

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 Mike Jacobsen

Watch that speed

May 2009

About *The Octagon* and MGOC...

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

DIRECTORY OF MGOC OFFICERS FOR 2008

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

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

Treasurer: David Sarasua, 408-227-3749, dsarasua@pacbell.net

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

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

Captain of Fun (Activities Director): Randy Grossman, 510-483-3171, r.m.grossman@comcast.net

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.

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

May 2 – [River Road Wine Tour](#), [Pebble Beach Sports Car Club](#), Warren Pierce

May 2-3 – [VARA British Extravaganza](#), Buttonwillow

May 3 – [Hillsborough Concours d'Elegance](#)

May 9 – **MGs by the Bay**, Danville Livery

May 17 – [All British Meet at Woodland](#) (formerly Dixon), [UBSCC](#)

May 17 – [Friendship Day](#), Redwood City, [Mid-Peninsula Old Time Auto](#)

May 17 – [Marin Sonoma Concours d'Elegance](#)

May 30 - Jun. 7 – [British Car Week](#)

Jun. 6 – Hayward British Field Meet, [Mini Owners of America SF](#)

Jun. 22-26 – [GoF West](#), Squaw Valley

Jun. 24-28 – [MG2009](#), Breckenridge, Colorado

Jun. 28 – [Palo Alto Concours d'Elegance](#)

Jul. 30 - Aug. 2 – [Rendezvous 27](#), Tillamook, Oregon, [Club T MG](#)

From the Editor...

MGs by the Bay is on Saturday, May 9 at The Danville Livery. The new location provides plenty of shade and numerous options for shopping and eating. If you haven't already, please pre-register for the show using the form on page 13 (it makes it much easier on your MGOC volunteers). And that, my friends, is the last thing I'm going to say about this year's MGs by the Bay.

You may have picked up on a common theme of many recent *Octagon* pieces: getting to know the MGOC membership, one person at a time. Be it through interviews or articles, I've been asking any club member who's willing to tell me a bit about their MG and their interest in British cars. But the truth is that's just the jumping off point. The real story that emerges is the personal arc and tenor of their lives, told through the lens of their love of MGs.

It's amazing how revealing we are about ourselves when talking about our cars. So much comes out: why we are where we are, what's caught our eye along the way, our personality, and our sense humor. As MG owners, many of

us have gone far beyond appreciation of an automobile and made our affinity for MGs (and British cars) part of our identity.

That identity may be linked to a British past or a recollection of youth, or may just be another way getting into something a little bit off the beaten path - something others may not have looked hard enough to find. Perhaps owning an MG is a way of saying: "My car is a bit unusual but lots of fun, and so am I."

Continuing the exploration of our community, Dan Sekella has written an article about his 50 year history with his TD (page 14). The first half the article takes us from his TD's days as a daily driver in Seattle to the beginnings of a recent restoration project. Look for the conclusion of Dan's restoration story in a future edition of *The Octagon*.

If you would like to write an article or be interviewed for *The Octagon*, please send an email to mgowners@gmail.com.

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)	Scall	

BRAKES: sleeved and rebuilt

MGB, Midget caliper.....	\$85.00
MGA, MGC caliper.....	\$155.00
MGA, Midget twin master 1956-67.....	\$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

CARBURETORS: COMPLETE REBUILDING

Disassembly, cleaning, bodies rebushed, new std. size throttle shafts, jets, needles, float valves, gaskets. *FLOW BENCH TESTED*.....\$465.00/pair

CARB BODIES REBUSHED
and new throttle shafts.....\$85 each

Prices shown are for Exchange or Yours Rebuilt.
Core charges apply if items are ordered prior to
(and are refunded after) our receiving old units.

Free catalog. www.applehydraulics.com

APPLE HYDRAULICS

1610 Middle Road, Calverton, NY 11933
631-369-9515, FAX: 631-369-9516

Toll Free 800-882-7753

VISA, MC, DISCOVER, PAYPAL, COD

DEC08

President's Ponderings...

