

THE OCTAGON

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



MGOC Octagon
If undeliverable please return to:
320 B Monterey Blvd.,
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Member Jose Vega's MGB at the Palo Alto Concours d'Elegance.

July 2006

Photo by Bob Trencheny

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 2006

President: Bob Stine, 650-349-5128, rastine@rcn.com

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

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

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MikesMuseum@yahoo.com

MGOC Historian: John Hunt, 925-299-9006, huntsails@worldnet.att.net

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: Position Open!

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: Eric Baker, 510-531-7032, mgpb36@yahoo.com

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

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

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

S.U. Carburettors: Marty Ray, 831-475-6204, martyray@cruzio.com

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

Natter & Noggin and Club Meeting

July 13, 2006 (2nd Thurs.), 8 p.m.

The Englander, 101 Parrot Street, San Leandro

(510) 357-3571 <http://www.englishpub.com/>

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

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

South Bay Natter & Noggin

July 28, 2006, (last Fri.) 7 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. (Lori's Diner has closed!)

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

MG 2007 Planning Meeting

Saturday, July 22, 2006 9:30 a.m.

In El Cerrito: New Time, Same Place

At George Steneberg's home, 9 Pomona Ave, El Cerrito CA. This will be more convenient to those important folks in the North Bay. Come down over the Richmond Bridge, or down I-80, and exit before the Berkeley/Bay Bridge traffic.

Directions: Take either I-80 or I-580 to the Central Ave. exit in El Cerrito (north of Berkeley and Albany). Go east to San Pablo Ave and turn right. Take the first left onto Fairmont Ave. Cross Ashbury and turn right on Pomona. George's home is just after Ward Ave. on your right.

George: 510-525-9152, j2george@pacbell.net

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 Tbobjx@aol.com.

1978 MG Midget. \$3000 or reasonable best offer. SSTS member Dave Bohler, Novato, (415) 897-4915, lawrence.bohler@verizon.net.

1974 MGB: Silver with red interior and taupe colored soft-top, overdrive, cloth seats with headrests; Pioneer tape player. 152K miles with more than \$7K invested in the car over last five years. Member dkamins@sbcglobal.net or (415) 706-5646.

1967 MGB. Aftermarket hardtop, wire wheels. Last run in 1987. Make offer. Parmodh Lachan, 510-780-9351 or 510-862-6012.

1979 MGB-LE, Hard/Snug and Soft Tops, 2 extra tires, Tonneau Cover, extra LE Stripe kit. Roger Burr, 72 Parkview Circle, Corte Madera 94925

1965 MGB, Recent restoration for auto cross, vintage racing, and driving to the beach. New engine, carb, interior paint tires and more. \$6000 or trade for a van or wagon. Ken, 415-699-3549

1965 MGB roadster w/hardtop. Second owner. Steel wheels, hard top has a little rust. Four new O'Connor Classic of Santa Clara fenders. A daily driver. "FAST MG" license plates go with the car! \$2500...MGOC member, Ken Gittings (510) 791-8445

Aftermarket MGB hardtop Flashy. Keep warm & dry! Member Eric Baker, 510-531-7032.



MG Corral at Silverstone, 2006, Tom Balutis photo

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). 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 20th 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 Tbobjx@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 in **bold**, SSTS: Sorry Safari Touring Society, ARR: Abingdon Rough Riders

July 3-6 – GoF West, Welches, OR, Area Clubs Caravan,
<http://www.gofwest2006.com/>

July 13 – **Club Meeting & Natter**, see page 23

July 15 – **Lake Chabot & Grizzly Peak Tour**, Pat Davis, page 7

July 23 – **North Bay Wine Tour**, Andy & Marla Preston, page 8

July 28-30 – Champ Car Grand Prix of San Jose

Continued on page 4

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Forthcoming Events (Continued)

