

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 Ken Gittings

On the Waves to Wine Tour at NAMGAR West 2009

November 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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Secretary: Bob Trencheny, 925-984-2472, tbobx@aol.com

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

Nov. 22 – **MG Parts Exchange**, Fullerton, **Vintage MG Club**

Dec. 5 – **Holiday Tea and Toy Drive**, San Francisco, Mike Jacobsen

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From the Editor...

The best laid schemes o' mice an' men, gang aft agley

– “To a Mouse” by Robert Burns

Despite my best efforts and intentions, this edition of *The Octagon* is horribly late. For this, please accept my profound apologies.

While I'm at it, I must apologize for another error. Last month's cover photo of a red MGA Coupe at the British Car Meet was mistakenly identified as Viggo Riddersholm's. Though Viggo does indeed own a beautiful red MGA Coupe, the car on the cover was Andy Preston's recent restoration.

I had the misfortune of missing out on NAMGAR West 2009 (another plan that went awry), but all reports indicate that it was a great time. Mike Jacobsen's account of the activities, accompanied by Ken Gittings' photos, begins on page 8.

Some of you may be expecting reports on award winners at recent shows. Again, sorry to disappoint. You'll have to wait for next month.

What I can offer this month is more interesting contributions from some familiar names:

Samantha Lee, recently promoted to Contributing Reporter, checks in with a recounting of her experiences at the Brisbane British Meet (page 16). Technical contributor Marty Ray suggests a new tool for maintaining the batteries in your classic cars (page 14). And I present a panoramic representation of the California Autumn Classic (the one event I did manage to make it to).

Also, a spot of business. It's time to vote for MGOC officers for the upcoming year. Please use the ballot at the bottom of page 15.

You may have noticed that I haven't mentioned the Annual Dinner. Rest assured that it's still in the works. Look for the event listing in the December *Octagon*.

Finally, don't forget the Holiday Tea and Toy Drive. It's always a good time. I hope to see you there.

Jeremy Palgon

MG

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President's Ponderings...

The Boar's Head Ceremony

Some of you probably recall that in the musical *South Pacific*, a resident Sea Bee on the island, Luther Billis was trying to explain the Boar's Head Ceremony to newcomer Lt. Joe Cable. Billis notes the ceremony includes lots of liquor and "everybody gets to know each other pretty well". While I would not say our recent NAMBAR West 2009 event included large quantities of liquor, I will say that everybody got to know each other pretty well.

We had attendees from up and down the West Coast, and a few from as far away as Virginia and Kentucky. Although we did not have too many cars, the quality of all the folks who were there made that seem somewhat unimportant. We all got to know and learn about each other, and shared stories of our cars, trips, and events we've attended.

Friday's main event was a six hour drive, dubbed the Waves to Wine Tour, that took us out to Bodega Bay with its breathtaking views of the Pacific Coast. We stopped at Goat Rock State Park, where the cameras never stopped clicking, and then continued alongside the Russian River and old redwood forests before passing through Sonoma County vineyards. Afternoon stops included the Mill Creek and Hanna Wineries, with everyone enjoying their offerings. Then on to a challenging drive down through Alexander Valley and Chalk Hill regions for an exciting return to the hotel.

I must have heard or been told a dozen times what a terrific event we hosted, in large part because "everybody got to know everybody". I mentioned in my opening remarks at the Saturday dinner that other MG owners are going to hear the stories and ask themselves, "darn it, why didn't we go?"

Our guests from out of the area could not stop talking about how lucky we locals are to have so many great roads close at hand. I found myself again thinking how I wished more of our own members would have attended – then I thought maybe we just take it all for granted: the been there, done that syndrome. All might not be lost, however. If you missed NAMGAR West 2009 you could still get an opportunity because NAMGAR is "wondering whether the MGOC would consider making this an annual regional event".

Based on the attendee reactions and glowing comments, I hope each of us realize just how beautiful Northern California and the Bay Area is. Everything seems to look better from the front seat of a MG, so get out there motoring and enjoy this fabulous fall weather and season's change!

Happy Thanksgiving!

Regards,
Sam Gearhart

The 36th Annual MG Parts Exchange



Presented by
The Vintage
MG Club of
Southern
California



Sunday, November 22 7 am to 1 pm

The largest all MG parts exchange in America is located in Fullerton at: College Park, College of Communications, 2600 E. Nutwood Avenue, Fullerton, California (across the street from CSU – Fullerton)

Admission: General: \$5, Vendors: \$20

Directions: Near 91/57 interchange. Exit Nutwood Avenue off the 57 freeway. Head west. Turn left onto Langsdorf Drive.

