

# 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 Bob Luebbert

Winding through the woods on the "Log" Run

## August 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.

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## 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](mailto:martyray@cruzio.com)

**MGB 1974-1980:** Ed Adams, 510-483-6821

**MGB V8 Conversion:** Tony Bates, 408-666-6174, [Tony@BatesFamily.net](mailto:Tony@BatesFamily.net)

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## COMMERCIAL ADVERTISING IN *THE OCTAGON*

Direct all questions about advertising to Mike Jacobsen at 415-333-9699 or [MikesMuseum@yahoo.com](mailto: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 10<sup>th</sup> 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 20<sup>th</sup> of the month preceding the issue in which you want them to appear. Please email all contributions to [mgowners@gmail.com](mailto:mgowners@gmail.com) or send them to: MGOC, 7230 Silver Lode Lane, San Jose, CA 95120.

## RECRUITING MEMBERS FOR THE MGOC

Have you helped recruit any new members lately? Bob Stine is in charge of new member recruitment and can send you flyers. The Club roster is available to members from Mike Jacobsen upon request.

## MGOC.ORG

Upcoming events, MGOC history, photos, membership forms, *The Octagon*, and helpful links are posted on the Club Web site at <http://mgoc.org>.

# Forthcoming Events

## MGOC Events in bold

Aug. 13-14 – Monterey Pre-Historic Races, Laguna Seca

Aug. 16 – [Carmel Concours on the Avenue](#)

Aug. 19-21 – [Rolex Monterey Motorsports Reunion](#), Laguna Seca

Aug. 20 – **Annual Picnic**, [Joaquin Miller Park](#), Oakland

Aug. 21 – [Pebble Beach Concours d'Elegance](#)

Aug. 28 – [Hillsborough Concours d'Elegance](#)

Sept. 18 – [Danville Concours d'Elegance](#)

Sept. 29-Oct. 2 – **MG Fall Festival**, Petaluma

Oct. 1-2 – **CSRG Charity Challenge**, Infineon Raceway, Sonoma

Oct. 15 – **Jimmy's Old Car Picnic**, Golden Gate Park, San Francisco

Oct. 16 – [California Autumn Classic](#), Morgan Hill

## From the Editor...

Last month I mused about the adage that a picture is worth a thousand words to reflectively question what the preferred balance of photos to copy is. (I'm might have hinted that I prefer photos that capture the spirit of the event with accompanying elucidating stories.) I also mentioned that the recent imbalance of photos was due mostly to a lack of copy to run. (I might also have suggested that I'd run almost any copy sent to me.)

Well, to bring up another cliché, when it rains, it pours. I received so many submissions this month that I couldn't fit them all in. Steve Kellogg wrote a report on his hugely successful South Bay "Log" Run (page 14), which is accompanied by a sampling of the many great photos Bob Stine and Bob Luebbert sent in. Mike Jacobsen explored the often rhetorical question, "How many British car owners does it take to change a light bulb?" He discovered that the answer is one, but that it might take him a long time (page 16). After much searching, Stuart Locke located positive ground

electronic flashers and wanted to share what he learned (page 17). And Randy Grossman sent in a wonderful piece on his experience at MG2011 entitled "It's really about the friends, not just the cars" (page 12). I can think of no better way to describe the MGOC community.

With all this content, and the entries for the events in Monterey, the Annual Picnic in Oakland on August 20, the tours to the Picnic, the fast approaching MG Fall Festival, and the CSRG Charity Challenge, I ran out of space for any stories or photos of the well-attended Summer West Marin Tour. But I suppose that just gives you something to look forward to next month.

Jeremy Palgon



### MG

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# President's Ponderings...

## Of Cheese, Bees, and Charities

What? Has Sam finally gone around the bend? How can he possibly weave these three topics into something cohesive and worth reading? Well, read on and you shall discover for yourself.

