

MGOC Octagon
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THE OCTAGON

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



Bob Trencheny Photo



New members Rick & Linda Bellew's new MG TD at the All British Show.

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October 2005

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 2005

President: David Wright, Oakland, 510-653-3831

Vice President: Nina Barton, (510) 845-7212 ninaba@mindspring.com

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

Secretary: Dan Shockey, 408-923-3927, MGmogul@earthlink.net

T Register Director: Jim Carlson, 408-257-9976, mgjim@att.net

Activities Director: Randy Grossman, 510-483-3171,

r.m.grossman@comcast.net

Corresponding Secretary: George Steneberg, 510-525-9152,

j2george@pacbell.net

Membership Development: Bob Stine, 650-349-5128, RAStine@rcn.com

Octagon Editor: Dan Shockey, 408-923-3927, MGmogul@earthlink.net

New Editor: Bob Trencheny, (925) 556-9311, tbobx@aol.com

Commercial Advertising: Mike Jacobsen, 415-333-9699,

MikesMuseum@yahoo.com

CLUB ADVISOR PROGRAM

Feel free to call these members, who have volunteered to help with purchase, repair, and restoration of various M.G. models, etc.

MGB 1962-74: Felix Wong, 510-226-7721 home, mgoc@felixwong.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

M.G. Midget: Kingsley Klarer, 707-226-1955

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

Z-Magnette Saloon: Marty Ray, 831-247-5863, martyray@cruzio.com

T-types: George Steneberg, 510-525-9125, j2george@pacbell.net

Pre-war Midgets-Magnas-Magnettes: George Steneberg, 510-525-9125

PA/PB Midget 1934-36: Eric Baker, 510-531-7032, mgpb36@yahoo.com

S.U. Carburettors: Marty Ray, 831-247-5863, martyray@cruzio.com

Bodywork: Bill Weissberg, 209-835-0428, weissber@slip.net

COMMERCIAL ADVERTISING IN *THE OCTAGON*

Direct all questions about advertising to Mike Jacobsen at 415-333-9699 or MikesMuseum@yahoo.com. 2005 rates are: monthly (yearly): full pg. \$25 (\$240) half page \$18 (\$175) third page \$12 (\$120) business card \$8 (\$75)

Natter & Noggin

with Club Meeting

October 13, 2005 (2nd Thurs.), 8 p.m.

*****New Location*****

Ricky's Sports Pub & Restaurant
15028 Hesperian Blvd, San Leandro
(510) 352-0200

<http://www.rickys.com/about/contact.cfm>

From Northbound I-880, Hesperian Blvd exit, Turn Right, 1.25 miles on right.

From Southbound I-880, to Lewelling exit, Left off exit, Left at first light, 1.25 miles on right.

We are testing a new site due to over-crowding at The Engalnder.

South Bay Natter & Noggin

October 28, 2005, (last Fri.) 8 p.m.

Join us for an informal gathering in the South Bay. We'll meet in a lamp-lighted courtyard setting. Not too crowded and with restaurants right there. Look for us at McHart's Pizza if you don't see anyone with their cars. We once had a line-up of seven MGBs.

This is the Marketplace Shopping Center next to Long's Drugs at 19732 Stevens Creek Blvd. It is right across from the Sears at the Vallco Shopping Mall. It is just off I-280 at Wolfe.

Directions: Take the Wolfe Rd. exit from I-280 and turn west. Turn right on Stevens Creek Blvd. Turn left at first light.

Dan Shockey (408) 923-3927 or Bob Wall (408) 739-2373

Attention!!

Have your MG painted by a fellow sports car lover with 14 years experience. High quality rubbed-out polyurethane finish at reasonable cost. I do bodywork, rust repair, and welding. Fast turn-around time. References and examples of my work available. Call for an appointment for a free estimate.

Andy Schank, 510-236-5232

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, 601 Greylyn Drive, San Ramon, CA 94583-4189. Members may also email ads to the MGOC editor.

For Sale: 1965 Austin Healey Sprite, red, \$4995 OBO. Fun little car that runs well. New brake lines, new hoses and belts, new speedometer and odometer, and new door hinges. Extensive work done on the electrical and exhaust. Member Karin, ktroedsson@hotmail.com

For Sale: 1974.5 MGB: Rubber bumpers, twin carbs, no smog tests required. Maroon. Looks and runs well, redone interior. Owned 14 years. Needs minor cosmetics. Non-member David, Oakland, \$4500/offer. (510) 663-7091 eves.

