

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 Ken Gittings

At the Airport to Africa Run

September 2010

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 2010

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

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

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

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

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

T Register Director: Jim Carlson, 408-224-3992, mgjim@comcast.net

Corresponding Secretary: George Steneberg, j2george@pacbell.net

Membership Development: Bob Stine, 650-349-5128,

rbrstine@gmail.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: Craig Kuenzinger, 925-934-3130, mrcraigk@aol.com

MGA/Coupe/Twin Cam 1955-62: George Steneberg, 510-525-9125

Z-Magnette Saloon: Eric Baker, 510-531-7032, mgbp36@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, mgbp36@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. 2010 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

Sept. 12 – [Hillsborough Concours d'Elegance](#)

Sept. 19 – [Danville Concours d'Elegance](#)

Oct. 1-3 – [CSRG Charity Challenge](#), Infineon Raceway, Sonoma

Oct. 9 – **Sonoma Wine Country Tour**, Andy Preston

Oct. 16 – [Jimmy's Old Car Picnic](#), Golden Gate Park, San Francisco

Oct. 17 – [California Autumn Classic](#), Morgan Hill



At the Annual Picnic

Photo by Jeremy Palgon

From the Editor...

If you've been reading *The Octagon* the past few years, you have probably noticed that Sam and I tend to write complementary articles. We often address similar ideas from slightly different angles. Sometimes, when we are either less original or in total agreement, we simply echo each other. This month is the latter case.

I too am struggling for what to write this month. It's easy enough to just fill the space; but it's tough to come up with something really worth writing. If you're a regular reader, you've probably noticed this trend as well.

Sometimes I have a thought to relate or a story to share – and I like to think that I write those pieces well. But all too often I find myself giving into the necessity of finishing my article by simply highlighting that edition's contents and upcoming events.

I suppose those articles are fine, as far as they go; but they are uninspiring. There's a nagging disappointment in writing them - a little voice that tells me I ought to do better.

So this month I present something slightly different: a process story. Well, actually, you've already read it. I suppose I should move on to the usual formalities now.

August was a packed month for the Club, with the Airport to Africa Run, the Annual Picnic, and the John Twist Tech Sessions at On the Road Again. Sam recaps the Run (accompanied by Ken Gitting's photos) on page 12. Veteran reporter Samantha Lee covers the Picnic (page 14). But because of these excellent submissions, there's not enough space in this edition for a recounting of the many tips learned at the Twist Tech Sessions.

And because of John Hunt's informative article on the MG XPower SV (page 17) and Dan Neu's Letter from Malaysia (page 11), you'll also have to wait until next month to read Dan Shockey's report on NAMGAR GT-35.

But waiting is not always a bad thing. It just means you have more to look forward to.

Jeremy Palgon

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OCT09

President's Ponderings...

My Meandering Mind

It is not easy to come up with something that I feel is worthy of filling this space each month. I often attempt to convey a message: the benefits of being a Club member, a personal recounting of an electrical fire, a report on other clubs and their events. Such is not the case this month. So if you're bored with this already, you can stop reading here and go on to read other things.

I suppose that I am suddenly surprised that, with the Labor Day weekend upon us, it is the traditional end of summer. I was fortunate enough to have attended a number of our events over the past months, including the Cecil Kimber Tour over Mt. Hamilton, Bill Hiland's South Bay Wine Tour, MGs by the Bay (of course), Wayne Veatch's Airport to Africa Run, our Annual Picnic, as well as a couple others. Sadly, I missed some events; but I enjoyed hearing and reading about them from those that did attend. I was quite disappointed when I was unable to attend John Bertolotti's Car Collection Tour and the John Twist Tech Sessions that Bill Hiland arranged for last month.