Closest Lodging: (across street) Fullerton Marriott at Cal State University, 2701 E. Nutwood Ave, Fullerton, 714-738-7800

Contact: John Seim, 949-786-5697, kingseim@earthlink.net

More Information: http://www.vintagemg.com/parts_exchange_info.htm



Jaguars at the California Autumn Classic

Photo by Jeremy Palgon

MGOC Holiday Tea and Toy Drive

Saturday, December 5, 1-4 pm



This year's holiday party is in San Francisco. Come on over for some holiday cheer, join us in telling MG stories, and celebrate the season with Club friends.

The Club is again sponsoring a toy drive. Please bring a new unwrapped toy, which we will deliver to a local firehouse.

Please also bring a dessert or hors d'oeuvres to share. If you have a favorite tea, please bring that too. The Club will provide other beverages.

Location: [115 Pinehurst Way, San Francisco](#)

Please RSVP to: Mike Jacobsen, 415-333-9699, MikesMuseum@yahoo.com

From the East Bay: Come over the Bay Bridge and follow the signs to 101 South toward San Jose. From 101, take 280 South toward Daly City at the interchange past Cesar Chavez Blvd. Exit at Ocean Avenue and take the first right on the exit ramp. Continue west on Ocean for about a mile to Pinehurst. Turn right onto Pinehurst. 115 is on the second block, the third house from the corner, on the left.

From the Peninsula: Come up 280 and exit at Geneva Ave. Turn left at the top of the ramp, and follow Geneva until the signal where it tees into Ocean Ave. Turn left onto Ocean and continue west about a mile to Pinehurst. Turn right onto Pinehurst. 115 is on the second block, the third house from the corner, on the left.

NAMGAR West

By Mike Jacobsen

The first-ever NAMGAR Regional MG ‘A’ Classic Vintage took place from October first through fourth. It was a blur of activity: Thursday afternoon, people checking in and congregating in the Hospitality Suite. Friday morning, everyone out in the MG parking lot for the Wine Country Tour, and back again that evening for the drive to Occidental and dinner at the Union Hotel. Saturday morning car show, afternoon tech session and tours, and evening awards banquet. Sunday morning breakfast, and then on the road home.

Where did the time go?

The Waves to Wine Tour on Friday covered over 100 miles, with stops along the coast and at two regional wineries. The tour was led by Andy & Marla Preston in their red Coupe, which made it easy for everyone to keep them in sight. The route went along the Pacific Ocean bluffs, through redwood forests, and across valleys full of vineyards. Remember the schoolhouse in Alfred Hitchcock’s *The Birds*? We drove by that too. The weather was so grand that even the locals commented on how amazing it was. Only one car (whose owners will not be named) started the day with its top up, and even that was stowed by midday. Our first stop was at Goat Rock Beach on the Sonoma coast, where all the cars were lined up for pictures with the surf and natural arch rock in the background. Our lunch stop was at the Mill Creek Winery, with wine tasting and a picnic on their deck overlooking the Dry Creek Valley. We also visited the Hanna Winery in the Alexander Valley for another rest stop (hey, this is hard work) and more wine tasting.

In the evening we wandered through the countryside, separately and in groups, to the Union Hotel for a family-style Italian dinner. We took up several long tables, so there was a lot of moving around in between the dinner courses to let everyone talk with everyone else.

Saturday morning was the informal car show. Along with the cars of everyone at NAMGAR West, there were several more brought by local residents, including a couple of cars that were either still with their original owners or their owner’s first car. Daniel & Alma Paige’s Glacier Blue 1500 Roadster got a lot of attention for its original appearance, but then, at the other extreme, so did Keith & Pamela Raphael’s 1600 Roadster, with its blown V8 on a Corvette chassis. There were three Z-Series Magnettes, from three different states (Oregon, Nevada, and California) and a Farina Magnette, plus some MGBs and T-Series cars to round out the field.

Saturday afternoon several people opted to take another winery tour or go antiquing, but there was still a sizable group at the tech session. Provocatively titled “MG Errors That People You Know Have Made”, J. R. Boye described many common mistakes people make when working on their

MGs. He began by saying that most of us would go out to our cars after the presentation to see which of the errors our cars harbored, and he was right. It was also fun to see the “Uh-oh, I did that” look appear on people’s faces during the session as they realized their mistakes.

The Awards Banquet was Saturday night, at the hotel. Since the hotel had unexpectedly decided to paint our banquet room that day, they relocated us to another room with a view of the pool & grounds, and everyone found it without too much trouble. There were nearly as many door prizes as attendees, so almost everyone won something. There was also a lively swap meet going on between the people that had won one item but wanted a different item. After our dinner, awards for the car show and greatest distance driven were presented, future events were announced, and then everyone adjourned to the Hospitality Suite, which ended up being busy way past midnight.

