **South Bay Tour of the Canepa MotorSports Museum and Restoration Shop**, Scotts Valley, CA, Tim Polidoroff

November 16 – **Pub Night**, On the Road Again, Morgan Hill, CA, Bill Hiland, www.ontheroadagainclassics.com

November 24 – **Mount Diablo Tour**, Mount Diablo, CA, John Hunt

December 15 – **MGOC Holiday Tea**, Kensington, CA, George Steneberg and Marcia Crawford

From the Editor...

Turns out, Thanksgivings Day is a holiday celebrated primarily in the United States and Canada. The Germans have an early October harvest festival known as “*Erntedankfest*,” not to be confused with the perhaps, more popular, Bavarian beer festival known as “*Oktoberfest*.” The Japanese have “*Kinrō Kansha no Hi*,” which takes its roots from an ancient harvest ceremony “*Niiname-sai*,” which celebrates hard work and takes place on November 23 commemorating labor and production. The Liberians celebrate on the first Thursday of November. The Netherlands celebrate on the same day as the U.S. to honor the original Pilgrims from Leiden who migrated to the Plymouth Plantation circa. 1609. The Australian Territory of Norfolk Island celebrates Thanksgiving on the last Wednesday of November as a holiday which was brought over by visiting American Whaling ships. But alas, there is no Thanksgivings Day in the U.K.

Which makes sense, if you think about it. According to the noted American historian, Charlie Brown, the U.S. celebrates Thanksgiving to commemorate the first successful harvest in America by Pilgrims who emigrated from England. And so, although England has a long history of various harvest festivals, the holiday has simply never evolved there as it did in North America.

So what is an MG owner to do in order to resolve this conflict? Well, several years ago I started my own MG Thanksgiving tribute when I got my MG TF1500. It’s really quite simple and does not require a lot of preparation. In fact, I don’t limit myself to any day in particular. You see, I celebrate every time I go into the garage and don’t see an oil puddle underneath my car! I raise a toast every time I turn the key and hear the clicking of my fuel pump! And when my car actually starts after several pulls of the ignition and choke knobs, I break out into a Hallelujah chorus! Yes, its that simple!

So if you don’t have an MG Thanksgiving tradition, please consider starting one or feel free to adopt mine!

Safety Fast!

Felix Lee

- is thankful you can only receive the Burnt Spark Plug Award once (just to make sure it makes its rounds to all “eligible” members)



MG

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OCT09

President's Ponderings...

First of all, I would like to thank Mike and Elaine for hosting the memorial for Sam Gearhart, Gene Roberts and Nancy Shane. A nice turn out of about 20 came to share their memories of three of our members who recently passed away. Felix put together a slide presentation that we all enjoyed. Mike shared some of his memories of these three members and their participation in MGOC. Thanks to all who attended .

1st Annual British Fall Classic Car Show and Tour. A great event – beautifully organized and carried out by Bill and Mary Hiland. The Saturday tour attracted more than 80 cars on an approximately 60-mile drive through the Morgan Hill/Gilroy hills and was delightful. Afterwards, we all gathered at *On the Road Again* for refreshments and story telling. Sunday brought fair weather and about 170 beautiful cars on the main street of Morgan Hill for display and judging. MGOC had a good showing of about 20 members.

We are now looking forward to Tim Polidorff's tour to Canepa Motorsports on Saturday, November 10. The tour is limited to just 30, so get your reservation in soon. John Hunt has put together a tour of Mt Diablo on Saturday, November 24. Mark your calendar and save the date for MGOC's Christmas Tea and toy collection on Saturday, December 15. Please look for more information in this month's Octagon.

Thanks to Mike, Tim, and Bob for volunteering to be the nominating committee for next year's officers. Currently we need a new president and secretary. I know that the committee would welcome any suggestions from our membership, so feel free to e-mail them with your ideas.

Hope to see you at the Natter and Noggin on November 8.

Happy Thanksgiving and Driving.

George Steneberg



Tales of Our Summer MG Tour in the UK

(Where in the world is Randy Grossman?, Part II)

By Randy Grossman

The next three days were packed with very eventful and enjoyable adventures in Yorkshire. We toured little towns like Pateley Bridge and Grassington, saw [Skipton Castle](#) (a superbly preserved medieval fortress) in the Yorkshire Dales and stopped to visit [Bolton Abbey](#) via Ripon and [Fountains Abbey](#), and toured around the North Yorkshire Moors (once home to Captain Cook). The highlight for me was [Rievaulx Terrace](#), where we took a pleasant easy hike, and we also drove to the North Sea Coast city of Scarborough, which reminded me of the Santa Cruz Boardwalk at home.

At the end of the third driving day, we then returned the MGA to York and exchanged it for a 1973 MGB and headed up to Scotland. On our way, we stopped at [Hadrian's Wall](#), which is the 84-mile Roman fortress, built during the reign of the Emperor Hadrian, from coast to coast that marked the northernmost border of the Roman Empire. To get there, we drove through rich farmland and marshes, which are reportedly largely unchanged since the days of ancient Rome. We also visited [Wallington House and Gardens](#), a beautiful National Trust Property as well as the majestic [Kielder Water](#), a large artificial reservoir in Northumberland.