Although it is the end of summer, we have more events planned and I sincerely hope you will make an effort to attend one or more. Those events include Andy & Marla Preston's Sonoma Wine Country Tour in early October, the California Autumn Classic in Morgan Hill (which we will use as a platform for joining other clubs around the world to celebrate 80 years of the MGCC, as I wrote about last month), our annual Holiday Tea in December, and the Annual Dinner in January. All are certain to be great events, and the more the merrier as they say. Come along and join in the fun.

On another note, I want to recount two experiences over the past couple weeks that prove to me that we have a great bunch of members, and that we are all dedicated to the MG marque and our club.

The first occurred when a new owner of a '53 TD sought my assistance with mechanical and electrical issues in his newfound treasure. He was looking for a knowledgeable and fair shop that he could rely in the North Bay. Not knowing any myself, I forwarded his inquiry to a few MGOC members. Within hours our members had responded with all sorts of helpful information. The newly informed MG owner promised me he'll join the Club as soon as his car is on the road.

The other experience happened just this past weekend at the Annual Picnic. A young couple who have owned a GT for about two years just happened by, hoping to meet friends for their own picnic. As it turns out, the friends were no shows, and they saw the signs set out for the MGOC Picnic. Almost drawn as a moth to a flame (or the marque), they found our picnic and were welcomed by all members. I introduced myself and then sort of stood back and observed the interaction and the sharing between newcomers and longtime members. I enjoyed seeing the friendliness and kindness of our members. As a result, I suspect that we will soon have two more new members.

I think our future is bright and that we remain a great place for fellow MG owners to gather. Thank you all. You make the Club the great place it is.

Regards,
Sam Gearhart

Danville d'Elegance

Sunday, September 19

Picturesque downtown Danville provides the perfect backdrop for the 6th Annual Danville d'Elegance. Enjoy the afternoon tasting some of Northern California's premier wines or eating at Danville's finest restaurants, while raising money to benefit The Parkinson's Institute.

In 2009 we proudly presented over 200 exotic marques, historic vintage races cars, and classic motorcycles displayed along Hartz Avenue and surrounding streets. Plan to be here for another great event.

Members Craig and Kim Kuenzinger have attended this show a number of times and love it. If you're interested in going, contact them at mrcraigk@aol.com.

More Information: <http://www.danville-delegance.org>

CSRG Charity Challenge

Friday to Sunday, October 1-3

Infineon Raceway, Sonoma

The 7th Annual CSRG Charity Challenge will feature historic, 3-liter F1 cars from HGP and invited Formula Atlantic cars. This is a great spectator event, with fan activities like track rides, raffles, and a race gear sales center. There will be practice runs on Friday, with more practice and racing on Saturday and Sunday. CSRG members have donated over \$600,000 to Speedway Childrens' Charities of Sonoma since the Charity Challenge began in 2003.

This year we're including some special features for spectators who drive their vintage (pre-1980) sports cars to the event:

First, you'll pay only \$20 at the gate, rather than the full \$25 for regular spectators.

Second, you'll be directed to the back entrance of the paddock and to the area set aside for vintage sports cars. You'll be part of the classic car show that is being included for the first time.

Third, if you wish, you'll be able to sign up to take your car out on the track for some reconnaissance laps during the lunch time break at no additional charge.

Fourth, you'll be given a free souvenir copy of the event poster before you leave.

Sound like fun? Just round up friends from your sports car club (or plan to come on your own), gas up the old buggy, and enjoy a day at the races as an honored guest.

More Information: <http://www.csrgracing.org>

Sonoma Wine Country Tour

Saturday, October 9

Rhonert Park

Come join your MG friends for a backroads tour to a specialty foods store, the famous Coppola Winery, and a fun diner.

The first part of the tour will take us out through the backroads and pasture lands of Sonoma County and through the historic towns of Valley Ford, Freestone, Occidental, and Forestville. Our first stop will be at [Kozlowski Farms](#), who have offered specialty foods from the Russian River Valley since 1949. The store is filled with an extensive selection of unique gift items as well as homemade pies, tarts, and cookies from the store bakery. Family favorites include old fashioned jams, no-sugar-added fruit spreads, gourmet mustards, berry vinegars, fudge sauces, salad dressings, barbecue sauce, and chipotle grilling sauces.