As you probably know, in just two months we will be hosting our bi-annual MG Fall Festival in Petaluma. If you have not yet registered, you can read all about it and register to attend at the Fall Festival Web site at [www.mgfallfestival.com](http://www.mgfallfestival.com). We've already contacted some generous British parts suppliers and other businesses for some support. They have responded in fine fashion: providing parts, accessories, and gift certificates that we will use for door and raffle prizes during the Festival.

We also had the idea of approaching some local Sonoma County businesses to see if we could get support from them as well. Last weekend, with a somewhat half-baked plan and some target businesses, a few of us headed off to the farmlands of Petaluma in search of either gift certificates, edible door prizes, or maybe a sponsorship in the Fall Festival brochure. We had the names of only a couple of chosen farmsteads producing artisan cheeses and honey (made by bees). Once there, we were stunned to learn that there are nearly thirty cheese producers and countless other farms in the area producing honey, fruits, vegetables, and nearly everything imaginable.

With welcoming and pleasant hosts, we immediately felt like friends. We also have assurances of support for the Festival, and are now earnestly planning an MGOC Bees and Cheese Ride. And to wash down the cheese and honey, we will likely throw in a stop at a winery or a brew pub for good measure.

Now, for the charity part. The Fall Festival includes an early Saturday morning drive from Petaluma to Infineon Raceway in Sonoma for the 8<sup>th</sup> Annual CSRG Charity Challenge. Even if you don't plan to attend the Fall Festival, you might want to join us at Infineon Raceway (or go by yourself on Sunday) to enjoy a day of classic sports car racing and an opportunity to drive your pre-1974 MG on the track during lunch at "parade lap" speed. For those who have a brave heart and some disposable income, you can donate to CSRG and purchase three "hot laps" at race speed. All proceeds of this event support Speedway Children's Charities of Sonoma. Over the past seven years, this event has raised nearly a half-million dollars for the Children's Charities of Sonoma. It's a great way to be involved with MGOC, contribute to charity, and a load of fun too!

So there you have it: cheese, bees, and charities all packaged neatly into this month's ponderings. I hope to see you at the Annual Picnic or the Fall Festival.

Regards,  
Sam Gearhart

# Monterey Peninsula Classic Car Events

For ten days in August, the Monterey Peninsula plays host to a prestigious group of automotive events. Here are some highlights:

## **Monterey Pre-Historic Races at Laguna Seca, August 13-14**

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

## **Carmel Concours on the Avenue, August 16**

Carmel-by-the-Sea's world-famous Ocean Avenue will be closed to traffic and sixteen blocks of downtown will be filled with more than 175 collector cars and related motorized fun. A fascinating mix of American and foreign cars will be showcased in front of a backdrop of charming shops, critically acclaimed restaurants, and numerous galleries. This event is free to attend.

## **Rolex Monterey Motorsports Reunion, August 19-21**

Formerly known as the Monterey Historic Races at Laguna Seca, the Monterey Motorsports Reunion is the largest event held during the renowned classic car festival in Monterey California. The Reunion is a tribute to motor racing history, historic automobiles, and the people who made them. Each year more than 400 of the finest historic race and sports cars are entered in 14 race groups that span nearly every era of motor sports history.

## **Pebble Beach Concours d'Elegance, August 21**

Once each year, on a Sunday in August, 175 of the most prized collector cars in the world roll onto what is often called the best finishing hole in golf – the famed eighteenth fairway at Pebble Beach. First conducted in 1950, the Pebble Beach Concours d'Elegance is often said to be the world's premier celebration of the automobile. Only the most beautiful and rare automobiles are invited to appear each year. The 2011 Concours d'Elegance will feature Italian Motorcycles, Edwardian Rolls-Royce Silver Ghosts, Ferrari 250 GTOs, the Stutz Centennial, and will celebrate Mercedes-Benz and 125 years of the automobile.