July 28 – **South Bay Natter**, see page 23
 July 29-30 – **MGOC Tech Session**, Andy Preston, page 14
 July 30 – Classics by the Sea, Half Moon Bay www.classicsbythesea.com
 Aug. 12 (Sat.) – **MGOC Annual Picnic**, Tilden Park, Oakland
 Aug. 18-20 – Monterey Historic Races, Features: Cooper & Laguna Seca
 Aug. 18 – Concorso Italiano, Seaside www.concorso.com
 Aug 20 – Pebble Beach Concours www.pebblebeachconcours.net
 Aug 25-27 – IRL Indy Grand Prix at Infineon (Sears Point)
 Sept. 9 – Palo Alto British Tour to the Sea
 Sept. 10 – **Palo Alto British Field Meet**, Club Booth
 Sept. 10 – Chico Concours, Chico www.chicoconcours.com
 Sept. 9-11 – California Melee <http://www.californiamelee.org/>
 Sept. 23-24 – **MGOC Tour to Sundial Bridge**, Redding, see page 11
 Sept 23 – Ironstone Concours, Murphys www.ironstoneconcours.org
 Oct 1 – Concours at Serrano, Gold River www.nielloconcoursatserrano.com
 Oct 8-10 – *High Country Tour* in Sedona, AZ RacerMoss@mac.com
 Oct. 13-15 – MG Clubs 50th Anniversary, Inn at Morro Bay, ARR
 Oct. 21-22 – **California Autumn Classic at San Juan Bautista**
<http://www.autumnclassic.100mregistry.com/>
 Oct. 22 – Brisbane Marina Festival, Free, Park on the lawn, (650) 583-6975
 Oct. TBD – **East Bay Tour**, Bob Trencheny
 Oct. 26-28 – **NAMGBR Annual Meeting**, Doubletree Hotel, Rohnert Park
 Dec. TBD – **Holiday TBD**

Receive *The Octagon* in Color

Contact Mike Jacobsen at MikesMuseum@yahoo.com to receive *The Octagon* electronically and in color. You will receive it faster and in color and save the club money on printing and postage.

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Lucas Meant Quality

By Marty Ray, MGOC member

Among fans of English cars in the USA you often hear negative comments about Lucas. Having worked for many years with these systems, I would like to suggest that this is at least partially if not wholly unfair, and perhaps a result of the general sad state of affairs in the industry during the '70s and beyond.

During the heyday of the English motor industry, Lucas stood for quality and made some fine products that were widely used even in other countries. I have worked extensively with the systems and units made during the '60s and before, and they are well made and durable. Most of the units when old are easily restored by just taking them apart, cleaning and lubricating. The main things that affect the systems with age are two: bad repairs and corrosion. The first is worse, as corrosion is usually easily removed by simple maintenance. Corrosion happens to all automotive systems and cannot be said to be limited to the products of one particular company! Poor repairs, made with a lack of understanding or a lack of respect, can be difficult to undo, and sometimes it can be better to replace wiring harnesses, or other components, rather than try to work with something that some insensitive person has, as the British like to say, "bodged." I love that word! The bodgers are our worst enemies, really. And if anything, there were (or maybe still are!) more of them in the USA.

I used to subscribe to an English magazine called Practical Classics. This was a very nice publication, and contained no jokes or snide remarks about components of classic cars generally. I think in some ways the story of our experience with foreign cars is reflective of our national prejudices, especially in older times. Something from a foreign country was generally under suspicion. We do not, in general, make jokes or remarks about domestic systems like AC Delco, though I have heard a variety of comments about my Ford truck from the local inhabitants! So let's try to learn more about how electrical systems are supposed to function, and properly repair and restore them, and try to stop thinking that there is something inherently wrong with these systems.

The P2-class LeMans winning MG-Lola featured at Silverstone in all its dirty glory.
Tom Balutis photo.



President's Ponderings...

MGs in Delaware – I just came back from visiting my son in Wilmington, Delaware. While I was there I noticed a 1974 MGB-GT and a 1969 MGB. Both were in excellent condition. With the daily temperatures in the low 70s, I sure wished I had my '68 B there!

MG2007 Plans Moving Along – George Steneberg hosted the latest planning session for MG2007 in his home in El Cerrito June 17. The plans are coming along nicely. This promises to be a very fun event. Many tours, tech sessions, and special events await MG owners attending the week-long festivities. Dan Shockey and Nancy Shane have produced a high quality flyer to promote the event. More information will be added to the new web site designed just for MG2007. Appropriately, the web site address is www.mg2007.org. Check it out.

Bylaw Amendment Receives Record Response -- We were all quite surprised at the response to the bylaw amendment submitted to address the issue of providing flowers and cards to members and their spouses in the event of lost loved ones. We received votes from 101 members! All but one voted in favor of the amendment.

By now you should have received information and a ballot for nine more amendments to the club's bylaws and constitution. In reviewing the document in the process of creating the amendment last month, we discovered the need to completely update the bylaws...hence, the following amendments. Thanks for your participation. It demonstrates that our members are aware that this really is **their** club.

