

# 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.,  
San Francisco, CA 94131-3141  
<http://www.MGOC.org>

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A 1947 MG TC at the Hillsborough Concours, 2006.

# August 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](mailto:rastine@rcn.com)

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

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[MikesMuseum@yahoo.com](mailto:MikesMuseum@yahoo.com)

**MGOC Historian:** John Hunt, 925-299-9006, [huntsails@worldnet.att.net](mailto: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:** Marty Ray, (831) 475-6204, [martyray@cruzio.com](mailto:martyray@cruzio.com)

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

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

**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:** Eric Baker, 510-531-7032, [mgpb36@yahoo.com](mailto:mgpb36@yahoo.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, 831-475-6204, [martyray@cruzio.com](mailto:martyray@cruzio.com)

**Bodywork:** Bill Weissberg, 209-835-0428

## Natter & Noggin and Club Meeting

**August 10, 2006 (2<sup>nd</sup> 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. 14<sup>th</sup> St. Travel 0.3 miles, and then right on Parrott St.

## MG 2007 Planning Meeting

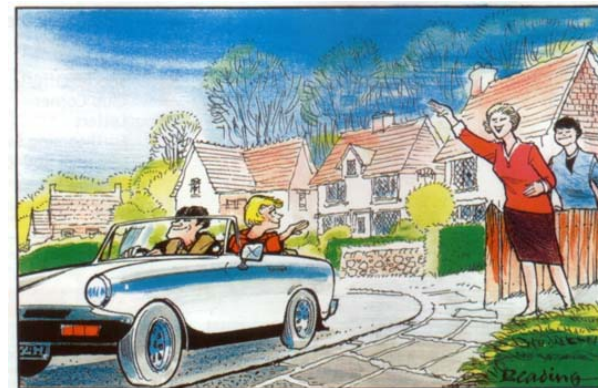
**Saturday, August 19, 2006 9:30 a.m.**

**In El Cerrito: Same 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: 510-525-9125, [j2george@pacbell.net](mailto:j2george@pacbell.net)



"NO I DON'T WORRY ABOUT HER, YOU CAN'T GET UP TO MUCH  
IN A MIDGET, AT LEAST MY HUSBAND COULDN'T"

Reprinted from *Enjoying MG*,  
MG Owners Club of England

## 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](mailto:Tbobjx@aol.com).

**1979 MGB:** White w/ tan top. 124K miles. Recently smogged. JVC am/fm/cd. Ask \$3100 or best offer. F. Granum (408) 262-1115 San Jose

**1978 MG Midget:** \$3000 or reasonable best offer. SSTS member Dave Bohler, Novato, (415) 897-4915, [lawrence.bohler@verizon.net](mailto: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](mailto:dkamins@sbcglobal.net) or (415) 706-5646.

**1968 MGB:** Pretty British Racing Green with tan soft top. 92K mi. Runs very well. Includes: Sony Stereo, chrome wire wheels and good tires. At 77K mi. (2002) rebuilt master cylinder, new brake lines, new exhaust, new carbs, leaf springs, rebuilt front suspension, replaced rear and new wheel bearings. Rebuilt head. Tonneau Cover. Records available. \$10,000. Member Dan Hampshire, Berkeley, (510) 843-5912

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

**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 fenders. A daily driver. "FAST MG" license plates go with the car! \$2500...MGOC member Ken Gittings (510) 791-8445

**1970 MGB/GT:** Wire wheels. Good title. With or without drive train. Member Dan Shockey, San Jose, [mgmogul@earthlink.net](mailto:mgmogul@earthlink.net) (408) 923-3927

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

**Wanted MG-TD Seat Slider:** Member Walter Kilik (408) 996-0385, [wallylk@juno.com](mailto:wallylk@juno.com)

**1960 MGA Coupe:** New red paint, black interior, glass/seals. Chrome is outstanding. Car looks/runs great. 1800B engine. Ready to go on the road or to the show in current condition. California car. \$13,500 Bill Bauerfeind (510) 499-3961, [billbauerfeind@sbcglobal.net](mailto:billbauerfeind@sbcglobal.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). 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 20<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 [Tbobjx@aol.com](mailto: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

Aug. 10 (Thur.) – **Club Meeting & Natter**, page 23

Aug. 12 (Sat.) – **MGOC Annual Picnic**, Tilden Park, Oakland, page 10

Aug. 18-20 – Monterey Historic Races, Features: Cooper & Laguna Seca

Aug. 18 – Concorso Italiano, Seaside [www.concorso.com](http://www.concorso.com)

