

MGOC Octagon  
 If undeliverable please return to:  
 320 B Monterey Blvd.,  
 San Francisco, CA 94131-3141  
<http://www.MGOC.org>

#### UPCOMING CLUB EVENTS

MG 2007 Meeting, Nov. 5 <sup>th</sup> (Sat.) .....	23
Club Meeting & Natter, Nov 10 <sup>th</sup> (Thurs.) .....	23
Pigeon/Soup Expedition, Nov. 12 <sup>th</sup> (Sat.).....	4
South Bay Natter, Nov 25 <sup>th</sup> (Fri.).....	23

#### INSIDE THIS ISSUE

Forthcoming Events .....	3
The Best Car I Ever Owned .....	5
From the Editor .....	6
Coyote Run TSD Rallye Report.....	7
Super Hot Midgets .....	8
America s British Reliability Run.....	9
Drip Pan: The MG Behind the Cobra .....	10
NAMGBR — an East Coast Perspective .....	11
MG2007 Minutes .....	12-13
MG Parts Exchange at Fullerton .....	13
New Member News and Old Member News.....	15-16
October Minutes .....	17
Magnette, MG s 50 s Sports Sedan .....	19
Top 10 Hollywood Car Chases .....	20
Classifieds .....	22

# 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 Joel Johnson



MGs at the Autumn Classic. Bill Webb and his winning TC at right.

## November 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](mailto:ninaba@mindspring.com)

**Treasurer:** Mike Jacobsen, 415-333-9699, [MikesMuseum@yahoo.com](mailto:MikesMuseum@yahoo.com)

**Secretary:** Dan Shockey, 408-923-3927, [MGmogul@earthlink.net](mailto:MGmogul@earthlink.net)

**T Register Director:** Jim Carlson, 408-257-9976, [mgjim@att.net](mailto:mgjim@att.net)

**Activities Director:** Randy Grossman, 510-483-3171,  
[r.m.grossman@comcast.net](mailto:r.m.grossman@comcast.net)

**Corresponding Secretary:** George Steneberg, 510-525-9152,  
[j2george@pacbell.net](mailto:j2george@pacbell.net)

**Membership Development:** Bob Stine, 650-349-5128, [RAStine@rcn.com](mailto:RAStine@rcn.com)

**Octagon Editor:** Bob Trencheny, 925 556 9311 [Tbobjx@aol.com](mailto:Tbobjx@aol.com)

**Commercial Advertising:** Mike Jacobsen, 415-333-9699,  
[MikesMuseum@yahoo.com](mailto: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](mailto:mgoc@felixwong.com)

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

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

**MGC:** Kent Leech, 925-253-9757, [kent@kentleech.com](mailto: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](mailto:martyray@cruzio.com)

**T-types:** George Steneberg, 510-525-9125, [j2george@pacbell.net](mailto: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](mailto:mgpb36@yahoo.com)

**S.U. Carburettors:** Marty Ray, 831-247-5863, [martyray@cruzio.com](mailto:martyray@cruzio.com)

**Bodywork:** Bill Weissberg, 209-835-0428, [weissber@slip.net](mailto:weissber@slip.net)

### 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). 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

November 10, 2005 (2<sup>nd</sup> Thurs.), 8 p.m.

\*\*\*\*\* Trying a 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\_ miles on right.

From Southbound I-880, to Lewelling exit, Left off exit, Left at first light, 1\_ miles on right.

## South Bay Natter & Noggin

November 25, 2005, (last Fri.) 8 p.m.

Join us for an informal gathering in the South Bay. We'll meet in a lamp-lighting 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.

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

## MG2007 Planning Meeting

November 5, 2005, High Noon

The second planning meeting for MG2007 is being held Saturday morning at the Englander in San Leandro. Come out and support the club and this great event. There are committees in need of volunteers.

The Englander Sports Pub & Restaurant  
101 Parrott St., San Leandro, 510-357-3571

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 right on Parrott St.

## 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. Members may also email ads to the Editor at [Tbobj@aol.com](mailto:Tbobj@aol.com)

**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](mailto:ktroedsson@hotmail.com)

**For Sale:** 1974 \_ MGB: Rubber bumpers, twin carbs, and 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 Stagmier [stagmier@hotmail.com](mailto:stagmier@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](mailto:ferdinands@att.net)

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

**For Sale:** 54 MGTF: Right hand drive, second owner never restored, the paint has been cleaned-up and has a new top, lots of spares. Cypress Club member Tom Gano. Asking \$20K [tomg@firstwestern.com](mailto:tomg@firstwestern.com)

**For sale:** Ribcase 4-speed transmission from a 1974 Midget. Tailshaft rebuilt, good condition \$300/offer. Twin SU carbs from 1974 Midget, Rebuilt \$250/offer. Also have emission components. Make offer. Member Mark Hertz. [damhertz@prodigy.net](mailto:damhertz@prodigy.net) or (925)757-2070

**For Sale:** 1955 MGTF 1500: White with tan interior and soft top. Show quality condition but used as a daily driver \$22,500 or make offer. Also, two MG TDs in partial restoration with numerous new parts to complete. In Merced. (209) 723-7465

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

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

**Engine Stand** - Free. Member Dan Neu, Mountain View, [dan.neu@sbcglobal.net](mailto:dan.neu@sbcglobal.net)

**Free 1979 Midget:** In Oakland on 16th St. (Near Lindon & Chestnut) Believes motor is good. Complete. Claims body is good but has been sitting unprotected for 10 years. Richard, (510) 663-5581

**1970 MG Midget** in the weeds. It is mostly complete and has two extra wire wheels. Perhaps a project car/parts car?? It is in Vallejo and I need to find it a new home fast. I have the pink slip. Pete Fuller 707-249-4262, [petefuller@sbcglobal.net](mailto:petefuller@sbcglobal.net)

All ads expire on Jan. 1<sup>st</sup>, 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*.