MGs by the Bay Big Financial Success – MGs by the Bay turned an unprecedented profit this year; nearly \$1,000! The support of sponsors of the event and many sales of T-shirts and regalia are credited with the results. I hope you all enjoyed the show as much as I did. We will continue to strive to make it even better in the future.

Annual Picnic scheduled for August 12 – The club's annual picnic is always well-attended and enjoyable. This is an excellent opportunity to kick back, relax, and enjoy the company of fellow members. We look forward to seeing you there.

Tech Session: Replacing Front Seal and Installing 5-speed Transmission on MGA – Andy Preston announced at the MG2007 planning session that he's planning this tech session over two days...July 29-30. It sounds like an interesting project. Feel free to join the group and you can help and/or learn more about an increasingly popular modification to our fun little cars.

See you soon.
Bob Stine
President, MGOC
rastine@rcn.com



From da Ed...

July 1, 2006

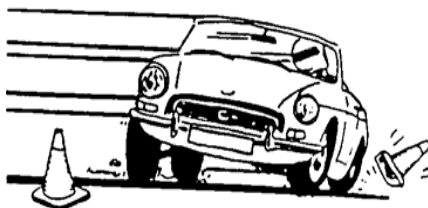
I stopped by Shadetree Motors a few weeks ago. For the second time in three years I needed a brake light switch. Upstairs at Shadetree I met Rod Schweiger who is now helping to keep Shadetree Motors in business since Skip Kelsey passed away in May. Rod seems to have figured out Skip's inventory system and found what I needed before the kids started complaining. Rod and Bob Luebbert both have plenty of MG knowledge and are able to help you with anything for your car. Rod said they will continue to provide the same discounted prices on Moss prices that Skip always provided us. Call them first to check their business hours. Shadetree Motors advertises with the MGOC.

The spring car show season is over with the last show being the *Palo Alto Concours* on June 25th. As expected the concours was absolutely stunning. And this year was extra special because they featured our Little British Cars (LBCs). Several club members were in the concours. Late word has it Rick and Linda Bellew took 1st Place in the Early Open Style Cars (Post 1948) with their 1952 MG TD. Bill Webb won 1st in the Early Open Style Class (pre-1948) with his 1947 MG TC while Neal Kirkham took 3rd with his TB Tickford. Dick and Judy Scardamaglia, Jose Vega, and Mark Lambert were also there. Sorry if I missed other club members. We had a great time and a beautiful day of British cars.

In mid-June I was in Monterey on business and found a very nice '73 BGT at the Hyatt hotel. It was a BRG metallic. I left a club business card and my own card on the windshield. There was a sticker on the car indicating it was local to Monterey. Was it a member or a recruit?

Dave McCann and Mike Romo went to *MG 2006* in Gatlinburg Tennessee a few weeks ago. Look for pictures and a write up on their *MG 2006* adventure next month.

Let's Ride,
Bob



On Automotive Engineering

If a component requires four fasteners to hold it together:

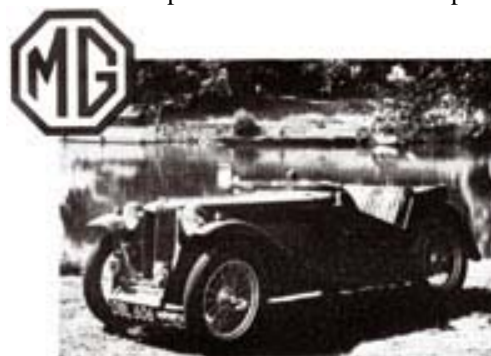
*The English will use four that are made out of a dissimilar material to the unit and through electrolytic action will corrode to the point that they can't be removed without using a drill.

*The Italians and French will use three spring clip thingies that once removed can not be reused and have not been generally available in the United States for at least fourteen years.

*The Germans will use six stainless steel, fine-threaded metric pieces that are protected by a high grade, semi-transparent, clip over (eight clips) vinyl cover.

*The Americans will make it of ground-up recycled plastic soft drink containers in Mexico and install it in Canada and ask for US tax credits. The part will never fail but at 30,000 mile intervals, it will send a signal to activate a flashing dashboard warning light that has to be reset by a factory trained mechanic with a special tool at the local dealership for about sixty bucks!

*The Japanese will make it out of plastic and it will work fine.



This 1950 MG ad listed "only" five US distributors for the car. (By my unofficial count that is five more than we have today! Ed.)