We will leave Kozlowski Farms and head north through the rolling countryside and vineyards of the Russian River Valley and Dry Creek Valley to the fabulous, newly refinished [Francis Ford Coppola Winery](#). Enjoy touring the grounds and swimming pool (for kids only), and explore the Movie Gallery displaying memorabilia from Francis Coppola's film career (including films like *Apocalypse Now*, *The Godfather*, and *Tucker*). The original *Tucker* is on display, as are four Oscars and six Golden Globe awards (and these are the real ones). For those inclined, you can enjoy wine tasting at one of the three wine tasting bars or have a drink at their full bar.

Our final destination and lunch stop is Adel's, which is just down the road in Healdsburg. Adel's is a '50s type of diner with an extensive, reasonably priced menu and excellent food. We have reserved a special section at the restaurant for our group.

When and Where: Meet at 9:00 am at [Sonoma Valley Bagel and Cafe, 350 Rohnert Park Expressway, Rohnert Park](#). Take 101 north, exit at Rohnert Park Expressway and head west for a half mile. Sonoma Valley Bagel will be on your right.

Please RSVP: to Andy or Marla Preston at marlapreston@hotmail.com or 707-795-3480 by October 5.

Dues Are Now Past Due

If you've forgotten to send in your membership dues for this year, this is your last chance to renew.

Please send a check for \$20 made out to MGOC to:

320 B Monterey Blvd, SF, CA 94131.

Don't miss any editions of *The Octagon*, renew today.

Jimmy's
OLD CAR PICNIC *22nd Annual*



Speedway Meadow



Golden Gate Park

SAN FRANCISCO

Saturday, October 16

Jimmy's Annual Old Car Picnic started in 1988 when classic car-loving friends got together in Golden Gate Park. It has since grown into the largest and longest-running show of its kind in San Francisco and includes cars, trucks, and motorcycles of all types (as well as a good number of oddballs).

For a \$40 donation, which includes admission and other goodies, participants can park on Speedway Meadow's lawn. The money raised benefits the SF Recreation & Park Department's Adaptive Recreation Programs for the developmentally disabled.

All people with good attitudes, who appreciate all different kinds of cars, are welcome. Jimmy's Picnic is about having fun, checking out the cars, and enjoying the day! All this – and helping out folks with disabilities too!

Bring your family! Bring your camera! Bring a picnic lunch or BBQ! Rat rods, lowriders, perfectly restored cars, historic vehicles, clunkers and beaters, motorcycles, race cars, fire trucks, cars that only go out on Sundays, all kinds of customs, steamboats, and more are welcome!

As a true native San Franciscan event, Jimmy's Picnic welcomes everyone with a good attitude! (But please leave your mini-motorcycles at home!) The show starts at 7:00 am and ends at 4:00 pm. Please remember to bring cash, as no other form of payment is accepted.

All vehicles must enter Speedway Meadow heading East on JFK Drive. You may enter Golden Gate Park (and turn onto JFK) from either 30th Ave. (from Fulton St.) or from the Great Highway at Ocean Beach.

Contact: jimmyspicnic@gmail.com

More Information: <http://www.jimmyspicnic.com>



California Autumn Classic

Saturday & Sunday, October 16 & 17

Returning to Morgan Hill again this year, the 18th annual California Autumn Classic brings back the nostalgic fun of relaxed, friendly sports car club events of the 1950s and '60s. All classic British sports cars (2-seaters and their jumpseat derivatives) are invited to participate. There will be 26 silver trophies for all marques. New for this year is the Classic British Bikes class.

The event will be held on the main downtown street of Morgan Hill. There are many restaurants to choose from for lunch and many quaint shops to enjoy.

