

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 Jim Carlson

GoF West

August 2008

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
Treasurer: Mike Jacobsen, 415-333-9699, MikesMuseum@yahoo.com
Secretary: Randy Grossman, 510-483-3171, r.m.grossman@comcast.net
Registrar: Mike Jacobsen, 415-333-9699, MikesMuseum@yahoo.com
Activities Director: Bob Trencheny, 925-984-2472, tbobx@aol.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, rastine@rcn.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, etc.

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. Carburetters: 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

- Aug. 8-10 – Monterey Pre-Historic Races, Laguna Seca
- Aug. 11-12 – [Carmel Concours on the Avenue](#)
- Aug. 15-17 – [Monterey Historic Races](#), Laguna Seca
- Aug. 17 – [Pebble Beach Concours d'Elegance](#)
- Aug. 24 – The Fabulous Frank Fete, Bolinas, Abingdon Rough Riders
- Aug. 30 – **Annual Picnic**, Tilden Park, Berkeley
- Aug. 31 – [The Scottish Games](#), Pleasanton, Sorry Safari Touring Society
- Sept. 6-7 – British Car Meet and Tour to the Sea, Brisbane (formerly Palo Alto)
- Sept. 28 – [Danville d'Elegance](#)
- Oct. 11 – CSRG Vintage Racing, Infineon Raceway
- Oct. 12 – [Jimmy's Old Car Picnic](#), Golden Gate Park, San Francisco
- Oct. 18-19 – [Cal Autumn Classic](#), Morgan Hill (formerly San Juan Bautista)

From the Editor...

"The time has come," the Walrus said, "To talk of many things: of shoes – and ships – and sealing-wax – of cabbages – and kings – and why the sea is boiling hot – and whether pigs have wings."

– "The Walrus and the Carpenter", from *Through the Looking Glass* by Lewis Carroll

The time has indeed come to talk of many things: perhaps not of shoes, ships, and sealing-wax, but of deadlines, responses, submissions, and things.

My fellow MG Owners, this edition of *The Octagon* is quite late. As is my responsibility, I will deservedly accept the lion's share of the blame. However, in the interest of timely newsletters to come (and my own sanity), I must note that there is an increasing trend toward last minute submissions and untimely responses. And when I say last minute, I really mean late.

The official *Octagon* deadline, as stated on page 3, is the 20th of the month preceding the issue in which you want your submission to appear. In practice, of course, I just hope to have the big upcoming items in hand by then. Most months,

contributions received before the 30th will run the next month. However, even when we have no pressing upcoming Club events to advertise, and the publication date can be pushed back a bit, anything time sensitive received after the 1st of the month is clearly late.

Still, I make every effort to include those late submissions. The real problem lies in the spectacularly late submissions and responses concerning upcoming events that I received more than a week into this month. I simply cannot provide useful information for you, the members, if these submissions aren't timelier.

I can no longer make superhuman efforts to accommodate these submissions. So, in response, I humbly request you submit your basic event information, and ensuing updates, as soon as possible. Please respond to my inquiries quickly. Please understand that I am but a lowly volunteer and cannot solve all manner of problems big and small (though I'll try). And lastly, even if you receive the paper *Octagon*, please submit an email address to the Club so you can receive late-breaking updates.

Jeremy Palgon

MG

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

SHOCK ABSORBERS:	Front	Rear
MGTC.....	165.00	165.00
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)	Scall	

BRAKES: *sleeved and rebuilt*

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MGA, MGC caliper.....	\$155.00
MGA, Midget twin master 1956-67.....	\$195.00
MGB, Midget master 1968-80.....	\$125.00
MGB brake booster servo.....	\$175.00
MGC booster servo.....	\$415.00
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President's Ponderings...

Their Fair Share...

Once in a while, we meet people with extraordinary gifts and talents. Then, once in an even greater while, we all witness those we know with such talents putting them to extraordinary use for the good of many. Such is the case with a number of the people I have come to know, appreciate, and respect over the past few years since becoming a member of the MGOC.