Aug. 19 (Sat.) – **MG 2007 Meeting**, see page 23

Continued on page 4

# FREE Parts & Accessories Catalogs

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## Forthcoming Events (Continued)

- Aug 20 – Pebble Beach Concours [www.pebblebeachconcours.net](http://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 Caravan & Booth, page 8  
 Sept. 10 – Chico Concours, Chico [www.chicoconcours.com](http://www.chicoconcours.com)  
 Sept. 9-11 – California Melee <http://www.californiamelee.org/>  
 Sept. 23-24 – **MGOC Tour to Sundial Bridge**, Redding  
 Sept 23 – Ironstone Concours, Murphys [www.ironstoneconcours.org](http://www.ironstoneconcours.org)  
 Oct 1 – Concours at Serrano, Gold River [www.nielloconcoursatserrano.com](http://www.nielloconcoursatserrano.com)  
 Oct 8-10 – *High Country Tour* in Sedona, AZ [RacerMoss@mac.com](mailto:RacerMoss@mac.com)  
 Oct. 13-15 – MG TC Club's 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. 26-28 – **NAMGBR Annual Meeting**, Doubletree Hotel, Rohnert Park  
 Nov 4 – **MGOC East Bay Tour**, Bob Trencheny  
 Dec. TBD – **Holiday Tea**

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## MG 2007 – California Wine Country!

NAMGBR has chosen the MG Owners Club, based in the San Francisco Bay area, to host their 2007 annual meet, known as *MG 2007*. The event begins on Monday, July 16, 2007 and runs through Friday, July 20. The *MG 2007* committee has chosen the Doubletree Sonoma Wine Country Hotel in the city of Rohnert Park as the event home. Since the event will be in mid-July, this area closer to the ocean than Sonoma or Napa was selected because of its more moderate temperatures. Rohnert Park also provides easy access on sports car roads to the coast, redwoods, mountains, and San Francisco as well as to the Sonoma and Napa wine country.

**The Host Clubs** – The MG Owners Club, based in Northern California, began in 1957 so will celebrate its 50<sup>th</sup> anniversary in 2007. In 1958 the Club became the Northern California Centre of the M.G. Car Club on the recommendation of John Thornley. The club is not related to the MG Owners' Club based in England. The local club has over 250 members and is a chapter of NAMGBR, NAMGAR and NEMGTR. The club hosts the *MGs by the Bay* event annually and hosted the large *MG Reunion* – featuring the MGB Sebring racers – at Laguna Seca Raceway in 2004.

With the large San Francisco Bay area, other MG clubs are active and will also host *MG 2007*. The Sorry Safari Touring Society is a terrific group of MG owners who are helping to plan the event. This club is nearly 50 years old as well. Despite its smaller size, the Safari boasts a large core of very active and enthusiastic members. The North Bay British Car Club will also host events and individuals from the Sacramento Valley MG Car Club and other clubs will join in.

**A Great Car-Friendly Hotel** – “I wanted to let you know about my experience with the Rohnert Park Double Tree. Bottom line – they were great when I co-chaired the national meet of the BMW Car Club of America. I don't think much has changed. It was a great facility, a great location, and great people to work with. Its proximity to great touring roads, Sears Point, etc, made it a great choice for our event.” – MGOC member Tamara H.

“Yes, the Doubletree is a great location with a large car-park for the meet and a big convention space. Golf-course outside, and easy access North and South.” – Member Tim T.

**“Too Many” Events** – The organizers plan many fun events to keep us busy. They have scheduled two banquets, the Awards Banquet on Thursday evening plus an off-site banquet on Tuesday evening at the historic Union Hotel in the coastal town of Occidental. The big car show, including optional concours judging, will be held on Tuesday.

Driving tour destinations include the Point Reyes Seashore, wine country tours, Sausalito, Sonoma, the redwood forests, Petaluma, Mt. Tamalpais, and Infineon Raceway. A special “signature” event, the *Mille de Mendocino*, will be a day-long tour to the North Coast featuring redwoods and coastal villages. They will also take MGs through San Francisco's landmark locations.