**Guide to Monterey Car Week:** <http://www.montereycarweek.com>

### **More Information:**

Laguna Seca Recreation Area:

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

Monterey Motorsports Reunion:

<http://www.mazdaraceway.com/rolex-monterey-motorsports-reunion>

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



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# Annual Picnic

## Saturday, August 20

### Joaquin Miller Park, Oakland



Craib Meadow Picnic Area

**You are invited to join fellow MGOC members at our Annual Picnic at Joaquin Miller Park in the Oakland Hills on August 20.**

We'll enjoy the beautiful trees and scenery in the park. A short walk will take you to Lookout Point or the deck of the nearby community center where you can see the entirety of the Bay Area. You can marvel at views of everything from Hayward and San Mateo in the south to the Golden Gate and north to Marin in all of their glory. Be sure to bring cameras and binoculars. Other short walks will take you to the fountains and waterfalls built as community projects in the 1930s - and those alone are worth seeing!

We'll be in the beautiful Craib Meadow Picnic Area, so expect a day of sun or shade – whichever you prefer.

The Club will provide charcoal for grilling and barbequing. Bring your own favorite food and beverage.

Come as early as 10:30 am and stay around a while. We'll plan on lighting the coals around noon.

There is plenty of parking just across the road, so there is simply no excuse for not joining your fellow club members and enjoying the day!

**Directions:** Take Highway 580 or 24 to 13. Exit 13 at Lincoln/Joaquin Miller Road. Go east on Joaquin Miller Road. Drive uphill a little less than a mile, then turn left onto Sanborn Drive. Enter the Joaquin Miller Park and make your way to Craib Meadow.



# Tours to the Annual Picnic

So that you can meet up with your fellow MGers and caravan, we have planned tours from different parts of the Bay Area to the Annual Picnic in Oakland. There are four tours, from each of the cardinal points, and the goal is for everyone to arrive at Joaquin Miller Park in Oakland between 11:00 and 11:30 am.

## South Bay Tour

Meet in Los Altos at the Main Street Bookstore and Café, [134 Main Street, Los Altos](#), at 9:30 am. Led by Felix Lee.

## North Bay Tour

The North Bay group has two meeting places, and will travel via freeways all the way at 60 to 65 mph depending on the vehicles. Led by Andy & Marla Preston.

First Meeting Place: Meet in Petaluma at the Sheraton (the site of the MG Fall Festival), [745 Baywood Drive at the Petaluma Marina](#), at 10:00 am.

Second Meeting Place: Meet at the Smith Ranch Park and Ride lot [at Lucas Valley Road/Smith Ranch Road interchange with US 101](#). The group will leave at 10:45 am.

## East Bay Tour

Meet in Danville at the Livery Shopping Center (the site of MGs by the Bay), [400 Sycamore Valley Road West, Danville](#), in front of The Paddock at 9:00 am. Led by Kim & Craig Kuenzinger.

## Peninsula Tour

Meet in Daly City at the Starbucks at Westlake Shopping Center, [332 Westlake Center, Daly City](#), at 10 am. Led by Mike Jacobsen.



Photo by Bob Luebbert

The "Log" Run tour group ready to depart

# MG Fall Festival

## September 29 to October 2

### The Sheraton Sonoma – Petaluma

The nation's premier wine country, the Sonoma and Napa Valleys just north of San Francisco, offers a fantastic blend of scenery, climate, quiet winding roads, hills and valleys, coastline, redwood forests, and historic sites. With a large and beautiful hotel on the north end of San Francisco Bay, the MG Owners Club has your next great MG adventure planned for the perfect fall weekend. At the gateway to Northern California's wine country, Sonoma County offers fine and casual dining, quaint towns and villages, spectacular Pacific Coast beaches, art, and antiques galore. Plus, with over 300 wineries in the county you're sure to find a new favorite to add to your collection.

Friday starts with a popular-vote car show held on the hotel grounds. Car wash facilities are available at the hotel to get your car ready for the friendly competition. If you need a little help with car clean up, a Friday afternoon detailing technical session may be just the thing. Or take a dip in the hotel pool, go sightseeing, or whatever strikes your fancy. If you'd rather explore on your own, several self-guided tours of the area are available. Destinations include the Charles Schulz Museum in nearby Santa Rosa, Muir Woods and Mt. Tamalpais parks on the Marin coast, and the Sonoma and San Rafael Missions. Friday night, we take a scenic drive through vineyards and redwood forests to the town of Occidental for a wonderful dinner at the historic Union Hotel, located in hills just above the Russian River. A logging and farming community in the 1840s, Occidental has transformed into an artist colony and tourist destination. The Union Hotel has remained in the same family for five generations, offering hearty Northern Italian meals with the traditional red and white checkered tablecloths and wine bottle candleholders. The back bar was originally brought 'around the Horn' and is still proudly on display, along with other antiques and a historical archive of local photographs.

