

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 Bob Stine

Taking in the cars at the Annual Picnic

September 2011

About *The Octagon* and MGOC...

The M.G. Owners Club, formed in 1957, is the Northern California Centre of the M.G. Car Club, formed in England in 1930. The Peninsula T Register was formed in 1973 and is now an informal sub-group of the MGOC. We receive a copy of the MGCC's *Safety Fast*, available to members on loan from the corresponding secretary. The Club is also associated with the North American MGB Register, the North American MGA Register, and the New England MG T Register. The MGOC holds a business meeting on the second Thursday of each month at an event known as the "Natter and Noggin" in the style of English clubs. *The Octagon*, our newsletter, is published monthly by the M.G. Owners Club. Opinions expressed in *The Octagon* are not necessarily those of the MGOC, its members, or Board of Directors.

DIRECTORY OF MGOC OFFICERS FOR 2011

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

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

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

Secretary: Kim Kuenzinger, 925-934-3130, kalvey1950@aol.com

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

T Register Director: Jim Carlson, 408-224-3992, mgjim@comcast.net

Corresponding Secretary: George Steneberg, j2george@pacbell.net

Membership Development: Bob Stine, 650-349-5128,

rbrstine@gmail.com

The Octagon Editor: Jeremy Palgon, 510-378-1821,

alistaircookie@gmail.com

Commercial Advertising: Mike Jacobsen, 415-333-9699,

MikesMuseum@yahoo.com

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

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

CLUB ADVISOR PROGRAM

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

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

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

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

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

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

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

Z-Magnette Saloon: Eric Baker, 510-531-7032, mgbp36@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, mgbp36@yahoo.com

S.U. Carburettors: Marty Ray, 831-475-6204, martyray@cruzio.com

COMMERCIAL ADVERTISING IN *THE OCTAGON*

Direct all questions about advertising to Mike Jacobsen at 415-333-9699 or MikesMuseum@yahoo.com. 2011 rates are: monthly (yearly): full page \$25 (\$240), half page \$18 (\$175), third page \$12 (\$120), business card \$8 (\$75). All ads expire on January 1, and fees for a partial year will be pro-rated to that date. Deadline for ad materials is the 10th of the preceding month. The MGOC makes no claims as to the reputation or quality of work performed by businesses advertising in *The Octagon*.

MGOC FINANCIAL INFORMATION

Information on the MGOC finances is available upon request from the treasurer.

MAKING CONTRIBUTIONS TO *THE OCTAGON*

Your stories, photos, tips, questions, and anything MGOC-related are always welcome in *The Octagon*. Please make your contributions by the 20th of the month preceding the issue in which you want them to appear. Please email all contributions to mgowners@gmail.com or send them to: MGOC, 7230 Silver Lode Lane, San Jose, CA 95120.

RECRUITING MEMBERS FOR THE MGOC

Have you helped recruit any new members lately? Bob Stine is in charge of new member recruitment and can send you flyers. The Club roster is available to members from Mike Jacobsen upon request.

MGOC.ORG

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

Forthcoming Events

MGOC Events in bold

- Sept. 18 – [Danville Concours d'Elegance](#)
- Sept. 29-Oct. 2 – **MG Fall Festival**, Petaluma
- Oct. 1-2 – [CSRG Charity Challenge](#), Infineon Raceway, Sonoma
- Oct. 15 – [Jimmy's Old Car Picnic](#), Golden Gate Park, San Francisco
- Oct. 16 – [California Autumn Classic](#), Morgan Hill



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From the Editor...

What to write when you don't know what to write?

I really don't know what to write this month. I have no interesting MG stories to relate, and there are no pressing issues that I feel compelled to comment on. I suppose I could return to the tried and true fall-back plan and merely highlight what's in this edition; but you can discover what's inside just by reading the back cover.

Perhaps I've run out of ideas, or maybe just lost the impetus to write. I've thought for some time now about what I could offer that might be interesting or entertaining, or even the slightest bit helpful. I've come up empty.