### 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 15<sup>th</sup> of the month preceding the issue in which you want them to appear. The editor's address is: Bob Trencheny 601 Greylyn Drive, San Ramon CA 94583. Or, you may email contributions to [Tbobj@aol.com](mailto:Tbobj@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

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

Nov. 5<sup>th</sup> (Sat.) — **MG2007 Planning Meeting** see page 23

Nov. 12<sup>th</sup> (Sat) — **Pigeon /Soup Expedition**, see page 4

Nov. TBD — **Pierce Manifolds Tour** — postponed to March

Nov. 18-20 — Palm Springs Revival races, [www.hsr-westracing.com](http://www.hsr-westracing.com)

Nov 20<sup>th</sup> (Sun) — All MG Parts Exchange at Fullerton CA, see page 13

Nov. 25<sup>th</sup> (Fri.) — **South Bay Natter**, see page 23

Dec. 11 — **MGOC Holiday Tea**, 2pm. Potluck. Grossman s

Jan-Feb TBD — **Annual Dinner**

June 9-11, 2006 — Open Roads 2006, [www.goldengatehealeys.com](http://www.goldengatehealeys.com)

Oct 8-10, 2006 — High Country Tour in Sedona, by Al Moss , Regional  
NAMGAR event, info from [RacerMoss@mac.com](mailto:RacerMoss@mac.com)

## FREE Parts & Accessories Catalogs

Choose From These Catalogs:

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

Order Toll Free  
7 Days A Week  
**1-800-255-0088**





Order Catalogs & Parts Online at  
**www.VictoriaBritish.com**





## Pigeon / Soup Expedition

### Saturday, Nov. 12, 2005

Your Captain of Fun, Randy Grossman, has added another driving and eating event for November. We plan to drive over the hills to the annual lighting of the old Fresnel-lens light at the Pigeon Point Lighthouse, stopping at the San Gregorio Store then on to a late lunch at Duarte's in Pescadero. A highlight of dining at Duarte's is their artichoke soup (NOT pigeon soup). Duarte's is also famous for Bloody Mary drinks and their Olallieberry pie.

There are interesting exhibits and hot drinks at the lighthouse before the lighting. The lighting itself is quite a spectacular sight. The sunset can be even more stunning. The 133<sup>rd</sup> anniversary celebration and kick-off of the restoration campaign of the light station will take place between 4:00 p.m. and 6:30 p.m. For more information, visit [www.calparks.org](http://www.calparks.org).

The light is turned on at dark. They do not rotate the lens for the first five minutes to give the photographers a good shot. We don't want to get there too late as the parking gets tight.

#### The Plan:

1:00 — 1:30 p.m.: Meet at the Park and Ride lot at the Woodside Road exit from I-280. (On the west side of the freeway)

1:30 p.m.: Depart from the Park and Ride. Drive over the hill on Hwy 84 through La Honda. Good road with lots of fun curves.

2:15 p.m. (approx.): Stop at the San Gregorio Store.

3:30 p.m.: Lunch at Duarte's in Pescadero. (If you prefer, you can explore the shops and markets in Pescadero instead of having lunch at that time.)

4:30 — 5:00 p.m.: Depart for the Pigeon Point Lighthouse.

Head home at 7:30 or whenever you wish.

#### Be sure to dress warmly!

RSVP to Randy Grossman by Tuesday, Nov. 7 (for lunch reservations).

510-483-3171, [r.m.grossman@comcast.net](mailto:r.m.grossman@comcast.net)



**Shadetree Motors, Ltd.**  
 SKIP KELSEY, Esq.  
 MG PARTS  SPECIALIST  
 Retail - Wholesale  
 Discount Pricing  
 Authorized Moss Motors  
 Parts Distributor  
 MC/VISA/AMX/DISC.  
 Tel. & Fax (925) 846-1309  
 Website: <http://www.shadetreetmotors.com>  
 3895 Mammoth Cave Court, Pleasanton, CA 94588

## MGOC Jackets Available

*Buy now for the  
Holidays!*



John Milsap has worked with a vendor to arrive at a very attractive MG Owners Club jacket. It features a red and white embroidered logo on a black jacket trimmed in tan. We took a large number of orders at *MGs by the Bay*. We ordered some extras so can deliver immediately. If you ordered one, you can pick it up at a meeting or event. Let John know you'll be there.

#### Ordering info:

Cost: \$60.00 each

Sizes: Small, Medium, Large, XL, XXL

Delivery: Price assumes hand delivery at a meeting or event.

To order: John Milsap, (510) 749-9167, [ebmjem@earthlink.net](mailto:ebmjem@earthlink.net)



MGOC Grille Badge



SF Peninsula T Register Badge

The merged corporation was concurrently developing a new engine/transmission combination with the intent that the Magnette be first to use it, feeling that MG's sporting image would rub off when the powertrain was later added to BMC's bread-and-butter sedans. Unfortunately the engine wasn't ready in time and thus the Wolseley 4/44, fitted with an older unit, arrived in the showrooms a full year ahead of the Magnette, now referred to as the ZA.

