

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 Falgon

Breezing down a backroad on an MG2007 Tour

February 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

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MGOC Photographer: Jeremy Palgon, alistaircookie@gmail.com

CLUB ADVISOR PROGRAM

Feel free to call these members, who have volunteered to help with purchase, repair, and restoration of various M.G. 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. 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. 2007 rates are: monthly (yearly): full pg. \$25 (\$240), half page \$18 (\$175), third page \$12 (\$120), business card \$8 (\$75).

All ads expire on Jan. 1st, 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*.

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 alistaircookie@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 Tom Balutis upon request.

Forthcoming Events

MGOC Events in bold

- Feb. 23 – **Tune-up Tech Session**, On the Road Again, Morgan Hill
- Feb. 24 – Hayward Swap Meet & Car Show, Bay Area Horseless Carriage
- Mar. 15 – St. Patrick's Day Parade, Dublin, Lion's Club
- Mar. 15-16 – HMSA Vintage MG Races, Laguna Seca, MG Vintage Racers
- Mar. 29 – **Daffodil Hill**, Volcano, Sorry Safari Touring Society
- Apr. 20 – Mt. Hamilton Tour, Abingdon Rough Riders
- Apr. 26 – **Cecil Kimber 100th Birthday Run**
- Apr. 27 – Pacific Coast Dream Machines, Half Moon Bay
- May 4 – Hillsborough Concours d'Elegance
- May 10 – **MGs by the Bay**, San Leandro Marina
- May 18 – All British Meet at Woodland (formerly Dixon), UBSCC
- May 18 – Friendship Day, Redwood City, Mid-Peninsula Old Time Auto
- Jun. 1-8 – British Car Week
- Jun. 7 – **Wine Tour**, Sonoma
- Jun. 15 – Hayward British Field Meet
- Jun. 22 – Palo Alto Concours d'Elegance
- Jul. 6-10 – GoF West, Monterey

From the Editor...

Ladies and Gentlemen of the MGOC: Sorry, sorry, sorry. I bid you my most sincere apologies at the late publication of this edition of the *Octagon*. I have, in fact, been mostly ready to go to press for well over a week. However, a consistent stream of late breaking news concerning the widely anticipated Vintage MG Races at Laguna Seca has delayed publication.

In fact, just today I got another good tidbit of information about watching the races. Warren Pierce, who will be in the pits for a couple of teams at the vintage races, informs me that there is an affordable way to watch the races not listed in the event information on page 9. Apparently the raceway is part of the [Laguna Seca Recreation Area](#), a Monterey County Park. Day use fees at the park are a mere six dollars a day.

However, if you just watch the races from the park, you won't be able to take advantage of the rare opportunity to take a parade lap of the famous Laguna Seca racetrack. So have a look at the flyer and event information on pages 8 and 9. If being included in the MG only car corral appeals to you, please use the form on page 20 to register for the event.

Additionally, I've included a question on page 17 to gauge interest in forming an MGOC gathering or tour to the historic races, or any of the surrounding events. I've also included a handful of other inquiries on that page. If anything listed there piques your interest, please send an email to mgowners@gmail.com.

Finally, there are some fantastic events ahead in the near future. George Steneberg submitted the [Bay Area Horseless Carriage Club's](#) Hayward Swap Meet and Car Show (page 7). I have heard from a friend (who owns many antique automobiles) that it's not to be missed. Also in February, Bill Hiland will be graciously hosting a tech session at the new location of On the Road Again. And at the end of March we'll be touring to Daffodil Hill, one of my favorite places for a springtime tour. It's quite a sight when all the daffodils are in bloom. So remove that winter car cover, dust off your British machine, start her up, and come on out to an event with your friends in the MGOC.

Jeremy Palgon



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President's Ponderings...

Challenges for Us All

Hello again, everyone. Another month has gone by and once again, after waiting breathlessly for its arrival, we're all reading or glancing at this month's *Octagon*.