But *The Octagon* must be published, and my contemplation has delayed it long enough. So instead of trying to be profound, or interesting, or even trite, I leave you with a little bit of black space.

Jeremy Palgon

MG

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

SHOCK ABSORBERS:	Front	Rear
MGTC.....	185.00	185.00
MGTD & TF.....	185.00	85.00
MGA, MGB, MGC, Midget.....	102.00	75.00
HEAVY DUTY UPGRADE.....	10.00	10.00
SHOCK LINK (New or Rebuilt)	\$call	

BRAKES: *sleeved and rebuilt*

MGB, Midget caliper.....	\$85.00
MGA, MGC caliper.....	\$155.00
MGA, Midget twin master 1968-87.....	\$225.00
MGB, Midget master 1968-80.....	\$125.00-145.00
MGB brake booster servo.....	\$175.00
MGC booster servo.....	\$445.00
Cylinders sleeved only, brass or SS.....	\$50-\$95
Kingpin swivel axle rebushed.....	\$60-\$90
Front end A-arm (Midget).....	\$95.00

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OCT09



President's Ponderings...

Well, it's Labor Day Weekend. Who, besides me, notices this brisk chill in the air this evening? I know it's not fall yet, but the magnolia trees in my front yard haven't been told that and have been dropping leaves at an alarming rate. The good news is that we don't live in Vermont or Louisiana, as both are washing away with the recent rains. Although traditionally this is the last barbeque and driving week of the summer, we could still have sunny summer weather in the middle of September or even early October. I'm just hoping that the weather stays as nice (for driving anyway) for the Fall Festival in four weeks. I'd hate for the rains to come early and ruin what promises to be a wonderful gathering of MG enthusiasts.

Speaking of wonderful gatherings of MG enthusiasts, we recently held our Annual Picnic at Joaquin Miller Park. As you'll see elsewhere in *The Octagon*, we had a wonderful turnout and a great time was had by all.

Due to the change of seasons, there are few opportunities remaining to get out in our cars as a group and go on a drive. Before we know it the days will be shorter, the weather chillier, and we will be faced with the onset of rains signaling the beginning of winter. There are a couple of late season events we are still trying to finalize: a South Bay Wine Tour and a Mt. Hamilton Ride, but it's been difficult to find leaders and dates to make those happen. We're still trying and will keep you posted through *The Octagon* and on the Web site. Even if we can't get more drives scheduled, this doesn't mean that the MGOC events will end. We will still have our Holiday Tea in December and the Annual Awards Banquet shortly afterwards.

The few driving events left for this year are all the more reason why you should take advantage of our already-planned Fall Festival in Petaluma (September 29 to October 2). If you've never had your car on a race track, you will have the opportunity to take your car on parade laps at Infineon Raceway on Saturday, October 1. As added incentive for attending the Fall Festival, we will have a hospitality suite for hobnobbing with your fellow MG owners in the mornings and evenings, a dinner out in Occidental at the historic Union Hotel, a car show, and an awards Banquet on Saturday night. In addition, some of our vendors and suppliers such as Moss Motors and Victoria British have provided goodies for door and raffle prizes which will be given away to lucky recipients during the Festival.

We've gotten an extension for reduced pricing for the hotel, good through September 9. If you haven't already either signed up and registered for the Fall Festival or reserved your hotel room, I urge you to do it now. Register at www.mgfallfestival.com.

So with all that said, I hope you are all relaxing (and perhaps barbequing) on this Labor Day weekend, and taking advantage of the sunshine we are still having by taking your car for a drive.

Regards,
Sam Gearhart

Danville d'Elegance Sunday, September 18

Picturesque downtown Danville provides the perfect backdrop for the 7th Annual Danville d'Elegance. Enjoy the afternoon tasting some of Northern California's premier wines or eating at Danville's finest restaurants, while raising money to benefit The Parkinson's Institute.

The Danville d'Elegance, showcasing "Cool Cars for a Cause", has raised more than a million dollars for Parkinson's research and patient care since 2004.

Members Craig and Kim Kuenzinger have attended this show a number of times and love it. If you're interested in going, contact them at mrccraig@aol.com.