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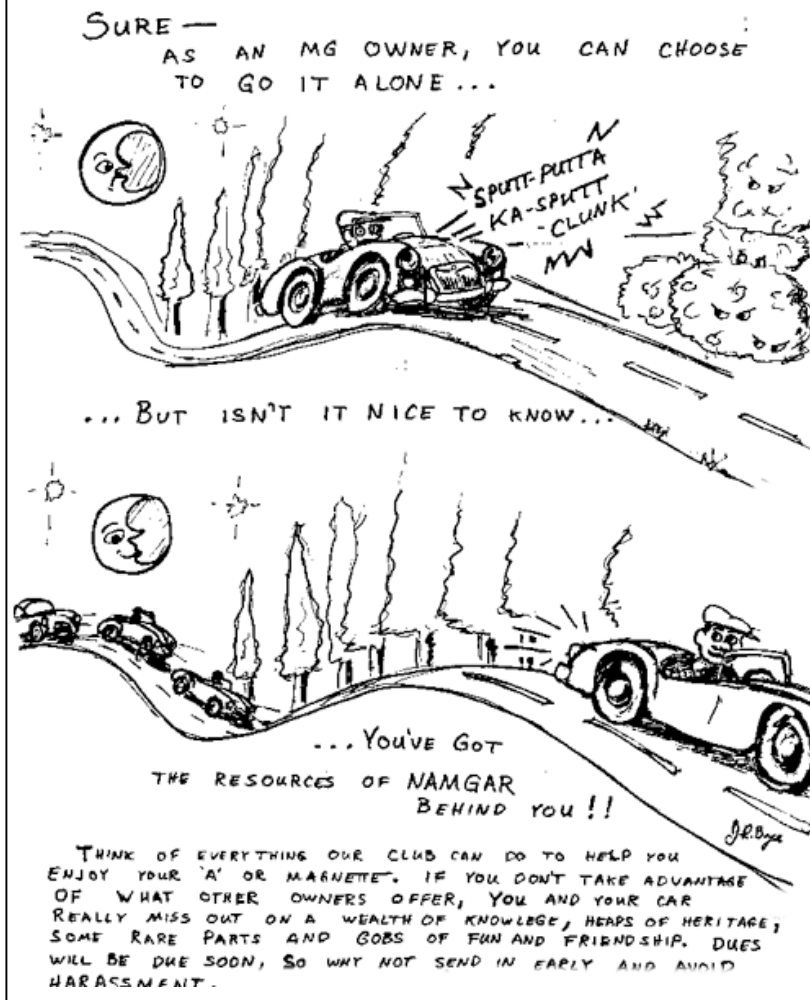
We are still growing even more – <http://www.frapppr.com/mgocbayarea>

Vintage Automotive Art – <http://www.vintageautoposters.com/>

MG SV-R – <http://www.classicdriver.com/uk/magazine/3200.asp?id=12990>

Dues Are Due

(Art by member J.R. Boye)



Lake Chabot & Grizzly Peak Tour

Saturday, July 15, 2006

A Short Tour for a Picnic and Beautiful East Bay Scenery

From our rally point at the Englander Pub in San Leandro, we'll start out going up Estudilio Ave. Then we'll hit the road going around Lake Chabot to meet Lake Chabot Road and drive to Seven Hills Road. From there we'll take a left and go to Redwood Road and then drive Redwood Road all the way to the Grizzly Peak area. From there we'll return to the Englander for beers and such.

Time: Meet at 9:30 a.m., Depart at 10:00 a.m.

Place: The Englander Pub, San Leandro (See page 23 for directions)

Bring: Picnic Lunch

More Info: Pat Davis, patrick.j.davis@pfizer.com, (510) 727-9351

An MGOC Tour – Everyone Welcome!

MGOC Annual Picnic

Saturday, August 12, 2006

Picnic and Beautiful East Bay Scenery

Come out and join the Club on our annual picnic. This year we are in the East Bay at Tilden Park in the Oakland Hills. It is a great location and a great place to escape the summer heat! Come enjoy a cool day of MGs and friends. The Club supplies soda, water, ice and charcoal. Everyone brings something to eat.

From the east side of the Caldecott Tunnel, exit Fish Ranch Road up to Grizzly Peak Boulevard. Turn right and continue to Golf Course Road. Right again and continue to stop sign. Right on Shasta Road. Left on Wildcat Canyon Road to the Island Picnic Area which is next to the Brazil Room.

Time: 1:00 pm until the food is gone.

Place: Island Picnic Ground, Tilden Park, Oakland

Bring: The club supplies non-alcohol beverages and charcoal for barbequing. Bring your own picnic.

