

THE OCTAGON

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



Photo by Jeremy Palgon

An MG TF that “does not leak oil” at the Cal Autumn Classic

November 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

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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, 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. 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

Nov. 12 – **MGA Tech Session**, San Francisco, Mike Jacobsen

Nov. 18 – Pub Night at On the Road Again, Morgan Hill, Bill Hiland

Nov. 20 – **MG Parts Exchange**, Fullerton, [Vintage MG Club](#)

Dec. 10 – **Holiday Tea**, Kensington, George Steneberg

Jan. 7 – **Annual Awards Banquet**, Hs Lordships, Berkeley, Kim Kuenzinger

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.

From the Editor...

This is a difficult column to write. I've struggled with what to say for some days now. This is partly because there are going to be some changes in the leadership of the Club in the near future; but I'm confident that our club is in good hands. Mostly this is a tough column to write because it is the one in which I will be wishing Sam Gearhart a fond farewell. As you'll read on the next page, after four years at the helm, Sam is reluctantly stepping down as president of the Club. In the years we've worked together, Sam has become much more than just a friendly fellow club member or helpful partner in MGOC affairs – he has become my good friend.

I became editor of *The Octagon* just a few months before Sam took office. Since we were both relatively new to our roles, there was a period of figuring out our working relationship. I'd ask Sam his preference on all sorts of things, and he'd invariably tell me that he trusted my opinion and leave it up to me. It is remarkably difficult to express how empowering and gratifying that kind of faith is.

There were often plans to sort out and confirm; and Sam and I corresponded frequently about these details. But what I'll remember most about our interactions were our long philosophical email discussions about the direction of the club, how to handle problems, or new ideas.

I remember late nights compiling *The Octagon*, when an issue would arise. I'd write

Sam a long email at 2 am; and he, being an early riser, would reply before 5. I'd wake some hours later and continue the discussion. Sometimes these discussions wandered a bit afield of the original issue, because we were moved to figure out the larger context. Our friendship was forged in these meandering discussions in the dark hours of the early morning.

We tried to present separate but complimentary voices in *The Octagon*, hoping to nudge more members to attend events and get involved. We generally tried to maintain a positive tone, asking for help rather than screaming for it. But sometimes frustration got the best of both of us.

Like any great leader, Sam downplays his efforts and accomplishments. But I feel compelled now to acknowledge Sam. The Club's ongoing strength and success – with almost 300 members, well attended events every month, MGs by the Bay every year, and large events like the Fall Festival – is a testament to his leadership.

Now Sam is leaving his post. In all likelihood, I'll do the same shortly. I don't think either of us figured we'd be at it this long. Looking back on it, all I can say is that I've truly appreciated Sam's efforts and his friendship.

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 1966-67.....	\$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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OCT05

President's Ponderings...

Changing Times – and I'm not just talking about the weather

I hope that everyone is well and has been winterizing their cars for the onset of what will likely be a chilly and rainy season. To be sure, our individual efforts don't need to match what our MG brethren on the East Coast and elsewhere need to consider and take care of, but it is always worth an afternoon to give things a final check before hanging up the keys for a couple months. I heard from my brother-in-law in northern New Jersey last weekend and he was glad he hadn't decided on a road trip in his '67 MGB during the snow they had on Halloween weekend!

In addition to our weather, there are some changes more specific to MGOC that I'll mention briefly. These are developing situations with numerous unanswered questions, new board members, and new roles for others.

As some of you know, I was dealing with a very sore elbow and limited use of my right arm back in the early spring. I was treated by different doctors for various symptoms, most notably a badly inflamed and swollen elbow through the summer. In August I was referred to yet another doctor. He ordered a biopsy, and I was subsequently diagnosed with cancer. There is no need to go into detail. Suffice it to say, I am currently undergoing treatments aimed at resolving the problems and controlling, if not curing, the disease.

One aspect of the entire ordeal that I was unprepared for is the sheer exhaustion I faced. As a result, I am unable to dedicate the time and physical effort I feel are needed to fill my role as MGOC president. For that reason, I will tender my resignation as president at the club meeting on November 10.

As it became evident to me and other club members that I would be facing unexpected problems, it also became apparent that some leadership changes might be necessary. We began formulating ideas to assure that whatever those changes might be will be made as smoothly as possible, with few impacts to the Club. We approached potential new volunteers about taking on leadership roles, and discussed alternatives with existing board members. I believe any changes will only be for the better, and the Club will continue to flourish.