Our sister national MGA organization, NAMGAR, is holding its annual meet the week following *MG 2007* in Whistler, British Columbia. This is a beautiful drive north along the coast and through the Pacific Northwest with all its wonders. In addition, the Western Washington All-British Meet (Seattle area) will be the weekend between the events.

Make plans to be part of the memorable *MG 2007* event. More info at [www.MG2007.org](http://www.MG2007.org). or club info at [www.MGOC.org](http://www.MGOC.org).

(by Dan Shockey, for publishing in *MGB Driver*, NAMGBR's magazine)

# MGB Rear Disc Brakes

## ...as seen on EBay

By Bob Trencheny, Editor

Scarebird Disc Brakes now offers a budget rear disc brake solution for your classic MGB. Scarebird found that one of the tougher issues with the MGB is the parking cable setup—it is unlike any domestic setup. The best solution was to retain the existing cable, and build a mechanical caliper to allow parking and emergency use. The MGB set-up uses the following components for setup:

1994-98 Hyundai Sonata rear rotors

1988-93 Ford Festiva front calipers and pads

1979-90 Chevy Caprice hydraulic flex hoses

1969-76 Triumph Front pads



Scarebird says the brackets are computer designed and cut on state of the art laser equipment for top quality. The mechanical spot caliper uses Triumph pads, and hooks up to your existing parking cable with no modifications. The calipers are an excellent hydraulic match to the front calipers. Currently, the brackets do not fit the banjo/wire wheel axle assy.

Visit <http://www.scarebird.com> and look for MGB Rear Brakes installation instructions.

# President's Ponderings...

**Lake Chabot and Grizzly Peak Tour** – This tour was really excellent. We were joined by several members of the Sorry Safari Touring Society; eleven cars made the drive. I was astounded at the number of new, HUGE, houses that have been built in this part of the Oakland hills. This is the area that had the terrible fire a number of years ago. Considering the number of landslides in the area (the road was reduced to one lane in two different stretches), I can't believe people are still building on that hillside! We had a really fun drive and some of us sojourned to The Englander afterwards with a pint of ale. It was a relaxing end to a great day.

**North Bay Wine Tour** – Andy Preston hosted this tour again. Unfortunately, I wasn't able to attend, but I'm sure everyone enjoyed it, in spite of the record temperatures.

**Second Round of Bylaw Amendments Receives Same High Response as First Round** – I thought the response to the first amendment submitted to the members for a vote was something of an aberration. But, we got over 100 responses to the other proposals as well. They all passed. Thanks again for your participation. It demonstrates that our members are aware that this really is **their** club.

**MG2007 NAMGBR Event** – The planning committee for this event met again at George Steneberg's house July 22. Plans are progressing well and it's shaping up to be something to really look forward to. Look forward to numerous articles in *The Octagon* between now and July of next year.

**Annual Picnic scheduled for August 12** – Don't forget, our annual picnic is scheduled for August 12 at Tilden Park. 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. The club will provide the charcoal and beverages. In the past, we've had a hard time determining what members would like to drink at this event; we purchase beverages and end up taking a lot of them home. If you have input on this subject, please contact Dan Shockey, our Activity Director, and let him know.

**Tech Sessions** – You may recall, last month I mentioned Andy Preston's announcement that he was planning a tech session over two days to install a 5-speed transmission in his MGA July 29-30. It sounds like an interesting project. Unfortunately, the transmission didn't arrive in time and he had to cancel the event. We'll let you know when it's re-scheduled. Also, a number of new members have indicated they have things to do to their cars and could use some help. If you fall into that category, feel free to contact us and see if we can schedule a tech session. Not only do you get the help you need, but others learn from the experience and we have a good time getting together.

See you soon.  
Bob Stine  
President, MGOC  
[rastine@rcn.com](mailto:rastine@rcn.com)



## From da Ed...

August 1, 2006

Hopefully by the time you read this the heat wave of July 2006 will be over and you can get back to enjoying your MG on a more regular basis. I know that when the temps get above 85 degrees I no longer find it fun to be in the MGB with the top down. Sitting in the sun baking can be more than just uncomfortable, it can be downright dangerous. If you are out in the sun on a "Spare the Air" Day be extra careful by drinking plenty of water and get in the shade wherever possible. And keep a bottle of sunscreen in the car for the sunny days too. Also keep an eye on the temperature gauge; your MG will thank you for it.