Even with its new 60 hp, 1.5 liter BMC engine and 4-speed transmission, the MG Magnette was no performance car, though a top speed of 80 mph (86 mph in later 64 hp ZB models) assured decent highway cruising, something I could personally attest to after a trip to the Sebring 12-hours race and return, from Toronto. With four of us taking turns at the wheel, we were stopped for speeding three times.

What the Magnette could boast, however, was excellent handling (as one might expect from the breed), very precise rack-and-pinion steering, and decent brakes. This made it a delightful car for canyon-carving in America or threading through mountain passes on the continent. At the same time, it was an ideal sedan for young families confined to crowded city roads.

The ZA/ZB Magnette's life span was a mere five years, ending in 1958. During that period running changes were made, including a wraparound rear window on upgraded models and optional Varitone two-tone paint jobs. A rather chintzy-looking fake-wood dash was replaced by the real thing, while leather upholstery became standard. Higher overall gearing went into the ZB Magnettes and for a time, a clutchless Manumatic transmission was offered. Buyers on both sides of the Atlantic snubbed it.

A Mark III Magnette was developed for 1959, but by then Gerald Palmer had taken a new position with GM's Vauxhall subsidiary. BMC's engineers, lacking his vision, produced a car that was little more than a souped-up Austin Cambridge. It was trashed by the British Motoring press and found little favor with buyers.

Thanks to our North American car owner's proclivity for neglecting essential maintenance, there aren't many Magnettes left on this side of the Atlantic. Yet one in excellent shape can be purchased for as little as \$8000. A small price for a beautiful little sports sedan that drives and handles just like an MG. And that, my friends, is a compliment.

## Top 10 Hollywood Car Chases

from an on-line poll by Hagerty Insurance

1. Bullitt
2. Gone in 60 Seconds (2000 version)
3. Smokey and the Bandit
4. The Blues Brothers (2003 version)
5. Gone in 60 Seconds (1974 version)
6. The French Connection
7. Ronin
8. Vanishing Point
9. The Italian Job (2003 version)
10. The Fast and the Furious

Thanks to John Hunt for this contribution.

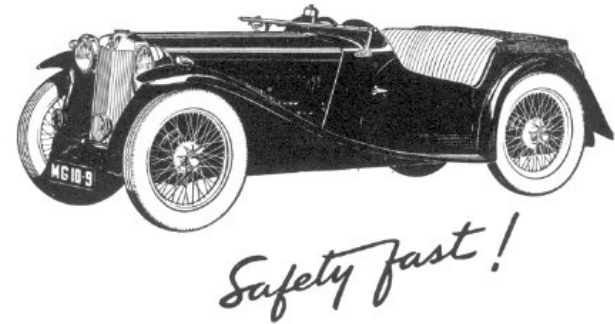
## The Best Car I Ever Owned

By Felix Wong:

In the October 2005 issue of *Road & Track* is a great article by Thos L. Bryant regarding The Best Car I've Ever Owned. For the piece Bryant interviewed such luminaries as Dan Gurney, Jay Leno, and Sam Posey. He also interviewed Bob Lutz, the vice chairman of General Motors. Lutz's response was particularly interesting because instead of citing a product from GM, he cited another marque with those same letters but in different order.

The car that stands out in my memory is my 1952 MG TD, bought used in 1955 in Pensacola, Florida. It was my first sports car and it quickly became a faithful daily driver. It was also a SCCA gymkhana, autocross, and circuit racer on weekends, and an object of scorn for the local population. They could not envisage an automobile that small, with only 4 cylinders and a mere 55 horsepower. But on the twisting roads of rural Florida and Alabama, it provided pure joy.

It is perhaps not so coincidental, then, that one of the first cars Lutz conceived after being hired by GM was the Pontiac Solstice (also featured in the same issue of *Road & Track*).



	<p><b>William Shaw</b></p> <p>(415) 924-1450</p> <p>36 Industrial Way Behind Cost Plus Greenbrae, CA 94904</p>
--	--

## From da Ed

October 22, 2005

If this month's *Octagon* is late you can blame me. I am behind schedule because I have spent a good part of the last three weekends rebuilding the front suspension of my '73 B. While I had never done suspension work on an MG before I have replaced Pittman and Idler arms on an old Toyota Celica and greased plenty of bearings in years past.

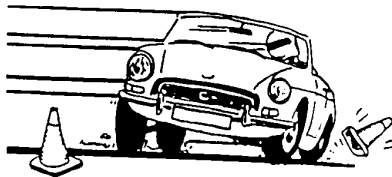
I ran into a few snags along the way. Both upper trunnion bolts had to be cut on both sides of the lever shock and both bolt heads were stuck in the

levers. Ultimately I had the bolt heads pressed out at a local shop. Now that everything is back together I should be ready for the Mt. Diablo drive next weekend.

With the holidays fast approaching our activities turn from outdoors to indoors. In December Randy and Melissa Grossman are hosting the MGOC Holiday Tea on December 11.

And finally, planning for MG2007 is just getting underway with two of probably many meetings completed. If you have always wanted to get involved in club activities but never found the right chance, this might be it. All members are welcome to join in the planning.