For Sale: 1972 MGB new BRG paint, 50 mi on new performance engine, new distributor, radiator, front end, rack & pinion, rotors, wiring harness, battery, tires, rebuilt master and slave clutch cylinders, rebuilt brake master cylinder, alternator, rear brake shoes and cylinders, dash, Astrali steering wheel. Needs interior carpet, seat covers, panels, soft top (has frame). Photos on request.*Member Rob stagnier@hotmail.com 925-451-2610

For Sale: 1962 MGA racer: raced since 11/93 with HMSA and CSRG. Recently tuned. Not fastest in group but reliable and fun to drive. Corners and brakes with the best. All go-fast modifications adhere to early 1960s usage. Includes authentic 1965 magnesium racing wheels and 4.00 differential. Or, remove roll cage and you will have a legal road car that is a match for anything with four cylinders. \$17,000. Member Ferdinand Schoch, 707-542-8800 or ferdinands@att.net

For Sale: 1954 MG-TD see <http://quilts.acphotolab.com/gallery/album31>

For Sale: 64 MGB Original owner, pretty black paint, wires. Not run in 12 years. \$4500. Non-member Larry seeger@seecoach.org (408)293-3157, San Jose

Wanted: Short block for a 70-74 MGB in rebuildable condition. JamesCBrown@sbcglobal.net, (408) 893-8986. MGOC member

Wanted: Aluminum Hood for an MGB. Good condition. Member Ken Gittings, (510) 791-8445

All ads expire on Jan. 1st, and fees for a partial year will be pro-rated to that date. Deadline for ad materials is the 10th of the preceding month. The MGOC makes no claims as to the reputation or quality of work performed by businesses advertising in *The Octagon*.

MAKING CONTRIBUTIONS TO THE OCTAGON

Your stories, photos, tips, questions, and anything MGOC-related are always welcome in *The Octagon*. Please make your contributions by the 15th of the month preceding the issue in which you want them to appear. The editor's address is: Bob Trencheny, 601 Greylyn Dr., San Ramon, CA, 94583. Or, you may email contributions to TBobX@aol.com

RECRUITING MEMBERS FOR THE MGOC

Have you helped recruit any new members lately? Bob Stine (650-349-5128) is in charge of new member recruitment and can send you flyers. The club roster is available from Mike Jacobsen upon request.

Forthcoming Events

MGOC (which is us!) events are in **bold** type. SSTS: Sorry Safari Touring Society, ARR: Abingdon Rough Riders

Every Sat. — Donut Derelicts, Los Altos, Martinez

Oct 1st (Sat) **TSD Rally**, Redwood City, sponsored by Carlsen Porsche

Oct 8th (Sat.) — **MG2007 meeting** at Englander 10AM

Oct. 7-9 — June Lake Junket. SSTS, page 8

Oct 7-9 — TC Conclave, ARR, Sequoia Park

Oct 8-9 — Clovis British Car Roundup

Oct 15-16 — **Autumn Classic**, San Juan Bautista, billmeade@charter.net

Oct. 22nd (Sat.) — **Corralitos Tour** Bob Wall (page 20)

Oct 23rd (Sun.) — Del Monte Forest Rally, Pebble Beach Sports Car Club,

Open to all, MGOC member Warren Pierce, wdp389@pacbell.net

Oct 23rd (Sun) — City of Brisbane Marina Festival (650)583-6975

Oct 30th (Sun) — **Blackhawk Auto Museum and Mt Diablo Drive** (page 4)

Nov. 5th (Sat.) — Fall Foliage Tour, Glen Ellen, SSTS, Scardamaglia's (707) 935-0654

Nov. 5th (Sat) — 2nd Annual Community Blood Drive with Pebble Beach Sports Car Club. Contact Monica Nathan jcsdtr@sbcglobal.net

Nov. TBD — **Pierce Manifolds Tour**, Dan Shockey

Dec. TBD — **MGOC Holiday Tea**, Grossman's

June 9-11, 2006 — Open Roads 2006, www.goldengatehealeys.com

Oct 8-10, 2006 — HCT in Sedona, info from RacerMoss@mac.com

FREE Parts & Accessories Catalogs

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- TR7 & TR8
- Spitfire & GT6

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Order Catalogs & Parts Online at
www.VictoriaBritish.com



Blackhawk Auto Museum Tour & Drive Around Mount Diablo

Sunday October 30, 2005

What: Blackhawk Auto Museum Tour and drive around Mount Diablo.

The day starts with a docent-led tour of the Blackhawk Auto Museum in Danville. The drive will avoid the freeways and use only local and back roads. The route will hopefully include the Morgan Territory Road and some fun roads in rural Contra Costa. The route will be 40-60 miles depending on the status of the Morgan Territory Road. Bring a picnic lunch. Come for part of the day or the whole day.

When: Sunday October 30.

8:00 - 10:00AM — Park cars on the museum plaza and take pictures.

10:00 — Docent led tour of the Museum.

12:00 — Drive around Mt Diablo departs the Museum.

Details: Directions to the museum are at www.blackhawkauto.org.

Route map and directions will be provided at the Museum.

The drive will be cancelled in the event of rain.

Cost: \$5.00 admission fee at the museum.