In the past few years I have tried to initiate some changes and introduce some things I thought would be helpful. I hope that in some ways I was successful. Now I look forward to watching even more exciting ideas take root as a new group of officers and other volunteers begin putting their stamp on the direction of the Club.

I was a MGOC member long before I became an officer, and I assure you I will remain a member. I will enjoy our activities and seeing all of you as often as I can. In that regard, I am looking forward to the Holiday Tea on December 10 and the Awards Brunch in January.

I also know that each and every one of you will continue to support the Club, and do all you can to participate in the many great events we host each year. The MGOC is your club – a point I tried to make in my first Ponderings a few years ago. Now, in my final message, I again urge you to come out every chance you have, support our new leadership and officers, and join your fellow members in making the MGOC the best club it can be.

Finally, thank you for your support and friendship over the past few years. I have sincerely appreciated it.

Regards,
Sam Gearhart

MGA Tech Session

Saturday, November 12

San Francisco

Mike Jacobsen needs to replace the rack boots and master cylinder in his MGA. Come watch, or even help, and we'll turn this into a Tech Session.

What: A chance to observe rack boots being changed on an MGA (very similar procedure to TD, TF, Magnette, MGB, and Spridget models).

Changing the master cylinder will happen if there's time and we feel like it.

Why: Because the rubber bits have perished.

How: If you want to help, wear grubbies.

When and Where: 10 am on Saturday, November 12 at [320 Monterey Blvd, San Francisco](#) in the garage. The cross street is Congo.

No RSVP necessary: but call Mike at 415-333-9699 if you need more information.

Note: Parking can be scarce in this neighborhood. You may need to drive up the hill on Congo, park on a side street, and walk back to the apartment building garage.

Many Hands Make Light Work

By Kim Kuenzinger, Outgoing Secretary

Yes, we know this old saying well! Many of us heard this time honored advice in our youth. Our parents diligently taught us that teamwork pays off. This is what we need to keep our club functioning well.

For many years, the many have been enjoying the efforts of the few. Now is the time for more MGOC members to not only share the fun, but the work as well. After all, that is what *teamwork* is!

The nominations for the MGOC Officers are right around the corner, and we're looking for some volunteers. Presently, we're looking for a secretary for the upcoming year.

Do you enjoy witty conversation?

Are you a decent listener? Can you write and type?

Would you like to be in the loop on the latest developments in the Club?

Would you enjoy a regular monthly pub night?

If you answered yes to any of these questions, then you could be our next secretary. So step up to the plate and see what is going on with MGOC. Consider becoming one of the hands that make the workload a little less heavy for everyone else.

On the Road Again Classics

British Auto Restorations

Invites you to

Pub Night

Friday, November 18, 6 pm – 9 pm



Please join us in our 4,000 square foot showroom for a free evening of darts, air hockey, music, and vintage racing movies!

Munchie bits will be provided as well as mixers and ice.

Please bring your own beverage of choice.

Significant others are encouraged to attend, but please leave the young ones at home.

*Please RSVP to Bill Hiland at 408-782-1100 or
bhiland@ontheroadagainclassics.com.*

16840 Joleen Way, #G4, Morgan Hill, 95037

The 38th Annual MG Parts Exchange



Presented by
The Vintage
MG Club of
Southern
California



Sunday, November 20
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



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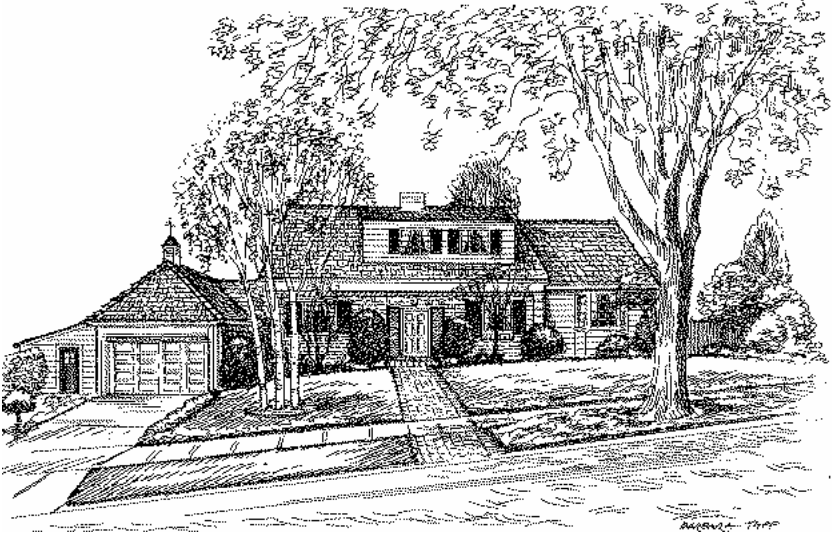
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MGOC Holiday Tea & Toy Drive

Saturday, December 10, 1-4 pm

George & Marcia's Home

Kensington



This year's holiday tea is in Kensington at the home of George Steneberg and Marcia Crawford. Come and enjoy the holiday season with 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 cookies, a dessert, or hors d'oeuvres to share. If you have a favorite tea, please bring that too.