On Saturday evening January 5, 2008 we held our annual MGOC dinner at The Van's in Belmont, near San Francisco. We had a wonderful evening and the meal, venue, and company were great. I was somewhat dismayed, however, by the rather meager attendance. We have over 250 members in our club and, by my count only, about 35 of us showed up. I realize the weather that weekend was frightful – in fact some members who planned to attend couldn't due to the flooding and winds we experienced here in Northern California.

I myself had wind and weather issues. Around 8:30 am on Friday morning, while working in my office I heard a loud crack. I went outside and inspected a tree that seemed sure to fall with another strong gust. I moved my '72 GT and sure enough, within thirty minutes that tree came crashing down. I can't imagine the damage had I not gone out in the wind and rain and moved it. I got involved and protected my car by doing so.

In my remarks as the new Club President at the annual dinner, I noted that we have many more members than regularly attend events. After my remarks, a club member came up to me and challenged me to increase membership participation throughout the year at all of our club events. In fact, he suggested, "Sam – challenge the members – get them involved." I've taken that challenge and *now* I am challenging each and every one of you to get more involved. Our club is fortunate that for many years it has had a core group of members who are consistently active and involved. I would like to see even more members regularly attend the many events we plan and hold throughout the year.

All of our lives and circumstances change. Members move away, have new jobs and the like. In many ways our entire club is in a period of transition; so I invite you all to participate and become involved so we remain a strong and healthy club. I'd like to personally challenge each and every member to make it a point to participate and be involved in more than one event in 2008. Become part of the transition – it's certain to be exciting!

This newsletter is our club's primary means of communication. Each month we publish the upcoming club activities. Please take a few minutes to read it and think about attending one of the tours, tech sessions, or other club events. They are always fun, informative, and, best of all, involve the MGs we all love. I saved my car by getting involved and moving it before a tree fell on it. I ask you all to help protect and maintain our club by getting involved as well.

Regards,
Sam Gearhart

Tech Session

Learn How to Tune Your Car Yourself

Tuning your car doesn't require a garage full of specialized equipment, expensive tools, or years of experience. Come to this tech session and learn:

How to check the ignition system

Points, plugs, and timing

How to check the engine

Valve adjustment and compression

How to check the fuel system

Filters, float levels, and mixture strength

How to inspect items often overlooked

Vacuum and mechanical advance, valve lift, and choke adjustment

When and Where: 10 am on Saturday, February 23 at On the Road Again, 16840 Joleen Way, Unit G4, Morgan Hill

Directions: Take 101 South to Morgan Hill. Exit at East Dunne Ave. and go Right on E. Dunne. Turn Left onto Joleen Way (2nd street), and follow Joleen to the end. Enter the parking lot and go straight to the back. On the Road Again is in the back on your left.

Contact: Bill Hiland, 408-314-2675, capthiland@aol.com

Daffodil Hill Day Tour

Saturday, March 29



Each spring Daffodil Hill explodes with thousands of blooms, attracting visitors from around the world. Situated in a beautiful alpine setting in Northern California's Amador County, Daffodil Hill is a four acre farm owned by the McLaughlin family since 1887. Today, much of the landscape around the old homestead is covered with more than 300 varieties of daffodils and over 300,000 bulbs. Look for more information next month.

HAYWARD SWAP MEET & CAR SHOW

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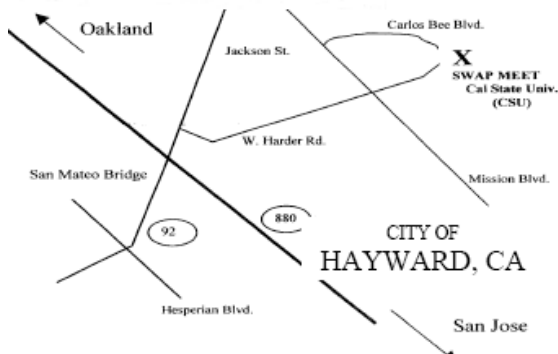
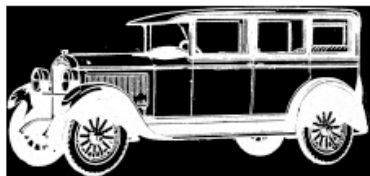
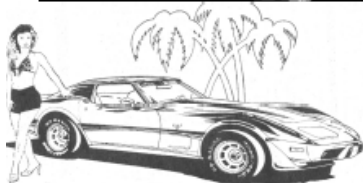
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For more information contact Chris Meyers - cva1r1@comcast.net -or- 860 490 5950