Let's Ride,  
Bob



## The Magnette, MG's Lovely and Lively 50's Sports Sedan

From Philip Powell, *Your Guide to Classic Cars*.

### Italian Influence, British Spirit

In 1953 the British sports car builder MG broke from tradition by introducing a totally modern four-door sedan. Strange though the idea of a family car with an MG badge may seem to enthusiasts weaned on later models, the company had in fact been making rakish-looking four-door sedans since 1935. Indeed one such pre-war MG, the Y Series, continued in production until 1953.

However, with its outdated side-valve 4-cylinder engine and 1930's styling, the Y had become decidedly old-fashioned; it was time for a change to modern design and engineering.

This finally happened during a 1952 merger between two long-time rivals: the Nuffield Organization — producer of MG, Riley, Wolseley, an Morris automobiles — and Austin Motors, maker of a wide range of car under its own name. The new, merged corporation was patriotically (and rather grandly) crowned The British Motor Corporation.

Development of the Magnette, as it was called, started at Nuffield's before the merger, under the direction of designer/engineer Gerald Palmer, who was then responsible for all MG and Riley styling. Palmer, influenced by new designs from Italy, created a curvaceous, sporty-looking unit body, deftly combining the upright MG grille with a contemporary shape. It had some of Jaguar's sexy style and very-British interior on a much smaller 102" wheelbase. And yes, the Magnette also displayed an Italian flair.

Palmer must have had a talent for marketing, too, as his initial proposal called for a badge-engineered Wolseley on the same platform with the same running gear and almost identical styling. To differentiate the two, he had the Wolseley model sit two inches higher; something easily accomplished by adjustments to fenders, sills, and suspension mounting points.

*Jim Griffin & Son*  
*British & European Car Repair*

GERALD GRIFFIN  
PHONE 650/589-7619



FAX 589-7635

1261 SAN MATEO AVE., SAN BRUNO, CA 94066

## 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 .....	\$165.00
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

### CARBURETORS: COMPLETE REBUILDING

Disassembly, cleaning, bodies rebushed, new throttle shafts, jets, needles, float valves, gaskets, Flow bench tested.....\$395.00/pair

CARB BODIES REBUSHED;  
and new throttle shafts.....\$55.00 each

Prices shown are for Exchange or Yours Rebuilt .  
Core charges apply if items are ordered prior to  
(and are refunded after) our receiving your old unit.  
S/H \$4.00-\$8.00 per item. FREE CATALOG.  
[www.applehydraulics.com](http://www.applehydraulics.com)

## APPLE HYDRAULICS

1610 Middle Road, Calverton, NY 11933

631-369-9515, FAX: 631-369-9516

**Toll Free 800-882-7753**

Visa, MasterCard, COD. Free Catalog



## OLD BUSINESS

NAMGBR MG 2007: The North American MGB Register has offered to let us host their 2007 annual convention. We held a planning meeting on Oct. 8. Minutes were passed out. We have the next meeting planned for Nov. 5. We need to get the agreement to NAMGBR, set the date with the hotel, and get ourselves organized. Dave McCann will represent us at NAMGBR's annual meeting on Oct. 22.

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. Discussion was tabled at this time.

New Meeting Place: We were pleased with the arrangements at Ricky's and will try it again in November.

Support for New Orleans MG Club: No response yet.

## NEW BUSINESS/EVENTS

Dash Plaques: Mike said that we can get a 14% discount on these for our *MGs by the Bay* event by ordering early. We decided to just put May, 2006, and MGs by the Bay on them and get them ordered soon.

Sales Calls: George reported that he gets many sales calls to the club. We offered to get a recorded message service if it gets to be a problem for him.

The meeting was adjourned at 8:54 p.m. The next business meeting is to be held Nov. 10, 2005, at Ricky's.

Respectfully submitted,  
Daniel Shockey, MGOC Secretary



<p><b>Martin Hveem Automobile Restorations</b></p>	
<p>Tel: 430 529.6450 Fax: 430 529.6452 1520 Schwab Street Red Bluff, CA 96080 martinhveem@earthlink.net</p>	<p><b>Classic &amp; Antique Restoration Service Repair</b></p>

# The Coyote Run V

## A Time, Speed, and Distance Rally

By Randy Grossman, your Captain of Fun

On Oct. 1, the Porsche Club of America sponsored its 5<sup>th</sup> Coyote Run, a TSD Rallye, and the MGOC was invited to participate. As our club is considering a TSD charity event for our membership, this event was an opportunity for us to try this challenging activity. If this event was any indication of how much fun a TSD rallye can be, I hope this is the first of many for our club!

For those of you not familiar with a TSD, it is a real teamwork activity between the driver and his/her navigator. It is a test of your skills to drive specific course according to a specific set of directions in the least amount of time. The object is to obtain the least number of points, and a perfect score would be to finish exactly on time. Points are added for each second you are off the mark. The challenge comes in staying on course, and doing so while maintaining the prescribed average speed for each driving leg.

While only two of our official members participated (myself and Vern Lindsey), we both won trophies! Vern and his wife won first place in the First Timers category, and Melissa and I took 3<sup>rd</sup> place in the Beginners category. (Melissa and I had previously run in a TSD rallye at the GT 28 up in Oregon so we were put in the Beginners Class.) The MGOC awarded Vern a grill badge for his victory. As this was Vern's first time, he didn't know what to expect. I told him he would have fun, and it actually would strengthen his marriage (or at least test it)! Well, sure enough the Lindsey family did fantastically well, and Melissa and I had a ball too.