Location: 150 Purdue Ave, Kensington

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

Directions from the North or South Bay Area:

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

Annual Awards Banquet



Hs Lordships at the Berkeley Marina Saturday, January 7, 2012 11:00 am until 3:30 pm Only \$20 per Person

You are cordially invited to enjoy the company of fellow club members at an all-you-can-eat buffet Luncheon Banquet. There will be a no-host bar, delicious and plentiful food, and beautiful views of San Francisco Bay (weather permitting).

It is certain to be a fun-filled afternoon. We'll be handing out many awards, installing Club officers, visiting with each other, and generally having a grand old time.

Perhaps best of all, you don't need to pre-select your meal choice in advance (as in previous years). Just come in and take your pick of Hs Lordship's extensive buffet offerings.

The room only has space for 80 people. Respond quickly to reserve your place. Please RSVP and mail your check for \$20 (made out to "MGOC") to:

Kim Kuenzinger
1751 Lilac Drive
Walnut Creek, CA 94595

Directions: From Highway I-80, exit at University Avenue in Berkeley and head west (towards the bay). (If you're approaching from the south, go east on University and then u-turn.) Stay left at Marina Boulevard. Continue straight until you dead end into the Berkeley Pier. Turn left on Seawall Drive. Hs Lordships is located at the end of the street at [199 Seawall Drive, Berkeley](http://www.hslordships.com/hslordships/directions.aspx).

Specific directions from all parts of the Bay Area are available at:

<http://www.hslordships.com/hslordships/directions.aspx>

October Events Report

By Samantha Lee

We had a real exciting October with the MG clubs! We first went to Petaluma for the Fall Festival. Although I had school on Friday, my dad left a day early to hang out with friends. I came up with mom and Elaine and arrived just in time for the banquet at the rustic Union Hotel. I ate a plate of spaghetti and a few loaves of bread.

We all caravanned to and from the Hotel and restaurant. It was delightful to see many MGs driving in a line at once! The next day I had a bacon & pancake breakfast by the pool. We then went down to the Infineon race way and got there just in time to see Craig blow a gasket and pulled off the track! After the awards banquet, we slept over with George & Marcia.

Cal Autumn Classic

Article and photos by Don Scott

Big car adventure for me on Sunday, October 16! Thanks to email and the MG Experience website, I was able to connect with fellow MG enthusiast Jim Legg of Napa and catch a ride to the Cal Autumn Classic in his 1970 MGB GT.

The weather was ideal, without the rain that ruined the show last year, resulting in an exceptional array of British sports cars. I don't think I have ever seen so many high-end restorations of old British sports cars assembled in one place, ever. But there were many less expensive, driver quality cars there too. The cars were displayed along Monterey Avenue, which had been closed for the event.

The first thing that caught my attention when we began looking at the many cars assembled in the historic downtown was the red '64 MGB body displayed by Bill Hiland of On the Road Again Classics. His restoration shop is located in Morgan Hill. The workmanship on the MGB body appeared impeccable in its new tartan red paint; and being a body sans anything else, it was a stark contrast to all the cars that were complete and running. I asked Bill what it would cost to get an early MGB done properly, and he said about \$35,000. As expensive as this sounds, I can understand with all the detail and handwork involved. In fact, that sounds like a bargain!



The next car that seemed to stand out from the rest was a white and black 1956 Austin Healey 100M. My comment to Jim was that the letter M on the Healey probably doubles its value. The car's owner, John Batterton, laughed and stated that was indeed the case. He said that his car had been battered and been through some strange ownership history before he adopted it. With painstaking work he had made it into an absolute beauty. He told us that there are only 200 100Ms left of the 640 that were made. He estimated that his car was worth \$140,000. I could see no defects in it. John posed next to the car for a photo.



There was a black XK150 S Jaguar was concourse quality, but the owner was nowhere to be seen. I don't know Jags that well, but I think this is another example of an added letter to the name that doubles the value of the car.