North to Scotland

On the way, we experienced our next memorable car adventure or misadventure as it were. At one point our maps and itinerary called for us to proceed down a very narrow rural road, which was quite wet because of all the rain experienced in England and Scotland in June of this year. At one point as a car approached, I gently nudged the MGB over to the side of the road so they could go around us, thus demonstrating what a courteous driver I was. Then it happened. In the process of pulling over, our left rear tire slipped completely off the edge of the road, and the car was stuck in the mud. Hum, now I really understood the meaning of those signs that read "Caution, unsafe verges ahead." "Oh boy," I thought, was this going to be our first experience using the RAC to pull us out? As it turned out, the couple driving the other car came back to our assistance. Peter and Maryanne were wonderful, telling us they would go to a farm house down the road and borrow a tow rope so they could pull the car out, thereby avoiding a long wait for the RAC.



Yank Driver, Please be patient ... Please

Sure enough, about a half hour later, Peter and Maryanne reappeared with a tow rope, and we were able to edge the car back on the road. We thanked them profusely for their help and we were on our way again, finally reaching our next B&B in Langholm, Scotland later that evening.



Finally reaching our B&B in Scotland

We spent three days touring Scotland, passing through little towns such as Peebles and Moffat and such notable sites as the [Grey Mare's Tail](#), a majestic Waterfall memorialized by a number of famous Poets such as Sir Walter Scot and Robert Burns. Near Moffat we also saw St. Mary's Lock, the largest natural loch in Scotland and bottomless at least according to local legend. What, have they never heard of depth finders?

Makes Da Oirish Look Perdy Good, Dudn't It?

We next drove to Cairnryan to catch the ferry to Larne in Northern Ireland, where I would finally get to have a Guinness in its motherland. Now you would think a ferry ride would be rather uneventful, but not this one. After tucking the MGB away in the bowels of the ferry, we went upstairs to the dining room and lounge section of the boat to pass our time crossing the Irish Sea. While Melissa sat and ordered her lunch, I stepped over to the bar to order a beer. When I came back to our table I noticed that my money clip with £55 pounds was missing. It wasn't losing the money so much that bothered me as it was losing my money clip which was made from a 1921 silver dollar given to me by my mother. I was distraught, and as Melissa and I looked carefully around our table, the barman appeared and said, "Is this yours," handing me my money clip. I was stunned, and as I thanked him, he explained that an Irish family over in the corner of the bar had found the clip and returned it to him. As I rushed over to thank them, I thought to myself, aha, now is my opportunity to practice the Gaelic expression for thank you, "*go raibh maith agat*," that I had learned from a wonderful little book by Evan McHugh, *Pint-Sized Ireland – In Search of the Perfect Guinness*, that Melissa had given me before our trip. Then common sense got the better of me, and I reasoned that first, Gaelic is not spoken too

much anymore, and probably much more so in the Republic of Ireland than in Northern Ireland due in part to the historical influence of the British occupation there. Finally, I realized I would screw up the Gaelic pronunciation of the phrase, so I decided to just say thank you, which I did when I reached the family. They all smiled and the older woman in the group turned to me and said, “*Makes Da Oirish Look Perdy Good, Dudn’t It?*” We all laughed, and once again I profusely thanked them for finding and returning my money clip. When I returned to our table, both Melissa and I both smiled over this part of the story, and our journey continued as the ferry reached Larne in Northern Ireland.

After a long drive in the rain and the mist, we reached our next B&B in Portstewart Northern Ireland. If you visit this part of Northern Ireland, you must visit such sites as the [Giants Causeway](#), a natural wonder of interlocking stone columns resulting from a volcanic eruption, the Bushmills Distillery where legendary Irish whiskey has been made since 1608, and Londonderry (or Derry depending on your political persuasions), a completely walled city. A must see is the Londonderry Museum, which provides a marvelous perspective on the History of Northern Ireland.

During one of our lunch breaks, we stopped in an Irish pub so I could have a nice half pint of *real* Guinness. I discovered that their Guinness is not too much different from what we drink at the Englander, except it is creamier and does take a while for the head of the beer to settle. As we were sipping our beers, an old toothless smiling woman turned and starting talking to us. “I don’t understand me husband. When he drops me off at da pub, he just keeps drivin’ round and round in da roundabouts.” We laughed and I thought to myself, “Well I’m not the only one who keeps going round and round in the roundabouts, in my case, until my navigator sets me straight.”

Another notable side-trip we took while in Northern Ireland was to quaint Ballintoy Harbor, where we caught a little sunshine and Melissa lunched on the most delicious Irish stew I have ever tasted.

We later took a drive to Portrush where we saw Dunluce Castle, a spectacular castle built on a crag overlooking the sea. We had barely touched Ireland, but were now off on the next segment of our venture.

On to the Lake District Back in England

After three days of our Ireland adventures, we headed back to the ferry to return to Scotland and then on again back to England, but this time to the Lake District, the mountainous region of North West England, where I have always wanted to go because of its legendary beauty. On the ferry back to Scotland, another humorous human-interest story unfolded. Mechanically, the MGA had performed well, and the only thing that occurred with the MGB was that the horn popped out of the steering wheel, and having no tools, I could not bend the prongs in it so it could properly be slipped back into the steering wheel. We really needed a pair of pliers. Well as we were parking the car in the ferry, I asked one of the ferry workers if they had a pair of pliers we could borrow. Our conversation was overheard by a gentleman parked ahead of us in a Porsche. He walked over to us holding a brand new pair of pliers and said, “Here take these. I sell tools and am glad to help out. Keep ‘em. I don’t need them.” As we thanked him, we all enjoyed another chuckle, and headed up to the passenger lounge where it was truly delightful watching Melissa, Miss Crafts Queen turned mechanic, try to bend the prongs in the horn mechanism into proper shape. When we disembarked at Cairnyan, because our mechanical skills had proved insufficient, we sought out a mechanic to repair the horn. Well, as luck would have it, we found a tractor mechanic who finally made the repair, of course with the aid of our new pair of pliers. We then drove via Dumfries and Gretna Green to Ambleside for our last B&B.