POC: MGOC member Bob Trencheny Tbobj@aol.com. (925) 556-9311. **An MGOC Tour.**



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Website: <http://www.shadetreetmotors.com>
3895 Mammoth Cave Court, Pleasanton, CA 94588

MGOC Regalia

Description	Qty	Each	Total
MG Owners Club Regalia			
Club Jacket — Black & Tan with embroidered MGOC logo (Note 1)		\$60.00	
Pennant — Red MG Owners Club, cream canvas, 9" high by 17" long		\$10.00	
Grille Badge — MGOC logo, 4" high, mounts with one stud through grille		\$30.00	
Grille Badge — SF Peninsula T Register, 4" high, mounts with clip at base		\$35.00	
Patch — 3" diameter, embroidered black MGOC logo on white		\$6.00	
Patch — 6" & 3" diameters, SF Peninsula T Register logo		\$6.00	
Cling — 3" diameters, black MGOC logo on white background		\$2.00	
MG Car Club of England Regalia (Note 2)			
MG Car Club Grille Badge — 3" dia., mounts with studs through grille		\$55.00	
MG Car Club Grille Badge — 3" dia., mounts with bracket to badge bar		\$55.00	
Key Fob — Black leather fob with cloisonne MG Car Club logo		\$10.00	
Lapel Pin — 1/2" by 1" enameled metal MGCC badge		\$6.50	
Outside Window Decal — 5" by 5" brown & cream MGCC logo		\$1.00	
Inside Window Decal — 2" by 3" brown & cream logo; reads Member		\$1.00	
Inside Window Decal — 2" by 3" brown & cream logo; reads Member and Marque of Friendship		\$1.00	
Round Mug — British Racing Green with gold MGCC logo and rim		\$10.00	
MGs by the Bay; MGs at Jack London Square Regalia			
Dash Plaque — 2005, blue on silver MGA Coupe		\$2.00	
Dash Plaque — 2004, maroon on gold MG TD		\$2.00	
Dash Plaque — 2003, black on white Midget & MGOC logo with red text		\$2.00	
Dash Plaques — 1995 through 2001		\$2.00	
T Shirts — See note 3 below.		\$5.00	Note 3
Total Amount Enclosed			

Notes:

1. Jackets are special ordered though we try to keep a selection of sizes available. These are generally delivered at an event or meeting. Please indicate sizes: Small through XXL.
2. MG Car Club regalia are affected by the exchange rate with the UK. Prices therefore are subject to change.
3. Left over T Shirts from our May event are available at this special price at the event in May and at Palo Alto in September.

Ship To label — please print!

Name _____
 Address _____
 City _____ State _____ ZIP _____
 Phone number in case we have a question about your order _____

Ordering Information

- ◆ All prices include tax, and shipping is FREE! Free Shipping not available for jackets and T shirts.
- ◆ Make checks payable to MGOC — sorry, but we cannot accept credit cards or cash.
- ◆ Send orders to: **MGOC Regalia, 5518 Thomas Avenue, Oakland, CA 94618-1752**

MGOC Corralitos Drive

Saturday, October 22, 2005

Who? Anybody with a British car (the more the merrier)

What? Cool drive to Corralitos

When? Saturday, October 22nd

Where? Meet at Cupertino Corporate Center 2601 Saratoga-Sunnyvale Avenue (De Anza Boulevard?) just west of Highway 85. Gather at 9:30, leave at 10:00. Take 280 or 85 and get off at De Anza Boulevard and head for the hills.

Why? Because it s fun

Weather? If it s raining hard, forget it (some of the roads might be washed out). Otherwise, the drive is on. See the September Octagon or call or e-mail

Bob Wall — (408) 739-2373 (Home) or (408) 205-4334 (Cell)

bob_wall@yahoo.com for more information.



The History of the English Flag

Source: British Motoring Club of New Orleans

If you look at the Union Flag (or Jack) closely, you will see that it is actually made up of three different flags! One for England, one for Scotland, and one for Ireland. The English flag of St. George is a red upright cross on a white background, and was used as long ago as the 13th century in the crusades.

The Flag of St. Andrew of Scotland is a white diagonal (or to use the terminology of flag heraldry, Saltire) cross on a blue background. It was added to the St. George s flag on the unification of England and Scotland in 1603.

The flag of St. Patrick of Ireland is a red diagonal cross on a white background. It was added after the Act of Union in 1801. These three flags form the Union Jack we know today.

Thanks to MGOC member John Hunt for submitting the History of the English Flag.

California Autumn Classic

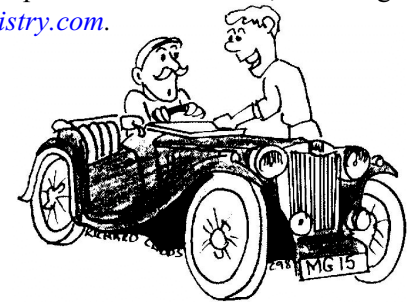
October 15 and 16, 2005

This is one of the friendliest and most relaxed of the multi-marque British car events in Northern California. Every make car has a separate class and trophy. Judges are all volunteers from different area British car clubs

The weekend starts off with an afternoon back roads tour on Saturday. Approximately 50 cars of all makes take part in the day. The tour has a rest stop part way through and everyone is treated to complimentary champagne and chilled fresh fruit. This is a good opportunity to chat with fellow owners. After returning, everyone is invited to gather for a welcoming dinner at a local restaurant. Sunday morning is for viewing the approximately 140 cars from twelve different clubs, and awards are presented at 1:30 PM.

All event profits are donated to The Christian Children s Fund, a non-sectarian charity helping children around the world in dire need. Almost \$1,000 is raised each year for the charity. To attend The California Autumn Classic coming up October 15 and 16, 2005 log on to: www.autumnclassic.100mregistry.com.