This month I have a request for all the members. I ask that when you participate in an MG event, whether sponsored by MGOC or not, please send me a very short write-up on the event. This is the only way that I can keep the club informed of what we are doing. Hours of writing and editing are not needed to write an article for *The*

*Octagon*. And the pages are small enough that two or three paragraphs and a photo can fill the page. It makes for interesting reading. If you prefer just send me a few short bullets and I will write the article. In the paragraphs or bullets include: who, what, when, and where plus a short comment or two on something fun or unusual that happened. For pictures either send me the pictures or a link to an online photo album. If I need to clarify any of the details I will reply by e-mail.

Our annual picnic is August 12<sup>th</sup> at Tilden Park in Oakland. The park is in a beautiful location in the Oakland Hills. Last time I was there for a picnic was two years ago when I joined the club and I was amazed how cool it was compared to home in the East Bay. So, come by the picnic and cool off with the Club.

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	80/95
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

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MGA, MGC caliper .....	\$145.00
MGA, Midget twin master 1955-1967 .....	\$185.00
MGB, Midget master : 1968-80 .....	\$125.00
MGB brake booster serv. ....	\$175.00
MGC booster serv. ....	\$395.00
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## Catholic Gasoline

Sister Mary, who worked for a home health agency, was out making her rounds visiting homebound patients when she ran out of gas. As luck would have it, a gas station was just a block away.

She walked to the station to borrow a gas can and buy some gas. The attendant told her that the only gas can he owned had been loaned out, but she could wait until it was returned.

Since the nun was on the way to see a patient, she decided not to wait and walked back to her car. She looked for something in her car that she could fill with gas and spotted the bedpan she was taking to the patient.

Always resourceful, she carried the bedpan to the station, filled it with gas, and carried the full bedpan back to her car.

As she was pouring the gas into her tank, two men watched from across the street. One of them turned to the other and said, "If it starts, I'm turning Catholic."

## Web Sites of Interest

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

A Luxury Vacation for Your Car – <http://tinyurl.com/mebou>

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## MGOC Members Attend MG 2006

Dave McCann and Mike Romo attended *MG 2006* in Knoxville Tennessee and represented our club. We wanted to have representatives at *MG 2006* because we are hosting *MG 2007* next year. There were 1300 registrations for this year's all-Register event. Photos by Dave McCann.



First MG in the USA



Checkered Flag Grill on an MG-TD



An MGA Racer



MG EX 186 Racer



MG Arnolt on Display  
Thank you to Mike and Dave!



Staying out of the Sun  
(Looks like Bill Tantau's MG PA)

## Chinese Car Company to Build MGs in the US

MG, the venerable British marque not sold in the United States since 1980, is planning a return to North America as a key component of a global revival strategy.

China's Nanjing Automobile Corp., which bought the MG brand after MG Rover collapsed in 2005, announced the formation of MG Motors North America/Europe Inc. and plans to start vehicle production in Nanjing, China; Longbridge, England; and Ardmore, Oklahoma. Nanjing executives are expected to provide detailed plans for MG at the British International Motor Show in London July 17.

MGs will first be sold in Europe in 2007, followed by reintroduction to the United States in late 2008. Three sedans, formerly known as ZR, ZS and ZT, along with the TF Roadster and TF Coupe will be sold in European markets, while the U.S. launch will feature the TF sports cars followed by two sedan models.

Leading the MG revival is U.S. automotive executive Duke T. Hale, who will serve as president and CEO of MG Motors. Hale resigned in February after two years as CEO of the Lotus brand in the States; he also has worked for Volvo, Mazda, and Isuzu.

MG—short for Morris Garages—got its start in 1923 building sporty versions of Morris cars. MGs were first imported to the States in 1947, launching the British sports car craze in America.



*In automotive manufacturing terms, 2008 is NOW. This is very exciting news. Even though MG will be owned by a Chinese company, its managers and representatives will be Americans, Brits, and others. It is hard to imagine having new MGs available, new younger members, toy MGs on the shelves, etc. – Dan Shockey*

## ***MGOC Caravan & Booth:*** **Palo Alto British Tour & Show** **September 9<sup>th</sup> & 10<sup>th</sup>, 2006**

Join us for the most historic British automotive lawn event in California. 500 quirky, classic, and thoroughly lovable British cars are once again expected to grace the field at El Camino Park for the 29th Annual Palo Alto British Car Meet.