Tony Ferrari leading the pack down the Corkscrew in his 1960 MGA TwinCam at Laguna Seca in 1965.

Vintage MG Races

Laguna Seca

The [MG Vintage Racers](#) and [Historic Motor Sports Association](#) invite you to the first ever MG Vintage Racers West Coast Focus Event, the weekend of March 15-16, 2008 at historic [Laguna Seca Raceway](#) in Monterey. This year's event will feature *The Legend of Ken Miles and His Historic Career*. Be a part of what promises to be the largest gathering ever on the West coast of MG vintage racers – don't miss this rare opportunity to race with your MGVR friends at the legendary Laguna Seca track!

Who's coming?

- Peter Miles, son of MG ace Ken Miles. "The Flying Shingle", Ken Miles' MG Special will also make a guest appearance, courtesy of current custodian Chuck Hart.
- Donna Mae Mims, who was a hot shoe of Yenko Corvair racing fame in the 1960s.
- Jim Parkinson, driver of factory twin cams at Sebring with Jack Flaherty.
- Don Martine and the [1950 MGTD von Neumann Special](#).
- Jeff Bucknam, CART racer, former ALMS champion, and son of famous West coast MGB racer Ronnie Bucknam. Ronnie was known as a giant slayer on the West Coast in his 1963 MGB.

If you're not racing, both the HMSA and the MGVR encourage you to participate in the MG only Car Club display. For a mere \$40 per car, each Car Club participant will gain access to the MG Reunion and races, receive a car corral pass and dash plaque, and be allowed to take a parade lap on the track. And since the races are not officially open to general spectators, if you're not racing, becoming a Car Club participant is the only way to watch the races and join in the fun.

For some free fun, come to the racetrack anytime during the week prior to the event (before Friday afternoon) and watch the [Champ Car](#) (formerly CART) pros take the track during spring training.

Off track, there's a full slate of activities to enjoy with your MG friends:

Thursday Dinner: Get together at the [Martine Inn](#) in Pacific Grove for dinner (\$25 per person), followed by a tour of [Don Martine's Motorsports Museum](#).

Friday: HMSA hosts a "Welcome to Laguna Seca" social at the hospitality tent, followed by an informal gathering at the [Baja Cantina Grill and Filling Station](#).

Saturday Evening: MGVR Banquet at [Buzzard's Backyard BBQ](#) at the Travelodge. \$30 per person includes dinner, dessert, and two cocktails.

Please contact Jim Weissenborn for reservations to the banquet or Thursday's dinner.

MGVR Event Chair: Jim Weissenborn, thepencilman@hotmail.com

HMSA: Cris Vandagriff, hmsa@hmsausa.com, 818-249-3515

MGVR Editor Chris Meyers, cvair1@comcast.net, 860-490-5950

MGVR Club Liaison: Scott Brown, scott@scottbrowndesign.com, 650-261-9051

MGVR Headquarters Hotel: Travelodge Monterey, 2030 North Fremont St., Monterey (831) 373-3381. We have 50 rooms booked through 2/13 at \$79 per night.

If you're interested in racing your car, download the registration forms at: <http://hmsausa.com/>.

To register to watch the races and be in the car corral, please use the form on page 20.

Look for more details on MGOC involvement in next month's *Octagon*.

GoF West



Monterey Bay, California July 6 - 10

GoF West is the name of a regularly held “Gathering of the Faithful” MG owners in the Western United States. Although GoF West is usually centered around pre-1956 MGs, the organizers of this GoF West would like to stress that all MGs, and MG people, are welcome.