'54 MG TF right-hand drive, second owner, never restored, new top, lots of spares. Asking \$20K, Cypress MG member Tom Gano, tomg@firstwestern.com



William Shaw

(415) 924-1450

36 Industrial Way
Behind Cost Plus
Greenbrae, CA 94904

From da Ed

September 17, 2005

Now that I have my first newsletter printed and e-mailed to the club I feel like a pro. Well, not exactly. I have to say thank you to Dan and Mike for teaching me a few of the ins and outs of putting out the newsletter. Who knew the newsletter was printed by Dragon Printing in San Francisco?

With the All-British Meet at Palo Alto past us the summer is over and fall is here. For me fall means thinking about reattaching the soft top to the 73B and getting ready for cooler driving. I don't take the car out in the rain but I do still like to drive it in the winter in the cold weather. The car feels very

different with the top up and the windows rolled up tight. The interior feels spacious even for a small car.

We do have several events coming up this month. There is a TSD Rallye on Oct 1. This is a fun event and a great place to learn how to rallye. On Oct 22 club member Bob Wall is leading the drive to Corralitos down in the South Bay. On October 30 I have put together a tour of the Blackhawk Auto Museum and drive around Mt. Diablo in the East Bay. Come to the museum or the drive or both.

With winter coming and shorter days and wetter weather it's time to get out and drive!

Let's Ride,
Bob



MG

TC-TD-TF-MGA-MGB-C-Midget

SHOCK ABSORBERS:		Front	Rear
MGTC.....	165.00	165.00	
MGTD & TF.....	185.00	60/95	
MGA.....	79.95	59.95	
MGB, MGC, Midget.....	79.95	59.95	
HEAVY DUTY UPGRADE.....	10.00	10.00	
SHOCK LINK (New or Rebuilt).....	\$call		

BRAKES : sleeved and rebuilt

MGB, Midget caliper	\$75.00
MGA, MGC caliper	\$145.00
MGA, Midget twin master 1956-1967	\$185.00
MGB, Midget master 1968-80	\$125.00
MGB brake booster servo	\$175.00
MGC booster servo	\$395.00
Brake & Clutch cylinders brass sleeved	\$40-75
Kingpin swivel axle rebushed	\$40-\$80
Front end a-arm (Midget)	\$75.00

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Web Links

MG Engine History: <http://www.mgcars.org.uk/mgccc/pdf/enginehist.pdf>

MG Mquette:

http://vintagecars.about.com/od/historygreatmoments/a/mg_mquette.htm

A Nice morning Drive: <http://www.mgbexperience.com/article/nice-drive.php>

Hillsborough Concours d Elegance:

http://www.hsf.org/events_concours/carshow2006/

If you've got an item to contribute to the *Octagon* send it to me at Tbobbx@aol.com.

Minutes - continued from page 17

Charity Event: Randy Grossman proposed that we investigate hosting a charity event. One suggestion was a rally with the winners choosing which charity gets the money. This month we decided to promote the TSD Rally on Oct. 1 as a step towards doing an event in the future as a charity fund raiser.

NEW BUSINESS/EVENTS

New Meeting Place: Once again The Englander did not have our room held for us. It was also packed with noisy sports fans. We voted to hold the October meeting at Ricky's Sports Bar (not far from the Englander) as a test. Randy Grossman is to set up the meeting room.

Support for New Orleans MG Club: John Hunt did some checking and found the Mardi Gras T's is a club based in New Orleans. He proposed that we find out if there is a way we can provide any support to them or through them. Perhaps we can join in relief efforts that they have decided to make. John will contact the Mardi Gras club and find out what support we can provide.

The meeting was adjourned at 9:10 p.m. The next business meeting is to be held Oct. 13, 2005, at Ricky's!

Respectfully submitted,
Daniel Shockey, MGOC Secretary



Jim Griffin & Son
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MG Racing News

At Watkins Glen Jerry Richards won the 20th annual all-MG Collier Cup race in his 1972 MGB/GT V8. Dan Leonard, who finished 23rd with his 1953 MGTD, was awarded the actual Collier Cup, which was voted on by the drivers after the race for the competitor who best exemplifies the spirit of the sport over the weekend.

MG 2007 Update

At the September Natter the members agreed to begin meeting on a regular basis to work on the MG2007. The first planning meeting will be held at 10:00AM October 8th at The Englander Pub in San Leandro. If you are interested in helping out with MG2007 you should be there. Committee assignments will be discussed. We must complete the application package for NAMGBR and send it back to them. NMAGBR has said they very much want to hold the 2007 meet in the San Francisco area but until the paperwork is submitted and accepted the MGOC is not committing resources. MGOC member James Brown has agreed to take on the leadership role for the event. Thanks to James Brown!

MGB Anniversary

10/23/1980: The last 2 MGBs leave Assembly Line A, 223001 and 223002, bound for the Gaydon Museum. Few smiles, no speeches (although at least one was written), no member of the BL directorate present. MG had been at Abingdon since 1929. *(Sounds like a good reason to raise an Old Speckled Hen. Ed.)*

New Members

We have a bunch and will update you next issue! Sorry for the delay.