### **Saturday Backroads Tour – Saturday, September 9th**

The British Car Meet TOUR TO THE SEA starts at El Camino Park in Palo Alto – the same place as the Sunday Car Show. This is a no-cost option for people who like to drive their cars as well as show 'em. We will be sending cars off between 9:00am and 11:00am. A map will be provided. The tour ends at Cameron's Pub in Half Moon Bay where we will be kicking tyres and telling tall tales well into the afternoon.

### **Sunday Car Show – Sunday, September 10th**

Join your British car friends for a smashing day at the park. Don't have a show car? Don't worry! Daily drivers, vintage racers, street rods & works-in-progress are as welcome as Concours quality restorations. British food, jazz, toys, and more fun than you'll be able to tolerate! People's Choice Awards in six classes. There will be no pre-registration and all entrants will receive a commemorative gift. Cars will be placed on the field starting at about 9am, and the fun goes on all day. The registration fee is \$25 per car at the gate. Joining us again this year will be the cool little cars from the Arcane Auto Society. Spectators attend for free. Great shopping across the street.

### **Directions To El Camino Park:**

El Camino Park is located on the El Camino, just north of University Ave, opposite Stanford Center. From 101 take University Ave. west, go under the Alma Street overpass, and turn right onto the El Camino Real. From 280, take the Sand Hill Road Exit east and turn right on the El Camino, stay to the right to the University Ave exit, turn left at the overpass, then left again back onto the El Camino heading north. Trailer parking will be available on-site on the south field baseball diamond. Call for information: 310-392-6605

**MGOC Tour to the Event:** The MGOC has traditionally gathered at the Sears parking lot at San Antonio Rd. and El Camino Real on the morning of the event (Sunday). This allows us to park together (by arriving together) and is optional, of course. Meet at the parking lot by 9:30.

**MGOC Club Booth:** We plan to again raise our new Club canopy and provide a gathering spot for club members, pass out information and sell regalia. Meet us there!

Picnic and at Palo Alto.

**Annual Dinner Venue:** John Hunt looked at several places with various price point options. The board feels we need to do the dinner in January if at all possible. The event is to be in the East Bay (or possibly the North Bay) this year.

**Club Property Storage:** No action taken.

### **NEW BUSINESS**

**New Grille Badges:** We voted to purchase the four extra badges that the vendor produced. (Total 54 purchased.)

**More Club Jackets:** We have found that having jackets on hand leads to more sales. With the Palo Alto British Meet coming up, we want to order more. There is a significant price break at 18-20 jackets. (John was not sure of the exact quantity.) We voted to order up to 20 more jackets at a cost not to exceed \$1,060.

**MG Car Club Regalia:** David Wright reported that we are out of MGCC grille badges and other regalia. We discussed why we provide these items and agreed that it is a service to Club members. Purchasing MGCC grille badges by an individual otherwise requires personal membership in the MGCC. We voted to buy four new grille badges not to exceed \$240. We also voted to purchase six more of the round green MGCC mugs that are popular.

### **DISCUSSION ITEMS**

**Promoting Club Regalia:** We want to market these items more by featuring the items in *The Octagon* and on the Club Web site.

**Club Website:** Ken Gittings asked if we can clean up the "for sale" page. There are items in there that have been listed for a very long time. Someone may not notice that the ads are out dated. We would like to drop ads after 60 days. We will seek feedback from Jennifer on whether she can do this readily.

### **ANNOUNCEMENTS**

We received another thank you letter from the New Orleans club (the *Mardi Gras T's*.)

The Society of Automotive Historians is featuring MG at the Salt Flats.

A hotel in Calaveras County has offered us a 30-50% group discount should we choose to make an expedition there.

The meeting was adjourned at 9:28 p.m. The next business meeting is to be held August 10, 2006, at the Englander.

Respectfully submitted,  
 Daniel Shockey, MGOC Secretary

## **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**



## Minutes of the MGOC Business Meeting, July 13, 2006

The meeting was called to order at 8:06 p.m. by President Bob Stine. Also present were: Dan Shockey, George Steneberg John Hunt, Randy Grossman, Pat Davis, Ken Gittings, John Milsap, and Mike Jacobsen.

Secretary's Report: No news. June Minutes accepted as printed.