More Info: Bob Trencheny, Tbobj@aol.com (925) 556 9311

Come on out for a fun day of cars and friends at Tilden Park in Oakland

An MGOC Event:

Sonoma Wine Country Tour

Sunday July 23rd, 2006

By Marla and Andy Preston

This is the third time that we are doing this tour, and for those of you who missed it last year here's another chance to enjoy this part of Sonoma County.

We hope you can join us for this tour of the breathtaking Sonoma Coastline with visits afterwards to two of the finest wineries in the Dry Creek Valley Appellation. This year will be a little different and we will head out to Occidental and then take the Coleman Valley Road into Bodega Bay. If the weather cooperates and it's clear you get the most spectacular views of the Sonoma coastline. We've requested (hopefully) a private wine tasting at Mill Creek winery on their deck high above Dry Creek Valley, which will be followed by a picnic lunch. Views are breathtaking. Following lunch the tour will continue to the Alexander Valley, which is world-renowned for its Cabernets and Zinfandels, as well a fantastic roads. For those wishing to depart after lunch there is a shortcut to highway 101.

We will meet in Rohnert Park at the Albertson's parking lot at 9:30 for a 10:00 trip departure. From the south: Take 101 North to Rohnert Park Expressway, turn right at 1st signal and right again at the next signal (Commerce Blvd.) and enter the parking lot right after the Valero Gas Station. We will be having a picnic at the winery so either bring your food from home or you can purchase something at Albertson's supermarket before we leave. Also make sure you have a full tank of gas. Recommend layers of clothing because it can be chilly at the coast this time of year.

Looking forward to seeing you then!!

P.S. We will have our cell phones so any problems along the way call Andy @ (415) 559-9858 or Marla @ (707) 529-1446.

Questions: Call Marla or Andy Preston at (707) 795-3480 or email us at andypreston@sbcglobal.net.

Please R.S.V.P by July 20th so we can make arrangements at the wineries.

Car Club in New Orleans: Mike J. reported that he heard from the Mardi Gras T's again. Their plans for use of the money we sent them changed due to ongoing problems with meeting sites. They ended up using it at their United British Car Show.

Bylaws Change: The notice about the proposed change was sent to members. An astonishing 102 replies had been received by the time of the meeting. The vote was overwhelmingly in favor of the proposed change. (101 to 1.) This provision allows the Club's elected officers to agree to send a donation or flowers in memory of a member who passes away without waiting for a club meeting to vote on it.

NEW BUSINESS

MGs by the Bay T-shirts: We have gotten rid of nearly all the old Jack London Square shirts plus the recent ones at San Leandro. Verna Kelsey bought a number of shirts for her family (at our cost) so we have only a few left from this year's show. The only year with any number left is the 1999 shirt that features a blue rubber-bumper MGB. We agreed to raffle those off in whatever way presents itself.

Further Bylaws Amendments: Because of the research done for the recent change, we discovered several more provisions that badly need updating. Mike J. has made a list of proposed changes. The items include: delete penalty for late membership renewal; delete providing a club decal to every new member; delete dropping members if they miss three meetings in a row; delete reference to a Safety Fast Scribe (MG Car Club) and add Corresponding Secretary and Club Historian. The changes will go out with the membership renewals for member votes. Members will be able to accept all the changes or vote on the changes individually.

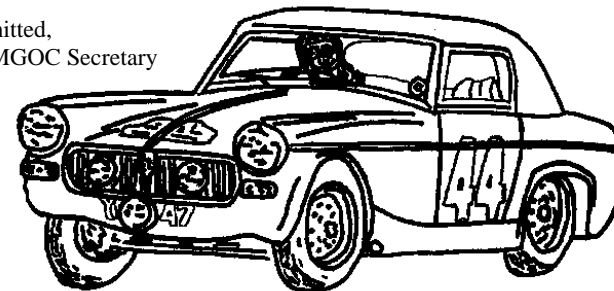
Storage for MGs by the Bay Materials: We discussed the option of renting a storage unit but realized that the cost would be high. It would be cheaper to toss some of the items and repurchase them. John Milsap volunteered to review the issue with Sam Gearhart who is storing most of the material now. This includes signs, stanchions, the club canopy and cardboard. We also discussed how we could reduce the volume of cardboard.

Annual Dinner Venue: John Hunt has asked about some possibilities. He has volunteered to organize this for next January.

MGs by the Bay Sites: Dan S. brought up whether we want to continue looking at other sites. We hear suggestions occasionally. It was agreed that it was okay to look but we will be busy with MG 2007 in 2007 and may not want to add to the workload by changing sites.