<p>Martin Hveem Automobile Restorations</p>	
<p>Tel: 410 520 6450 Fax: 410 520 6452 1520 Schwab Street Red Bluff, CA 96080 martinhveem@earthlink.net</p>	<p>Classic & Antique Restoration Service Repair</p>

Vintage 31 Light Weight Aluminum Seat

For years we were frustrated by not being able to find a safe, quality-made, vintage-correct race seat that would fit in our MGAs. Finally, we decided to design a race seat to fit our needs and the small confines typical of early production sportscars.

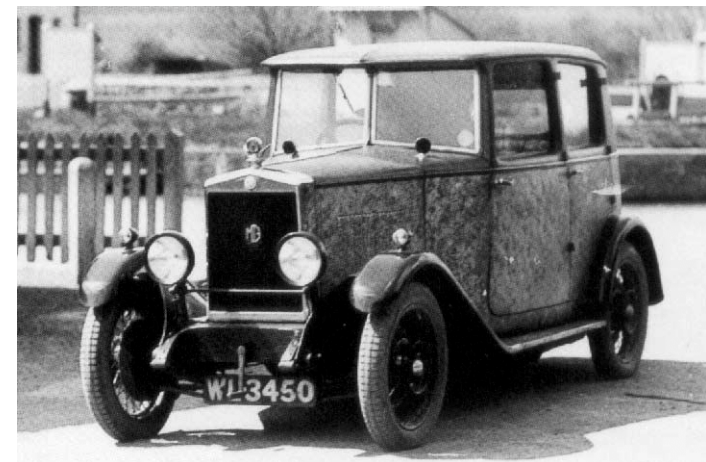
Our Vintage 31 craftsman has over 30 years of aluminum race seat building. Each seat is individually hand made from .090 aluminum with a reinforced hand rolled edge around the entire seat for the ultimate strength and protection. Flanged lightening holes give added strength while reducing weight to just under seven pounds. Specifications: 15" wide, 21.5" tall, 13" deep, 7 1/2" lay back, 7 lbs. (wider seats upon request).

We produce two versions of the seat: the V31 Lightweight and the V31 Standard Seat.

If you race on the west coast, we race with CSRG, HMSA and vintage SCCA. Come by our pits to see the both seat options installed in our MGAs #31 and #41. We also have inventory available at the track.



Vintage 31
Ed Lamantia - MGA 31
Scott Brown - MGA 41
(MGOC member)



1927 factory prototype with mottled fabric: *The Old Speckled Hen*. Low cost, lightweight version of the 14/40 never went into production. It became well known by its use as a utility vehicle at the factory

Fun & Sun in Palo Alto

Annual All British Tour & Show

September 11, 2005

By MGOC member Sam Gearhart

At least forty MGOC members enjoyed a wonderful day at the Annual All British Show in Palo Alto on Sunday. Between 15 & 20 members met earlier at a local shopping center in an effort to head into the show as a group. Of course, with traffic lights and other show traffic we were soon split up though still managed to arrive at nearly the same time and were all parked relatively close together at the show. Those of us who met early were treated to Dan Shockey donning his vintage racing helmet and Wayne Veatch sporting his classic leather flying helmet.

While the early morning hours were cloudy & cool by the time we all arrived at El Camino Park the sun was shining brightly and as temperatures warmed sweaters and jackets were tossed behind seats and into boots. Soon after arrival, we had the *new* Club Canopy set up and adorned with tee-shirts, newsletters and other Club Regalia. As seems to be the norm recently, Robbie Trencheny, along with help from other members, expertly staffed the Club booth throughout the day. Of course, we'd be remiss if we failed to also mention Robbie's help setting up and taking down the canopy — thanks Robbie, for all your work!

The variety of cars was really a spectacle. Everything imaginable was there; Rolls, Lotus, Morgan's and of course, nearly 200 MGs. Those of us lucky enough to spend time walking around the entire park were treated to cars of stunning beauty as well as some oddities; did anyone else see the Mini Beach Car, it must have been a forerunner of a modern golf cart! Frankly, it was my first All-British show and I was nearly overwhelmed by it all. Word around the park was that nearly 800 cars were there.

Photo: Jonathan Buckley



Shockey PA, Jacobsen ZB at Palo Alto. Club canopy at left rear.

Minutes of the MGOC Business Meeting

Sept. 8, 2005

The meeting was called to order at 8:08 p.m. by President David Wright. Present were: Dan Shockey, John Hunt, James Brown, Bob Trencheny, Randy Grossman, David Wright, and Ken Gittings. We had a guest who stayed from the previous meeting in the room, Cathy Coyte who owns a Midget.

Treasurer's Report: Club account balances are very healthy. (Mike sent a report by email.)

Registrar's Report: Renewals are coming. (Members, don't forget to renew!) Counting those who not yet renewed we have 305 total members! 65 of these are auxiliary members (spouses, children, etc.) so the actual number of local club households is 225 or so.

Secretary's Report: August Minutes accepted as printed. No other action to report.