The weekend starts off with an afternoon backroads tour on Saturday at 2:00 pm. After returning, everyone is invited to gather for a welcoming dinner in Morgan Hill. The car show opens at 9:00 am on Sunday morning, with awards at 1:30 pm.

CAL AUTUMN CLASSIC 2010 REGISTRATION

Name: _____ Passenger: _____

Address: _____ City: _____ State: _____ Zip: _____

Phone: (____) _____ Club: _____

Email Address: _____

Car Make: _____ Model: _____ Year: _____

Coupe or Convertible: _____ First time attending? _____

If you have won 1st in our past 2 events, please check here to be placed in the "Winners Circle" Class _____

Registration for the Saturday Tour is \$10 per car. The Saturday Dinner is \$24 per person (beverage, tax, and tip included,). The Sunday Concours is \$36 per car (late registration after October 5 is \$70). British Bike registration is \$15 for the Sunday show only.

Register me for the Saturday tour \$ _____

The Saturday dinner _____ people = \$ _____

Car Registration \$ _____

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Letter from Malaysia

I've been in Malaysia for almost 2 months now. I'm visiting with my wife's family and letting them spend some time with their grandson. In that time I've managed to make contact with the local club, [The Malaysia and Singapore Vintage Car Register](#), and become a visiting member. I've been helping a club member and friend get his V12 E-type Jaguar ready for a "track tour" of the Singapore F1 Grand Prix. He plans on driving the car from Penang, Malaysia to Singapore. We removed the V12 engine, took apart the gearbox, and installed an overdrive unit from a donor gearbox (from an early E-type). It was surprisingly easy.

The guy that I'm helping also owns a TR4A, two BMW 2002tiis, a Lotus Elise, and a 1985 Alfa Romeo Spyder. I've met other members in the club who own a Series 1 E-type, an XK-120, an XJ6, and a Bentley R-type. I told the Bentley owner that I hope to see his car on the F1 track. That would be worth the price of admission of any F1 ticket holder. He told me that he was taking his MG-TF instead. It will still be fun to see the MG-TF at speed on the F1 track.

The British car that I see most often on the road here is the original Mini. Some are set up quite well. It's usually the younger enthusiast that owns them. I'm glad that some aspect of our hobby appeals to the younger crowd. The vehicle of choice on the roads in Malaysia is a motorcycle (motorbike). Just like bikes in the US in the '60s and '70s, Honda's are four-stroke and Yamaha's, Kawasaki's, and Suzuki's are two-stroke. Their drivers are all fearless and play chicken with everything on the road.

I have a memory of my trip here in 2005. Back then, I walked into an MG dealership. Yes, they sold MGs here then. I sat in and photographed an MG-ZT, even though it is really just a badge engineered Rover 75. But still, it was fun to be in a modern-day MG.

Oh, and I got the payoff for helping install the overdrive in the Jaguar. I got to drive the Lotus Elise in the Club's Malaysia Independence Day drive (see photo below). I'm looking forward to seeing you all again soon.

Dan Neu



Photo courtesy of Dan Neu

Wayne's World

A Fascinating Visit and Ride

By Sam Gearhart

On Saturday morning, August 14, a hearty band of MGOC and SSTS members met in Sonoma for Wayne Veatch's Airport to Africa Run. Wayne was ably assisted by his wife Janet, who seemingly kept track of everyone and kept us on schedule. The airport tour and ride were all that members could have anticipated: fun, fascinating, and excellent.

We all met (17 cars and 26 people) in Sonoma and drove to the Schellville Aerodrome, also known as the Sonoma Valley Airport. Who knew that there are dozens of airplane hangers "out back" from what one sees while driving by on Highway 121? I was stunned by the history of the planes, the number of hangers, and the enthusiasm of the owners.



The airport tour, directed by Bill Ewertz (who himself has a number of hangers and five airplanes), included personalized tours of a large number of hangers. Each hanger we visited had an airplane enthusiast describing their treasures: biplanes from the 1920s that were rescued from pieces of wood and metal and turned into flying masterpieces over a period of 18 years, World War II training airplanes, and 1950s equivalents of Lear Jets. The weather warmed up from the initial fog and wind of the day to the point where we were able to remove the various layers of clothing we had worn on the ride over.