The meeting was adjourned at 9:00 p.m. The next business meeting is to be held July 13, 2006, at The Englander. Thank you to Nina for filling in while Bob Stine was traveling.

Respectfully submitted,
Daniel Shockey, MGOC Secretary



Minutes of the MGOC Business Meeting, June 8, 2006

The meeting was called to order at 8:06 p.m. by Vice President Nina Barton. Also present were: Dan Shockey, Bob Trencheny, John Milsap, Ken Gittings, Mike Jacobsen, Bob Freitas, and Jo and Bruce Germain. (Jo and Bruce were next door celebrating their daughter's graduation.) Brand new Midget owner Kurt Garner of San Jose visited.

After introductions were made, the June Minutes were accepted as printed.

Treasurer's Report: We have transferred money to the *MG 2007* account to cover expenses. We also received \$500 from NAMGBR for this purpose.

Registrar's Report: We have 283 total paid members. Membership renewals are now going out.

Secretary's Report: No actions but received lots of votes on the bylaw amendment.

Regalia Report: We ordered 50 grille badges. These are thicker and more attractive than the old ones. (Sample was shown at *MGs by the Bay*.) The vendor reports that they are in shipment. We do not know the final cost yet due to the change to make cut-outs in the badge.

The Octagon Report: Bob T. reported that he visited Shadetree Motors and that they want to continue their ad. They also want us to tell our members that Shadetree is still in business. Club member Bob Luebbert and Peninsula T Register member Rod Schweiger are involved in keeping it going.

PAST CLUB EVENTS

MGs by the Bay: (a) We did well financially this year. We were concerned because attendance was down. Compared to last year, we did not have to pay for the new stanchions and signage. (b) We need to make more Honorable Mention awards. We did not have enough this year. (c) There were some clean-up issues. Also we ended up with enough cardboard for next year, too. Thanks to all the volunteers!

Mt. Hamilton Tour: There was a good turn-out for this rescheduled event. There were 17 cars all told including guests with Austin-Healeys, new Minis, and other cars. Thank you to Bob Wall.

UPCOMING CLUB EVENTS

Annual Picnic: Bob T. and Mark Hertz are colluding to find a great spot for us in the Berkeley area. (We alternate locations each year.) Bob will get the site set soon. The date is August 12 (though we could change it if necessary). We have raffle prizes left from *MGs by the Bay* that we will award at the picnic.

July Tours: Pat Davis is leading a tour in the East Bay on Saturday, July 15. Marla and Andy Preston are taking us to the Sonoma coast and vineyards on July 23.

Sundial Bridge Tour (Redding): David Wright was working on this. We need to get details set for the July newsletter.

Tech Sessions: We have had a lot of interest for various sessions but none are scheduled yet. Will keep trying.

OLD BUSINESS:

Memorials: Mike J. sent \$100 to the charity requested by the family of Skip Kelsey. A thank you card was received.



Carole's "New" MG TD

Long-time Peninsula T Register members Walter and Carole Kilik of Saratoga recently had Carole's MG TD refurbished in the glorious red shown in the photograph. This TD was original purchased brand new by Carole's uncle as a gift for her aunt. The aunt loaned Carole the TD to use one year while at university. During that year, Carole reckons that she put on a large share of the 25,000 miles that were on the MG when she inherited it. It is now way up to 31,000 miles.

Walt and Carole took the TD all the way to Western Canada to have the paint redone and a new interior installed. They recently borrowed Bill Hiland's car trailer to retrieve it. We look forward to seeing it at an event soon.

Welcome New Members!

Raymond Krein of San Francisco found us through our web site. He has owned a 1974 Midget since 1999 but it's been in the family since 1975.

Marina Mason in Belmont has a 1955 TF that she's owned for half a year. She also found us through our web site.

Philip Flescher of Pleasanton has a 1969 MGB that he bought new in february of 1969. He found us through NAMGBR. Philip is interested in meeting other MGB owners.



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My Black Beauty

I have been the proud caretaker of a black 1969 MGC-GT. We have been in a relationship since October, 1989. She is Car No. GC1U/4837G. Daily driver until 1999 and now a nicely restored pleasure car.

She is basically stock with some period performance modifications, in particular a reproduction Downton exhaust manifold. Poly bushings; some cam and carb improvements and a flex fan to help in these hot summer days. A joy to drive! – MGOC member Kent Leech

Kent is an accomplished artist and created the artwork above.