There Oughta Be a Law

Welcome to another exciting and event filled driving season. A number of our members participated in the Mt. Hamilton Tour and the Cheese to Wine to Wings Run. And, of course, in just a couple of weeks we'll all enjoy MGs by the Bay at the Livery in Danville.

No doubt you're wondering, "There Oughta Be A Law, what the heck is he talking about?" Well, it's sort of the same as Murphy's Law – you know: whatever can go wrong, will go wrong. I'm referring specifically to the old comic strip that I recall reading when I was growing up in Pennsylvania. I'm sure many of you remember it: a two-panel, before and after comic playing on our human inconsistencies. Over the past few days I've thought to myself any number of times, "dang, there oughta be a law..."

You see, I was planning to go on the Mt. Hamilton Tour (for the first time) and the Cheese to Wine to Wings Run. Unfortunately, I had a pretty serious before panel last week and I'm still waiting for the second panel to play itself out.

I have always been reluctant to introduce personal issues into this column. However, last week, despite all my planning and hopes for the rides, I had a bit of a physical breakdown (involving dentists, infections, incredible swelling, surgeons, and copious amounts of antibiotics) that disrupted all my goals. I thought, "gee, just like my MG has left me disappointed and stranded a time or two, this time my own internal engine problems got in the way of my intentions." I figured that this is not too unlike our sometimes temperamental cars occasionally letting us down. My problem was medical, not mechanical, and with doctors and surgeons I was prepared and able to deal with it.

Had I been out on a ride I'm not sure what would have happened. Just like having a problem with our MGs on a ride, I'd have found myself sitting stranded along a road someplace in the comic strip's second panel. The terrific planning in the first panel and the tremendous let down and disappointment played out in the second. However, one big difference between a body breaking down and an MG breaking down on a tour is that when your car breaks down on a tour, you will have five or six (or more) people stop to help you fix the problem. That's one of the comforting elements of being a member of a club: you travel around with your own mechanical "safety net" when you're out on a drive with other members.

My message, if there is one, is that the driving season is really here – finally. I hope you've all taken steps to prepare both your cars and yourselves. I know that none of you, having planned for an event or a ride like I did, will want to find yourselves unable to participate, suddenly the sad subject of the second comic panel. Here's wishing good health and healthy motors to you all.

Regards,
Sam Gearhart

River Road Wine Tour

Saturday, May 2

The Pebble Beach Sports Car Club cordially invites you to join them on a tour of Monterey's [River Road Wine Trail](#), as ten member wineries throw open their tasting rooms for the 15th annual [SpringFest](#). Featuring new releases, barrel sampling, food, and entertainment, this annual spring open house is entirely free.

When and Where: Meet in front of [22170 Berry Dr.](#) (off River Rd.) at 10 am.

Directions: Berry Dr. is off River Road, which is off Hwy 68 between Salinas and Monterey. Take the River Road/Reservation Road exit off 68 and go south-east on River Road. Berry is a right turn just after you pass a Shell gas station. If you end up in Marina, you went the wrong way!

Contact: Warren Pierce, 831-726-2827, wdp389@pacbell.net.

VARA British Extravaganza

Vintage Race and Car Show

Buttonwillow Raceway Park

Saturday and Sunday, May 2-3

Touted as the premier British car event on the West Coast, the Extravaganza features a popular choice British car show (with lots of prizes and trophies), a track drive on both days, a slalom event (with instruction), a BBQ on Saturday night, a pre-war exhibition tour in period correct clothes, British feature races, and two days of racing with over 250 cars.

Where: [Buttonwillow](#) race track is located a quarter mile west of I-5 on Lerdo Highway, near Bakersfield.

Cost: \$35 per person (with pre-registration before April 20, \$45 thereafter).

More information and registration form at VARARacing.com.