This year, GoF West will be just a pleasant drive down the coast from us in beautiful Monterey. As residents of the San Francisco Bay Area, I’m sure we’re all aware of the many wonders of the nearby Monterey Bay Area.

Nevertheless, it bears repeating that Monterey County, the setting of many of John Steinbeck’s novels, is home to three Missions, Cannery Row, a Maritime Museum, great seafood, shopping, and, of course, the world famous Monterey Bay Aquarium.

And let’s not forget the astoundingly beautiful California coastline, and the wildlife that inhabits it. There’s the windswept beauty of the cypress trees dotting the shoreline beside the curving roads, crashing waves, and resting harbor seals. And just a short drive away is scenic 17 Mile Drive, Pebble Beach, Carmel, and the jewel of the California State Parks system, Point Lobos.

Of course, there will also be a wide variety of MG events. In addition to the car show, the organizers, including our very own Stuart Locke, have planned a full schedule of tech sessions, model displays, rallies, dinners, and funkhana for our enjoyment.

GoF West will be returning to the Monterey Hyatt Regency, which, having just undergone a \$45 million renovation, should be much improved from our last visit there for GoF West in 1998. The organizers have managed to obtain the phenomenal (for Monterey) room rate of \$159 a night. To entice your attendance and early registration, the organizers are offering one free night for each of four lucky registrants (or couples). But in order to win, you must be registered for GoF West by March 31.

Please use the registration form on page 21.

MGOC Annual Dinner

By Bob Trencheny

On Saturday evening January 5, a hearty group of MGOC members and significant others met to celebrate the 51st anniversary of the MGOC and induct our new officers. We gathered at The Van's in Belmont on the Peninsula just as the skies cleared from a rainy day. This was perfect timing as The Van's sits on a steep hillside overlooking the southern end of San Francisco Bay. We all had a spectacular view that was made even better by the night lights shimmering in the remains of the rainy day.

At the dinner we welcomed our new President Sam Gearhart. Returning board member George Steneberg was announced as the new Vice President. Randy Grossman was inducted as the new Secretary and Mike Jacobsen continues as Treasurer. Members feasted on a great meal and just enough wine to make the night special. Plenty of regular members were joined by several new members to celebrate the 51st anniversary and the New Year. We briefly reviewed 2007, which was highlighted by MG2007. We also remembered great tours, trips, and tech sessions of the past year.

If you didn't make it to dinner, please be sure to join us at an upcoming event. The MGOC is only as great as its members.

MG

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MGOC Annual Dinner

Photos by Bob Stine



MGB Cockpit Reupholstery

By Marty Ray

Many of our cars will have some unsightly aspects of the dashboard or the upholstery surrounding the cockpit. Refurbishment is a great winter project and the results are rewarding because they are constantly within view when driving the car. Last month I wrote about refurbishing the dash. Now let's turn our attention to reupholstering the cockpit.

Reupholstery of the crash roll, door top trims, and cockpit surround is not too difficult, but it helps to have an eye for details. I have seen various examples by so-called professionals that have pathetic looking wrinkles, baggy spots, and the like. I think, by employing the following tips, you can actually produce a nicer final product.

I suggest using both a stapler and a hot glue gun for this work. I have not yet found an upholstery glue that really holds up well, and hot glue seems to be the best choice so far. The glue can help get you started in a few spots. A heat gun can be helpful too, but use the low setting with care – vinyl melts fairly easily and could catch fire. But most of these panels are upholstered by stapling rather than gluing. The staples used on MG upholstery are quite narrow, and not like those used commonly. I finally found that Sears sells a very nice electrically operated staple gun that shoots some small narrow staples very similar to the originals, not perfect but close enough to do a nice job. The wood on some trims is hardwood, and some staple guns don't have the power to embed a staple in this hard material. The electric gun does.