DRIP PAN

News and Articles from the Peninsula T Register

Prevent an Accident, Save a Nut

In 1987 when I bought my MGTD, Skip Kelsey told me to check my nuts periodically. No joke, he was serious. Every so often crawl under your honey (your MG). Believe it or not, stuff vibrates loose.

A club member kept hearing a noise. He stopped his MG, shook the front wheels, but all seemed well. Later, while touring, he lost an A-frame, wheel, and ruined a front fender. He was extremely lucky he didn't get hurt, or worse. He didn't periodically get under his MG and check his nuts and bolts.

While following Skip's advice over the last 60,000 miles, I have discovered loose nuts and bolts under the front end, front engine mount broken, U-joints loose, clutch return springs missing, shock bolts loose, shock arm dangling, starter bolts loose, and a tail pipe hanger broken. While you are under there lube the drive shaft U-joints. I wipe things down with my wife's good bath towel and bring wrenches with me and a pad and pen. While under there you will inevitably think of future MG "to do" projects, like changing the brake fluid, replace brake hoses, etc.

So as Skip would say, "Tighten your nuts and save a nut." The life you save may be your own.

From MGOC member Stuart Locke

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***"Have Your MG Repaired
 by an Expert Mechanic"***

Tech Session - July 29-30

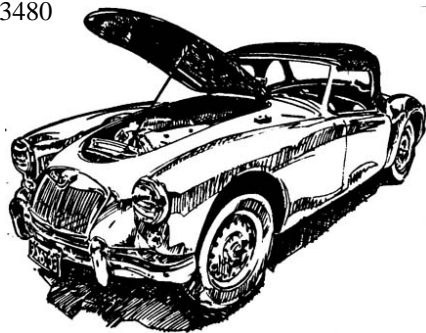
MGA Conversion To 5-Speed Gearbox and Replace Front Cover Oil Seal

Andy Preston and John Milsap will be replacing the front timing cover oil seal on John's beautiful 1960 MGA, which has been leaking for some time. In fact these felt oil seals are notorious for leaking and can be replaced with a timing cover and seal from an early MGB. This requires an engine and gearbox removal from the car, so John has decided to upgrade to the 5 speed Sierra gearbox at the same time.

The tech session will be at Andy's house, 7305 Rebas Way, Rohnert Park, 94928. It will probably be over the entire weekend of July 29 and 30. Please come over to help, watch, learn, or just give moral support. Everyone is welcome to assist. Andy has a pretty neat set up in his garage with a crane rail and hoist attached to the ceiling that makes removal a little easier, we hope. Start early, finish late.

Directions to Andy's house

Head north on 101 out of San Rafael. After about 30 miles take the West Sierra, Cotati exit. Turn right towards Cotati. Continue straight at the traffic lights in Cotati onto East Cotati Ave. Obey speed limits and stop signs, unless you want a ticket. After about two miles turn left on Snyder Lane at traffic lights, then right on Rosana, then 4th. left on Rebas. House is second on left in the cul de sac. (707) 795 3480



Attention!!

Have your MG painted by a fellow sports car lover with 15 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 are available. Call for an appointment for a free estimate.

Andy Schank, 510-236-5232



Sundial Bridge at Turtle Bay, Redding California

MGOC Tour to Redding & the Sundial Bridge

Sept. 23 & 24, 2006

We put this on the calendar early in the year but haven't gotten the details set yet. Event organizers (who are so tardy) include David Wright, Dan Shockey (as Activities Director) and Rich Kenny. Rich is our club member in Redding who shouldn't be counted among the tardy since he has been bugging us to set things in motion. Rich has invited us to BBQ at his country place.

We want to take in the new and stunning Sundial Bridge, created by famed architect Santiago Calatrava. We have been interested in seeing it since it opened in 2004. The bridge is supported at one end by a tall pylon that also serves as a working sundial.

We can also check out Martin Hveem's MG restoration shop in Red Bluff, and find great roads, shopping and eats.

The thought is to follow the general format we used for the North Coast Tour and the Crater Lake Tour of a couple years ago. We'll get a bright and early start on Saturday morning, find a fun spot for lunch and arrive in Redding before dinner. We'll come home on Sunday.

We'll try to get details set by the August *Octagon*. Let us know your ideas and suggestions. Thanks.

Dan Shockey

Silverstone 2006

By MGOC Member Tom Balutis

I took the news of having to make a business trip to Europe during the week of June 19 with mixed feelings. Although I always enjoy most types of travel, I had been planning to attend MG 2006 in Gatlinburg for some time. This trip would mean canceling those plans. I soon found there was more than one unexpected upside to this development.