Saturday begins with a scenic drive through the Sonoma and Napa Valleys before finding our way to Infineon Raceway for the Classic Sports Racing Group's Charity Challenge vintage races. During the lunch break we will have an opportunity for a few 'supervised' parade laps on the track. For the adventurous ones in the group, hot laps with an experienced racer (in their car) will be available for an additional charge. After several hours at the track we will set off on a tour to a local winery. Those who prefer can make their way back to the Sheraton to get ready for the evening awards banquet. Later in the evening the group will adjourn to the hospitality suite to recount the weekend's adventures.

**More Information and Registration:** <http://mgfallfestival.com>

# The 8<sup>TH</sup> ANNUAL CSRG

## Charity Challenge

VINTAGE RACING & CLASSIC CAR SHOW  
OCTOBER 1-2, 2011 - INFINEON RACEWAY



ALL PROCEEDS TO BENEFIT SPEEDWAY CHILDREN'S CHARITIES OF SONOMA

# It's Really About the Friends, Not Just the Cars

**By Randy Grossman**

Well, we're all back home from MG2011 in Reno, and this all-register event proved memorable. My memories are not limited to the scenic driving events, such as the Lake Tahoe Tour, or the tech clinics with John Twist. My thoughts keep coming back to the camaraderie this type of event engenders. Each of us got the relatively rare opportunity to meet MG enthusiasts from all over the country (and from all the registers), and compare notes on many different subjects related to these little cars which are the source of so much joy (as well as technical angst).

My fondest memory of this trip relates to the car show and the awards banquet. The car show included so many cars that I didn't have a chance to study all of them as thoroughly as I would have liked. Like many others, I was busy detailing my car so that it showed well and the time just slipped by. Or perhaps I was preoccupied with the car show tradition my wife Melissa and I regularly enjoy with Craig and Kim Kuenzinger. Our "celebration" includes great conversation, jokes of dubious distinction, and good natured ribbing about cars and other matters, while we enjoy quality champagne, wine, prosciutto, cheese and crackers, smoked salmon, fresh fruit, chocolate and cookies, and various other culinary delights. Somehow we are usually joined by other club members and new friends who have inquiring palates. At some events we have received jealous glances from members of Jaguar clubs (who have their own gatherings and don't enjoy being outdone).

The show afternoon passed by way too quickly, and we were all getting tired. Of course, we still had a banquet yet to attend. On my way out of the show, my excellent adventure-friend Eric Baker came to me and asked for some help loading his newly restored 1936 MG PB onto the funky (as in barely functional) enclosed trailer we share. Eric has been lovingly restoring his PB gem for the past 18 years, and today (of all days) the dynamo was acting up and spewing oil all over his elegant, newly-painted car. The car had to be loaded on the trailer for the "ride of shame" to the repair shop, an ever-present fear for all classic car owners. This precarious peril is of particular concern for me. I am such a "wrench" that people have been known to take bets on whether I truly know the difference between a nut and a bolt. I have unfortunately taken more embarrassing trips with my MGA on flatbed tow trucks than I care to remember.

But I digress. Eric had to get the PB back on the trailer. Now that the show was over and the field was becoming empty, the question became who would watch over the PB while we went back to the hotel in my MGA, dropped it off, and returned with the trailer keys and my truck to fetch the PB and secure it in the trailer? We also needed to get back to the hotel to

clean up for the awards banquet, not to mention finding Melissa a ride back to the hotel. But as luck would have it, we found a ride for Melissa, and Mike Jacobsen, dependable and helpful fellow that he is, volunteered to stand guard over the PB until we returned. Sure enough, after accomplishing all these logistics, we returned to the car show area with the truck and there was Mike and the lonely oil-splattered PB (the only car left on the field). Eventually we got the PB on the trailer and returned to the hotel tired and dirty. I was so tired that I had to rest a bit – and in the course of doing so Melissa and I missed the presentations of the second and third place award winners in each car class that proceeded the dinner.