Who are those wonderful folks, you might ask? Well, they are the few directors, board members, and volunteers that have nurtured and kept the MGOC a vibrant and active club for over fifty years. Sadly, I don't even know who many of these people who started the club were. The pioneers who started the Club had little more than a few folks with different looking British cars that clearly were not designed and built in the USA. The folks who grew the Club and kept it strong over the ensuing years have continued to strive, at significant personal sacrifice, dedicating their time to maintain the Club and provide the rich experience we all enjoy.

What saddens me more is the fact that the Club is losing, or has already lost even some of those I have recently come to know. These people have given their fair share. In fact, I'd venture to say they have given much more. We have a few dedicated volunteers that have served this club as officers and board members for over twenty years. They have earned the right to take their leave and deserve all the thanks we can bestow on them.

The saddest part, however, is that few, and in most cases, no members are stepping up to take their place, or offering to share the time these extraordinary people have given for many, many years. The MGOC is slowly losing its history, its leadership and, I fear, its heart and soul.

We know that life is busier today than it was twenty, thirty, or fifty years ago – an odd reality given the many “time saving” technological devices on which we all rely. This is an even greater reason why I share my concern. Fewer volunteers surely cannot continue to do everything necessary to ensure that all of our members continue to enjoy a cohesive club with all of the benefits of those efforts.

Somehow, I find myself thinking of that old children's story, *The Little Red Hen*. I find myself wondering if and when some others will volunteer to help plant the seed, harvest the wheat, and enjoy the bread.

I ask you to think about this while you read these ponderings: What extraordinary talents and gifts do you have? Are you willing to share those talents and gifts with the rest of the club to help ensure that we will have a club when you want and need one?

Regards,
Sam Gearhart

Monterey Peninsula Classic Car Events

For ten days in August, the Monterey Peninsula plays host to a prestigious group of automotive events:

Monterey Pre-Historic Races at Laguna Seca, August 8-10

It all starts with the Pre-Historics. A lot of the cars that run the Historics use the Pre-Historics as a tune-up session and to learn the track. Despite widespread rumor that this event is closed to spectators, you can definitely watch. Even if the paddock ends up being totally closed off, you can still enter the Laguna Seca Recreation Area (a Monterey County Park) and watch the races from the track and grandstands.

Carmel Concours on the Avenue, August 11-12

Carmel-by-the-Sea's world famous Ocean Avenue will be closed to traffic and sixteen blocks of downtown will be filled with collector cars and related motorized fun. A fascinating mix of post World War II cars will be showcased in front of a backdrop of charming shops, critically acclaimed restaurants, and numerous galleries. The second annual Carmel Concours will be presenting pre-1973 Porsches and Ferraris on Monday, August 11, and a variety of marques dating from 1946 to 1971 on Tuesday, August 12.

Rolex Monterey Historic Automobile Races, August 15-17

The Monterey Historic Races at Laguna Seca are the largest event held during the renowned classic car festival in Monterey California. The Historics are a tribute to motor racing history, historic automobiles, and the people who made them. Each year more than 375 of the finest historic race and sports cars are entered in 14 race groups that span nearly every era of motor sports history.

Pebble Beach Concours d'Elegance, August 17

Once each year, on a Sunday in August, 175 of the most prized collector cars in the world roll onto what is often called the best finishing hole in golf – the famed eighteenth fairway at Pebble Beach. First conducted in 1950, the Pebble Beach Concours d'Elegance is often said to be the world's premier celebration of the automobile. Only the most beautiful and rare automobiles are invited to appear each year. The 2008 Concours d'Elegance will feature Lancia and Lamborghini, and celebrate the centennial of General Motors. There will also be several other special classes, including a class of early London to Brighton Veteran Car Run participants.