Lakeland Auto Museum



Charming Ballintoy Harbor



An MGA Police Car

The Lake District did not disappoint. Even in rainy weather the boat ride down Lake Windermere, the largest natural lake in England, was still quite enjoyable. And what did we find at the end of our boat ride but the [Lakeland Auto Museum](#), which included a rare MGA that had been adapted for use as a police car. While strolling around the museum, my cell phone rang; it was Eric Baker calling to find out how the trip was going and to discuss a picture of a 1936 TA Midget I had just texted to him. It was a riot.

... to be continued

Hillsborough Concours

By Don Scott

This was the first concours I have been to in years. I used to attend the Silverado event regularly when it was held in Napa, and one year went to a concours in Santa Barbara. It was due to the generosity of my friend Andy Preston that I went to this car show. He had been granted permission to show his MGA coupe, and asked me to accompany him. I set my alarm clock for the ungodly hour of 5 a.m. so that I would be able to drive to Rohnert Park, and from there ride with Andy in his MGA to Hillsborough in order to arrive early enough to do last minute cleaning of his MGA. Thank God for coffee.

I rarely travel at this time of day, especially on a Sunday. There are very few cars out. It took about 2/3 the typical time to drive from Calistoga to Rohnert Park, and probably about 1/2 the typical time to get from there to Hillsborough. The amount of traffic on the Golden Gate Bridge reminded me of the movie *On The Beach* where they filmed the bridge having no cars on it at all!

Having just driven my '01 Miata to Andy's house, and then traveling as a passenger in his MGA, I was impressed by how refined and well-sorted his car is. It was as though Andy's car was a brand new MGA, as it rode smoothly and quietly. With everything in and on the MGA extremely clean and detailed, the experience is much different than one gets inside a typical old car. Both the clear view through auto glass that is unblemished and very clean and the seat leather and carpet as comfortable and attractive as new creates a sensation that is a virtual auto time capsule.

The event takes place at the Crystal Springs Gold Course, which is right off of Highway 280. If it wasn't for a row of tall trees, you would think you were on the shoulder of the freeway. But, it was not particularly noisy, and the weather was ideal with morning fog followed by mild sunshine in the afternoon.

The cars were assembling as we arrived, and it was fun to watch them park in their designated areas. The show is divided into 29 classifications, and the cars compete within their particular class. Classes range from ones that are by marque, like Cadillac only or Shelby only, to ones that are for a particular type of car and age range. Andy's MGA was in the Imported Sports Cars Through 1962 classification. This put his car in competition with 356 Porsches, Alfa Romeos, a 300 SL, and other MGs. Seems hardly fair considering that the other cars, especially the Mercedes, cost much more than an MG ever did. Looked like each class had about 8 to 15 cars in it. There were 3-judge teams in each car class, and all the judges wore identical clothing, dark blue blazers, light slacks, and wide brim hats to distinguish themselves from the participants and viewers. They seemed to be very serious when examining each car, and were obviously painstaking in their scrutiny of each little thing on every single car.

Since I am an MG nut, I took photos of the MGs and brief notes on each:

1. Andy's 1960 MGA coupe. What is very unusual about Andy's MG is that he brought the car back from the dead with his own labour. A few things were done by professionals, but most of the work Andy did himself. I have seen very few MGAs that are

restored to this level of quality, yet driven and enjoyed by their owner as well. Andy's car received a 3rd place in its class. I had no small part in the car's success, as I had provided Andy a pair of Lucas headlights, and I also cleaned the tires and wheels on it after we arrived.

2. 1953 MGTD Mk 2 of Susan Burnett. Susan was busy polishing her TD when we arrived. I don't know the history of this car, but whoever restored it really paid attention to detail. It even has a period type battery and helmet connectors on the terminals. Susan said that this was her first MG and that she was previously a Porsche enthusiast.

3. 1951 MGTD of Michelle and David Wilson. Very nice car, but Susan's TD was so spectacular that I didn't spend too much time looking at this TD.

4. 1962 MGA Mk 2 of Randy Grossman. Very pretty car, and very well displayed. This car would make my MGA Mk 2 feel very sad if it was parked beside it. The Mk 2s are my personal favorite of the MGAs, as I like the recessed grill and horizontal tail lights. Not many Mk 2s are left as nice as this one.

5. 1955 MGTF 1500 of Steve and Vicky Kellogg. The black exterior and red interior color combination really accents the beautiful lines of what I consider the prettiest design of any MG. Steve showed me some of the little details, that I didn't know about these cars, and I own one!

6. 1979 Midget of Craig Kuenzinger. I have seen this car at several shows, and I am always amazed at how perfect it is. This must be the best of the last Midgets, maybe the best in existence. This was the only MG that was in the Imported Sports Cars 1963-1986 category. Craig's car did place 3rd in its class, which is an amazing achievement considering that he was competing with other much more expensive cars.