For supplies, basically you need the aforementioned stapler and a supply of the special thin vinyl that was used for MG upholstery. Moss sells this by the yard. It's really quite thin! I have seen many cars redone using locally available vinyl, which is too thick and looks all wrong. So I suggest you get proper material for cockpit upholstery; the job will be easier and the result nicer. One less obvious reason for this is that in many locations the material must be folded back over itself, and the thin material works well for this, whereas the thick usually looks awful where it folds over itself. For the rear upper cockpit trim, Moss sells a piece which is pre-made with the piping already sewn to it – this is very handy as it would be difficult to sew these long straight pieces together even if one had a sewing machine and skills.

To start with you need to remove all the old vinyl covering material, and ALL the old staples. Save the old coverings to use as a pattern. Try to save the thin foam you will find underneath. If this can't be saved, you can get more at any upholstery shop; it is a normal item of use in this trade. You will have to glue this on using some type of spray or brush-on upholstery glue; hot glue will just melt it. The foam under the crash roll is a molded piece. If it has any holes or chunks missing, you can try to fill them by gluing in some similar foam and trimming it to fit, or perhaps with some type of curable spray foam. This piece also has plywood under it; mine was delaminated and

I had to re-glue it to get it repaired. Or you could get one in better condition. This portion of the work is the “prep”; you want to make sure that your underlying base is in good condition, without anything sticking out or the wood being warped. You may need to just get another piece if the wood is warped.

To reapply new coverings, use the old coverings to cut new vinyl, but perhaps leave a bit extra beyond the size of the originals. You can always cut away more, but you can’t add any back. If you study the originals you will see that the edges have been cut and slotted in a way that facilitates wrapping the cover over the base and stapling it on, allowing the cover to conform to the shape of the base. I suggest in installing the new cover that you apply it in a way that considers the whole overall, with a mind to the details at the edges. Don’t start at one end and work to the other end! Attach one side, then the other, one end, then the other, and get the overall thing on there first, then tighten up the areas in between. You want it to be even overall, stretched tight enough not to sag even when it gets hot in the sun, yet not so tight as to look pinched or fully compress the underlying foam. You may want to take one piece and use it as practice, maybe even an extra one from another car. This could help you to develop the right technique to get the vinyl attached without loose areas or wrinkles. If you don’t like the results the first time, you can always remove the cover and start over on just that one piece. Buy some extra vinyl to allow you to do this. It takes some patience, but the results are very rewarding.

I think the main ingredients for a truly successful job are patience, persistence, and an eye for both the overall effect as well as the details. You’ll get a bit of glue on your fingers and maybe a little scorch from hot glue, but so what. I have seen the already-done pieces you can buy as well as the work of various shops and pros, and I think with the above ingredients you can actually do a nicer looking job, one that really looks right and original.

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Questions for the Membership

Would anyone care to get together to tour down to the Vintage MG Races at Laguna Seca (or any of the associated events)?

Since the first Dyno Day was a great success, Bill Hiland would like to know if there's interest in having another. Would you like to know the actual power output of your British classic?

Though we had to cancel our last attempt at Go Kart Racing, Bob Stine is still raring to go. Anyone interested?

Planning and running GoF West is a huge task; so Stuart Locke is looking for volunteers to assist him. Anyone want to help him out?

If you answered yes to any of these questions, please send an email with your thoughts to mgowners@gmail.com.



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A Club Member Bids Farewell

Tom Branca recently sold his MGB and sent along this message:

I always had an MGB, at least as far back as I can remember. Before that it was a TR-3, a couple of MG TDs, and even a 180 SL Mercedes. The MGBs were mostly '68 through '72, as I was never a black bumper person.

In any case, a new relationship resulted in two children. One is now two-and-a-half and the other is three months old. So the MG started to become a storage place in the garage for the car seats and the stroller, etc. One day I walked in there and felt bad for the MG, a bit humiliated by it all. So I decided to get it back on the road.