More Information:

Laguna Seca Recreation Area:

<http://www.co.monterey.ca.us/parks/lagunaseca.html>

Carmel Concours: <http://motorclubevents.com/>

Monterey Historic Races: <http://montereyhistoric.com/>

Pebble Beach Concours d'Elegance: <http://pebblebeachconcours.com/>

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Annual Picnic

Tilden Park, Berkeley

Saturday, August 30

We will picnic at the Island Picnic Area at Tilden Park in Berkeley again this year. Expect a great day and great fun. If you attended the picnic in 2006, this is the same site. It provides excellent parking along the main road of the park and offers lots of spectator traffic. The Club will provide charcoal for barbecuing and members should bring their favorite food and drink. Arrive around noon and leave when the food is gone and the charcoal is cold. Some people like to show up early and get a good parking spot!

Directions:

From the Peninsula and the North: From Highway 80, take the Buchanan Street exit in Albany. Turn right onto Buchanan. Stay right and continue on Marin Avenue (when Buchanan splits). At The Circle, take the third exit, staying on Marin. Turn right onto Grizzly Peak Boulevard. Turn left onto Shasta Road. Turn left on Wildcat Canyon Road to the Island Picnic Area, next to the Brazil Room.

From the South: Take 880 North to 980 East to 24 East. Follow the directions from the East below.

From the East: Take Highway 24 and exit at Fish Ranch Road. Follow the signs onto Fish Ranch Road. Turn right onto Grizzly Peak Boulevard. Continue on Grizzly Peak for about 3 miles. Turn right onto Golf Course Drive. Turn right on Shasta Road. Turn left on Wildcat Canyon Road to the Island Picnic Area, next to the Brazil Room.

The Island Picnic Area is near the center of this map:

http://www.ebparks.org/files/EBRPD_files/brochure/tilden_south.pdf

A [Google Map to the Island Picnic Area](#) is posted at mgoc.org.

Danville D'elegance

Sunday, September 28

Picturesque downtown Danville provides the perfect backdrop for the 4th 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.

In 2007 we proudly presented over 195 Ferraris, Lamborghinis, and other exotic marques on display along Hartz Avenue and surrounding streets. This year, along with the concours judging of Ferrari's, there will also be a paddock featuring historic and vintage automobiles. Come join us for an exciting afternoon spent with friends and family.

The Fabulous Frank Fete

Sunday, August 24

The Abingdon Rough Riders are headed back to Bolinas for a barbeque at Susan Frank's "Country Manor", and the MGOC is invited. This annual August event was delayed last year due to the passing of Susan's husband, the famed *Farley* cartoonist and MG enthusiast Phil Frank.

This time the hamburgers and sausages will be supplied. Please bring a dish to share and \$10 to cover the Rough Riders' costs.

When and Where: Meet at the Spencer Ave. turnoff (to Sausalito) from Hwy 101 at 9:30 am for a run up Highway 1. Spencer Ave. is just North (thru the tunnel) of the Golden Gate Bridge on 101.

Contact: Allan Chalmers at 415-566-9796 or allanchalmers@yahoo.com.

Please RSVP to: Susan Frank at 415-517-2035 or sdf4500@aol.com by Wednesday, August 20.

The Scottish Games

Sunday, August 31



The Sorry Safari Touring Society is providing some MGs for display at the Scottish Games in Pleasanton on August 30 and 31. There are nine cars signed up for Saturday, but only five for Sunday. It would be good to have a few more cars for Sunday. All British cars are welcome.

When and Where: Meet outside the Alameda County Fairgrounds in Pleasanton between 7:00 and 7:30 am, as we are to be inside before 8:00 am and must stay until 6:00 pm.

Please RSVP to: Bob Luebbert at 510-912-4239 or r.luebbert@sbcglobal.net as soon as possible.

British Car Meet and Tour

Saturday & Sunday, September 6 & 7

Sierra Point Marina, Brisbane

Join us for one of the most historic British automotive events in California at our new dockside venue at the Sierra Point Marina. Over 400 quirky, classic, and thoroughly lovable British cars are once again expected to grace the lawn and adjacent parking area in Brisbane, California. This is essentially the 30-year-old Palo Alto meet in its new location. We are also expecting another great display of automotive oddities provided by the Arcane Auto Society. Spectators attend and park for free.