Regalia Report: David Wright has some questions for the board. (1) One couple has ordered club jackets. John Milsap reported that these have been ordered. We are down to five jackets, all XL size. Should we order more? (See new business below.) (2) New club grille badges are here. The total cost was \$33.96 each so we will sell them for \$35 (up from \$30 for the old badges). The new badges are much nicer, thicker metal with cut-out areas. The tooling is still in Taiwan. They offered to ship it to us for \$200 but we don't know if other vendors can use the tooling. They will keep the tooling until May, 2009. Since we would have to also pay to ship it back to Taiwan, we decided to hold off on a decision. We have the opportunity to buy four overrun badges. (See new business.) (3) David wants to order more MG Car Club grille badges. (See new business.)

Treasurer's Report: Renewal checks are building the balance back up. We have sufficient funds for *MG 2007* up-front expenses and other anticipated needs.

Registrar's Report: We have 288 total paid members at this time and about 60% of that have renewed so far.

The Octagon Report: Many more members have requested the electronic version of the Octagon this year with their renewals. We are getting close to 50% taking electronic copies. This saves us quite a bit on printing and mailing of the newsletter, some of the major expenses of the Club.

### UPCOMING CLUB EVENTS

Annual Picnic (Aug. 12): Bob Trencheny has reserved a site working with Mark Hertz. (See flier in *The Octagon*.) John Hunt volunteered to bring the charcoal.

East Bay Tour (July 15): Pat Davis reports that this is a fairly short tour that he described as a "confidence builder." It will be a good drive to test your newly repaired or newly acquired MG before tackling a longer tour. It will be close to town but on great sports car roads, 43 miles and about 1.5 hours.

Sonoma Tour (July 23): Marla and Andy Preston leading.

Tech Session: Postponed due to problems getting the new parts. Dan to send emails to club members. Will reschedule for August or September.

Sundial Bridge Tour (Sept.): David Wright spoke with Rich Kenny, one of our members in the Redding area. The Redding British club offered to take us on a tour of the area. We can camp on Rich's acreage if we wish and he will investigate motel choices. We believe it is about a four hour drive to Redding (240 miles from Oakland), depending on where we start from. David and Dan will work together with other members to finalize plans in time for the August *Octagon*.

### OLD BUSINESS:

Bylaws Changes: Mike J. reported that 136 ballots had been received with all measures passed. (Thank you to members.)

Grille Badges: These are received – and look great. We will have them on sale at the

## Is Your MG Good Enough To Be A Cover Girl?

*MGB Driver* is looking for a cover shot for its **Nov./Dec. 2006** issue.

The photo must contain:

- An MGB, MGB-GT, MG Midget, MG 1100 or MG 1300.
- The photo must be interesting with an interesting background. No limits as to where it can be, city, country, water, cliff. The image cannot be altered like cutting out the MG and balancing atop the Empire State Building. Preferred images will be the ones as natural in taste and beauty as possible. The prettiest MG in a great setting is not the only consideration. The ugliest MG in a bad situation will be considered as well.
- This contest is limited to NAMGBR members only, no purchase necessary.
- All entries must include name, address, phone number, NAMGBR Member number, and a short bio of your car.

If your image is selected, your MG image will be on the front cover of the *MBG Driver Magazine*. Front cover winner will receive one year free of NAMGBR membership. The 4 runners-up share prestige on the back cover. Entries must be in by September 1<sup>st</sup>, 2006. Winners will be announced to local participating MG clubs nationwide.

All entries become property of NAMGBR and may be used in the *MGB Driver* in future issues. Officers and Coordinators of NAMGBR AND *MGB*

*Driver Magazine* and their family members are ineligible for top prize, but may be considered for runner up citations.

Please send your high resolution images to:

Robert Rushing, Editor  
MGB Driver Magazine  
5444 Sutherland Avenue  
St. Louis, MO 63109

or email them to:

[mgslime@swbell.net](mailto:mgslime@swbell.net)



# All MG Annual Picnic

## Saturday, August 12, 2006

### *Car Show, Door Prizes, Picnic and Beautiful East Bay Hills*

Come out and join the MG Owners Club on their 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. This event is usually well attended. The Club supplies charcoal. Everyone brings something to eat.

We have a car show with voting by classes. We also give away unclaimed raffle prizes from *MGs by the Bay* as door prizes.

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: From noon until the food is gone. (Some folks come early.)

Place: Island Picnic Ground, Tilden Park, above Berkeley

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

More Info: Bob Trencheny, San Ramon, [Tbobbx@aol.com](mailto:Tbobbx@aol.com) (925) 556-9311

**Come on out for a fun day of cars and friends at historic Tilden Park**



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# New Member News

New member Mark Lange of Woodside writes...