Wandering around the show, I took a few photos of what I thought were unusual cars, even at a car show like this one.

1966 Mustang Shelby GT 350 convertible. One of only four convertible GT 350s ever made, this one was originally purchased by Bob Shane of the Kingston Trio. As a big fan of the Kingston Trio, this car exudes provenance to me. Here is a link to a story about the car: http://www.mustangmonthly.com/featuredvehicles/mump_1202_1966_shelby_gt_350_convertible_the_ultimate_drop_top/

Two Drangonsnake Cobras! There were only five of these ever made. They were unusual in that they were built for drag racing rather than road racing. My late friend Randy Shaw worked at Shelby American in Venice and supposedly helped steer ol' Shel to make this rare version of Cobra sports car. There was an article in SCM magazine recently about these cars.

<http://www.sportscarmarket.com/car-reviews/classic-and-collector-cars/race/5126-1963-shelby-cobra-drangonsnake>

Maybe J-tin is finally getting some respect, as two Japanese cars were on display, a Honda S600 sports car and a Toyota Supra.

Link to photos of the show:

<https://picasaweb.google.com/104973305347633073496/HillsboroughConcours2012>

BURN SPARK PLUG AWARD

HEY HONEY, YOU HAVE THE LIST OF WINNERS AND CARDS?



HMM, CAN'T SEEM TO FIND THIS CAR



WHAT IF I JUST STICK ONE IN MY POCKET ...

FUNNY HOW YOU JUST HAPPENED TO HAVE AN EXTRA "WINNER CARD"



YEAH, BABY ...

SO EMBARRASSING, CAN'T SHOW MY FACE...



GOOD JOB ... WHAT'S THAT SMELL ??? GAS ???!

UH, COME ON GUYS! GOTTA GO REAL BAD



DUDE, YOU GUYS LEAVING SOMETHING BEHIND?

AHHHH ... TOO LATE, CAR SHOWS GIVE ME "GAS" ...

DON'T LOOK BACK DEAR, JUST KEEP DRIVING!

MGOC Memorial Gathering

By Mike Jacobsen

On Saturday, October 13, the MGOC held an informal memorial for three members that recently passed away: Sam Gearhart, Gene Roberts, and Nancy Shane.

Sam was Club President for four years, and only resigned when his cancer started to interfere with him carrying out his duties. He was a major force in the Club being able to host the two Regional MG events in the past few years, as well as the person that took care of all the details that could easily have gotten lost. Towels for the wash rack? Sam got them and laundered them first to remove any lint. Awards for MGs by the Bay? Sam worked with the trophy shop to get them produced. A picnic site? Sam would take time from his job to scout locations. He did a lot for the Club and cannot really be replaced.

I believe Gene was our oldest member, being 93 this year. He wasn't the original owner of his MGA, but he was close, since he bought it when it was only a year old. He drove it often, exercising it occasionally out on the Great Highway in San Francisco, and he was one of the few people that drove his MG to the Holiday Tea in 2010. Gene was a retired Army Colonel, and back when the Presidio was still an active Army base, he arranged for us to have a room in the Officer's Club for MGOC meetings. In Gene's later years, his nephew Bruce Ahlbrandt began helping him with the car and drove Gene to some of our events. Gene left the MGA to Bruce so it will still be driven.

If you're a fairly new member you might not have known Nancy Shane or her husband Dan Shockey. They were long-time members, back to the '80s at least, and kept their membership when they moved to Indiana in 2007. Besides organizing and running a wide variety of events, Nancy and Dan created the posters for the MGs by the Bay show for several years starting in 2001, and Nancy did the logo art for the MG2007 NAMGBR national event we hosted.

The memorial was a low-key gathering, where everyone related memories and swapped stories about Sam, Gene, and Nancy. It's always sad to lose a friend, and three together makes it worse, but we made it better by recounting their contributions and remembering their friendship.



Nancy Shane



Sam Gearhart



Gene Roberts

Photos provided by Mike Jacobsen

On the Road Again

7 Customers took Awards at the
2012 MGs by the Bay

Austin Healey
Jaguar
MG
Triumph
Rolls/Bentley
Lotus




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Wanted

Submissions of articles / photos / anecdotes / repairs
are always welcome

Please make submissions by the 15th of the month preceding the
issue in which you would like it to appear.

Email Felix Lee at octagoneditor@mgocsf.org.

1ST ANNUAL BRITISH FALL CLASSIC

BY MARY HILAND



The weekend of October 20-21st marked the launching of the 2012 British Fall Classic -- a new British car show in downtown Morgan Hill, organized by Bill & Mary Hiland of On the Road Again, a British classic car restoration and repair shop. The weekend activities started on Saturday afternoon with a beautiful 60 mile tour through the surrounding country hillsides. Drivers of over eighty classic cars together explored this engaging rural landscape. The tour was followed by a wine and seafood reception at On the Road Again's shop for 150+ registered show participants, their guests, and event sponsors (Ladera Grill, Heritage Bank of Commerce, Hagerty Insurance, and On the Road Again).