Tour to the Sea – Saturday, September 6

The British Car Tour starts at the Sierra Point Marina boathouse (the same place as the Sunday Car Show) and winds through the hills to the sea. It's no-cost option for people who like to drive their cars as well as show them. We will be sending cars off between 9:00 and 10:30 am. A map will be provided. The tour ends at Cameron's Pub in Half Moon Bay where we will be kicking tyres and telling tall tales in the car park well into the afternoon.

Car Show – Sunday, September 7

Join your British car friends for a smashing day at the Marina. Don't have a show car? Don't worry! Daily drivers, vintage racers, street rods and works-in-progress are as welcome as concours quality show cars. British food, jazz, and more fun than you'll be able to tolerate! There will be awards in many classes. There will be no pre-registration and all entrants will receive a commemorative coffee mug. Cars will be placed at 9:00 am and the fun goes on all day. The registration fee is still \$25 per car at the gate.

Directions

The Brisbane Marina is located just east of the Bayshore Freeway (101) between San Francisco and the SF Airport/Highway 380. Just take the Sierra Point Exit and follow the signs to the Marina. Trailer parking will be available on-site.

Contact

Rick Feibusch at 310-392-6605 or rfeibusch1@earthlink.net.

MGOC Caravan

The MGOC has traditionally gathered for a brief tour on the morning of the car show (Sunday). This allows us to park together (by arriving together) and is optional, of course. This year we'll meet at BJ's Brewery at Tanforan shopping center at 9:30 am. Take 101 or 280 to 380, exit at El Camino Real, go north and enter the shopping center at the signal light at its entrance. (If you reach Sneath Lane you've gone too far.) BJ's is at the end of the entrance road. Park in the area to the right. Tanforan shopping center's address is 1150 El Camino Real, San Bruno, CA 94066.

GoF West

By Marina and Clark Mason

This year GoF West was held at the Monterey Hyatt Regency Hotel. The West Coast “Gathering of the Faithful” is an excuse, once a year, for owners of pre-1956 MG cars in the Western U.S. to assemble en masse. (The Steering Committee emphasized that all MG owners and enthusiasts were welcome to come along and see the event). Since we live in the Bay Area and the venue was so close, there really was no excuse to miss this event (especially with the prospect of a scenic drive down Highway 1 to get there).

The event was extremely well organized. More than 15 MG car clubs were represented, some from as far away as Colorado, Utah, and Illinois. Many owners crossed the desert (in summer) and the mountains to get to this meeting!

The first agenda item after registration was a “first-timers” orientation, which was a really nice way of helping us make new friends. It was a great evening and really special to see MGs in this kind of setting – a warm summer evening, with nothing to do but allow their owners to drink and yarn about MGs and the like. The following day was the car show: 12 prewar cars, 46 TCs, 58 TDs, 23 TFs, 4 post-war variants and about 10 MGA and MGB cars all assembled at the Monterey Fairgrounds. That’s a lot of MGs!

With popular choice voting, the MG TD section was particularly difficult to choose, but was ultimately won by a 1952 MG TD from El Segundo. Perhaps next year the committee can split the TDs up into Mk I and Mk IIs?

It seems really unfair to pick out any highlights, but I’ll mention a few. The first ever MG sold by a dealer in the USA, a 1929 MG M-type, was on display. A simply gorgeous black 1935 MG PA from Washington State that won best in Premier Class was our favorite. The winner of the Prewar section was a newly restored six cylinder, two-tone burgundy and tan 1934 MG NA that was in the original movie “Bulldog Drummond in Africa” (I found the complete movie on the web). The winning MG TC was a stunning car from Mesa, Arizona. It looked perfect in every detail, a superb restoration. A 1953 TD, driven up from Southern California, won the first-timers award.