More Information: <http://www.danville-delegance.org>

CSRG Charity Challenge Infineon Raceway, Sonoma October 1 & 2

The 8th Annual Classic Sports Car Racing Group Charity Challenge highlights historically important Lotus cars, and features 1992 Indianapolis Rookie of the year and seven-time Indy participant Lynn St. James as Grand Marshall and Featured Driver. This is a great spectator event, with fan activities like track rides, raffles, and a race gear sales center. There will be practice runs on Friday, with more practice and racing on Saturday and Sunday. CSRG members have donated over \$600,000 to Speedway Childrens' Charities of Sonoma since the Charity Challenge began in 2003.

The CSRG has restricted participation in the lunchtime parade laps to cars built before 1973, with a limit of 75 cars on the track. The CSRG requires a technical inspection of each car, which the MGOC will perform that morning. In addition, the CSRG charges a parade lap fee of \$20 per car. This fee is separate from and in addition to tickets to enter Infineon, which are \$25 per person, payable when you arrive at the track. Proceeds from the parade laps and ticket sales go to the Speedway Childrens' Charities.

Sound like fun? Just round up friends from your sports car club (or plan to come on your own), gas up the old buggy, and enjoy a day at the races as an honored guest.

More Information: <http://www.csrgacing.org>

The
8TH ANNUAL **CSRG**

Charity Challenge

VINTAGE RACING & CLASSIC CAR SHOW
OCTOBER 1-2, 2011 - INFINEON RACEWAY



Jim Russell
racing drivers school

ALL PROCEEDS TO BENEFIT SPEEDWAY CHILDREN'S CHARITIES OF SONOMA

MG Fall Festival

September 29 to October 2

The Sheraton Sonoma – Petaluma

The nation's premier wine country, the Sonoma and Napa Valleys just north of San Francisco, offers a fantastic blend of scenery, climate, quiet winding roads, hills and valleys, coastline, redwood forests, and historic sites. With a large and beautiful hotel on the north end of San Francisco Bay, the MG Owners Club has your next MG adventure planned for the perfect fall weekend. At the gateway to Northern California's wine country, Sonoma County offers fine and casual dining, quaint towns and villages, spectacular Pacific Coast beaches, art, and antiques galore. Plus, with over 300 wineries in the county you're sure to find a new favorite to add to your collection.

Friday starts with a popular-vote car show held on the hotel grounds. Car wash facilities are available at the hotel to get your car ready for the friendly competition. If you need a little help with car clean up, a Friday afternoon detailing technical session may be just the thing. Or take a dip in the hotel pool, go sightseeing, or whatever strikes your fancy. If you'd rather explore on your own, several self-guided tours of the area are available. Destinations include the Charles Schulz Museum in nearby Santa Rosa, Muir Woods and Mt. Tamalpais parks on the Marin coast, and the Sonoma and San Rafael Missions. Friday night, we take a scenic drive through vineyards and redwood forests to the town of Occidental for a wonderful dinner at the historic Union Hotel, located in hills just above the Russian River. A logging and farming community in the 1840s, Occidental has transformed into an artist colony and tourist destination. The Union Hotel has remained in the same family for five generations, offering hearty Northern Italian meals with the traditional red and white checkered tablecloths and wine bottle candleholders. The back bar was originally brought 'around the Horn' and is still proudly on display, along with other antiques and a historical archive of local photographs.

Saturday begins with a scenic drive through the Sonoma and Napa Valleys before finding our way to Infineon Raceway for the Classic Sports Racing Group's Charity Challenge vintage races. During the lunch break we will have an opportunity for a few 'supervised' parade laps on the track. For the adventurous ones in the group, hot laps with an experienced racer (in their car) will be available for an additional charge. After several hours at the track we will set off on a tour to a local winery. Those who prefer can make their way back to the Sheraton to get ready for the evening awards banquet. Later in the evening the group will adjourn to the hospitality suite to recount the weekend's adventures.