Marin Sonoma Concours d'Elegance

Sunday, May 17

The first annual Marin Sonoma Concours d'Elegance will be held at the Marin County Fairgrounds in San Rafael on May 17. With beautiful rolling lawns and a large lagoon, this site promises to deliver a superb event. Three MGOC members have cars entered in the Concours. Come on out, support your fellow members, and see some fabulous cars.

More information at MarinSonomaConcours.org.



Presents the 35th Annual

Friendship Day 2009

Cañada College

Sunday, May 17

Featuring hundreds of cars, from Model Ts to modern machines, Friendship Day is one of Northern California's largest, friendliest, and happiest collector car events. No judging, no awards, no vendors, and no need to pre-register. Just show up, pay at the gate, park your car, and enjoy the wide array of autos. You are the show, and we look forward to seeing you there. The \$15 entrance fee will, as usual, include a dash plaque, coffee, and donuts (as long as they last).

When and Where: [Cañada College](#) in Redwood City, just east of 280 at the Farm Hill Blvd. exit. Come early as the gates open at 8 am and many people leave by noon.

Contact: Bob Moll, 650-851-4944, FriendshipDay09@aol.com.

FREE Parts & Accessories Catalogs

Choose From These Catalogs:

- Austin Healey
- MGA
- MGB & MGC
- AH Sprite & MG Midget
- Sunbeam Alpine & Tiger
- TR2 TR3 TR4 TR4A TR250
- TR6
- TR7 & TR8
- Spitfire & GT6

Order Toll Free
7 Days A Week

1-800-255-0088

BRITISH
MOTOR
HERITAGE
APPROVED

Order Catalogs & Parts Online at

www.VictoriaBritish.com



Big Ben is ringing in the news: We're celebrating our 20th year honoring Britain's automotive history! The Yolo County Fairgrounds in Woodland, California is the place to be on May 17 for the Annual All British Motorcar Show and Swap Meet!

Polish your wing, dust off your bonnet, check out your boot, clean your windscreen, fill up with petrol and come eat a pastie because more than 300 daily drivers and trailer queens are expected to show on our huge grassy field. Not only do we offer the largest all British car show, but in our swap meet you'll find all sorts of new and used parts to help you get your British car fix. Don't be left out – come see and show your favorite roadster, estate, saloon or lorry!

Cost: \$20 per car (with pre-registration before May 1, \$30 at the gate), free for spectators.

Directions from the Bay Area: Take I-80 East toward Sacramento and go north on CA-113 toward Woodland. Take exit 36 for Gibson Road. Keep left at the fork, and follow signs for Gibson Rd. Turn left at Gibson Rd. and watch for the gate on the right to enter the fairgrounds.

More information and registration form at UBSCC.org.



The MG Car Club Rocky Mountain Centre is thrilled and pleased to be hosting the North American MGB Register's annual meet, MG2009, in the Kingdom of Breckenridge.

Imagine mild summer days, cool summer nights, crystal clear blue skies, and twisty roads through mountains and valleys with unbeatable scenery and views that go on forever. Now imagine sharing all of this with more than 400 friends driving MGs. This dream will come true at MG2009.

More information and registration form at MG2009.com.



June 22-26

GoF West is the name of a regularly held "Gathering of the Faithful" MG owners in the Western United States. This year, GoF West will be at beautiful Squaw Valley. It's a special place, difficult to experience without falling under its spell. It is as if, by its very nature, the valley commands a relationship with those who set foot there. We are looking forward to an event filled with spectacular scenery, great food, and wonderful friends like you. See you there!

More information and registration form at GoFWest.com.

Mt. Hamilton Tour

Article and Photos by Mike Jacobsen

The tour was hot, but very nice. I had never been up the back side of Mt. Hamilton. We met in Fremont (almost literally at the Starbuck's across the street from the Starbuck's) and then headed out through Niles Canyon toward Livermore. The Niles Canyon Railway was boarding a steam train when we went by – very cool.