Our black 1955 TF 1500 was lucky to share first in class with a red 1954 TF from Manhattan Beach. But we were really lucky to be parked next to an un-restored TF with a really charming (and most knowledgeable) owner who put me right on some assembly pointers. I commented on the upholstered part that she had put in behind the seats of her TF – “That was for my baby son to travel on” she said, thought a little, and added, “he’s well over 40 now”. It puts life all in a new perspective, really.

The following day we went on a tour of Monterey, with a fun quiz to keep the participants going. And the day after that there was a funkhana, a not-so-serious low-speed driving skills test cunningly incorporating California trademarks – whale watching, plastic fruit tossing, and lassoing wine bottles – you really had to be there to understand. Which brings me to an important point, the GoF West 2009 will be held at Squaw Valley, CA. We hope to see you there.



1953 MG TD Taxi

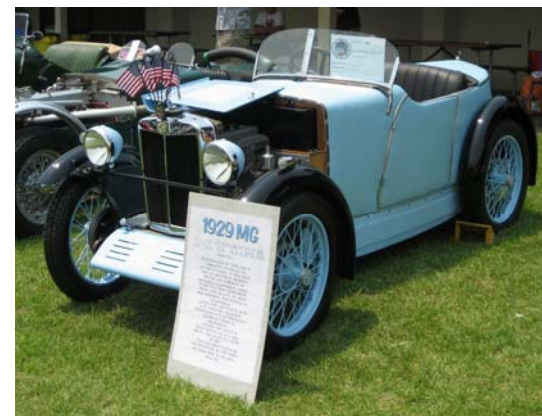
Photo by Jim Carlson

GoF West



At the Monterey Hyatt Regency

Photo by Bob Luebbert



1929 MG M

Photo by Bob Luebbert



A most attractive line-up

Photo by Jeremy Palgon



At the show

Photo by Bob Luebbert



On the tour

Photo by Jim Carlson



A nice Y-type

Photo by Ken Gittings

GoF Awards

Congratulations to the following MGOC Members:

Bill Webb.....	Honorable Mention MG TC
George Steneberg.....	Honorable Mention MG TD
Stuart and Joyce Locke.....	Third Place MG TD
Clark and Marina Mason.....	First Place MG TF
Mike and Chris O'Connor....	Second Place Post War Variant (TD Boat Tail)
Jennifer Steneberg and Dan Schaffer.....	First Place Modern (MGA)

More GoF West Photos



Photos by Clark and Marina Mason

On the Road Again

British Auto Restorations



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Member's Mailbag

Elliot Sopkin, responding to last month's featured image of roadside repair, wrote the following:

Much to my sorrow I don't know one end of a wrench from the other, but am happy to say I've only been stranded once.

It was 1961. I was moving from my folk's home in Atlanta to the Los Angeles area. My TD was loaded with everything I owned – both suits, a typewriter (I was a journalist), a couple of books, and a dictionary. In Shreveport, Louisiana, the generator burned out.

Not only had he never seen an English car, but the mechanic I found really wasn't that familiar with the English language. So there I was trying to explain what negative ground is. This redneck mechanic managed to get a Ford generator into my TD and off I went.

I got about 25 miles out of town and the red dash light went on. I turned around and made it back to the mechanic's. He said the generator was fried. So he installed a new generator and reversed the wiring, and the TD was happy ever after.

I had that TD until about 1964, when I got a TR3 (the first new car I ever owned). I didn't own another TD until the early '80s, and I still have that one. I also have a super-charged, Porsche-yellow TF, a Concours wining MGA, and a '49 YT that was previously owned by the famous Alan Chalmers.

Lee Sheldon sent the following photograph along with this note:

This is the way we save on fuel. We use the MG to push our motor home.



A Fond Farewell

Cliff Craner recently sold his MGA and sent along this message:

My MGA was a 1957 that my parents bought used in 1959 in San Rafael, to be used as my mom's car. In 1969, I was loaned the MG for my personal use. I drove it all over the place, including to college at St. Mary's in Moraga. It was at SMC that the radiator blew. My Dad brought a refurbished radiator to the college and we changed it out in the parking lot in less than 20 minutes. Gotta love it.