More Information and Registration: <http://www.mgfallfestival.com>

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California Autumn Classic

October 15 & 16

Returning to Morgan Hill again this year, the 19th annual California Autumn Classic brings back the nostalgic fun of relaxed, friendly sports car club events of the 1950s and '60s. All classic British sports cars (2-seaters and their jumpseat derivatives) are invited to participate. There will be 26 silver trophies for all marques. All event profits will be donated to Children and Animal Charities.

The event will be held on the main downtown street of Morgan Hill, just ten minutes south of San Jose off Highway 101. There are many restaurants to choose from for lunch and many quaint shops to enjoy.

The weekend starts off with an afternoon backroads tour on Saturday at noon. After returning, everyone is invited to gather for a welcoming dinner in Morgan Hill. The car show opens at 9:00 am on Sunday morning, with awards at 2:00 pm.

CAL AUTUMN CLASSIC 2011 REGISTRATION

Name: _____ Passenger: _____

Address: _____ City: _____ State: _____ Zip: _____

Phone: (____) _____ Club: _____

Email Address: _____

Car Make: _____ Model: _____ Year: _____

Coupe or Convertible: _____ First time attending? _____

If you have won 1st in our past 2 events, please check here to be placed in the "Winners Circle" Class _____

Registration for the Saturday Tour is \$10 per car. The Saturday Dinner is \$24 per person (beverage, tax, and tip included,). The Sunday Concours is \$36 per car (late registration after October 5 is \$60).

Register me for the Saturday tour \$ _____

The Saturday dinner _____ people = \$ _____

Car Registration \$ _____

TOTAL ENCLOSED: _____

Enclose check payable to: Bill Meade
533 Cedar Drive, Watsonville, CA 95076 (phone: 831-722-3253)

Jimmy's 23rd Annual
**OLD CAR
PICNIC**



SAN FRANCISCO
Saturday, October 15

Jimmy's Annual Old Car Picnic started in 1988 when classic car-loving friends got together in Golden Gate Park. It has since grown into the largest and longest-running show of its kind in San Francisco and includes cars, trucks, and motorcycles of all types (as well as a good number of oddballs).

For a \$40 donation, which includes admission and other goodies, participants can park on Speedway Meadow's lawn. The money raised benefits the SF Recreation & Park Department's Adaptive Recreation Programs for the developmentally disabled.

All people with good attitudes, who appreciate all different kinds of cars, are welcome. Jimmy's Picnic is about having fun, checking out the cars, and enjoying the day! All this – and helping out folks with disabilities too!

Bring your family! Bring your camera! Bring a picnic lunch or BBQ! Rat rods, lowriders, perfectly restored cars, historic vehicles, clunkers and beaters, motorcycles, race cars, fire trucks, cars that only go out on Sundays, all kinds of customs, steamboats, and more are welcome!

As a true native San Franciscan event, Jimmy's Picnic welcomes everyone with a good attitude! (But please leave your mini-motorcycles at home!) The show starts at 7:00 am and ends at 4:00 pm. Please remember to bring cash, as no other form of payment is accepted.

Please note: Our permit is very strict and does not allow vendors or amplified music. It also specifies cars must be pre-1980.

All vehicles must enter Speedway Meadow heading East on JFK Drive. You may enter Golden Gate Park (and turn onto JFK) from either 30th Ave. (from Fulton St.) or from the Great Highway at Ocean Beach.

Contact: jimmypicnic@gmail.com

More Information: <http://www.jimmypicnic.com>

Annual Picnic

By Samantha Lee

On the day before my birthday, August 20, I attended my 4th MGC Annual picnic at Joaquin Miller Park. That is almost half of my life because I just turned ten. We met Steve at the Los Altos Cafe and bookstore and drove over the San Mateo bridge. Other MGC convoys left from Petaluma, Danville, and Daly City. We met at Craig Meadow. (Just like last year.) President Sam and Carol set up a roaring fire for cooking, clothed picnic tables for us to eat on and brought games for us to play with. There were lots of food. Randy passed out chocolate candy while Martha shared chocolate cake. We took plenty of pictures and listened to interesting stories. Many of us started the summer on the Rally to Reno and attended the Pabst Concerts. All the MGCers arrived safely, filled their tummies and no one broke down. From one Sam to another, thanks for another awesome year, President Sam!