Sunday was a beautiful sunny day that enhanced the showcasing a variety of 180 British cars ranging from Rolls Royces to Aston Martons to Morris Minors, Triumphs, Austin Healeys, MGs and more (reminiscent of the fondly remembered Palo Alto British Field Meet). The Master of Ceremonies, Jim Perrell, delighted the crowd by strolling the show and interviewing many of the car owners who shared interesting stories and fun facts. The cars were judged by several club members and the event concluded with the presentation of 22 first in class awards.

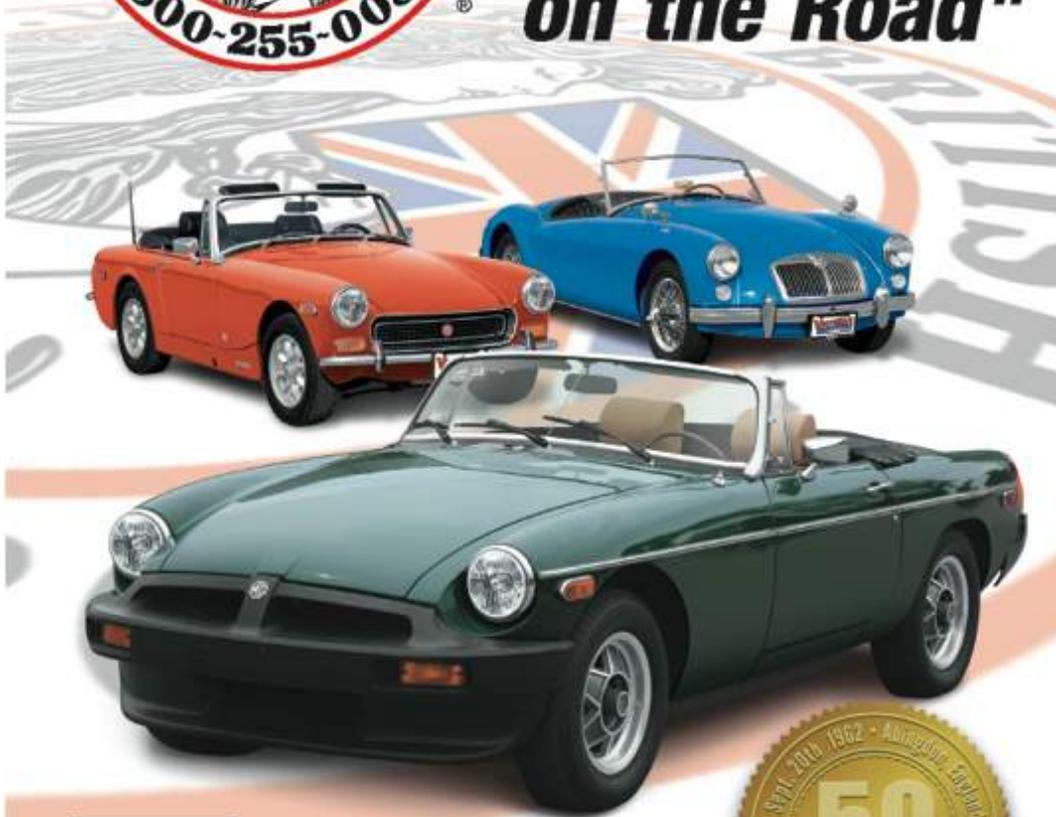
The British Fall Classic was a fundraising event and all net proceeds will be contributed to Community Solutions, a nonprofit organization that serves families in need in south San Jose and South Santa Clara County (www.communitysolutions.org). Bill and Mary are grateful to their staff, many volunteers, and especially the sponsors who made this first of what is hoped will be many British Fall Classics a huge success!



Photos by Felix Lee



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SUNBEAM



Peninsula Drive and Canepa Museum & Restoration Shop Tour

Organizers: Tim Polidoroff, Mike Jacobsen, Steve Kellogg, and Bob Stine invite you to drive the Peninsula and tour the Canepa Design Museum and Restoration Shop.

Date: Saturday, November 10, 2012

Where/When: We will meet at 9:30 a.m. outside the Main Street Café at 134 Main Street in Los Altos—home of the “Donut Derelicts” informal weekly car show. The show runs every Saturday from 9–11 a.m., and for more information about the show, follow this link: http://www.losaltosonline.com/index.php?option=com_content&task=view&id=21679&Itemid=132.

Come early, have a donut and enjoy the display. From Los Altos, we drive to Scott’s Valley, where we’ll tour the Canepa Design Museum and Restoration shop beginning at 10:30 a.m.

Race Cars, Hot Rods, Harleys, Sports Cars, Classic Cars and Aerodynamic Big Rigs—Bruce Canepa and his multi-talented staff at Canepa have had a hand in all aspects of their design, engineering, and restoration. For information about Canepa, follow this link: <http://www.canepa.com/about/history.html>

The Canepa Museum is dedicated to the spirit of automotive competition and the celebration of engineering excellence. A broad spectrum of racing cars and motorcycles—from the golden age of the sport to modern times—are on display. For more information about the Museum, including a “virtual tour,” follow this link: <http://www.canepa.com/collection/about.html>

After the tour, which will last about 1.5 hours, we’ll drive scenic Hwy 9 to Santa Cruz, where we’ll plan to have lunch near the wharf after which the tour will terminate. At Canepa’s request, we’re limited to only 30 tour participants, so please RSVP Tim Polidoroff at polidoroff@comcast.net or 650-342-6443. Tim’s cell phone on the day of the drive will be 650-208-4522.