I was particularly annoyed with my tardiness as I thought that perhaps I had a small chance to win second or third place in the MGA MKII class – which would be quite an honor given that this was a national show. When we finally arrived at the dinner I couldn't even find out who the previously announced winners were in each class. "Oh well," I thought, "I'll just get a drink or two, and relax with my MGOC friends and recall the day's events." Then Carol Shemonsky, the Vice Chairperson of NAMGAR, announced the first place winner of the MGA MKII class, and I was dumbfounded. She called a car number that was not ours, but then she said, "the winner is... Randy Grossman and Melissa Johnson". My jaw dropped. Vicky Kellogg said she had never seen such a surprised look on my face. Before the night was over, I'm pretty sure it turned out that the MGOC had won more first place awards than any other car club nationally. And as you can tell from the pictures in last month's *Octagon* and below, we had a number of second and third place winners as well. Eric even won a special award for his 18-year restoration!

On returning to our hotel, I was thinking about the day, and while I was surprised by the award Melissa and I won, I was more convinced than ever about the secret of our club's success. It's not really about the cars. It's more about the people who drive them.



Photo by Felix Lee

The MGOC's big winners



# The “Log” Run

## South Bay Tour

**By Steve Kellogg**

On July 16 Vicky and I hosted the first annual South Bay “Log” Run. We billed it as a joint tour of the MGOC and the Sorry Safari Touring Society. About 45 folks showed up in Los Gatos very early in the morning at 8:30 am. Thanks to all for being on time. There were 27 cars: four square-rigger Ts, two or three MGAs, and the rest were MGBs (with honorable MG membership to a Lexus and Jaguar). Oh yeah, there was a little Midget too.

We left the parking lot and we didn’t get a block away without a mishap. Larry and Karin Walker’s MGA stopped running. The show had to go on. I think Aaron Griffey got him all patched up and running again; so he was able to rejoin us down the road.

We made it up the hill to Skyline Boulevard and rolled down to Big Basin Redwood State Park, where we stopped at the ranger station for a break. All types of weather were encountered, from sunny to overcast to downright foggy and drippy. Vicky and I were expecting to pay for parking, but some kindly tour members paid for us. We appreciate everyone that chipped in. Based on the age of our participants and our cars, most of us were able to get the senior discount!

We then drove on down the road to Highway 1, where we put a little bend into the route and headed on up the hill at the Alba turnoff. We went straight up the side of the mountain, hit the top, and had a wonderful ride down to the coast. Then we hooked a right turn and stopped at the Davenport Roadhouse for a caffeine and pastry hit.

From there we zoomed up the coast (Bill Hiland really zoomed in his Resto-Mod-Vintage Racing MGB) and turned right at the La Honda turnoff. Past Alice’s Restaurant at Skyline Boulevard, we turned south to the view spot where we encountered a spectacular view of the Bay Area (with San Francisco peeking in and out of the overcast layers and fog).

Then down the hill our merry gang went, with Bob Stine going ahead of the group to take photos of the participants coming around a winding curve. (Can’t wait to see ‘em.) Our final stop was at Buck’s Restaurant in Woodside, where I think everyone enjoyed the meal and service in a funky-looking, fun place.

Thanks again to all who participated. It was great fun putting the run together and leading it; and I appreciate everyone keeping up in one pack. I waved to a lot of spectators on the side of the road, and I bet they thought we looked pretty cool!

# The “Log” Run



Photo by Bob Luebbert

Touring through the redwoods...