I put it up for sale on Craigslist and found myself becoming increasingly picky about whose hands I would entrust it to. A few months later a visitor from Copenhagen was in the South Bay and he wanted to buy an MG. He was staying with someone who owned an MG. They drove up, drove it, were impressed, and the rest is history!

That spot in the garage now has a dog kennel, stroller, my small Piaggio, and assorted rolling things for the kids.



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REBUILD PROGRAM

If you are involved in a major repair or restoration, this program offers a substantial benefit. Place an initial parts order for \$2000 or more and receive a 10% discount off the published prices for new parts. Subsequent orders of any size will receive the discount for one year. During sale periods, your orders will receive the sale discount, or 10%, whichever is greater.

Monday thru Friday, 9 to 5. Other hours by appointment.

Free Shipping Applies to Orders in the 48 Continental States



2008 Car Club Registration Form

MAZDA RACEWAY
LAGUNA SECA

MARCH 15 – 16, 2008

Club Name: _____

Club Member Name: _____

Home Phone: _____ Work Phone: _____ Email: _____

Address: _____

City: _____ State: _____ Zip: _____

Car information:

Year: _____ Make: _____ Model: _____ Color: _____

Special features:

Deadline to submit this form is March 3, 2008

The HMSA and the MG Vintage Racers invite you to participate in the MG only Car Club display.

Please fill out the above form completely by **March 3, 2008** to order tickets/parking passes. The entry fee is \$40 per car in advance. This includes admission to the MG Reunion, a car corral pass, a dash plaque, and a parade lap each day. **The entry fee is per car ONLY – there is no charge for extra guests riding in your car.**

Please make checks payable to **HMSA** and mail with the registration form to:

HMSA

2029 Verdugo Blvd., #1010

Montrose, CA 91020

Your entry ticket and parking pass will be mailed to you.



GoF West 2008 Registration Form Monterey Bay, California July 6 - 10, 2008

Registration Fee:
\$45 US before April 1, 2008
\$55 US after April 1, 2008

In-Spirit: \$25

Cancellations after April 1 will revert to In-Spirit
registration, with the balance refunded.

Last Name:	<input style="width: 90%;" type="text"/>
First Name:	<input style="width: 90%;" type="text"/>
Co-Driver's Name:	<input style="width: 90%;" type="text"/>
Street Address:	<input style="width: 90%;" type="text"/>
City:	<input style="width: 90%;" type="text"/>
State:	<input style="width: 90%;" type="text"/>
Postal (Zip) Code:	<input style="width: 90%;" type="text"/>
Country:	<input style="width: 90%;" type="text"/>
Vehicle Type & Year:	<input style="width: 90%;" type="text"/>
License No.:	<input style="width: 90%;" type="text"/>
State/province:	<input style="width: 90%;" type="text"/>
Color:	<input style="width: 90%;" type="text"/>
Club affiliation:	<input style="width: 90%;" type="text"/>
E-mail Address:	<input style="width: 90%;" type="text"/>
Telephone No.:	<input style="width: 90%;" type="text"/>
Is this your first GoF West?:	Yes <input type="checkbox"/> No <input type="checkbox"/>
Names of children Under 12 that will be here:	<input style="width: 90%;" type="text"/>
Method of Payment:	Check <input type="checkbox"/> Credit Card <input type="checkbox"/>
Credit Card Type:	Visa <input type="checkbox"/> Master Card <input type="checkbox"/> Discover Card <input type="checkbox"/>
Name on Card:	<input style="width: 90%;" type="text"/>
Card Number:	<input style="width: 90%;" type="text"/>
Expiration Date:	<input style="width: 90%;" type="text"/>

Send form to:
Mike Campbell
3570 Willow Street
Bonita, CA 91902

Hotel Information

Hyatt Regency Monterey
1 Old Golf Course Road
Monterey, CA 93940
1-831-372-1234
Standard room: \$159.00

You may also register online at:

<http://www.gofwest.com/GoFRegistration.htm>

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 alistaircookie@gmail.com.