Photos by Ken Gittings

We then had an excellent ride from the Sonoma Airport through the back roads to Rio Vista. The ride took us along beautiful roads from which we saw empty fields and old, broken-down windmills juxtaposed against modern-marvel wind energy towers.



We concluded the tour with an excellent lunch at Foster's Bighorn, an extremely interesting restaurant. The reason the ride is called the Airport to Africa Run is that Foster's Bighorn was originally owned by a big-game hunter, who was also a taxidermist. The walls of the restaurant are adorned with the heads of every kind of big game one could possibly imagine: elk, elephant, giraffe, rhinos, etc. While it may have been off-putting to some, no one could dispute that it was an interesting venue.



Photos by Ken Gittings

The weather cooperated as well. While the locations through which we drove are, in normal years, extremely hot, it was a beautiful day which combined cool air and warm sun for a very comfortable ride.

Everyone enjoyed the day, and we would all like to thank Wayne and Janet for organizing and directing the ride.

Annual Picnic

By Samantha Lee

We went to the M.G.O.C. Annual Picnic at Joaquin Miller Park in the Oakland Hills. There were 9 picnic tables for about 40 people. President Sam got the barbecue ready with hot coals so we could cook. People brought steak, corn, hamburgers, cheese burgers, potatoes & we brought yummy frankfurters. The only people that didn't bring stuff to barbecue were Mike and Elaine. They brought deli sandwiches instead. I learned how to play beanbag toss, badminton & s'more making from Carol. Sam gave me a special glove to hold the marshmallow close to the hot coals so I wouldn't burn myself. I borrowed Jim's binoculars to see things up close and saw my dad talking with friends. Jim showed me how to use corn holders to eat corn. This was the best MG picnic ever!

At the Annual Picnic



Photos by Jeremy Palgon (top and bottom), Ken Gittings (middle)



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MG's Italian Connection

By John Hunt

Turns out the MG XPower SV model that was built between 2003-2005 was built in Longbridge, UK and Modena, Italy. Yes, that's the same town where Ferraris are built. The car was based on the Qvale Mangusta. (Yes, it's the same Qvale family that first imported MGs to the San Francisco Bay Area in 1947.)

The MG XPower SV was a two-seat high-performance car with a production run of only 82 cars. The limited production numbers were partly due to the price tag of around \$150,000 (up to \$164,000 with certain upgrades). It also turned out that the production process was challenging. This was partly due to having some of the assembly process in Italy, and some in the UK. Another factor was the use of carbon fiber to make the body panels.

The most unique version was the 2004 XPower SV-R. This car had a 5.0L, 32-valve V8 engine that produced 385 bhp with an estimated top speed of 175 mph, and a 0-60 mph time of only 4.9 seconds. Clearly this mean machine would give a BMW a run for its money.

I don't know if any have if any have been imported into the United States yet. According to the MG XPower SV Club there is one (with only 1,000 miles on it) for sale in the UK for 39,995 pounds (about 61,000 in U.S. dollars). I do believe we once had one of the new MG Fs from the early 2000s at MGs by the Bay. Perhaps one day we might see one of these MG XPower SV beasts at our event.



Photo by Ken Gittings

Woodminster Amphitheater Cascades at Joaquin Miller Park

MGOC Business Meeting Minutes

August 12, 2010

The meeting was called to order by President Sam Gearhart at 7:10 pm. Also attending were Ken Gittings, Mike Jacobsen, Steve Kellogg, George Steneberg, Bob Trencheny, and David Wright.

The July minutes were approved as published. Ken Gittings opposed for no apparent reason.

Treasurer's Report: Account balances were up this month from dues renewals. Printing and postage bills for the last *Octagon* have not been paid yet.