Photo by Bob Stine

...all the way to the coast



Photo by Bob Stine

# How Many British Car Owners Does it Take to Change a Light Bulb?

By Mike Jacobsen

I decided to demonstrate some foresight for once and check the weather Friday night before the “Log” Run. The forecast was for heavy drizzle all along the coast. Hmm... Since I’d talked Elaine into coming along, drizzle meant that taking the GT would be the best choice. No problem, it’s already in the garage, so I’ll just go down and check it over.

Everything was fine. The places that were supposed to have fluids were full, the places that weren’t supposed to have fluids were dry, and none of the fluids had staged a sleep-over and swapped places. Automobile fluids are one of the few things where segregation is a good policy. The only item out of order was the right front turn signal.

It would flash, but it wasn’t very bright. Then I discovered that if the lights were on, instead of flashing, it would blink. Taking a closer look revealed that the turn signal filament wasn’t being used, and the parking light filament was doing the flashing. OK, thinks I, the ground must be poor. Furthermore, since the right side marker light and the headlight work fine, it must be the ground at the light housing, not at the chassis, that’s causing the trouble.

Pleased with my diagnostic acumen, I set to work to remove the combined parking and turn signal light from the depths of the rubber bumper. The first sign of trouble was that the screws holding it in were oval-head wood screws. While Abingdon did use that type of screw, they didn’t use them to secure light assemblies, so this was an indication of another modification by the Dreaded Previous Owner. Previous DPO “fixes” I’d discovered and rectified over the years include a fuel pump mount that incorporated newspaper filler, different keys for different doors, and a clevis pin wrapped with wire to take up slack, so I was worried about what I’d find once I got the light out.

The light actually came out easily, but not the bulb. That was wedged in there pretty tightly, due to the light housing being more than a bit distorted. It looked like the light was a victim of crash damage, but not so badly damaged that it couldn’t go back into the bumper. Before I got the bulb out, I discovered that if I wiggled it around, it did work properly, so the original “bad ground” theory was correct. But due to the bent light housing, improving the ground lead wasn’t going to help with this problem.

I ended up installing a straight light assembly I’d salvaged from a junkyard years ago, and adding an additional ground to the wiring harness in the right front corner of the car just on general principles. I also replaced the wood screws with the correct ones - I didn’t want the next owner to think of me as his DPO.

And the answer to the question at the start of this tale? First, before you change the bulb, check the ground. You might discover that you don’t have to change the bulb at all. But if you do, only one British car owner is required to change a light bulb. However, it can take him three hours - that’s how long it took me. Oh, and don’t trust the weather report - there was no drizzle the next day anywhere along the “Log” Run.

# Positive Ground Electronic Flasher for MG Turn Signals Found Previously Thought to be Unavailable

**By Stuart Locke**

Be bright, be safe. That's the way it is when it comes to the lights on your car – the brighter your lights, the safer you are. It is with that in mind that I went in search of brighter tail and brake lights at MG2011 in Reno.

I was told by all the experts that only negative ground was available. Kevin Gaston (TF) and I (TD) each bought the best and brightest LED tail and brake light kits from Steve of [classicautoleds.com](http://classicautoleds.com). Steve makes them up positive ground or negative ground. Sure enough, we were warned our turn signals would no longer work after installation. LEDs don't draw enough juice to actuate the stock flasher.

Negative ground MGs just need their original flasher replaced with an electronic flasher – and voila. But positive ground electronic flashers are not available at this time. Steve said we could climb under the dash, and cut and patch in LED load resistors at the L and P terminals of the flasher. I checked this procedure online. These resistors get as hot as a light bulb, and for best results should be spliced in close to each tail light.

Unhappy, I was determined to find a positive ground electronic flasher. I called many manufacturers, and they all said it was unavailable. I spent hours searching online. Finally, success in Australia: [Tridon part# EL-13](#).

I called Steve, and he said the part I found has the correct specs (and is not polarity sensitive). And what's more, it turns out they are made right here in the USA. I paid \$7.95 each at Auto Zone. I installed the flasher. My turn lights now work. My dash turn light indicator now works. Eureka!