My first MG was a '72 B purchased in '86 – BRG, wire wheels, bald tires, a few dents but mechanically sound – purchased for \$600 that I should have spent on health insurance when I was a starving writer. After a vagrant slit the top to climb in and root around for spare change (both doors were unlocked, of course), I relied on a garbage bag and three Campbell's soup cans when parked in the rain. The B served as my courting platform for ten years in Philadelphia, D.C. and Denver. Grad school forced a sale I still regret.

I was able to buy a '61 A in Kansas City, MO in '96 that had been immobile for seven years. Six months later it was running well and helped me close the deal with my wife-to-be in California. Three kids and ten years later it's in the middle of a restoration, which I hope will include a strong B engine and early overdrive (with the original drivetrain continuing to perplex my wife in the corner of the garage, of course).

Welcome to the MGOC and we look forward to seeing you at the upcoming events!



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



# Tour to Redding & the Sundial Bridge

## With “Hot Dam” Tour

### Sept. 23 & 24, 2006

The MGOC plans 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.

The plan is to meet at the Marie Callender restaurant in Fairfield for a 10am departure on Saturday morning. This will allow folks from the North Bay to not have to go out of their way and make a break for those from further south. We plan to drive I-5 but take it easy and make many stops. We'll have a nice lunch break then also stop in Red Bluff to visit Martin Hveem's MG restoration shop.

After checking into our motel, we have been invited for dinner to club member Rich Kenny's acreage amidst his large collection of MGs and old tractors. You are welcome to camp at Rich's if you wish though there are no showers available. There is an Aston-Martin restoration shop in Redding that we may be able to visit. One of our club members is involved with that operation. If there is time, we can also see the Sundial Bridge on arrival on Saturday afternoon. (We are trying to stay a bit flexible and not push along too hard.)

We plan to have a leisurely Sunday breakfast at the Home Town Buffet (all you can eat and they even have eggs benedict). Then the Redding British Car Club will take us on their favorite “Hot Dam” Tour on Sunday morning. We'll see the very large Shasta Dam along with the Whiskey Town and Keswick Dams. This is when we plan to visit the Sundial Bridge.

We will again take it easy coming home Sunday afternoon, stopping for a late lunch and get back to the Bay around 5:00 p.m. (You are not required to travel with the caravan, of course.)

## Tour Details

Meet: Before 10:00 a.m. at Marie Callender's, Travis Blvd. exit from I-80 in Fairfield. Turn right on Travis then make two lefts into the parking lot. There is shopping, gas, and other restaurants.

Destination: Redding, Northern California. This will be about 220 miles from Fairfield. We figure 4 hours of driving.

Motels: **Oxford Suites** (530) 221-0100, \$85 to \$105; **Motel Six** (530) 221-1800, These are on Hilltop Rd. Many other motels nearby. Call direct.

RSVP (if coming) and Info: David Wright (510) 653-3831 or Dan Shockey, (408) 923-3927, [mgmogul@earthlink.net](mailto:mgmogul@earthlink.net)

# Grizzly Peak Tour

On July 15<sup>th</sup> a group of MGOC members toured the ridgeline of the Oakland Hills. Starting from The Englander the group of ten cars left for a drive and picnic. A fun time was had by all. See page 5 for more details from the President.

Photos by MGOC President Bob Stine



Picnic in the Shade



A pre-tour group photo



# Little Cars on the Big Salt: MG and the Bonneville Salt Flats

By Ron Shook & Jessie Embry

From the Spring 2006 issue of *Automotive History Review*

*Note: This is a wonderful story of EX 181, the land speed record car driven by Stirling Moss in 1957. Not a well known fact, but EX 181 was the inspiration for the MGB. According to Don Hayter who was the stylist for the B's the body shape, EX 181 was used as the starting point for the lines of the MGB that we drive today.*

*John Hunt, MGOC Historian*

MG built the car for one specific driver: Stirling Moss. Moss was born in 1929 into an automobile racing family. Some reports claim he learned to drive before he could spell and he got his first car when he was ten. His first competitive driving was in 1948 when he was 18 years old. Many consider him the greatest racing driver of all time, an expert at any kind of driving, from Formula One to sports cars. Ironically, he never won racing's greatest prize, the Formula One Driver's Championship.