The Rallye began and ended in Redwood City, and in between we had a wonderful drive down to Pescadero on the coast and then back. There were a couple of tricky spots but that's all part of the enjoyment. We thank the Porsche Club of America for having us join them.



Vern and Randy (center of photo) lead the MGs on the Coyote Run.

# Super Hot Midgets

Reported by Dan Shockey

A recent issue of *Grassroots Motorsports* magazine featured two Midgets that won glory. The first, car #57, won the F Production national title for the SCCA. The driver, John Saurino, was also awarded the Mark Donohue Award for his personal spirit, performance, and sportsmanship at the Runoffs. The SCCA production classes allow considerable modification to the cars, as can be seen in the photo.

The other hot Midget was the only car in GM's \$2005 Challenge (cars that must cost less than \$2005 fully prepared) to post a clean sub-30 second time in the autocross. The 1966 Midget cost owners Lee Graser, Dave Disney and Jim Stockburger \$850 and the total spent was \$2002.45. The beautiful MG had a rather special powerplant, a Thunderbird Turbo 4-cylinder. They received awards for the highest finishing classic and the best engineered. They also received 6<sup>th</sup> place in the drag race and 7<sup>th</sup> place in the concours to finish 2<sup>nd</sup> overall in this hotly-contested competition.

With gas at \$3 a gallon, it may be time to find that Midget to hang onto.



# Minutes of the MGOC Business Meeting October 13, 2005

The meeting was called to order at 8:04 p.m. by President David Wright. Present were: Dan Shockey, Bob Trencheny, Randy Grossman, David Wright, Mike Jacobsen, George Steneberg and new member Pat Payne of Alameda. Pat owns a 1973 MGB.

Treasurer's Report: Club account balances are very healthy. We are at our annual peak due to renewals. We took in several hundred dollars at the Palo Alto meet for regalia and memberships.

Registrar's Report: Renewals are mostly in. (Members, don't forget to renew!) We now have 305 total paid members! 58 of these are auxiliary members (spouses, children, etc.). Mike has new club name badges on order.

Secretary's Report: August Minutes accepted as printed. Dan will send a get-well card to Nina for the Club.

Regalia Report: We sold 25 or so T-shirts and a few pennants at Palo Alto. Mike is getting a quote from Triple-C for new grille badges. Bob Stine got a quote from a local award shop that came to \$67 each! Our previous vendor talked about a 10% adder over the previous cost. That should be close to \$35. We will look for additional vendors and quotes. (Members, please send vendor info if you know of any.) Club jackets: Defer update until John Milsap is present or sends a report.

Octagon Report: Bob Trencheny got out his second issue as our new Editor. We printed 195 copies with ten going to O'Connor's for new member recruiting.

Off-topic: David Wright asked whether our procedures and practices are documented should anything happen to a current officer. Mike reported that things are documented for all club offices but there are some updates that should be made.

## PAST CLUB EVENTS

Porsche Club Rally: (Run by The Rally Club) We had five or six MGs join the 20 or so Porsches. They seemed to appreciate having us along. Vern Lindsay (MG Midget) won the First Timers division. Randy Grossman got Third in the Beginners group. Vern will receive the club grille badge for best MG finish.

Palo Alto Brit Meet: The new club canopy worked great. This is good exposure for the Club. Thanks to the Robbie, Katie, and Beth Trencheny for all the help with the club booth. We also held a brief meeting on MG2007 with about a dozen members present.

## UPCOMING CLUB EVENTS

San Juan Bautista Brit Meet: We will organize a caravan for Sunday morning.

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.

Pierce Manifolds Tour: Postponed until spring (perhaps St. Patrick's Day) due to other events.

Holiday Tea: Date set for Sunday, December 11, at 2:00 p.m. This will be at the Grossman's home in San Leandro.

Annual Dinner: This should be held on the Peninsula this year. We are seeking suggestions for a restaurant.



in the 76 Olympic Trials and have won the Masters World and US National Championships.) I've written for *Surfer* magazine, *Longboard* magazine, *Wrestling International Newsmagazine*, *Amateur Wrestling News*, the *San Jose Mercury News*, and a bunch of others. My wife of almost 31 years is Patty and the love of my life. My son, James, heads up a Santa Cruz Hardcore Punk-band (Arsonists Get the Girls) and my daughter, Lana, is an aspiring model (looks from Mom) and studying to be a massage therapist.

I look forward to drives with the club, meeting new folks who share the passion I have for all things British, and maybe save enough money to take Patty to England, rent an MG over there and take a driving Holiday for vacation!

We'll catch up on more new members next issue.

## and Old Member News

Member **Dan Neu** was able to work as a tech inspector and the Laguna Seca CSRG event in September. Dan reported, "I arrived on Friday at noon and went straight to work. I stuck around both Saturday and Sunday too. Saturday I did more inspections in the morning. Saturday and Sunday I manned the black flag station. I had a great weekend and was asked to work the other two CSRG events this year. I was able to camp in my 1985 VW Vanagon camper in the paddock. One of those events falls on October 14-16, which happens to be the same weekend that ALMS is at Laguna Seca. I'm torn between the two. The other event is November 4-6 at Thunder Hill."