I called Steve and Kevin and gave them the good news. Steve is going to change his Web site to include Tridon EL-13 or HD-13 in Canada. I know some people will say, we could have changed our MGs to negative ground; but then I would not be able to use my 1950s positive ground radio.



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# MGOC Business Meeting Minutes

## July 14, 2011

The meeting was called to order by President Sam Gearhart at 7:01 pm. Also attending were: Mike Jacobson, Steve Kellogg, Kim & Craig Kuenzinger, Dolores & David Olson, Jeremy Palgon, Bob & Edie Shaheen, George Steneberg, Bob Stine, David Wright.

The June minutes were approved as printed.

Treasurer's Report: The checking and saving account balances were increased slightly from last month. Upcoming expenses include printing and mailing *The Octagon*, costs for the annual picnic, and expenses for the Treasure Island event to finish the Rallye to Reno cross-country run. We received a late sponsorship payment for MGs by the Bay. Even though we lost money on MGs by the Bay, it was a smaller loss than some previous years.

Registrar's Report: The MGOC has 209 regular, 66 auxiliary, 12 corresponding, and 1 associate members for a total membership of 288. We have received renewals from 2/3 of our members, which is better than most years.

Secretary's Report: Nothing significant to report.

Corresponding Secretary's Report: Nothing significant to report. It was mentioned by David Wright that he had heard from former club president Dan Shockey, who sent us his best.

Regalia: David Wright announced that he has decided to no longer carry MGCC merchandise because it has been outsourced. Remaining merchandise will go for raffle prizes at the upcoming annual picnic. Sam Gearhart is also working on a new club jacket option for MGOC. These would not be kept in stock but would be available for ordering. Mike Jacobson reported that the company making the new MGOC shirts has received our order and he expects delivery in the next few weeks.

The Octagon: Jeremy Palgon addressed those attending about his concerns for the newsletter, as well as the direction of the Club in general. He is concerned about lack of content for *The Octagon*. He has attempted member interviews and offered gift cards for submissions and still finds obtaining copy difficult. With a club of 288 members, he thinks more contributions should be forthcoming. Jeremy continued with his concerns about the lack of new and younger people becoming involved; and he asked how the traditions of MG appreciation (and more specifically the Club) would continue in the future. He also felt that all of the work was continually being done by the same core group of people; and would like to see a greater sense of "community", with increased participation from more of the members. Those attending expressed appreciation for the work Jeremy does, and suggested that perhaps *The Octagon* could be shorter when content was lacking. Bob Stine volunteered to assist in editing copy.

Web site: Nothing significant to report.



## Past Events

San Francisco Rallye from Reno: This event was a great success with about 40 cars attending. No one got lost or broke down, and the weather cooperated. Those who had begun the Rallye to Reno from the East Coast were given a souvenir jar of California beach sand. There was a “send off” get-together for those shipping their cars home to the various locations along the route.

Summer West Marin Tour: About 35 cars participated in this delightful trip along scenic highways to Tomales Bay and Point Reyes Station. We enjoyed a visit to The Cowgirl Creamery and went on to Olema for the lunch at the historic Olema Inn. The weather was perfect and great fun was had by all!

## Upcoming Events

The “Log” Run South Bay Tour: Meets in Los Gatos on July 16. The Kelloggs are expecting 24 cars on this joint venture with SSTs. This event is open to all.

Annual Picnic: The Annual Picnic will be on August 20 at the Craib Picnic Area in Joaquin Miller Park (near the amphitheater). Everything will be set up by 10:30 am. Group drives from the various starting points around the Bay Area will be detailed in the August *Octagon*.

The Fall Festival: Planning continues for this event. A few donations and discount coupons are coming in for goodie bags. One company asked for mailing addresses of participants for the purpose of sending catalogs. It is strict club policy to never release membership or event registration information.

## Old Business

Supplies for the Annual Picnic: Leftover snacks and drinks will be used for all to enjoy at the Annual Picnic on August 20. Money has already been approved for charcoal for the grills.

Club Privacy Policy: This issue has been postponed until our attorney can be present. At that time a policy will be determined and a statement written to be added to the bylaws.