Annual Picnic



Photo by Bob Stine

Janet and Gary Germano picnicing with Andy and Marla Preston (above)



Photo by Felix Lee

A veritable car show (above), Mike and Elaine with the Lees (below)



Photo by Bob Stine

Summer West Marin Tour



From Front to Back



Beatle Boots and the MG

By **Jim Lucas**

February 9, 1964, is the milestone by which I measure all things British. Two years prior my dad came home with an MG Midget that is still, to this day, my favorite car that he owned. But on that fateful Sunday evening in February, four mop tops burst forth on the stage of the *Ed Sullivan Show* - and I was mesmerized by everything British from that day forward.

Those mop tops, otherwise known as The Beatles, created a hysteria that was unlike anything I had ever experienced. The very next day I forced my mom to take me to downtown Santa Clara and get me guitar lessons. I took an even higher interest in the Midget at that time, too. Alas, my father now associated anything British with long-haired wackos; so he promptly got rid of the Midget and replaced it with a Ford Ranchero.

As I progressed through high school, I longed for a British car; but either finances or practicality kept me from realizing my dream. I did manage to pick up a few guitars along the way (all the same models and makes as the ones used by my favorite Beatle, George Harrison), but the car never seemed to materialize.

My friends at Saratoga High School, on the other hand, did quite well in the British car scene. Gordy had a multitude of TCs and TDs. Randy got a brand new MGB as a high school graduation present. Dave picked up a Corsair. Ron scored a Morris Minor; and Coop got a Mini Cooper. All I could do was hitch rides with them and wear my Beatle boots.

Besides lack of finances, what all of my buddies had that I didn't possess was an ability to work on cars. In 1970, my senior year, I took auto shop; but my brain was better qualified for complex sixth chord progressions than carburetor tuning. However, I did manage to have the cleanest valve covers in the school. Even better, I had the most sought-after shop overalls - they were British Racing Green with a large embroidered "MG" on the back. I was given a load of brown smelly stuff from my buddies for those overalls, since I had inherited the Ford Ranchero and didn't possess an MG.

In college I picked up a '64 VW that I immediately put an EMPI extractor on. I tried my best to emulate Jackie Stewart every time I drove to the corner store for supplies. Economy Imports knew me on a first name basis because of all the accessories I purchased in trying to make my VW a British ex-pat. Yet mechanicals still evaded me.

After college I got married, got a job, eventually had kids, and settled into a mindset that I would never get my British car. I subscribed to a bazillion English car magazines and I attended British car meets around the Bay Area (where I always purchased a t-shirt). I still had my Beatle boots but, alas, no car. I was going loony not having a British car!

What did the trick was jealousy. My wife went to England with her sister one summer. I mean, REALLY! England?! My favorite place in the whole

world, and she takes her sister! I bid her adieu at SFO as she and her sister took off for Heathrow. I then put my “plan” in place. I had already contacted some individuals who were offering MGs of varying models and conditions for sale on Craigslist. I left SFO and headed north to Novato, where I test drove an MG Midget. It was a blast and brought back many memories of my dad’s car. Unfortunately my enthusiasm for the car made its way back to the owner, and they decided not to sell the car. I checked out another dozen or so cars, and found some that were cool but didn’t really knock my Beetle boots off.

Then I came across a British Racing Green ‘79 MGB. Christine was parting with it and was looking for someone who would give it a good home. We got together, went for a test drive, got to talking about my love for anything and everything British, and agreed on a price. (She dropped her asking price because she saw how excited I was about the car. How often do you see that!) I returned the following week with my son and we made our way home with my very own MGB, and it’s British Racing Green, to boot!

With the MG securely sequestered in my garage, the first thing I had to do was get some MG regalia: polo shirt, jacket, driving cap, driving gloves. I had to look the part of being a British car owner. As my mechanical expertise had not improved since high school, I dropped the car off with Emile at Sports Car Performance in Santa Cruz. I let him do a couple of minor modifications while I went out in search of more important things: namely British car clothing!