Regalia Report: David Wright reported that we sold two grille badges. No new info yet on obtaining a new order of grille badges. We will sell T-shirts and pennants at Palo Alto. Dan to call Sam Gearhart to make sure the new club canopy will get there. (Thanks, Sam.) Dan to call John Milsap to check on jacket samples for the event. (Thanks, John!)

Octagon Report: Bob Trencheny got out his first issue as our new Editor. Great job, Bob T.! We printed 70 extra copies with a membership form enclosed to pass out at the Palo Alto show. Mike Jacobsen continues as publisher and mail center for the *Octagon*. Thanks, very much, Mike.

PAST CLUB EVENTS

None discussed this month.

UPCOMING CLUB EVENTS

Palo Alto Brit Meet: We will bring our new canopy, sell \$5 T-shirts (Jack London Square and San Leandro) and sign up new members as in the past.

TSD Rally: To further promote the event and make it seem more an MGOC event, we agreed to offer a grille badge to the top club finisher in the rally on Oct. 1.

Mt. Diablo Tour: Rob and Bob Trencheny have planned this new event to start from the Blackhawk Museum where we will be allowed to park just outside the front door. We will go around Mt. Diablo and not to the top. The event will start at 10am on Sunday, Oct. 30. The Museum entry fee will be \$5 per person. (See pg 4.)

Note that we need to set dates for the Pierce Manifolds Tour (mid-November) and the Holiday Tea in December.

OLD BUSINESS

Club Jackets: John Milsap will deliver jackets at Palo Alto. He has a few extras we can sell. We will hold off ordering another batch until after Palo Alto.

NAMGBR MG 2007: The North American MGB Register has offered to let us host their 2007 annual convention. Dan Shockey expressed concern about leading this event. James Brown volunteered to head it up providing the club and individuals are committed to solid support. We will discuss the event briefly during the Palo Alto show. We need to contact the Doubletree for date options and finalize things with NAMGBR. Thanks you, James!

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we found on the car during its restoration had been attached with the wrong screw holes and, of course, was neither the original nor correct replacement pump.

I believe that my brother did not know that his car had been at the 1962 New York Motor Show and did not realize the significance of the car in the history of MG sports cars but, regardless, the car was parked uncovered in the back of Russell's house in Springfield, Tennessee and deteriorated over the years. By the time I saw the car again in the late 1990s, the cockpit and interior were devastated as were a few other minor parts. The body, engine, transmission, and most importantly, the serial number plates for body, chassis and engine remained legible. Also two of the three 100,000 insignias and the front plate remained and are now part of the final restoration.

When my brother passed away unexpectedly in October of 2000, his daughter, Karen Skomp Harris, who now owned the Springfield property in Tennessee where the car was parked, gave the remains of the car to me as I had been wanting and waiting to restore the car as a family heirloom.

The restoration, which began in earnest in February of 2003, was completed in September 2004. Garnet Beepoot of American Patriot Motorsports of Carmel, Indiana did the restoration. I must admit that I did not undertake any of the restoration myself and left it entirely in the capable hands of Garnet.

The 100,000th MGA is now fully restored into like new condition as you can see from the photographs with all gauges and serial number plates having been restored rather than being replaced. The car has just over 8,000 original miles on its original odometer. In order to protect the car and the mileage, I have purchased an enclosed trailer with which to tow the car. It would be wrong, in my opinion, to risk putting the car on the road very often but when I do drive the car, it certainly turns a few heads!



Fred Skomp

Authors note: For the anoraks amongst my readers, I can tell you that the chassis number of this car is GHNL2 107989, the body number is B39605 and the engine number is 16GC/U/H 7587.

I swear, I've driven around the Bay Area for 20 years and I know I've not counted 800 different British cars on the highways & byways in all that time — yet there they all were! As the day wore on Club Members were seen relaxing and enjoying music, chatting with other owners and of course, enjoying a classic British Banger for lunch. Personally, I enjoyed getting to know fellow club members a bit better, meeting prospective new members and simply enjoying the day. A few members reported participating in the Backroad Tour To The Sea on Saturday. While I was unable to take part in that due to prior commitments, I understand it was thrilling. I'll look forward to making that run in the future.

Sadly, there was also a rumor floating around the show that this may have been the final year for the Palo Alto All-British Show, at least in its current form. According to comments I heard it seems the private promoter for this event and the City of Palo Alto have some differences which may or not be resolved for future shows. Having now been to my first show I know I'll miss attending more in the future if that is the case.



Bob Wall enjoying the day. Photo by Sam Gearhart

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Interested in receiving the electronic *Octagon*? Contact Mike Jacobsen at MikesMuseum@yahoo.com. You can also see the *Octagon* online and in color at www.MGOC.org under articles.

DRIP PAN

News and Articles from the Peninsula T Register

Fire Extinguishers

How many of you have a small fire extinguisher in your car, home, workshop? How old is it? When was the last time you paid any attention to it? If has been at least a year, take it and look at the gauge on it. If it shows good, shake the bottle vigorously for a few seconds to break up the powder unless it is a Halon type. Halon need not be stirred up. The dry powder settles down and packs itself so that when you need it, the ext. doesn't work well. You should shake them at least every 3 to 4 months.