Sunday morning began with a buffet breakfast at the hotel and goodbyes between new friends as everyone started heading home. Will we do it again next year? Time will tell. Meanwhile, watch this space!



Lined up at Goat Rock Beach

Photos by Ken Gittings



The Waves to Wine Tour leaves the beach

NAMGAR West



The Waves to Wine Tour continues on

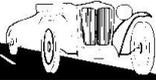
Photos by Ken Gittings



Stops at the Mill Creek (above) and Hanna Wineries (below)



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California Autumn Classic



On Morgan Hill's Monterey Road: a row of MGs (above), a view from the median (inset), Sunbeams and Sprites (below)

Photos by Jeremy Palgon



Using a Battery Tender to Keep Your Battery Alive and Well

By Marty Ray

Automotive type batteries do not like to be discharged. They are designed to be kept in a high state of charge, to use that charge to briefly operate a starter motor, and then to be recharged quickly back up to a high state of charge. If overused, of course, as in repeated cranking of an engine that refuses to start, they will be reduced in charge. If left to their own devices, these batteries, even in the absence of a short or other type of current drain, will gradually lose charge spontaneously. This is especially true on modern vehicles in which the batteries are constantly hooked up to current draining devices such as on board electronics (clocks, stereos, etc.), which require constant small current. I like to use battery cutoff switches on my old cars to isolate the battery (not too feasible on modern cars that have electronics that need the battery constantly).

Some batteries, especially older styles, require addition of distilled water periodically to keep the electrolyte level up above the plates in each cell. When such a battery descends into a less than ideal state of charge, it tends to become chemically damaged in a virtually irreversible way. Allowing such batteries to become discharged, even with periodic attempts to recharge them, tends to reduce their life and cause them to need to be replaced sooner than they otherwise would. To counteract this, I have tended over the years to periodically use a battery charger to refresh the charge on batteries that were not being used much.

In the last few years I have lost several batteries due to my inability to keep up on the above maintenance routine well enough. I just neglected these batteries too much, and they gradually lost charge and became damaged to a point where no amount of recharging would bring them back. I also started to have trouble with the battery on a modern motorcycle where the charging system was not of sufficient size to keep the battery charged up if certain accessories were used too much (road lights).

As a result I discovered a very useful small device called a Battery Tender (this is a brand name, but there are a variety of similar devices from different brands). This is a small low-current battery charger, which includes some sophisticated electronics that allows the tender to sense a drop in charge, and recharge as needed. These devices can be wired up to be easily plugged in, as they come with an included permanent wiring cable with a plug, and they also come with another cable with battery clips. The battery end of such cables comes with a rubber cover to protect against shorts when it isn't being used. Some vehicles actually come with the wiring to hook up such a battery tender already in their harness, like my Ducati motorcycle (the plug on this bike was designed for Ducati's expensive tender so I merely changed the plug to the battery tender type). The Battery Tender also has in

its electronics the ability to sense whether or not it is hooked up, or whether it is hooked up backwards. If hooked up wrong it will do no damage. An LED on the unit serves to indicate the various conditions of hookup and battery charging. If the unit is not hooked up at all, it flashes a red light. When it is hooked up properly, the red light goes to constant while it is in charge mode. Finally, when it goes into "maintain" mode, the LED shows green. These units are designed to be left constantly hooked up to your battery when your vehicle is parked or stored. They keep your battery in top condition. Unlike some other trickle chargers they do not constantly charge, and so do not overcharge causing heat and the resultant boiling which causes loss of electrolyte.

These Battery Tenders can be found for some reasonable prices (around \$20 each) if you shop around. I bought min as a pack of six. The company that makes these also has various related products, and it is worth looking into the full line to see what they have that will meet your needs. They have units that have two, four, and six stations for charging in one unit with one AC plug. They have extension cables and various different cables for hooking up. The multi units are designed to be mounted permanently to a wall or cabinet.

For those of you that still like positive ground (as I do) it is absolutely no problem to use this type of unit, and the electronics do not work any differently. On an early MGB, with the starter solenoid mounted on the sheet metal to the side of the engine, I use this point to hookup my battery chargers and tenders. For a ground you can use the engine or any other convenient grounded metal nearby. I use the metal strap, supporting the oil cooler hoses, which is bolted to the rear dynamo mounting area (but this is of course missing on many cars). With positive ground, you put the red clip to this ground, and the black clip you put on the hot terminal of the starter solenoid (the hot terminal is the one with the cable coming directly from the battery). To hook up, you must pull back the rubber boot over the solenoid's terminal.

As the owner of a number of collector vehicles, I have found these battery tenders very useful tools to maintain my fleet. I have six of them, and they all get used. I have to swap them around; so I should probably get more of them. They are easier to use than a battery charger and you can put them on and forget about them, allowing them to do the work of taking care of your batteries.