We stopped to rest and regroup at a winery in the Livermore Valley, and then started up the canyon to Mt. Hamilton. The lunch stop at the Junction was a hoot: us, a Porsche club, and about 200 motorcycles, everyone admiring everyone else's machinery.



From there the drive got steeper as we got closer, and the cars started to get really warm. Just as we were almost at the top, we were stopped by the Sheriff. Hoods went up to cool off the cars while we watched two rescue helicopters come in. We were told that a plane had crashed on the other side of the mountain. (The next day I read that there were no survivors.)



Once the helicopters were gone we were able to proceed, and once again, there were over a hundred motorcycles there ahead of us. After a tour of the 36" refractor telescope at the observatory we drifted down the old road, into San Jose, and then off to home. A great drive.



Greg Paulsen's MGA at the Lick Observatory

MGs by the Bay Reminder

Remember that MGs by the Bay is in a new location this year, at the Danville Livery!

Take I-680 to the Sycamore Valley Blvd. exit, head west one block across San Ramon Valley Blvd., and then turn right to enter the show area.

The MG Owners Club presents the 16th Annual

MGs by the Bay

Saturday, May 9, 2009

The Danville Livery



PLATH & CO
GENERAL CONTRACTORS
EST. 1974



O'CONNOR CLASSIC AUTOS

Brian O'Connor

British Car Parts

New Used

Repairs

1-888-346-3647

1-888-346-3647

1-888-727-0433

1-888-727-0433

1-888-727-0433

1-888-727-0433

1-888-727-0433

1-888-727-0433

SALES VIDEOS PARTS AUTO

SANTA CLARA, CA 95050

www.oconnorclassics.com

email: mg@oconnorclassics.com

1-888-346-3647

1-888-346-3647

1-888-727-0433

1-888-727-0433

1-888-727-0433

1-888-727-0433

1-888-727-0433

1-888-727-0433



The Paddock

AT THE LIVERY

FOREIGN AUTO SERVICE
British Sports Car Specialist
510-886-2266
New Parts
In Appointment Only
12100 Marshall Blvd
Beverly Hills, CA 90210



On the Road Again
British Auto Restoration
William Hildart



The MG Owners Club

presents

MGs by the Bay

Saturday, May 9, 2009

The Danville Livery



This annual event is a gathering of MGs from across Northern California.

The show opens at 10 am, rain or shine, with trophies awarded at 2 pm.

Same-day registration will open at 8 am.

New location in Danville, under the trees at The Livery shopping center!

400 Sycamore Valley Road, Danville, 94526 – One block west off I-680

Featuring: Music, raffle prizes, contests, trophies, food and drink, plus more!

Awards: Judging is by popular vote, with trophies awarded for People's Choice, Best Daily Driver, Premier (from previous winners), and for every class, with classes determined according to the number of cars registered by May 1, 2009.

Entries: All MGs are welcome, from daily drivers to complete restorations. The \$25 entry fee includes a dash plaque, an event t-shirt, and special coupons from our sponsors. Additional cars registered to the same owner are \$10 each, which includes a dash plaque only. All cars must arrive by 10 am sharp! This is necessary to allow for proper placement of the cars. If you arrive late, we **cannot** guarantee placement of your car with others in its class.

Return the registration form below with the entry fee. Photocopies of this form are acceptable. One form is required for each MG.

Mail before May 1, 2009 to:

MGs by the Bay
320 B Monterey Blvd.
San Francisco, CA 94131

For information call
415-333-9699 or 925-899-1218
or visit www.MGOC.org

Make checks payable to **MGOC**

Show Use Only		
\$	/	#

Please Print:

Name: _____

Address: _____

City: _____

State: _____ Zip code: _____

Email address: _____

Daytime phone: (_____) _____

Short description of car: _____

Has this car ever won First in Class at MGs by the Bay? Yes No

MG model: _____ Year: _____

Body style: Coupe Roadster

Saloon Race car

Other: _____

Car color: _____

T-shirt size: M L XL XXL

Release: Neither I nor my heirs will hold the MG Owners Club or The Livery Shopping Center liable for any loss, damage, or injury done to me, or my party, while engaged in this event or travelling to and from this event.