Wiper Blades

Next, are your wipers fairly new and already they are streaking. Before paying big bucks for new, try wiping yours with white vinegar and a paper towel. The vinegar removes dirt and oil buildup from the rubber without hurting the blade.

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The MGA Page

MG Enthusiasts Celebrate

Sept 12, 2005

They might be 50, but still look trim, sleek and fast. The first MGA sports car rolled off the production line on September 22, 1955 in Abingdon, England and in mid September New Zealand enthusiasts celebrated the 50th anniversary in Wanganui.

The first four cars ever built were custom-made race cars for the Le Mans motor race. It was a great start for the newly-designed MG and total sales reached 101,000 by the time the last MGA rolled off the production line in June, 1962. Over that period five different models were produced — 1500cc, 1600cc, Mark 2, a deluxe and a twin cam. There were just two body styles — a roadster and a coupe.

There are only an estimated 160 MGA cars in New Zealand and the only deluxe model in the country will be among the more than 40 trundling into the River City this weekend.

With the onset of MGB production, these cars have become collectors items.

The 100,000th MGA

I am now the lucky owner of the 100,000th MGA. My older brother, Russell Skomp, bought the 100,000th MGA new in 1962 from John Tune Motors in Nashville, Tennessee, where he lived at the time. Russell saw the car in the showroom, loved it and signed a purchase and sales contract.

After some legal wrangling (it seems the car was for display, not for sale), John Tune delivered the car to him. The car was spectacular with gold metallic paint, white leather interior and white lamb s wool carpet. There were three 100,000 insignias on the car; two just below the 1600 MKII legends (see photo) next to the bonnet air vents ovals, and one below the 1600 MKII legend below the MG octagonal logo on the rear trunk lid. There was a rectangular plate attached to the front bumper that had been crafted for the car, with silver "100,000" embossed against a black background.

I was only 19 years old in early 1963 and was so enamoured with my brother s car that I sought out and found a powder blue MGA at a wholesaler in Chicago. (The MGBs had been introduced by then and there were only a few new A s left in the U.S.) The two MGAs were photographed together by me in 1963 in Kokomo, Indiana, where we grew up. Although I had to sell my MG in 1965 I never lost my love of these beautiful cars.

Russell drove the 100,000th for only a short time until a mechanical malfunction stopped the car in 1965 or 1966. The cause of this problem is believed to be the attempted replacement of the fuel pump. The pump that

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Old Speckled Hen



Old Speckled Hen is a strong fine ale named after an unusual, speckled vintage MG car. The ale is brewed by Morland, a small brewery with longstanding connections with the town of Abingdon, the home of MG. The ale is a finely balanced, deliciously smooth pale ale with a subtle blend of flavours. It owes its distinctive character to a unique strain of yeast first used in 1896, and reflects brewing skills developed across more than 280 years of independent brewing history.

Equally distinctive adverts regularly appear in the UK press based on an Old Fox who is fond supping a Hen! They are clearly fun but with a subtle purpose of creating a brand awareness by association with the humorous situations involving a Hen and by raising our awareness of the distinctive label incorporating the red octagon. That label is very noticeable on both bottles and beer pumps in bars that stock Speckled Hen.



Great Memories

My love-hate relationship with MG began about 1945. My friend Jack Early's father was a car collector. As I recall, his collection included Bugatti, Invicta, K3 MG and my favorite, a Chain-Gang Frazer-Nash. Dr. Early on occasion visited Europe in quest of new toys. On one such trip in 1946 he bought for son Jack a freshly minted TC.

On the evening of the immaculate delivery, Jack arrived at my home in Temple City, having weaved and darted his way from Hollywood. Somewhat worse for wear and obviously shaken by the TC's eccentric handling characteristics, he offered (read as pleaded) me to the right hand seat for an evening of fun and games about the hills of Altadena and Sierra Madre.

Around midnight, after dinging a few curbs, switching ends more than once and in general doing all the things that 18 year old boy racers find essential, we hit the down-hill road for the barn. About that time, the heretofore 4-banger exhaust note changed to a Dixieland 2-beat lead by a waltz drummer. The car began to shake like the proverbial cat on a hot peach diet and doubts of continuing the trek dominated our thoughts.

Having successfully moored the Churchill's Revenge, as she was christened in the evening frolic, Jack wisely elected to crash on the couch and hope British magic would cure the malady by breakfast. Alas, it was not to be. My step-mother, accustomed to the disheveled appearance of the itinerant hot-rodders at the breakfast table, made a truly brilliant suggestion. Is there a manual and if so, shouldn't you boys read it? Such insight!

After locating a little brown book wrapped in plain oil cloth, I was able to determine that the Jugs were cleverly hidden behind an ugly assemblage of ducting and aluminum casting. After getting that collection of junk out of the way, it was clear why the silky smoothness of the little jigglers had been defiled. A bit of palm frond (common on the 40's streets of Southern California) had become lodged in the front jet lever. This contaminant removed, the motor resumed its normal beat and I became an instant SU expert! By Bill Phy, longtime member of the Peninsula T Register.