**Chuck Harvie** has been working to get his 1968 GT from a long hibernation. It sounds like Chuck has the motor turning over and fuel and oil pressure. No word on spark yet!

And, **Mike Romo** has his new '67 BGT on the road and is hoping to join us on a drive in the very near future.

***An inconvenience is only an adventure wrongly considered; an adventure is an inconvenience rightly considered. — Gilbert Keith Chesterton (1874-1936)***



## Drivers Testing Old Reliable on 750-mile Ride

By DAVE SERENO *Canton (Ohio) Repository* city editor

Mike Seesan fell in love at 16.

His younger brother had spotted an old MGB parked inside a family friend's barn. And Seesan was soon forking over \$500 and hauling the car home. My family's not into cars at all. I just thought it would be really cool, something I'd never seen before, Seesan said. The MGB would become a passion of sorts for Seesan, now 28.

This weekend, Seesan and his wife, Natalie, will take their 1973 MGB to Michigan for the America's British Reliability Run. It's a 750-mile drive (not a race) through parts of Michigan, Ohio and Indiana. Its purpose is twofold, said Blake Discher, organizer. It allows fans of the British automakers to share their common bond and refute their cars' reputation as unreliable on the roadway. It also raises money for charity, with this year's proceeds going to the National Children's Cancer Society.

Each participant gathers pledges from family and friends in hopes of reaching the \$500 target for each vehicle. Drivers will take to the course Saturday and finish Sunday. Each pays for his own gas, accommodations and, of course, any repair bills, should they come up.

Nearly 50 vintage British-made cars from across the country will participate. The rarest vehicle, a Daimler SP-250, is coming in from St. Louis.

Many of the vehicles are at least 25 years old, and some require careful monitoring to keep them running smoothly. Triumph, for example, stopped production in the early 1980s. Discher, who owns several Triumphs, said he got the idea for an Americanized version after admiring similar runs abroad. Last year, the event raised \$32,000 for diabetes youth camps, Discher said.

Among those taking part from Stark County will be Eric Langreder of Lake Township. It's his second trip to the third-year event. He'll be behind the wheel of his Triumph TR6 with driving partner Bob Palmer of Hiram.

Mine's not a show queen ... it's mostly for driving and having fun, Langreder said. The drive pace is brisk, with just enough time to stop for something to eat along the way but not too much else, he said. When he is not driving, Langreder is a teacher in Akron. We have fun, and it's a good cause, too, so it's kind of a nice event, he said.

Seesan, an engineer, no longer has the MGB he bought when he was a teen. He bought another one and restored it. He started looking up car shows on the Internet in January and discovered the Reliability Run. We've been sort of preparing for a long time, Seesan said.

For information on America's British Reliability Run, visit: [www.abrr.org](http://www.abrr.org)

# DRIP PAN

*News and Articles from the Peninsula T Register*

## The MG Behind the Cobra

May, 1952: At Norman, Oklahoma, Carroll Shelby drove in his first road race behind the wheel of an MG TC, taking first place in competition with other MGs. The same day, against hotter competition from Jaguar XK120s, he won again!

Asking a friend in the know I'm further told: Yes, it's true — page 37 of *The Cobra Story*... he knew the XKs were understeering, so he just ran a wide radius in the corners (and basically didn't slow too much or brake), although of course they were faster on the straights, but eventually he got away from them.

His success in racing was cut short after winning at LeMans in June, 1959, with Ray Salvadori co-driving an Aston Martin DBR, whilst taking pills for his heart condition. His development of the British AC car with an American Ford V8 is now a matter of history. MG decided V8s were a good idea a bit later.

So, it could be said, the Cobra story all started with an MG TC, but then many things do!

By Steve, Stafford Vehicle Components Ltd., supplier of parts for Cobra cars From the Octagon Car Club newsletter

## New Member News

New member **Dave Rome** writes: I am happy to get to know everyone and visa versa. I live in Los Altos Hills with my wife Liz and two boys (16 and 18). One is a junior at Los Altos High, the other is a freshman at UC Santa Barbara. I have enjoyed working on cars and motorcycles since I was a kid, but only recently got into British cars with my purchase of a '52 TD. I did own (and wish I had never sold) a '67 Triumph Bonneville motorcycle.

I am doing a frame-off restoration of the TD and am just now getting the suspension back onto my recently powder-coated frame. I am always looking to meet folks that have done it before and the invaluable advice that can bring.

New member **Pat Payne**, who attended the October MGOC meeting sent the following info: I have had 1973 MGB for most of its life. Unfortunately it has had to sit outside for the last four years, and wait for its restoration while I restored my 1873 Victorian house the second time after a catastrophic house fire.

The MG will be painted shortly (any advice), and there is a new interior waiting in the box for installation after paint. My female education did not include engines, but it always starts up even after sitting that long. I have been through a lot with that car, and can use all the advice I can get regarding restoration.

I am a sculptor ([www.bigbird-studios.com](http://www.bigbird-studios.com)). My dog and I live in Alameda with work studio behind the house. Thanks for sending the newsletter; am looking forward to meeting members of the MG Owners Club.