I counted five Sunbeam Tigers, and one Alpine. One of the Tigers, a blue '65, was spectacular, and I made an offer on the spot . . . to photograph it. Robert Petrokas, the proud owner, was kind enough to pose next to it for a photo. I love these cars, and this one was unusually well restored. He said it has been a concours winner, and it looks it.



There was an MGA that was unusual for its originality and unashamedly showing its years. A 1956 red roadster, it still had its original leather seats. The tires were Firestone whitewalls that looked like they could have been with the car since 1956. The owner said that the car had been stored in a garage for many years, and that he had brought it back to life. This car was really a time capsule, and stood out among the cars that have had so much restoration work done on them. His daughter drives the car, and she seemed to love it. Rarely do you see this hobby being passed down to a daughter (and not all that often to a son either these days). The marquee at the theater proclaimed “Support Our Seniors”, which I thought was appropriate given the age of most of us at this event.

I counted seven MG TFs. All of them were immaculate, and each car would win an award if I was giving prizes. I am partial to TFs, as I own one. So few were made it is hard to believe that so many survive in this region. Not many MGAs were there, but the number of MGBs was high. But I spotted only one early MGB, an iris blue roadster. Given that Mk I MGBs were once abundant in North America, their survival rate must be low as I see so few at any car shows.



I have seen and appreciated the 1975 Midget owned by Craig Kuenzinger at more than one show. Craig said that it is a 98 point restoration. His assertion was supported by the beauty of his car which looked like it just drove out of a dealer showroom back in 1975. He explained that he had done a lot of painstaking work to make it this way, as there are many parts that are no longer available since these cars don't have the following of many of the other British sports cars. I jokingly commented that the radio in the Midget was a Sony, and that if I was a judging the car I would subtract another point

for this glaring defect. Craig explained that a Leyland radio was nearly impossible to find. Jim Legg came to his rescue and told Craig that he had one of the radios at home in his parts cache. Craig was elated to find such a part for his car. Oddly enough, it was in the course of buying a BMC type radio for an early MGB that I met Jim several years ago.

I caught a photo of a British Racing Green 1967 Austin Healey 3000 as it was leaving the show. The couple in the car was smiling and Roger Hawk said that his wife, Donna, had bought the car new in 1967.



At most of the British car shows there are several TR8s and rarely any TR7s. This time was the opposite, as there was only one TR8, and two TR7s. The wedge-shaped cars look identical, but the source of power is not the same. The TR8, sadly, was British Leyland's swan song. I am partial to these little hot rod V8s, having owned a couple "poor man's Tigers" in my past.

There were a few other cars that I liked, and photographed. One was the 1970 Triumph GT6 of John Leggett, which looked like it was a brand new car. Another was the Mini Cooper S of Chris Miller, who claimed that its engine was producing 120 horsepower. There were two Bugeye Sprites powered by Japanese DOHC engines; they must be like little rockets given the light weight of a Bugeye. There was a beautiful red '72 right hand drive Ginetta that had been updated with a newer Ford OHC engine. Jim thought the Arnolt MG was the rarest car there. I thought the two Nash Healeys were the rarest.

I got some photos that were not of cars. One is of a lady wearing a very unusual outfit leading her little dog who is also in strange attire. Two security police were kind enough to smile for a photo. A fellow walking what looked to be a rather exotic bicycle told me that it was a \$7,000 bike. Dave Laughlin and his British car parts business made an interesting photo. By chance, Jim and I met up with Rick Anderson of Napa who owns a couple of MGs, but was there in a Honda. He and his friend Mignon joined us for lunch.

To see all of Don's photos go to: <http://tinyurl.com/calautumnclassic1>

Autumn Classic Award Winners



Photos by Steve Kellogg

Top to bottom: Vicky Kellogg-TF, Bob & Edie Shaheen-MGB, Andy Preston-B GT

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MGOC Business Meeting Minutes

October 13, 2011

Vice President George Steneberg called the meeting to order at 7:35 pm. Also attending were: Marcia Crawford, Ken Gittings, Mike Jacobsen, Craig & Kim Kuenzinger, and Bob & Edie Shaheen.

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

Treasurer's Report: Mike has not received a bill from the Sheraton Hotel in Petaluma, so a final accounting of the Fall Festival is not yet available. All accounts are where they should be.

Registrar's Report: The MGOC has 217 regular, 66 auxiliary, 12 corresponding members, and 1 associate member. Two new members have joined. There are 52 members left to renew. Mike will email reminders.

Secretary's Report: Kim is recovering from hand surgery and Marcia took the notes for this meeting. Kim reminded the board that she will not be able to continue in her capacity as secretary after the December meeting and is asking for a volunteer to come forward.