Signature: _____ Date: _____

Pre-registration has been extended until May 5.

The Fifty Year History of MG TD XPAG 9851

By Dan Sekella

In 1959 I purchased a used MG TD from Ravenna Motors in Seattle Washington. I am most likely the second owner. I really wanted to buy an MG TC but could not afford the roughly \$2000 the TCs were still commanding. The MG TD came as a trade in (for an MGA?) and I just happened to stop by the day it arrived. I was told I could have the TD for \$1245 if I took it as is. The shop went over the car to make sure everything was working but they did not do any cosmetic detailing (as they normally would before putting a trade in on the lot for sale). I took delivery on May 19.

My interest in little British cars actually goes back two years earlier. In the summer of 1957 I was in Army basic training at Fort Ord, California, just a month out of high school. One of my platoon mates was a fellow from Tacoma who happened to mention that he owned an MG TC. I'm not sure if I really knew what an MG TC was at the time. While I was in high school I drove a prewar Studebaker, which I purchased for about \$80 (as I recall). All of my high school friends also drove Detroit iron. About a year later, after mustering out of the Army and returning to civilian life (my military obligation was six months of active duty and seven and one half years of reserve duty), I contacted my ex-platoon mate and drove down to Tacoma one Saturday afternoon for a visit. He took me for a drive in his MG TC and the little British car bug bit me.

My MG TD was my daily driver for the next eight years: rain, shine, and snow. I actually drove the MG with tire chains mounted two or three times. I drove it over the Snoqualmie Pass to Yakima in a driving rain storm one spring day to visit my uncle. (The wipers worked the entire trip.) During the four years I attended the University of Washington, my MG was parked on the city streets in the University District (garages don't come with a one room apartment). I would drive home on weekends to visit my parents and get a good home cooked meal. My mother never knew when I would arrive, usually on a Friday afternoon or Saturday morning; but she noticed that our little terrier would get agitated and start yipping, and a few minutes later I would pull into the driveway. (The house was half way down a narrow two lane street, with just a few houses on the street and a lot of trees.) After a while my mother realized that the dog must have been able to recognize the distinctive engine and exhaust roar of the MG at the top of the hill long before it was auditable to humans. Since I had the only MG in the neighborhood, I'm sure the dog really could tell when I was in the area.

I graduated with a BS in Mathematics in June 1967, and had been offered a job in San Francisco with the Southern Pacific Railroad (in their computer department). I didn't really think the MG was up to an 850 mile drive to California, though I had never had any problems over the years. (Although,

once I let the battery get too old and I had to start the MG with the crank.) A friend of mine had purchased a used 1962 Austin-Healey BT7 about a year before and really didn't enjoy driving it. He offered to sell it to me for \$1300. I left the MG with my parents and drove the Austin-Healey to San Francisco.

Over the next several years I made regular trips to Seattle to visit my parents and my old high school friends; the MG was always waiting for me. Over the winter holidays in 1970, my future wife, Linda, and I drove to Seattle in her 1965 Mustang. While there, I introduced her to the joys of winter driving in an old English sports car. I left the top up but removed the side curtains for a better view of the snow-capped Olympic Mountains off to the west. The temperature was probably 40 degrees.

My father kept the MG operational during the 1970s; he would drive it down to the local Standard station to check the tires, top up the gas tank, and put a few miles on the clock. Then in April 1977, my father died of a massive stroke. I flew up to Seattle for the funeral. Before leaving I put the MG up on blocks in the garage, removed the battery, drained the radiator and gas tank, and filled the cylinders with oil. I told my mother that I would make a decision on what to do with the MG. I purchased a good cotton car cover for the MG and had it shipped to Seattle. Over the years I visited my mother and always checked the status of the MG but never had enough time to try to get it operational.