Emile got the car working perfectly, Christine put me in touch with the MGOC (where I immediately became a member), and I scored some fab Brit car clothing. Now I have the sweetest MGB in the world. Emile keeps it running in perfect order, I have the cleanest valve covers in Santa Cruz County, and my Beetle boots have a Brit companion!

About the Author

Jim Lucas is an English and Creative Writing Teacher in Santa Cruz. He became a member of MGOC in 2005 with the purchase of a 1979 British Racing Green MGB. His published work has appeared in *The San Francisco Chronicle*, *Surfer Magazine*, *Classic Surfboard Collector*, *Woodie Times*, *The San Jose Mercury News*, *Amateur Wrestling News* and numerous high technology journals.

Dues Are Now Past Due

If you’ve forgotten to send in your membership dues for this year, this is your last chance to renew.

Please send a check for \$20 made out to MGOC to:
320 B Monterey Blvd, SF, CA 94131.

Don’t miss any editions of *The Octagon*, renew today.

MGOC Business Meeting Minutes

August 11, 2011

President Sam Gearhart called the meeting to order at 7:05 pm. Also attending were: Ken Gittings, Mike Jacobsen, Kim & Craig Kuenzinger, Carol Stair, Bob Shaheen, George Steneberg and David Wright.

The July minutes were not approved as printed in *The Octagon*. Corrections: The June minutes were approved with the amendment that the Annual Picnic is on August 20, not August 28 as was shown under old business.

A motion was made and passed for the remaining MG Car Club merchandise to go for raffle prizes at the upcoming Annual Picnic or other future event.

At the Welcome to San Francisco Event, all Rallye to Reno participants reaching Ocean Beach were given a jar of Pacific Coast sand and those who had begun the Rallye to Reno from the East Coast were given a souvenir jar of Atlantic Coast beach sand.

Treasurer's Report: The saving and checking balances are healthy. Income is from dues, Fall Festival registrations and ads. Expenses for printing *The Octagon*, Google ads for Fall Festival, and registration badges will be covered.

Registrar's Report: The MGOC has 212 regular, 65 auxiliary, 12 corresponding, and 1 associate member for a total of 290. Registration renewals are going well.

Secretary's Report: Nothing significant to report.

Corresponding Secretary's Report: Nothing significant to report.

Regalia: Charles N. Pete Designs was to ship the MGOC regalia in July, but missed their date. We don't have a new date yet. Bob Shaheen said he knew of another supplier we could try.

The Octagon: One of our regular advertisers, Collins Classics, is missing from this issue because they wished to update their ad and didn't have a new ad in time.

Web site: Nothing significant to report.

Past Events

The "Log" Run South Bay Tour: led by Steve & Vicky Kellogg was great. It was well-covered in *The Octagon* and was an "adventurous" run.

Upcoming Events

The MG Fall Festival: planning is going well. The next committee meeting is August 14. Registrations are slowly coming in. Attendees are being asked to get their room reservations by the August 30 deadline.

The Annual Picnic: will be in the same location as last year at Joaquin Miller Park. Details about the location and group tours departing from various locations to the picnic are available in *The Octagon*. The club will provide charcoal for cooking and everything should be set up by 10:30 am. We are all looking forward to a fun day.

Bill Hiland's South Bay Wine Tour: originally scheduled for September 10, has been postponed. Watch *The Octagon* for a new date when it becomes available.

The Pigeon Point Lighthouse Tour: will be in November. The date is yet to be determined, but the tour will be based on the anniversary of the first operation of the original Fresnel lens and lamp. This happens on the Saturday night closest to the anniversary, and November 12 will probably be the date. There are many nice places to stop for lunch or dinner along the way to the lighthouse. Mike Jacobsen is working on the details.

The "Winterize Your Car" Tech Session: to be led by Dave Pelton has been postponed. A new date will appear in *The Octagon* when available.