Corresponding Secretary's Report: Nothing significant to report.

Regalia: The board agreed not to place additional orders for Fall Festival regalia. Mistaken orders will be corrected.

The Octagon: We have a potential candidate to take over editing.

Web site: We have a potential candidate to take over the Club Web site.

Past Events

Fall Festival: Everyone felt this was a great success. Many thanks to the entire Fall Festival staff, both the planning committee and the many volunteers. A suggestion was made that possibly a tour for luncheon would be preferable to a dinner tour in the future. Some attendees found it difficult to navigate the dark roads after a very bountiful and delicious dinner with libations. It was decided that the MGOC should cover the entire cost of the Hospitality Suite.

Upcoming Events

California Autumn Classic: The Autumn Classic is this coming weekend, October 15-16, in Morgan Hill. Kim has been in contact with Bill Meade about his need for MG judges. Several members who plan on attending have volunteered to help judge.

Mike's MGA Tech Session: is on November 12. Check *The Octagon* for more information.

Holiday Tea: Marcia and George will host the annual Holiday Tea on Saturday, December 10. Check the November *Octagon* for more details. We will collect toys for Toys for Tots at this event. Please bring a new unwrapped toy. Craig and Kim have again offered to deliver these toys to the Walnut Creek Fire Department.

Walnut Creek Christmas Parade: is on Thursday, December 1 from 6:00 to 9:00 pm. It's a short parade, but lots of fun and great way to start the Christmas season. Contact the Kuenzingers for further details. Craig suggests meeting at their home prior to start of parade.

Annual Awards Banquet: will be on Saturday, January 7, 2012 from 11:00 am to 3:30 pm. After last year's very successful brunch, we will return to Hs Lordships at the Berkeley Marina. The cost will be \$20 per person. This is a great bargain. Since there is only space for 80 guests, get your reservations in early. Check the November *Octagon* for details.

Old Business

Old MGs by the Bay Posters: Sam made all the arrangements for these great works of art and memorabilia to be preserved and now Mike has the CD in hand - all 18 years worth. There is an extra fee of \$40 to cover the cost of the licensing rights and the board voted to cover that cost.

Volunteers Needed: Please read Kim Kuenzinger's article in the October *Octagon*, "Many Hands Make Light Work". The board is looking for volunteers to fill several positions.

New Business

Annual Awards Banquet: The board authorized Mike to send a check for \$700 to Hs Lordships as a down payment for the Awards Banquet. The board also voted to subsidize each participant such that the cost will be \$20 per person.

Next Meeting and Natter: 7:00 pm on Thursday, November 10, 2011 at The Englander Sports Pub, 100 Parrott Street, San Leandro.

The meeting was adjourned at 8:44 pm.

Submitted by Marcia Crawford and Kim Kuenzinger.

Please use the ballot below to select your 2012 MGOC officers. You'll note that we do not have a nominee for Secretary. Please see Kim Kuenzinger's article on page 6. If you would like to volunteer to be the club secretary for next year, please send an email to mgowners@gmail.com.

MGOC 2012 Officers Ballot

Office	Nominee	Write in
President	George Steneberg	_____
Vice President	Tim Polidoroff	_____
Secretary		_____
Treasurer	Mike Jacobsen	_____
Please mail to: Sam Gearhart, 3521 Randolph Ave., Oakland, CA 94602		

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:

1972 MG Midget. \$1,500 OBO. Car is in Oroville, CA. right now at the house of the person who has owned it for a very long time. He owed me a bunch of money and signed the car over to me. You are welcome to talk to him if you go to see the car, as he knows the car intimately. He told me it runs great with the exception of some slop in the syncro gear. The interior needs new vinyl seats and a dash cap. The paint needs to be rubbed out and it should shine well. The car has chrome bumpers and just 54,000 miles on it. It has been treated very nicely. All original, except for the paint. Contact Scott at 530-228-3443.



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



1969 MGB GT. Very low original miles. In good condition, with some flaws. The paint has been touched up and has a couple of bubble spots. The dash has small two cracks in it. It has a fresh carpet and the seats are in good shape. The original wood steering wheel looks great. It has electric ignition and 12 volt system. I have over \$4000 worth of work done in the last 8 months: completely refurbished the brake system, overhauled the original SU carbs, new fuel pump, new temp gauge, re-cored radiator. Thoroughly tuned up with all new hoses, belts, cap and rotor, plugs, fluids, and lubricants. All work done in SF at Johns Jaguar service. Contact Scot at scotmontagnino@me.com.

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 tonneaus. 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 jbregman@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.



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

November 10, 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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