In February 2004, my mother passed away at age 92. My 27 year procrastination had come to an end. My sister and I decided to keep the family home. My sister planned to sell her place and move into the family home, but first it had to be remodeled. My MG had to find a new home. I suppose the logical thing would have been to sell the MG. I already had two "antique" cars: my 1962 Austin-Healey and Linda's 1965 Mustang. But after all the years I couldn't just dispose of the MG. I had attended the Palo Alto British Car meets to show my Austin-Healey during the late 1990s and early 2000s. In September 2004, I spent a lot of time looking at the MGs on display. I decided to keep the MG and restore it.



Dan's TD in 2004 (before restoration)

Photo Courtesy of Dan Sekella

In December 2004, my neighbor was planning to drive to Seattle to transport one of his old cars to his father's place on Vashon Island (just a few miles from the family home in West Seattle). I made arrangements with him to pick up the MG on the return trip back to Concord. The MG arrived in Concord on December 4. For the first time in 27 and a half years the MG's 550 x 15 Dunlop tires were on solid ground. Rather than just turn the MG over to a shop and have them do all the work, I planned to dismantle the MG to a rolling frame and have the shop rebuild the engine and drive train. Then I would reassemble all the external bits and pieces.

I began dismantling the MG in late January 2005. Off came the bumpers, spare tire rack, and gas tank. I disconnected the wiring harness from the running lights and removed the fenders and running boards, head lights and support brackets. All of the bolts, nuts, washers, and other little bits were catalogued and placed in plastic bags. I kept a running journal of the progress describing in detail how assemblies were disconnected. I hoped this would make reassembly easier. As I exposed the ash frame I realized that the 54-year-old wood was in perfect condition. There was also very little rust for a car that was a Seattle driver for the first 25 years of its life. I removed the radiator shell and radiator and all the assemblies on the firewall (horns, fuel pump, voltage regulator and fuse block, coil, starter assembly, tachometer and speedometer cables, and the three brass identification plates). The car had an aftermarket heater mounted to the bottom of the tool box. The two water hoses were threaded from the engine through two holes into the tool box on the right side of the engine compartment. I removed the heater and hoses. They would not be replaced. The TD is now a California MG. I pulled the wiring harness back into the cockpit but did not disconnect it from the gauges and switches on the dash. The windshield and the top were removed along with all the little tonneau snaps and lift-the-dot pegs. In May 2005 the stripped down hulk was transported to British Car Specialists in Stockton. After Dave Nock at BCS went over the MG, it was decided that the only proper course of action would be a frame off restoration.



Dan's TD stripped down for evaluation

Photo Courtesy of Dan Sekella

Look for the conclusion of Dan's MG TD restoration in an upcoming edition.

**O'CONNOR
CLASSIC
AUTOS**



***MG TRIUMPH
AUSTIN-HEALEY***

**TOLL-FREE ORDER LINE
1-888-346-3647 (FINE-MGS)**

408-727-0430

408-727-3987 FAX

3485 WOODWARD AVE, SANTA CLARA, CA 95054

mg@oconnorclassics.com

www.oconnorclassics.com

PARTS DEPARTMENT

We have a large inventory of new, used and rebuilt parts, and will help you make the best choices for your car. We will be happy to answer questions and provide information to help with your repair or restoration. We are an authorized distributor for Moss Motors products and will provide you with their catalog to assist you in ordering from us.

WE'VE MOVED!

**Please Note Our New Address
1-888-346-3647 (FINE-MGS)**

REBUILD PROGRAM

If you are involved in a major repair or restoration, this program offers a substantial benefit. Place an initial parts order for \$1500 or more and receive a 12% discount off the published prices for new parts. Subsequent order of any size will receive the discount for one year. During sale periods, your orders will receive the sale discount, or 12%, whichever is greater.