And new member **Jim Lucas** writes: I just purchased my '79 MGB from MGOC member Christine Geehrer. She gave me lots of info about MGOC and I'm looking forward to doing lots of things with the club. My first involvement with British cars goes back to 1958 when my folks purchased a Sunbeam Rapier. Our next door neighbor had a classic Jag XK140. In 1963 my Dad bought an MG Midget which, to this day, is still my favorite car that my folks had. In 1973 my Dad bought a Mercury Capri which was the closest thing to a British car he ever owned after the Midget.

My cars have mostly been centered around surf vehicles. After attending the 1998 British Formula 1 Grand Prix I reconnected with my British heritage and started longing for something that was unequivocally British! After subscribing to just about every Brit mag I came to the conclusion I wanted an MG. I drove a Midget and liked it but didn't think wife Patty would. I drove four other MGBs and decided upon Christine's after she showed it to me and we took a great little test drive! To use a surfing term, I was stoked!!!

By trade I'm a marketing/PR professional. I live in Santa Cruz, try to surf as much as I can when not working and was captain of the Greg Noll Surf Team. I am also the head coach for San Jose State's wrestling team (I was

## O'CONNOR CLASSIC AUTOS

Brian O'Connor

MG Sports Cars  
Parts Service  
Restoration



1-888 FINE MGS

1-888-346-3647  
1-408-727-0430  
FAX 1-408-727-3987

2569 SCOTT BOULEVARD  
SANTA CLARA, CA 95050

[www.oconnorclassics.com](http://www.oconnorclassics.com)  
email: [mg@oconnorclassics.com](mailto:mg@oconnorclassics.com)

"Have Your MG Repaired  
by an Expert Mechanic"

The other enjoyment for me from this convention was simply to hear the ever pervasive talk of an intangible I call the West Coast car mystique. It seemed to ooze out of almost every conversation I heard. From exclamations about the number nine curve at Laguna Raceway to descriptions of the benefits of the latest ignition electronics from Bill's Research in Riverside, there is nothing like automobile interest by the folks from California. It was everywhere, from the race modified MGB displayed in the hotel lobby to the talk in the parking lot. This attitude is unique to that part of the country and you could feel it just looking at the cars and talking to the owners. Most of the items I saw are probably available through mail order or the internet somewhere, but experiencing this strong interest first-hand was fascinating. And this was in Washington State. Imagine what an MG show in the LA area would be like, if it had all the local vendors present.

A very good, well run convention. Just wish it could have been closer to home so more could have attended. We had a good time for sure. Now it's time to look forward to the MG 2006 convention, which will be held in Pigeon Forge, Tenn. next June. This one's a joint meeting with the A and T registers so there should be lots of cars and MG interest there. Plus it's got some real MG roads nearby to experience. It's a bit closer than Olympia too, so start making your plans now for a club caravan to what promises to be another great time for MGs and MGers.

And my report wouldn't be complete without one road story from our trip. On the return portion of our journey, about the fifth day out after the convention ended, Ann and I stopped to do some sightseeing in Montana at the Little Big Horn Battlefield (site of Custer's little problem with the natives). Passed a green MGB leaving the area just as we pulled into the visitor's center. A nice sight to see one out on the highways touring along. Then the next day, Ann and I stopped at the Devil's Tower National Park in eastern Wyoming about 400 miles further east. There in the parking lot is the same green MGB, sporting Illinois plates. Had to wait until the owner returned to the car to ask, and sure enough, this couple had been to the convention and were sightseeing on their way back to Chicago. We had a nice conversation about the convention, our trips, and their experiences on the return drive. Now what are the odds of meeting the same MG twice, in the middle of both huge Montana and then Wyoming, well over 1,200 miles from Olympia, and then being able to have a visit with fellow MGers from the same event? Drive the MG, and you never know who or where you will meet someone with common interests. This is a huge country we live in, yet a small country of MG owners.



## MG 2005

### NAMGBR Convention Report

By Jim London of the *MG Car Club* Washington DC Centre

Ann and I had a memorable experience this summer attending the National MGB Convention, held this year in Olympia, Washington, way out on the West Coast. We decided to take the plunge and do a long, wandering, monumental vacation and drive across the country, sightseeing everywhere along the way and arranging our itinerary to arrive in the northwest to coincide with the convention. The only concession to this distance was not to take our MG, but to drive our regular car. The saga of this road trip will be the subject of another article, but suffice it to say we made it, all 7,300+ miles out and back, and enjoyed the convention at the midpoint. And although I missed having my MG at the convention, with the huge distances, luggage needs, and summer heat, it was best to leave my baby home.

The convention itself contained about the usual fare for these events. The convention hotel was a very nice facility, high on a bluff overlooking an arm of Puget Sound and the state capitol beyond. It was a low structure, tucked coolly under many tall, tall Douglas fir trees, quite the true Pacific Northwest atmosphere and setting. There were approximately 250 MGBs attending, mostly from the west coast, although there was a small contingent from the east. I saw one car from Maryland and one from Virginia. The group was cordial, with many a familiar face from past events. The activities included a salmon barbeque dinner put on by a local Indian tribe (complete with native music and dancing while we dined), driving tours of the area, tech sessions, and the big car show. Plus lots of my favorite activity, walking through a hotel parking lot filled with MGs, chatting with each owner about his car's history, his hometown, his trip to the convention, or his mechanical problems along the way. That's what an MG convention is to me, and this one had lots, not to mention different cars and hometowns.