MGOC 2010 Officers Ballot

Office	Nominee	Write in
President	Sam Gearhart	_____
Vice President	George Steneberg	_____
Secretary	Bob Trencheny	_____
Treasurer	Mike Jacobsen	_____

Please mail to: Bob Stine, 3215 Llano St., San Mateo, CA 94403

Brisbane British Meet

By Samantha Lee

We went to the British Car Meet by the bay and saw many friends. We stopped and talked to some of them. The day before my parents went on the drive to Half Moon Bay and ate at Camerons without me. The club met at the mall. We drove together in a line to the marina. I counted 34 MG's at the show. We were parked next to the gate for entering but the Rolls Royces were parked by the bay near the playground. I wanted our car to be by the playground.

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MGOC Business Meeting Minutes

October 8, 2009

The meeting was called to order by President Sam Gearhart at 7:23 pm. Also attending were Mike Jacobsen, George Steneberg, and David Wright.

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

Treasurer's Report: We're starting to get the bills for NAMGAR West 2009. We will lose money on the event.

Registrar's Report: 292 Total Members: 216 Regular, 62 Auxiliary, 0 Associate, and 14 Corresponding. Members that have not renewed by the end of October will be dropped. The most recent batch of name badges was mailed to their owners.

Secretary's Report: Absent.

Corresponding Secretary's Report: Nothing to report.

Regalia: Sam shot pictures of the regalia items to be used for the MGOC Web site. This is a first step to making regalia available online. Regalia Coordinator David Wright announced that today was his birthday.

The Octagon: The editor found additional stamps that had been misplaced and so will not need to purchase many more for the remainder of the year.

Past Events

Brisbane British Meet & Tour: Caravan of eight cars from Tanforan. Very much smaller show this year, though it was free. If there had been a club participation award, the MGOC might have won it.

Danville D'Elegance: George attended and said it was a wonderful event, as Craig & Kim Kuenzinger claimed. Fantastic cars were there, including five MGs.

NAMGAR West in Rohnert Park: Good weather, no serious breakdowns, small group so everyone knew everyone else.

Upcoming Events

Jimmy's Old Car Picnic, 10/11 in San Francisco: All makes & models accepted; info in *The Octagon*.

California Autumn Classic, 10/17 & 18 in Morgan Hill: George reported that registration is up over last year. Several members are going for the Sunday show, and some will also go on the Saturday drive.

Holiday Tea, Saturday, 12/5 in San Francisco: From 1 to 4 pm at 115 Pinehurst Way. We will also have a Toys For Tots drive, which Sam will organize and write up for *The Octagon*.

Annual Dinner: John Hunt & Sam Gearhart are investigating locations on the peninsula and south Marin.

New Business

Changes to By-Laws and Revisions, Simplification: Sam suggested revising the Bylaws to bring them up to date. This was last done in June of 2006. Sam will make a proposal for the Board at a future meeting.

Need for New Webmaster: We need to search for a Webmaster because Robbie Trencheny, our current Webmaster, will be off to college soon. Mike will write an ad for *The Octagon* about this.

Membership Survey: Randy Grossman created a membership survey with the goal of finding out what it would take to get more member participation. The survey was distributed and will be reviewed by the Board and discussed at the November meeting.

Committee to Nominate Officers: Sam, Mike, and George are the Committee and have all indicated that they will run again.

Next Meeting and Natter: 7 pm on Thursday, November 12, 2009 at The Englander Sports Pub, 100 Parrott Street, San Leandro, CA.

The meeting was adjourned at 8:35 pm.

Submitted by Mike Jacobsen.



Ken Gittings' MGB GT at Goat Rock Beach

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:

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://77mgbforsale.shutterfly.com/> or contact Member Craig at netrider117@yahoo.com.



1979 MGB convertible that needs some TLC. It is currently located in Sacramento but spent several years parked in San Francisco where it was a bit beaten up by the elements. I purchased it in San Diego, where it was very happy and healthy. It was never meant to live in SF. It was in excellent running condition before it ran out of gas and was left in driveway for about a year, where the fog and salt air took its toll. It is not currently running. Its interior is in great shape. It has personalized license plate "BLUU SKY" and still has its original 8-track tape player. We would love to give it a loving new home. \$1200 or best offer. Contact Angie or Jim at (415) 564-2044.



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.



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.



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.



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.

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

Parts for Sale:

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

MGB-RD 1.8 Engine with associated parts, 1969, Engine number 18V890AEL006643. 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.

Club Meeting

Natter & Noggin

November 12, 7 pm

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.

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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J.R. Boye

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7230 Silver Lode Lane
San Jose, CA 95120

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