The World Cup was in full bloom in Germany, and my first stop was our Munich office. This year's Cup was hosted by Germany, and Munich's Allianz Arena was a premier stadium used in the tournament. We were lucky to watch the match between Germany and Ecuador that afternoon on live TV, a match that Germany won. I could not describe the celebration that went on that evening, but it was quite close to what I once experienced at Oktoberfest. It was very thrilling to be part of it, and see people express some peaceful and joyful displays of jubilation that one rarely sees there. Our next stop was our office in Abingdon, UK. I've let some of you know that our facility there is built on the former MG factory grounds, which is now an industrial estate. What made this part of the trip special was the coincidence of MG International occurring that weekend. This annual event is held at Silverstone, the famous race track just 45 minutes north of Abingdon.

My two colleagues and I were doubly lucky in that another UK colleague and friend, Gerry Condon, happens to be a race marshal with the BRDC (British Race Drivers Club) and arranged complimentary passes for us. And even the weather chipped in and cooperated, as the day was sunny and a pleasant 75 degrees. Gerry was working the Priory corner that day, and we were to see him spring into action on more than one occasion.

The event is a fantastic combination of owners displaying their cars, autojumble, club activities, and RACING. The racing events were broken down into numerous categories, from MMM cars to T series to Midgets to MGAs to BCV8 MGBs to late-model MGF, MGTFs, and MG ZRs to historic categories that featured vintage Morgans, Triumphs, TVR's, Jaguars, Coopers, Lotus, and even a Fraser Nash. Each grouping had at least 40 cars. As the sun was strong, we used the Brooklands grandstand which offered shade and a great view of the Priory corner, the Brooklands curves, Woodcote Corner, and the beginning of the long Pits Straight. We watched the qualifying runs in the morning and then took a break, going through the club pavilion first. I immediately marched over to the guest registry and signed the Bay Area MGOC in. We will be happy to note that samples of our newsletter were prominently on display along with many other clubs from around the world. While in the pavilion, I was able to check out this year's winning P2 class MG / Lola LeMans car, still with its race grime intact. Next stop was the autojumble, where the finest wares were on display. Trick suspensions from Costello, free catalogs and bags from Moss, complete cars from many vendors and nice displays from Brown & Gammons, Oselli, Rimmer Bros., and others were found here.

When the actual racing resumed at 1:00 p.m., we moved around the track, taking vantage points at Brooklands, the main straight, Copse, Priory and Abbey. Each one of these spots offers a unique perspective of the course. There are at least three possible configurations of this famous track, and the medium-length course also known as the International Circuit was in use this day. The course length was 2.25 miles, each category race was an 8-lap feature, and there were two Enduro features of 15-20 laps with racers from the previously-mentioned categories. Racing action was

very determined and people with expensive cars were not afraid to rub a little paint! Being more precise, one would never accuse the participants of being overly aggressive, and we saw only two real shunts during the day. The first was at the exit of Priory in the Thoroughbred Category, when an XKE coupe spun and was T-boned by a TR6. Fortunately the TR6 driver avoided a direct and knocked the E-type in the rear right quarter, and there were no injuries. The second incident was at Maggots Curve during the second Enduro race. The race was developing into a spirited 3-way charge by an MGB-V8, a Caterham 7, and a much-modified Midget. As they came down the main straight and into the Copse turn, there was no giving way as they went off towards Maggots, more or less 3-wide with the rest of the back well behind. At that point they were well out of our field of view, but within moments the yellow flags came out, followed quickly by the red flags. The race was stopped and they announced the accident. Again, there were no injuries, but the race was halted until the track was cleaned up. We knew there was considerable damage when a large tractor with a front-mounted rotary brush trundled down the main straightaway. Evidently, the mess was too much for push brooms. When the cars were brought back to the pits, we walked over to survey the damage. The Caterham and Midget suffered relatively minor suspension and cosmetic damage, but the B was extensively damaged to the front and rear suspension and driver side sheet metal. It apparently struck a barrier.

We do have a few similar events in our country, but I do not believe that many compare with Silverstone. Attendance was estimated at some 30,000 people, and most were present for the full three days. I would strongly recommend this event to anyone who is in the market to combine a trip abroad with extra-special enjoyment of this hobby we call our own. In spite of ourselves, my colleagues and I found time to get our work done on this trip!



Photo by Tom Balutis. It appears that the MGs are taking advantage of contact by the other Marques.