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Mount Diablo Tour

*In Honor and Celebration of the 50th Anniversary of the MGB
1962-2012*

Date: Saturday, November 24, 2012

Where: Meet in the parking lot in front of Luna Loca Mexican Restaurant located in the Livery Shopping center (this is where we've been hosting MGs by the Bay) in Danville at 500 Sycamore Valley Road West.

Time: 10:00 a.m. (We want to drive Diablo before it gets too hot)

Agenda:

10:00 a.m. Meet and greet

10:15 a.m. Leave for tour of Mount Diablo

11:00 a.m. Enjoy Summit lookout and visit to visitors center to learn about history of the mountain

11:30 a.m. Leave Summit

12:15 p.m. Arrive at The Crown (An English Pub) at 331 Hartz Avenue, Danville for lunch

Notes:

It goes without saying, this event is open to all MGs and all types of cars.

To enter the park, there's a \$10 entrance fee (\$9 for seniors), which covers access to visitors center.

Please RSVP so I can give the restaurant an idea of how many people will be having lunch.

There will be interesting handouts and surprises for this event.

To RSVP or for any questions, please contact John Hunt at 925-330-7849 or huntsails@comcast.net

Hope you can join us!

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MGOC Holiday Tea & Toy Drive



Organizers: Marcia Crawford and George Steneberg

Date: Saturday, December 15, 2012

When: 1-4 p.m.

Where: 150 Purdue Avenue, Kensington, CA

This year's Holiday Tea will be hosted by Marcia and George. Please bring a favorite dessert and tea to share and enjoy with other fellow MGOC'ers. The Club will once again sponsor a Toy Drive. So please bring a new unwrapped toy, which will then be delivered to the local firehouse.

Looking forward to reminiscing about the past year and toasting in the new year. Please bring stories about your leading "Burnt Spark Plug Award" candidate for 2013.

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

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

MGOC Business Meeting Minutes

October 11, 2012

President George Steneberg called the meeting to order at 7:03pm. Also attending were Marcia Crawford, Mike Jacobsen, Brian Linke, Jennifer Orum, Tim Polidoroff, Suzy Savage, and David Wright.

The Thursday, September 13, 2012 minutes were approved as printed in the October *Octagon*.

Reports

Treasurer's Report: A slightly lower balance this month. Still missing receipts for printed *Octagon* since May, estimated at \$600.00.

Registrar's Report: The MGOC membership stands at 207 regular, 59 auxiliary, 12 corresponding, and 4 associate members for a total of 282 members due to one new membership. MGOC has a 85% renewal rate. Members who have not renewed their membership will be dropped at the end of this month.

Secretary's Report: Nothing to report.

Corresponding Secretary's Report: Nothing to report.

Regalia: David Wright reported that he had two 1st generation, five 2nd generation, and 48 3rd generation grille badges available for sale @ \$35.00 apiece. He also has four British Leyland MGB handbooks for sale.

The Octagon: Felix Lee was unable to attend.

Website: Steve Kellogg was unable to attend. The list of officers has been updated on the members-only area of the Club web site, and the meeting agenda has also been added to that area.

Past Events

Bodega Bay Tour: Saturday, Sept. 22 – Tim reported that was a good tour with perfect roads for MGs.

Travis Air Force Base Tour: Saturday, October 6 – A lovely drive from meeting spot to Travis with Bob and Edi Shaheen leading approximately 20 cars. An interesting docent-led tour of the museum and outside the MGs lined up in front of multiple airplanes to make a great picture. Air Force lapel pins were distributed courtesy of the Shaheens.

Upcoming Events

Get-Together for Sam Gearhart & Gene Roberts: Saturday, October 13 – Mike Jacobsen & Elaine Chan. This will be held at Elaine Chan's home in San Francisco at 115 Pinehurst Way, from 1 to 4.

British Fall Classic: Morgan Hill, October 20 & 21 – Bill Hiland. Registration form and schedule of activities are in the August and September *Octagon* and online at <http://www.thebritishfallclassic.com/>.

Canepa Motorsports Tour: Scotts Valley, November 10 – Tim Polidoroff. Tour is limited to 30 people (two sign-ups so far). It was decided to lunch locally rather than go on down to Santa Cruz.

Mt. Diablo Drive: November 24 – John Hunt. The October *Octagon* has all the info.

Old Business

Secretary still needed – We are still looking for a qualified secretary.

Status of electronic Board voting – Again tabled until an ad-hoc committee can be formed to review and propose a possible bylaw change.

Renew the "New" mgocsf Domain Name – Mike reported that upon investigation by Steve Kellogg the renewal notice was unsolicited and Steve was able to renew for \$90.00 for nine years instead of \$120.00 for five.

Preliminary planning for the 20th annual MGs by the Bay, 2013 – It was discovered that the date of May 5, 2013 was already filled at The Livery and Craig will be asked to investigate June 2, 2013 as first choice and April 28, 2013 as second choice for MGs by the Bay.

New Business

Signature card for the Bank Account – Mike has requested a copy of the death certificate from Sam Gearhart's widow so as to remove Sam's name from the Club accounts.

Nominating Committee – Mike Jacobsen, Tim Polidoroff, and Bob Stine make up the committee to find candidates for the positions of President and Secretary.

Produce a booklet of MGs by the Bay posters – Randy Grossman was unable to attend the meeting but will bring samples of books showing how this can be done to the Get-Together for Sam Gearhart on Saturday, October 13.