And he was more than just a driver. A London newspaper told Ken Purdy, the automobile journalist, that everyone in England loved Moss. "It is because he was a knight in armor, rushing out of the castle to do battle in foreign lands and coming back, sometimes with the prizes and sometimes without it, sometimes bloody on his shield and sometimes not- but always in a hurry to go back and have another bash at the heathen." He became a household name in England. "His name was everywhere. Even if he failed to win, this was news. He sponsored advertisements, put his name in articles in newspapers and magazines-became the personification of speed."

According to Moss, in 1956 "John Thornley of MG... asked me to drive a new record-breaking car for them that they were building and this I had agreed to do." Drawing on "a long history of International Class records behind them," MG wanted to break the records set by Goldie Gardner. However, to set records with a small-engine car, everything had to be in perfect order, and there were a number of hurdles to overcome. The first was power. Did EX 181 have what it took to go nearly 250 mph? This turned out to be not too much of a problem, as wind-tunnel test determined that EX 181 had the horses needed to go as fast as EX 179 had, because of its slippery shape and extremely low frontal area.

A second problem was the tires. A small car needs small tires and the Dunlop 15-inch wheels were "incredibly small" for 240 mph. The Bluebird's tires were four times that size. EX 181's tires were like the inner tubes of a bicycle wheel "quite circular and completely bald." The contact area, the part of the tire that actually touches the salt, was the size of a penny. Even a touring car has a contact patch the size of a hand. A third problem was stopping the car. This was a real concern, as it turned out, as the car was equipped with only a single disc brake on the rear axle of a vehicle with a wheel base of eight feet.

Finally, there was the problem of where to put the driver. MG designed the 5 foot 7 inch frame. Moss recalled, "I had been up to Abingdon in time to have my final fittings for my seating position although sitting is hardly the right word. One practically lay down on the job, reclining at a considerable angle, with one's head cocked forward to see out and the steering-wheel almost paralleled to the ground by your knees. It seemed an almost lackadaisical position in which to drive the thing."

The event was awash in hoopla. Western Savings in Salt Lake City had a contest inviting people to "win a glamorous new MGA sports car." The announcement of the

EX 181 races on the salt flats in 1957 proudly proclaimed that "Moss recently won the Grand Prix of Europe held at Aintree, England, and is rated the no. 2 driver in Europe behind champion Juan Manuel Fangio." The Salt Lake Tribune carried an article from the sports wires: "Moss snares Italian Grand Prix Win," upsetting Fangio. It added, "Moss, whose victory boosted him from fifth to second in the world championship rankings, is due to arrive on Utah's Bonneville Salt Flats Tuesday to attempt an international class F speed record of 240 mph."

As was often the case at the salt flats, Moss was ready, but a rainstorm stopped his run. The last possible day that MG could use the flats, conditions were still not ideal, but Moss asked to make a run. MG had hoped for more records, and Moss did not disappoint. He set five international ones including the flying kilometer at 245.65 mph and the flying mile at 245.11 mph. Moss told reporters, "The car ran magnificently. I am very grateful to have the chance to drive it on the record runs."

Later Moss wrote about his experiences. He remembered that when the mechanics put on the canopy after he entered the car, "It comes down with a sort of 'clunk,' and then you really appreciate that you are shut inside the thing. Then off you go, very gently on the throttle. You have to wait until you are doing about 200 mph before you can put your foot down in top gear, because otherwise the car would snake with its very narrow track at the back and the low friction coefficient as well as all that power getting through those small wheels."

Moss said the first run went fine. He got up to 6,900 rpm. In the second run he lost third gear and going from second to top fouled the spark plugs. "Being a record engine it was running on alcohol and was a bit fussy." Stopping "was quite a drill" because of the single brake. It took three miles. He had to brake slowly so the wheels did not lock up and he could not use the gears to help slow down. He cut the ignition, put the gear into neutral and put his foot on the accelerator to prevent a "blowback" which could destroy the engine. Phil Hill warned him of the gas fume that might get into the car. Following Hill's instructions, Moss held his breath until the fumes cleared. "The distance too is very deceptive and I remember roaring past my stopping point...with everyone waving their arms at me."



This '57 MG EX 181 special car was driven to land speed records by British race driver Stirling Moss (245 mph) and American Phil Hill (254 mph). It was shown at the 1996 Meadow Brook Concours d'Elegance by England's British Motor Industry Trust Museum.