The highlight of my convention experience this year were two tech sessions given by Keith Ansell of Foreign Parts Positively, a West Coast MG shop. This guy knows more about MG internal workings than anyone I have ever seen, (yes, including John Twist and our own Dave Michel). A former Brit from Birmingham, he worked for BMC/BL as their west coast service director (in San Francisco) for over fifteen years until their demise, and his experience with the service and development of the MGA and MGB models is incredible. In addition to all his knowledge and familiarity with MGs, he has an incredible teaching tool. He and a friend with a plasma cutter constructed a cut-away engine and transmission from an actual MG that demonstrates more technical workings than any description could ever do. This display has all the working parts of the engine and transmission cut open to view, yet still in place so you can see every part as it moves. The pistons all work, timed with the cam, lifters, valves and distributor, the water and oil pumps operate, all transmission gears turn and shift, and all this completely visible as you spin the crankshaft pulley. It made for a wealth of information on the workings that go on as you drive your car. For instance, do you know why it is critical not to overfill the oil sump? It's not what I had always thought, but to watch the engine rotate and see the method of the internal oil flow makes it very clear. We should get this guy and his display east some day for an incredible tech session. His almost five hours of discussing and interacting were not nearly enough, and he fielded questions until he was about to drop. (Continued p 14)



# Minutes of the MG2007 Meeting

**October 8, 2005**

Attending: Tom Balutis, James Brown, Mike Jacobsen, Jack Kurkowski, Dan Shockey, Bob Stine (Jack was visiting from Indiana and has been involved in putting on NAMGAR GTs.)

Meeting Purpose: Launch planning for the MG 2007 event. Make key initial decisions. Begin to set committee leaders and assign tasks.

## Topics & Decisions:

I. EVENT DATES — We discussed the weeks of July 8, 2007, and July 15, 2007 (After having eliminated the week including July 4 previously.) We decided to get away from the July 4<sup>th</sup> holiday if possible so chose to pursue the week of July 15. We decided to plan for the Monday evening through Friday morning schedule. We discussed what would occur on each of the three main days as a check of that plan. The dates are July 16-20, 2007.

II. SCHEDULE — The trend is to have the car show on the first full day of the event. This allows folks to clean their car upon arrival and not have to clean it again during the week. We want to feature San Francisco as part of the feature of our event even though most activities will be in the Wine Country and coastal areas. We talked about some ways of including San Francisco: off-commute driving tour, Sausalito lunch tour, possible bus trip to the Alcatraz ferry, driving to the Larkspur Landing Ferry into the City. Other events mentioned: North Coast tour, gymkhana, TSD or gimmick rally, and tech sessions.

One curve-ball thrown at us was the idea of concours judging. We believe that NAMGBR generally has concours judging opportunity for those who wish it. We also talked briefly about banquets. Most events have two group dinners; one a more casual fun event possibly with a special guest speaker and the other the more formal Awards Banquet. We discussed the possibility of having the fun dinner somewhere besides the hotel, a large winery or area restaurant, for example. We also discussed the hospitality room and the orientation dinner. This is often an informal finger-food event on the first evening. Tom Balutis indicated an interest in heading up the event planning. Obviously we have a great range of superb possibilities.

III. HOTEL AND BANQUETS — We discussed a need for persons to engage with the hotel management (and banquet management) to get us a good deal and ensure we are getting the services we need. Andy Preston has volunteered to be an interface to the hotel. We will seek other individuals with experience and/or willingness to do this for us. The hotel does many large car club events and can anticipate our needs. They are also well-staffed and focused to make large events work smoothly. One point mentioned was regarding the hospitality room. Can we bring in our own food and drinks or will they want to provide it?

Action: Talk to Andy Preston and seek others who may be able to help with this important function.

IV. FINANCIAL MATTERS — We will need financial statements of various types including projected profit and loss. We will also need a dedicated bank account. The agreement with NAMGBR calls for \$500 to be deposited initially by the local and \$500 by NAMGBR. Another \$1500 will be deposited by NAMGBR following MG2006. Action: Mike will open a new account at our bank.

V. SUGGESTED COMMITTEE MEMBERS OR LEADERS — Registrar: Mike Jacobsen; Activities/Events: Tom Balutis; Promotion: Dan Shockey; Regalia: Ask John Milsap if he is interested; Hotel/Banquet Relations: Andy Preston; Financial: Mike Jacobsen

Note: This is preliminary and could change. We welcome volunteers. We discussed the possibility of committee members being geographically close to ease planning communication. There are other committee needs that will be presented next time.

VI. NEXT MEETING — We will meet again in four weeks, on Saturday November 5, High Noon at The Englander. Dan will set up a room with the pub.

Submitted by Dan Shockey

## All MG Parts Exchange Sunday, Nov 20, 2005, Fullerton

The 32<sup>nd</sup> Annual Vintage MG Club of Southern California Parts Exchange will take place from 7am to 1pm on November 20. It will be located across from the Cal State Univ. Fullerton, campus, 2600 E. Nutwood Ave. Take the Nutwood exit west from I-57. (Near the interchange with I-91) Turn left immediately onto Langsdorf Ave.

The closest lodging is the Fullerton Marriott (714-738-7800) directly across the street from the meet. Several members usually go down. I plan to take my van so could share ride space and gas expense. This is a good place to find T series parts as well as MGA, MGB, etc.

More info: [www.VintageMG.com](http://www.VintageMG.com), or John Seim, (949) 786-5697

## 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**