Poster for MGs by the Bay 20th Anniversary – Mike brought two examples of posters displaying multiple posters from years past and the general consensus was unanimous approval of the idea.

The Annual Brunch, January 26, 2013 – George Steneberg and Marcia Crawford agreed to co-ordinate the arrangements for this event.

Next Meeting and Natter

7pm, Thursday, November 8, 2012 at The Englander Sports Pub, 100 Parrott St., San Leandro.

Meeting adjourned at 8:15pm

Submitted by Marcia Crawford

1st Annual British Fall Classic Winners

2012 First in Class Winners

Karen Blagmon	MGA MK II
John Carey	Rolls Royce 20HP
Tim Castellano	Triumph Spitfire
Jack Ford	MGTD
Robert Ford	MGTC
Bill Gee	Triumph TR3-B
William Gardner	Jaguar XKE
David Jensen	Jaguar XK140 OTS
Richard Kahn	Austin Healey BJ8
Craig Kuenzinger	MG Midget 1500
Doug Lyle	Sunbeam Tiger Prototype
Rod Miller	Morgan +4 DHC
Rob John	Triumph TR 250
David Rossiter	Allard K-2
Gary Smith	Aston Martin DB-4
Ronnie Walters	Jaguar XJS
Maurita & Jim Walton	Nash Healey Fixed Head Coupe
Hudson Vitaich	Austin Healey 100M
Curt Johnston	Triumph TR8
Bill Bayliss	MGB
Phillip Menasce	Humber Super Snipe



Samantha Lee Consoling a Runner-Up
at the British Fall Classic

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, 27330 Ursula Lane, Los Altos Hills, CA 94022. Members may also email ads to the editor at octagoneditor@mgocsf.org.

Cars for Sale:

1952 MGTD Time to let go of my first car—same owner since 1968. Asking \$21K. This yellow bird has been garaged for the last 44 years, has no rust and just over 69K original miles, original engine. Recent mechanical work: valve job; new fuel pump; brake hoses, speedometer and front suspension arm replaced. Top is in very good shape, side curtains are somewhat foggy. Tires, tuck & roll black leather upholstery, paint, front & rear bumpers all new about two years ago—only driven 160 miles since then. (Needs exhaust system.) More pictures available—email bijou20@pacbell.net or call BJ at 415.399.1310



1976 MGB with over drive needs a new home. No time to care for properly. This was former member Gary Lukey's car. Maintained by Baroo in Albany. Not currently licensed. Top replaced in 2009, seats as well. Newer metal fuel pump. Asking \$2,000 or best offer. Transmission is worth \$1800. Need the space for my Jag. Photos available. Contact Lanny Clark at 510-410-7572 or lannyclark@aol.com.

1967 MGB with overdrive. Original owner, has all maintenance records, Bay Area car since new. 121K original miles and less than 2K miles since full mechanical rebuild. Excellent condition. Looking for owner that will continue to give it TLC. Asking \$15K OBO. Contact Stephen at 415-722-0556 or sdhom@sbcglobal.net.



1978 MGB Roadster. Maroon with beige interior. Vehicle has 43,000 original miles. 1800cc engine with Stromberg carburetor and 4-speed manual with electronic overdrive. Soft-top with two tonneaus. AM/FM/CD stereo with removable face, remote control and MP3 interface. Luggage rack, new tires, many extras. Currently registered in California. Asking \$15,000. Contact Member Tom Doyle at 520-220-6228 or at wtdoyle@cox.net.

1961 MGA Coupe. 1600 cc engine, 5 speed gearbox. California car, completely restored by third (and present) owner in 2002, rust free, body straight, no accidents, 7,800 miles since rebuild. Original body panels, new front spoiler below bumper. All good original chrome, new rubber gaskets for body and glass. Painted "Paprika Red" (Jaguar color). Asking \$25,000. Contact Member Viggo Riddersholm at 650-341-9064 or vriddersholm@yahoo.com, or Gordon Craig at lismoregordon@sbcglobal.net.

Classic 1973 Jaguar XJ12 Series 1 Sedan. 5.3 V12 engine. All original! The only year of the chrome bumpered XJ12 model. 66,000 original miles. Silver with beautiful original black leather interior. Sunroof and Nardi wood steering wheel. Always a California car from new. No rust! Same owner for the last 35 years. Always garaged. Looks and drives great! \$8,900. Contact Member Ron Simi at 925-765-5807.



'64/'65 MGB Roadster Project Car. Up on blocks for 8 years and in DNO status. It doesn't look bad, but does have issues. Other photos are available and we welcome inquiries. In Livermore, CA Contact Wes Nelson at 925-447-4393 or WESNEL@ATT.NET.



'70 MGB. Widow selling "well taken care of" MGB of her deceased husband. Contact Mary at 510-538-3878.



Enclosed Trailer for Rent:

Enclosed car trailer for rent (16' x 8'). Trailer has integrated braking system and lights with the tow vehicle, and a 12 volt 2,000 lb. Electric Winch. Electrical outlets in and outside the trailer and air conditioning. Rental rates are very reasonable with a discount for rentals of three or more days. Contact either Randy Grossman (415-518-5210) or Eric Baker (510-517-2165) for more information.