Cars:

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

1952 MG TD MARK II – \$18,000 – Frame off restoration in 1982. 9.5 on a scale of 10. Runs well with just over 6,000 miles since restoration. Ivory with green leather upholstery. MARK II refers to a limited number of TDs with the engine that eventually went into the TF (larger carburetors, dual fuel pumps, and a little more horsepower). Comes with all sorts of tools, cover, floor jack, stands, filters, spark plugs, etc. Contact Member Peter Applegate at (415)383-0700 (Marin Co.)

Parts:

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

Aftermarket MGB hardtop: Flashy. Keep warm & dry! Member Eric Baker, Oakland, (510)531-7032.

Wanted: MG TD Seat Slider, Member Walter Kilik (408)996-0385, wallylk@juno.com.

MGB/GT 5/8" Dia. Sway Bar: For Sale. Member Ken (510)791-8445.

For Sale: Five Steel Wheels from 1976 MGB roadster, 4 with trim rings, \$40 OBO for all five. **SU Carbs** - AUD326F and AUD326R plus manifold and heat shield for MGB, \$60 OBO. Pair of early **MGB Rear Axle Shafts** with splined hubs for wire wheels, \$100. **Map Pocket** with tan carpet, free. **Black Tonneau Cover** for pre-headrest MGB, some small repaired or repairable tears, good serviceable condition, \$50. **Two Sony XR-C300 Stereo Cassette Decks** with removable faces in lightly used condition with remote CD controls built-in (remote changers not included), \$40 each. **FIAT 850 Spider Hard-Top**, excellent condition, \$250. Used front and rear **MGB Chrome Bumpers**, \$10 each. Must pick up large parts in SF. Contact Member Tom at (415)203-9160 or thomasknapp@att.net.

Free: Four Rostyle Wheels, fair condition, must pick up in the East Bay. Member Ken (510)791-8445.

Free: 1979 MGB Non-Overdrive Gearbox. It works perfectly. We replaced it with an overdrive unit. **1966 Sprite/Midget 1098cc "A" Series Engine** with large mains. Complete with flywheel, distributor, clutch, etc. This engine was replaced by a 1275cc engine in my '66 Sprite. It may have a cracked block because it was overheating for the previous owner. This engine has many good parts: head, crank, cam, rods, flywheel, etc. Please contact Member Rod Schweiger at (650)296-1108 or rodnut@rcn.com.

Club Meeting

Natter & Noggin

New Date, Location, and Time

(this month only)

February 9, 2008, 9 am

Sam Gearhart's House

[3521 Randolph Ave.](#)

Oakland, CA 94602

(510) 813-0373

swg3@comcast.net

Realizing that we'd previously planned the meeting on Valentine's Day (February 14), we've moved the meeting to 9 am the morning of Saturday, February 9, at Sam Gearhart's House. We'll return to our cozy room at the Englander in March.

Directions to Sam's:

From North Bay, San Francisco, and Highway 80 Corridor:

Take I-80 to I-580 East

Exit at Park Blvd. and turn Left on Park Blvd.

At 2nd Light turn Right on Excelsior (90 degree Right turn)

Follow Excelsior to Randolph (2 blocks past traffic signal at Beaumont)

At Randolph, turn Right

House on Right just before MacArthur

From San Jose and I-880 Points South:

North on I-880 to 238 Connector to I-580 West

West on 580 to 14th Ave./Park Blvd. Exit

Turn Right onto Beaumont at Traffic Light at bottom of ramp

Go one block to traffic light at Excelsior, turn Right

Go two blocks to Randolph, turn Right

House on Right just before MacArthur

Attention!!

Have your MG painted by a fellow sports car lover with 15 years' experience. High quality rubbed-out polyurethane finish at reasonable cost. I do bodywork, rust repair, and welding. Fast turn-around time. References and examples of my work are available. Call for a free estimate.

Andy Schank, 510-236-5232

MGOC Octagon
If undeliverable please return to:
320 B Monterey Blvd.
San Francisco, CA 94131-3141

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