In 1973, I gave the car back to my folks. It sat in their garage and my dad did some work on it. He drove it a little, but not very much. In 1994, I got tired of seeing it in their garage with wood and stuff piled on it, so I said "Hey! It's meant to be driven!" My dad signed over the pink slip and I drove it back home to Walnut Creek.

I did some work on it and some driving, but not very much (deja vu all over again!). It mostly sat in our one-car garage gathering dust. I had other things to keep me busy and wasn't inclined to spend the time and coin necessary to drive it around.

In February of this year, we bought my wife a brand-new car and decided that the MGA's days as a hangar (garage) queen were over. The new car would be sheltered – a very logical choice.

The choice, however, posed a problem for me. I couldn't bear to see the old girl (the MG, not my wife) sitting out in the elements. While talking to our tax accountant, I asked if he knew anyone who might be willing to buy the car. As fate may have it, one of his clients, a former Pacific Telephone employee like me, likes to restore old cars and was looking for a new project. He intends to restore the MG to like new condition, store it in a covered shelter, AND drive it as well.



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MGOC Business Meeting Minutes

July 19, 2008

The meeting was called to order by President Sam Gearhart at 9:03 am. Also attending were Ken Gittings, Randy Grossman, Mike Jacobsen, Jeremy Palgon, George Steneberg, Bob Stine, Bob Trencheny, and David Wright.

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

Treasurer's Report: Recent expenses were for the membership renewal mailing, the June and July *Octagon* issues, and our sponsorship for the Autumn Classic show (we received an acknowledgment and thank-you for our sponsorship). We will be close to breaking even on MG2007 – the final financial report is nearly complete.

Registrar's Report: The company that makes our name badges has closed, and Rich Kenny is looking for a new vendor. No badges have been made so far this year. 81% of the membership has renewed to date. 284 members total: 210 Regular, 62 Auxiliary, and 12 Corresponding. We have no Associate members at this time.

Secretary's Report: June minutes sent to Jeremy Palgon for *The Octagon*.

Corresponding Secretary's Report: Received a thank-you note for our \$100 contribution to the people producing *Inside the Octagon*, and a notice about the Bay Area Hayward Swap meet, which is on the same day as the September All British show.

The Octagon: Mike Jacobsen accidentally reversed the email list for the July issue, sending *The Octagon* electronically to those who normally receive it on paper. The problem was corrected the next day, and had the benefit of encouraging more members to switch to electronic delivery. We are producing fewer print copies now because there has been a big switch to electronic copies. Classified ads in *The Octagon* will be limited to one month, unless the Editor is notified to run the ad again. Mike asked if classified ads in *The Octagon* could also appear on the Club Web site's Marketplace page, and Bob Trencheny said he'd work on that.

Regalia: David Wright placed a small trial order in mid-June with Performance Clothing, the supplier in Wales that the MGCC uses. He will report when he receives the items.

Past Club Events

GoF West: George Steneberg reported that the event went well, though out of 167 registered, only 140 attended. GoF changed to our balloting and tallying system for this event and it worked well for them. George also has event pictures for Jeremy.

Upcoming Club Events

South Valley Wine Tour and BBQ: Coming up on August 2, 2008 and organized by Bill Hiland. Information is in *The Octagon*. Jeremy noted there was plenty of space remaining.

MGOC Annual Picnic: Tilden Park – August 30, 2008. Bob Trencheny will send directions to Jeremy to include in *The Octagon*.

All-British Meet: September 6 & 7, 2008. We are planning to have a canopy and regalia at the event. We will finalize who will bring the canopy and regalia at the August meeting. The meeting point in the Tanforan Shopping Center parking lot for a caravan to the Sunday show will be published in the August *Octagon*.

CSRG Vintage Racing: Infineon Raceway – October 11, 2008. Sam Gearhart announced that he will attend, and David Wright plans on racing.

California Autumn Classic: Morgan Hill – October 18 & 19, 2008. Flyers with registration forms were distributed.