Parts for Sale:

MGB Parts: Autopower Roll Bar, SCCA Race Approved, 1.75" DOM. Roll bar has diagonal brace, horizontal seat back brace, and small restraint bar behind driver's seat. Asking \$150. Two Chrome Luggage Racks, trunk lid mounted. \$50 each. Contact Member David Wright at 510-653-3831.

MG Midget Rolling Chassis Body Shell. No VIN. No Title. No engine, transmission, differential, front bumper, or windscreen. Not crashed but rough. Rubber bumper car. Make Offer. Contact Member Nick Becker at 925-932-9778 or becker2226@astound.net.

Weber Downdraft Carburetor: Fits MGBs, asking \$150, Contact member Tom Doyle at 520-220-6228 or at wtdoyle@cox.net.

Wanted:

Electrical Help: I am new to the world of MG, and am in the process of improving a 1959 MGA Roadster. I have replaced the wiring harness and need the expertise of someone with electrical know how to help me make sure I do not burn anything up when I put a battery to it. I will pay for their time and knowledge. Can you help me? I live in Walnut Creek. Contact Harry at 925-934-4973 or TipTot@astound.net.

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.

MG TF Part: One rear spring for a MG TF, original type preferred. Contact Member Andy at 707-795-3480 or andypreston@sbcglobal.net.

4-5 Chrome Spoke Wheels for MGB (14"-15" in good shape) / 1976 MGB Dashboard: Contact Member Tom Doyle at 520-220-6228 or at wtdoyle@cox.net.

MGB Oil Pressure Sending Unit Oil Hose Failure

By Gary Germano

Several members have heard of failures in new MGB replacement braided oil lines (hoses) between the oil pressure fitting on the engine block and the oil pressure sending unit (electric gauges) or the pipe to the dash (mechanical gauges). One member has suffered such a failure. The same replacement hose is used no matter which type of oil pressure gauge your MGB has.

Hose failure causes your engine oil to be pumped out of your engine and onto the road while you are driving. With either gauge type, there is a delay between the actual change in engine oil pressure and seeing it on the gauge. This means when the low pressure starts to show on the gauge, the actual pressure could already be low enough to severely damage the engine. You can end up needing a complete engine overhaul within minutes. Pay diligent attention to your gauge when operating your MG!



It's good practice to inspect the hose when you're under the hood checking the oil or when looking "the mill" over before going on a run. It's just above the starter and about ten inches long. There should be no oil on the hose or around its fittings. Carrying your old "serviceable" hose if you still have it, or a spare new hose, or an appropriate block plug could enable you or a mechanic to repair your vehicle on the road and avoid a tow.

And don't forget to carry sufficient extra engine oil... it takes just a few minutes to empty the sump.

Election News

It is now the moment when by common consent we pause to become conscious of our MG Club and to rejoice in it, to recall what our Club has done for each of us, and to ask ourselves what we can do for the Club in return. (With apologies to Oliver Wendell Holmes, Jr.)

Yes, it's election time, but I'm not referring to the election in November, with all those debates and ads and things. I'm referring to the election in December, for MGOC officers. Your Club needs your help.

Our current President, George Steneberg, has held the office on and off for many years. Having just celebrated his 80th birthday, he'd like to retire from holding office. Can you blame him? And the Club hasn't had a Secretary since 2011, with volunteers filling in at the meetings since then. We need people to help operate the Club!

Right now, meetings are held monthly in San Leandro on the second Thursday of the month. Though convenient to BART, it's a long distance from the South Bay or North Bay. Don't let that dissuade you from being a candidate. Meetings can be moved! In the past, the Club has met in Marin, the Peninsula, and other East Bay locations. Meetings have also alternated locations from month to month. In addition, the current Board is working on both how to decide some issues online instead of requiring a physical meeting, and using a system such as Skype to allow people to attend a meeting virtually.

If you have experience running any sort of organization, that's great, but it's not required. Most of the current Board members are continuing, and we have experienced candidates for the President and Treasurer offices. If you have some ideas for the Club, that's what we could really use. The Club has started moving ahead with the new Web site and online store, and we'd like to continue this, but we need new people to help.

Please consider running for an office, especially for Vice-President or Secretary, and spending two to four hours a month helping run the Club. If you have any questions, just contact one of us on the Nominating Committee:

Tim Polidoroff, 650-342-6443, Polidoroff@comcast.net

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

Bob Stine, 650-349-5128, RbrtStine@gmail.com

Thanks to you, this could be the only election this year where the candidates make sense and the voters aren't cynical!

Club Meeting Natter & Noggin November 8, 7 p.m.

The Englander Sports Pub & Restaurant
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.
Dinner Starts at 6 p.m.

Directions to The Englander:

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

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



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INSIDE THIS ISSUE

Forthcoming Events.....	3
From the Editor.....	4
President's Ponderings.....	5
Tales of Our Summer MG Tour in the UK.....	6-7
Hillsborough Concours.....	8
Burnt Spark Plug Award.....	9
MGOC Memorial Gathering.....	10
The 1st Annual British Fall Classic.....	12-13
Peninsula Drive and Canepa Museum & Restoration Shop Tour.....	15
Mount Diablo Tour.....	16
MGOC Holiday Tea and Toy Drive.....	17
MGOC Business Meeting Minutes.....	18-19
The 1st Annual British Fall Classic Winners.....	19
Classified Ads.....	20-21
MGB Oil Pressure Sending Unit Oil Hose Failure.....	22
Election News.....	22