Registrar's Report: We now have 213 regular, 58 auxiliary, and 13 corresponding members for 284 total members. Three new auxiliary members joined this month. Fifty seven members, which represents 21% of the membership, have not renewed yet. This is slightly better than previous years. Non-renewing members will be dropped in October.

Secretary's Report: Nothing significant to report. The Secretary was not present last month.

Corresponding Secretary's Report: Liz & Lee Niner from NAMGAR sent George a note with GT-35 details.

Regalia: David Wright had nothing to report.

The Octagon: Nothing to report.

Past Events

John Bertolotti Auto Collection and Ride: July 10, 2010: As listed in the June *Octagon*. Arranged rides for former member J.R. Boye.

GoF West: at Big Bear Lake was attended by Steve Kellogg, Stuart Locke, and George Steneberg. There were over 100 cars present. The auction was a great fund raiser.

NAMGAR GT-35: Mike Jacobson attended GT-35 in Delavan Wisconsin, where a record setting 35 Magnettes were on display. Mike happily claimed the long distance award again since he drove his Magnette all the way there. John Twist and Jeff Schlemmer put on a big tech session for the show. Mike represented the MGOC at the NAMGAR annual meeting. Mike came home via Yellowstone National Park, which was also spectacular.

Upcoming Events

Airport to Africa Run: Wayne Veatch's tour is this Saturday, August 14. We expect 20 people are going.

Annual Picnic: August 28 at Joaquin Miller Park in Oakland. The Club will provide charcoal, paper products, watermelon, and grapes. Mike made a motion to purchase the picnic supplies not to exceed \$100. The board approved the motion. Ken Gittings abstained for no apparent reason. Bring your own beer and wine, but no hard liquor.

Sonoma Wine Country Tour: Saturday, October 9. Andy and Marla Preston are leading a Sonoma Winery tour. Details are in work and will be in the September *Octagon*.

The 80th Anniversary of the MG Car Club: is being celebrated on October 16-17. The MGCC of England is asking all the clubs around the world to host an event on those days, and post pictures and videos of the event to their Web site. The MGOC is planning an event to coincide with the Cal Autumn Classic in Morgan Hill.

The All Register MG Meet: is in Reno on June 13-17, 2011.

Old Business

Survey Results: are posted on the MGOC Web site. The Survey Team is still working on recommendations for the Club. Bob T. will explore what the Club needs in a new Web site, which should include a calendar, pictures, *The Octagon*, historical MGOC information, regalia, and links to other MG related sites.

New Business

MGs by the Bay: The Danville Livery has indicated they do not want to host MGs by the Bay on Mother's Day weekend because we take up too much parking and impacted their sales on a big shopping weekend. Craig Kunzinger has been working with the Livery management to investigate alternative dates. The Club is also considering a new location. Stay tuned.

Embroidered MGOC Shirts: Bob Trencheny provided details on purchasing embroidered MGOC shirts. Bob will get two sample shirts for the Club. Mike made a motion to spend not more than \$150 to purchase two shirts (one denim, one polo) and digitize the logo. Ken Gittings opposed for no apparent reason.

NAMGAR/NAMGBR Western Regional: The Club decided to hold another regional meeting in autumn 2011. NAMGAR agreed to sponsor the event, but NAMGBR declined because the Reno event is in June 2011 and relatively close geographically. The MGOC Board decided to continue with planning for the event. The proposed dates are Sep. 29 to Oct. 2, 2011.

Holiday Tea: will be at the home of Kimberly and Felix Lee in Los Altos Hills. Watch *The Octagon* for details.

Activities Director: Randy Grossman has resigned his position as Activities Director. Sam will consider appointing a new Activities Director.

Annual Dinner: The board will discuss the Annual Dinner details at the September business meeting. If you would like to suggest a location for the dinner or help with the arrangements, please come to the September meeting.