Old Business

Plaques and T-Shirts Sent to Dan and Nancy: Mailed ten days ago. The postage was nominal.

MGs by the Bay: Potential alternative venues are being researched. Bob Stine will investigate using the San Mateo County Fairgrounds as a potential site. The Site Committee will consider other possible venues over the next couple of months.

Annual Dinner: Still considering various venues. Updates will be made at future meetings.

New Business

NAMGAR Regional Event: NAMGAR has asked us to host a regional event in the fall of 2009. Mike Jacobsen reported that NAMGAR sent us their event guidelines, which included information on their financial contributions to a regional event. Mike was asked to find out what attendance they get for regional shows elsewhere and what the costs are to clubs who have put on these shows.

MGOC Club History Status Report: Mike Jacobsen and George Steneberg have begun reviewing what we have and inventorying it. It will take at least two more sessions to go through all the material. It was suggested that we scan these documents and photos and put some on our Web site.

Proposal for a San Francisco Event: A member requested that we hold a simple event in San Francisco, perhaps in the fall. Examples were a picnic in a park or a parking lot gathering at a coffee shop. Mike Jacobsen will check for possible sites.

Next Meeting and Natter: 7 pm on August 14, 2008 at The Englander in San Leandro.

The meeting was adjourned at 10:20 am.

Submitted by Randy Grossman and Mike Jacobsen.

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:

1961 MGA 1600 – \$18500 – Older restoration with approximately 18,000 miles on complete engine rebuild. Uses regular unleaded and gets 20+ miles per gallon. Contact Member Bob at (510) 530-8784 for more information.



1977 MGB with 54,000 original miles, overdrive transmission, original "Sandglow" paint and autumn leaf interior. Well maintained and other extras included. Note: the engine has not been overhauled or rebuilt. Most repair receipts available since new, as well as other photos and independent appraisal of the vehicle. Price \$6,750. Contact Member Ellis at Bovet177@gmail.com.



1975 MGB, 50th Anniversary Edition, 44,000 miles. White with Autumn Leaf interior, wire wheels, hardtop, original soft top (needs replacement), both tonneaus (as new), and tools. Running when parked in 1996. Interior has some sun damage. \$2800 OBO. For basic info on the car, contact Sam at SWG3@comcast.net. To arrange to see the car, contact Stephanie at BS2464@netzero.com.



1967 MGB – \$2750 OBO. I used to run it as my primary vehicle (for about 3-4 years) until our first child arrived. I am running the car at the moment when I don't have the children. I have had the car for 10 years. The engine has been rebored, clutch renewed, master cylinder replaced, and driver side brake caliper renewed. There is a little rust at the wheel arches. At some point within the next couple of years the floor would need replaced. There are cosmetic needs too. Contact Non-member William Cain at (408) 667-1707 (no later than 9 pm please, as I have young children) or billcain@pacbell.net.



1975 MGB with new top, carpet, and leather seats. No rust. Could use paint, needs tires, and may be missing some minor parts. Ran well when parked in the upholstery shop nine years ago. \$3500. Contact Non-member Jeryl Smith at (415) 672-9314.

Two '59 MGA Racecars and a big stack of parts. Contact Member Tom Morgan at (650) 588-4960.

Parts for Sale:

MGB LE Items: **Top** - \$200, **Tonneau** with headrest pockets - \$150, both OBO. **Two New Tires**, never mounted on wheels, make offer. Call Non-member Roger Burr at (415) 265-4540.

Sony XR-C300 Stereo Cassette Deck with removable face in lightly used condition with remote CD controls built-in (remote changers not included), \$40. **FIAT 850 Spider Hard-Top**, excellent condition, \$250. Must pick up large parts in SF. Contact Member Tom at (415) 203-9160 or thomasknapp@att.net.

Four 14 inch MGB Wire Wheels. Contact Member Tom Morgan at (650) 588-4960.

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Club Meeting Natter & Noggin

August 14 (2nd Thursday), 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 right on Parrott Street.



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