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

Free Shipping Applies to Orders in the 48 Continental States

MGOC Business Meeting Minutes

April 9, 2009

The meeting was called to order by President Sam Gearhart at 7:03 pm. Also attending were Randy Grossman, John Hunt, Mike Jacobsen, Craig and Kim Kuenzinger, David Sarasua, George Steneberg, and Bob Trencheny. New members Bob and Edie Shaheen and Ernest Bryson attended their first meeting.

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

Reports

Treasurer's Report: Nothing to report. We have money.

Registrar's Report: Nothing to report.

Secretary's Report: Nothing to report.

Corresponding Secretary's Report: The All British Show at Brisbane will be a back to basics show this year. No registration fee and no awards.

NAMGAR wants all MGA owners to go drive their cars on May 2. No one at the meeting knew the significance of May 2, but they will get out and drive. Sam Gearhart reported on a 50's "Car Bash" at Bethel Island on Saturday and Sunday, July 18-19.

Regalia: Nothing to report.

The Octagon: Nothing to report. Jeremy is considering posting the list of upcoming events in the May *Octagon* with page numbers.

Web Site: Nothing to report.

Past Club Events

Tech Session at On The Road Again: was informative and well attended.

St. Patrick's Day Tour: George reported the drive was 75 miles, and it was a Great Trip. We think this was the MGOC's first mid-week event. Four MGs were on the drive and no one broke down. Lunch was at the Pelican Inn.

Upcoming Club Events

Mt Hamilton Tour: This is a joint event with the Abingdon Rough Riders on Sunday, April 19.

Cheese to Wine to Wings Run: Wayne Veatch is leading a tour through Sonoma and Napa Valley on April 25.

MGs by the Bay: is one month away on May 9. There are still several things to do.

Old Business

Treasurer Recommendations: We accepted a motion to accept the previous expenses for the period January 1, 2008 to February 11, 2009. We accepted a motion to require the treasurer to provide semi-annual statements of club finances to the board. We agreed that the officers would have signature authority for the savings account. The address on the accounts needs to stay with the treasurer so he receives the statements.

MGs by the Bay: We have eight sponsors: Surefit, Plath, Foreign Auto Service, O'Connor Classics, On the Road Again, The Paddock, Burgie's Burger Stop, and Luna Loca. Posters for the event are in progress and Craig will be able to hang many while at work. We will order 100 posters and 36 posters for sale at the event. We may order more. Insurance certificate is in. Press release is done. We discussed having music at MGs by the Bay - Craig will investigate with the Paddock.

NAMGBR 2009: Five or six members plan on driving. If you are interested in caravanning, contact Wayne Veatch.

NAMGAR West 2009: Meeting at George Steneberg's home on April 11.

New Business

Octagon Printing and Mailing Costs: A motion was passed to keep *Octagon* distribution as it currently exists, with both an email and postal mail version available to members. One member dissented.

Tech Session Coordinator: A member suggested we have a tech session coordinator. Captain of Fun Randy Grossman will contact Marty Ray to see if he is interested in the position.

The May Business Meeting: is moved to Thursday, May 7 so we can do final preparation for MGs by the Bay.

Budgeting for Future Events: and working to get more members engaged in the club. The topic will be discussed further at a future meeting.

Next Meeting and Natter: 7 pm on Thursday, May 7 at The Englander in San Leandro.

The meeting was adjourned at 8:31 pm.

Submitted by Bob Trencheny.



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:

1957 Magnette complete car with many extras. Garaged for 18 years and recently restored, all it requires is reassembly. The engine is excellent. Spares include a good set of carburetors, windshield wiper motor, red pre-cut (in England) upholstery, a full set of MG hubcaps, and many other things. \$6,000. Contact Member Judith at (510) 232-3859 or wulfwoman2003@yahoo.com.

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

1958 MGA 1500. Original owners offers classic rebuild opportunity to MGA enthusiasts. Package includes several thousand dollars of new parts and all the originals are available. About 60% of the car is professionally refurbished. Please come and see for yourself and make an offer. Contact Ron at (408) 242-4969 or Ronhaye@gmail.com.