For Sale: 1962 MGA racer See the Classified Ads

Ace Mercury Wheel Disks

by Rich Wagner, Massachusetts (from MGB Driver)

After going to British car shows for over 25 years, I have never seen the Ace Mercury Wheel Disc on any British car. This despite the fact that they were a factory option for the MGA, the Midget and the MGB. This is verified under the options listings in the *Original MGB* and *Original MGA* books. I have the MGB version of the book and the caps are mentioned but not pictured. The *Original MGA* book does show the Ace disks. There is a shot of a rather beat up one, missing its center cap, and a shot of a complete one mounted on the rear wheel of an A. The Ace was also offered on the Midget and there are several shots of a Mk. II Midget sporting them in the *Original Sprite and Midget* book, including the photo on the back cover. The MGA ones are 15" in diameter (also usable on Z Magnettes), the MGB 14" and the Midgets 13".

You know how when you're not looking for something, you find it? Such is the case with the Ace Mercury caps and me. I was given an offer that I couldn't refuse on a full NOS set of the caps that came in the original BMC boxes and wrappers. The caps have been perfectly stored and are truly mint. The caps had never even been on a car. The look is truly dramatic on the car and I'm sure it's not for everybody. I do like the idea of going to shows and having something that most people have never seen.

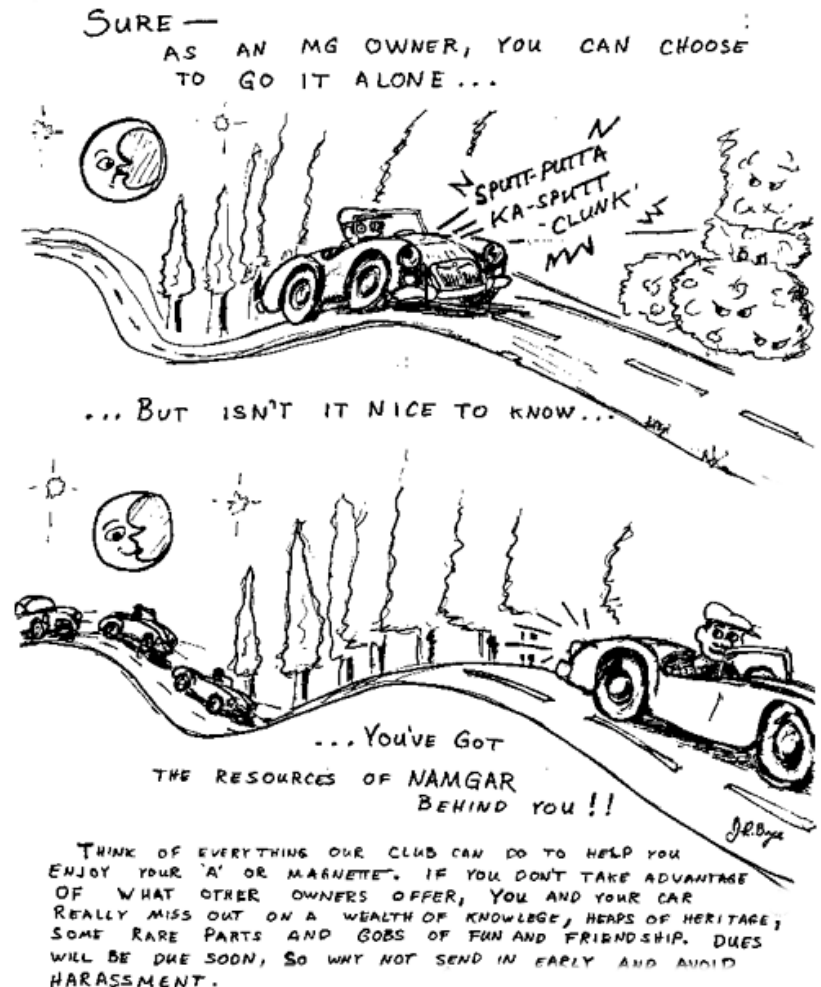
I've been asking a lot of questions about these caps to a lot of people but I've been amazed at how many MG buffs really have never heard of them. I guess one of the main reasons would be that most of the cars have been fitted with wire wheels from the beginning and the person choosing the disc wheels might have been on a budget at the time of purchase.

The numbers on the boxes are (2) AHH 7044 and (2) AHH 7045. This marking is written in black magic marker. Although the boxes and the BMC wrappers are all in great shape they don't appear to be numbered in any other way. One thing to be aware of with the Ace disks is that they are handed ones for the left side of the car and ones for the right. The punched out scoops are oriented so the top ones are scooping air inwards towards the brakes. Two of the caps have the scoops pointing in one direction and the other two in the other direction. Clausager mentions in the MGA book that perhaps part of why they are rarely seen today is that they are aluminum



and fairly easily bent up. Watch those curbs! I must admit I wasn't sure if the look of the cap would be over-whelming for overall style of the B. Now that I see them on the car I am very impressed at how well they really do look. They add a whole new dimension to style of the B.

Dues are now Over Due



Art and admonition by MGOC member J.R. Boye, 1983.

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