Next Meeting and Natter: 7:00 pm on Thursday, September 9, 2010 at The Englander Sports Pub, 100 Parrott Street, San Leandro.

The meeting was adjourned at 9:00 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:

1977 MGB, one owner vehicle with 33,000 original miles. Garaged and covered more than driven, I have every receipt from the day it was purchased at British Motors in San Francisco late 1977. This car runs perfect, looks 98% perfect, and everything is original (including the perfect top). We would like to get 8k for this car, but will entertain all offers. I doubt if there's anything out there this "cherry". Contact Ed at (775) 846-1817 or ednyfb@hotmail.com.



1975 MGB. Blaze red, runs well, no smog necessary. New: top, seats, carpet, and paint. Rebuilt aluminum head. Dual carbs. Asking \$11,900. Contact Karen at (408) 564-0334.

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, or Gordon Craig at lismoregordon@sbcglobal.net.



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

1973 MGB GT. Nearly completed restoration. I redid the mechanicals, had body and paint done professionally. Upholstery is dark blue cloth as originally fitted. Has two nearly new six-volt batteries, correct rubber mats, and 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 completion - some interior pieces need to be installed, and it needs some tidying. \$4,500. I'm in Napa Valley. Contact Member Don Scott at (707) 942-0546 or don@napanet.net.

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.



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.



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Parts for Sale:

MGA Parts (from a 1960 MGA 1600): Front and rear bumpers with over-riders. Some pitting of the chrome, but in excellent shape. **Convertible top frame** with new head rail. **Seat frames** for roadster (2). **Side curtains**, one side needs new Plexiglas. **Brand new grille** (in the box), the good brass one. Contact Member Les Stuart at (408) 460-1077 or les@stuartsj.com.

MGTD/TF Parts: Factory 4-speed gearbox: This core and shifts easily in all gears. Top-cover-off inspection shows nothing broken or otherwise damaged. Inside is nice and clean. Fits TD and TF, \$400. **Two piece hood top with hinge:** I have two sets. Both are straight and in good shape, one has surface rust that sands off easily. Your choice, \$100 each. **Hood right side:** very good shape, \$50. **TD/TF foot rest:** passenger side for under carpet. I have two, your choice, \$40 each. **TD driver side door:** no rust and wood is good, \$60. Contact Member Rod Schweiger at (650) 296-1108.

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.

MG TD parts: drive shaft with u-joints, **rear end** with axles, **front and rear shocks.** I'm selling these items because I've upgraded my 1953 TD to a MGA rear end, brakes, and rear springs. \$200 for all. Contact Member Bob Luebbert at (510) 276-0365 or r.luebbert@sbcglobal.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.

Information about a 1970 MGB: My wife's first car was a light yellow (Pale Primrose) 1970 MGB with black interior and wire wheels. It was purchased new from E.F.Sweeney British Cars in San Rafael (although my wife lived in San Mateo). She sold the car in 1978 to friends of their neighbors, the Golightlys. Unfortunately, we have found the Golightlys passed away and thus we cannot get the names of their friends who purchased the car. The only pictures we have of the car was when it was new, and it has the original paper temporary dealer plate on the rear: 0752568. We would love to locate her original car. If we unfortunately cannot, we would like to buy one just like it. Any help would be extremely appreciated. Please contact Gary and Janet (Fulton) Germano at (650) 619-2706 or garywgermano@hotmail.com if you have any information.

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Club Meeting Natter & Noggin September 9, 7 pm

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The Englander is an enjoyable place where we have our own cozy room.
The food is good so bring your appetites.

Directions to The Englander:

From Northbound I-880, take the Washington Ave. exit within San Leandro and turn right on Washington St. Travel 2.2 miles until you see Parrott St. Turn right on Parrott Street. You will see The Englander on your right.

From Southbound I-880, take Davis St. exit and turn left on Davis. Travel 1.3 miles, then turn right on E. 14th St. Travel 0.3 miles, and then turn right on Parrott Street.



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