1979 MGB with overdrive. Brooklands Green with gold LE type lower body stripe. In original unrestored condition. Just 34k miles! Has won more than two dozen 1st and 2nd place awards at West Coast car shows. Always garaged and never driven in winter. Drives as good as it looks. \$8,500. I also have a 1980 Triumph TR8 in similar condition. Platinum Silver. 86k miles. \$12,500. If purchased together I will sell both cars for \$20,000 and include an open four wheel car hauling trailer. Contact Member Frank Oglesby at (775) 322-5179 or flogles@sbcglobal.net.



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. \$2,800 OBO. For basic info, contact Sam at SWG3@comcast.net. To arrange to see the car, contact Stephanie at BS2464@netzero.com.



1977 MGB with 54,000 original miles, overdrive transmission, original "Sandglow" paint and autumn leaf interior. Well maintained by third owner. Price \$5,900. Contact Member Ellis at Bovet177@gmail.com.



Parts for Sale:

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

MGB-RD 1.8 Engine with associated parts, 1969, Engine number 18V890AEL006643. Odometer reads 73,000, but I don't know when it stopped working. I'm including the carbs, distributor, plugs, air pump, alternator, radiator, oil radiator, etc. Four speed transmission (no overdrive) also available. There is no hint of smoke or leaks. Car was driven daily before August 2008. \$900 OBO. Contact Member Mike at (408) 431-1728 or mikesdocuments@yahoo.com.

Electric Hoist suitable for attaching to a sturdy rafter in a garage and lifting an engine out of a car. \$150. Contact Member Viggo Riddersholm at (650) 341-9064.

MGB Transmission set up for and used in MGA conversion to 5 Bearing MGB Block. Tranny rebuilt by Butch Gilbert less than 10K miles ago. Equipped with MGA tailshaft, includes custom built, balanced driveshaft to fit MGA. Runs smooth, quiet, shifts well. I updated to 5 speed so this is available. \$300.00. Contact Member Tim at (408) 529-4117 or tmoriarty@fastmail.fm.

On the Road Again

British Auto Restorations



The top ten reasons to take your MG to On the Road Again for parts and service

- #10 See many types of MG motor cars in our showroom.
- # 9 Have a legitimate excuse to drive your MG to the South Valley.
- # 8 Buy parts from Moss Motors and pay no freight!
- #7 Get the experience of a British Leyland trained mechanic.
- #6 Experience a team with over 80 years restoring British cars.
- #5 All work, including paint and body, is done on site.
- #4 Work with the most modern all British shop in the state.
- #3 Work with people passionate about their work.
- #2 Get access to part sources from around the world!
- #1 You'll never hear "that's a cute car, what is it?"

16840 Joleen Way #G4, Morgan Hill, CA
Call 408 324 4814 for parts or a quote

Club Meeting

Natter & Noggin

Special Date

May 7, 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.



Collins

Classics

Repair • Restoration • Parts

by

**Tom Collins
&
J.R. Boye**

609 California Drive
Burlingame, CA. 94010
(650) 685-4477
collinsclassics@comcast.net

MGOC Octagon
If undeliverable please return to:
7230 Silver Lode Lane
San Jose, CA 95120

INSIDE THIS ISSUE

Forthcoming Events	3
From the Editor	4
President's Ponderings	5
River Road Wine Tour / British Extravaganza / Marin Sonoma Concours ..	6
Friendship Day	7
UBSCC All British Motorcar Show and Swap Meet	8
MG2009 in Breckenridge / GoF West at Squaw Valley	9
Mt. Hamilton Tour	10-11
MGs by the Bay	12
MGs by the Bay Registration Form	13
The Fifty Year History of MG TD XPAG 9851	14-16
Business Meeting Minutes	18-19
Classified Ads	20-21