Old Business

Old MGs by the Bay Posters: Sam finished having the old MGs by the Bay posters scanned. All copyrighted or trademarked logos on them have been removed. A motion was passed to have the company working on this, Sideline Productions, relocate our logo to better balance the posters' appearance and crop out any large empty areas created by removing sponsor logos. The Board will continue discussion on how best to make use of these great works of art and memorabilia.

New Business

Vendor Links: are no longer available on the MGOC Web site. The Board decided that it was not appropriate to have businesses linked to our club site and a motion prohibiting these links was made and passed. Concerns were mentioned about the vulnerability of the club and the quality of businesses associated with these "hot links". Members can either get the information they need from the advertisers or other members listed in *The Octagon*. Links to other clubs are still appropriate. The club does not sell "pop up" ads to cover our costs either.

The Danville Concours: made a request several months ago for us to assist them with their show in September, but we have had no contact from them since then, so we believe they no longer need our help.

Fall Festival Google Ads: A motion was made and passed to discontinue the Google ads run for the Fall Festival. These were only for a three month trial and we could not measure their effectiveness.

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

The meeting was adjourned at 8:17 pm.

Submitted by Kim Kuenzinger.



Gathering for the Summer West Marin Tour

Photo by Ken Gittings

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:

1959 MGA 1500 Roadster "Special". 1960s Southern California ex-SCCA racer campaigned by Peter Silverbrand. MGA 1600 MkII 1622cc BMC B-series pushrod engine, MGA Twin Cam Dunlop disc brakes all around with center locking steel wheels. Competition auxiliary oil cooler, front anti-sway bar, and limited slip differential. Custom record breaker head fairing with MG logo. Offered at \$28,895. Contact Member Art Morgan at art_morgan@att.net.



1966 Sprite MKIII. Same owner last eleven years, fully sorted and dependable every day driver. 10K miles since full mechanical rebuild, 1275cc motor, 5-speed Datsun gearbox, too much to list, email me for full details, great car, \$10K or BO. Contact Member Rod Schweiger at rodschweiger@gmail.com or 650-296-1108.



1972 MGB GT. I purchased this car in 2003 from the nephew of the original owners, who were in the Fremont area. The original owners had the engine re-done in 2002 and the nephew repainted the car bright red (the original color) prior to my buying it. Currently has 36,000 miles on the re-done engine. In 2003 I had electrical system re-wired. Original owners had car stored for 13 years. Interior is in good condition, back hatch area is worn, but seats have always been covered and are in great shape. Asking \$6,500 but will entertain offers and can email pictures. I am in the Concord/Martinez area. Contact Janet at mardow99@sbcglobal.net.

1978 MGB Roadster. Maroon with beige interior. Vehicle has less than 43,000 original miles. 1800cc engine with Stromberg carburetor and 4-speed manual with electronic overdrive. Soft-top with two tonneau. AM/FM/CD stereo with removable face, remote control and MP3 interface. Luggage rack, new tires, many extras. Currently registered in California. Asking \$8,200. Contact Member Tom Doyle at 520-220-6228 or at wtdoyle@cox.net.



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

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

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

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



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

Parts for Sale:

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

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

Wanted:

Pre-1968 MGB roadster. Long-time MG nut seeking early B roadster. My preference is one that is a preserved original or one redone to original specifications; but I will consider most any steel-dash car, depending on its price and its needs. Contact Member Don Scott at 707-942-0546 or don@napanet.net.

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Club Meeting

Natter & Noggin

September 8, 7 pm

The Englander Sports Pub & Restaurant
 101 Parrott Street, San Leandro
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 (510) 357-3571

The Englander is an enjoyable place where we have our own cozy room.
 The food is good so bring your appetites.

Directions to The Englander:

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

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

The Little Car Show

Two of our members, Vicky Kellogg (Black '55 MG TF) and Rick Harvie (Light Yellow '54 MG TF), took top honors at The Little Car Show in Pacific Grove on August 17. This show is part of the Monterey Classic Car Week events. There were a total of 90 entrants, all cars defined as "little cars" with an engine of 1600cc or less (or all electric).



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