## New Business

MGs by the Bay: Due to other events happening in the spring, May 20 has been tentatively chosen as the date for MGs by the Bay 2012.

Old MGs by the Bay Posters: After some investigation into copyright issues, it has been determined that the MGOC owns the original artwork of these vintage posters. A motion was approved to spend \$300 to have these posters scanned. This fee would also cover a license to do with them as the club pleases.

**Next Meeting and Natter:** 7:00 pm on Thursday, August 11, 2011 at The Englander Sports Pub, 100 Parrott Street, San Leandro.

The meeting was adjourned at 8:57 pm.

Submitted by Kim Kuenzinger.

# 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](mailto:mgowners@gmail.com).

## Cars for Sale:

**1959 MGA 1500 Roadster "Special".** 1960s Southern California ex-SCCA racer campaigned by Peter Silverbrand. MGA 1600 MkII 1622cc BMC B-series pushrod engine, MGA Twin Cam Dunlop disc brakes all around with center locking steel wheels. Competition auxiliary oil cooler, front anti-sway bar, and limited slip differential. Custom record breaker head fairing with MG logo. Offered at \$28,895. Contact Member Art Morgan at [art\\_morgan@att.net](mailto:art_morgan@att.net).



**1966 Sprite MKIII.** Same owner last eleven years, fully sorted and dependable every day driver. 10K miles since full mechanical rebuild, 1275cc motor, 5-speed Datsun gearbox, too much to list, email me for full details, great car, \$10K or BO. Contact Member Rod Schweiger at [rodschweiger@gmail.com](mailto:rodschweiger@gmail.com) or 650-296-1108.



**1972 MGB GT.** I purchased this car in 2003 from the nephew of the original owners, who were in the Fremont area. The original owners had the engine re-done in 2002 and the nephew repainted the car bright red (the original color) prior to my buying it. Currently has 36,000 miles on the re-done engine. In 2003 I had electrical system re-wired. Original owners had car stored for 13 years. Interior is in good condition, back hatch area is worn, but seats have always been covered and are in great shape. Asking \$6,500 but will entertain offers and can email pictures. I am in the Concord/Martinez area. Contact Janet at [mardow99@sbcglobal.net](mailto:mardow99@sbcglobal.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](mailto: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. Has refurbished Rostyles with like new 165-14 Dunlop radials. I have a professionally rebuilt OD gearbox which is not installed, redone by Jerry Redmon of Napa Valley Auto Restorations. The car does need minor completion - some interior pieces need installing, needs some tidying up. Car has the original blue CA plates that were issued to it when sold new and it is currently registered. \$4,500. Contact Member Don Scott at 707-942-0546 or [don@napanet.net](mailto: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). New clutch slave and brake master cylinders, 2004. Pictures and further information upon request. Asking \$25,000. Contact Member Viggo Riddersholm at 650-341-9064 or [vriddersholm@yahoo.com](mailto:vriddersholm@yahoo.com), or Gordon Craig at [lismoregordon@sbcglobal.net](mailto:lismoregordon@sbcglobal.net).



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

**1953 MG TD.** \$28,000. Purchased in 1972 with a possible racing background. Completely rebuilt in early 2000 and raced since then two or more times per year at Infineon and Laguna Seca. Toured with several sport car clubs in the Wine Country. Contact Member Ferdinand at [ferdinands@att.net](mailto:ferdinands@att.net).



**1977 MGB** with 54,000 original miles, overdrive transmission, original "Sandglow" paint and autumn leaf interior. Well maintained by third owner. Price \$6,400. Contact Member Ellis at [Bovet177@gmail.com](mailto:Bovet177@gmail.com).

### 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](mailto: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](mailto: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](mailto:don@napanet.net).

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# Club Meeting Natter & Noggin

**August 11, 7 pm**

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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. 14<sup>th</sup> St. Travel 0.3 miles, and then turn right on Parrott Street.



Photo courtesy of Bob Luebbert

Driving through the foggy mists of the redwoods on the "Log" Run



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