

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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Mike Jacobsen's Midgette Varitone at *MGs by the Bay*. Photo: Felix Wong

May 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

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CLUB ADVISOR PROGRAM

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

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

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

MGB V8 Conversion: Tony Bates, 408-666-6174, Tony@BatesFamily.net

MGC: Kent Leech, 925-253-9757, kent@kentleech.com

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

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

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

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

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

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

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

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

COMMERCIAL ADVERTISING IN *THE OCTAGON*

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

Natter & Noggin with Club Meeting

June 9, 2005 (Thurs.), 8 p.m.

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 the Davis St. exit and turn left on Davis. Travel 1.3 miles, then turn right on E. 14th St. Travel 0.3 miles, and then turn right on Parrott St.

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

South Bay Natter & Noggin Friday Evening, May 27, 2005, 8 p.m.

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

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

Directions: Take the Wolfe Rd. exit from I-2

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

Attention!!

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

Andy Schank, 510-236-5232

Continued from Page 21

In the intervening years, I have owned a Bug Eye Sprite (purchased in 1974, had a lot of bondo in the hood). I ditched that one after I switched on the headlights one rainy morning and smoke started pouring out of the dash and the headlight switch melted. In 1980 I bought an MGA, but really yearned for another TR3, so a year later I sold the MG and switched to a 1959 TR3, which I owned until two months ago. I am currently thinking seriously about buying an MG TC basket case to rebuild since I have always like their looks, they are very simple machines (as cars go), and I have always had the urge to build a car. Also, woodworking has been a lifelong hobby, and I could put that skill to good use restoring the body.

From Jeremy Palgon:

Here's what I can tell you about my car in a few sentences: It's a 1974.5 MGB. My parents bought it new in 1975; and drove it as a daily driver until 1989. For more than 15 years, the car sat undriven in the garage. Some friends and I started working to restore the car to driveable condition a couple of months ago. The car is now mechanically sound again. In fact, I took it to *MGs By the Bay* with my father. You can see more pictures of the car, and my pictures from MGs by the Bay, at photos.yahoo.com/jeremysmgb.



Jeremy's MGB

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

MAKING CONTRIBUTIONS TO THE OCTAGON

Your stories, photos, tips, questions, and anything MGOC-related are always welcome in *The Octagon*. Please make your contributions by the 15th of the month preceding the issue in which you want them to appear. The editor's address is: Dan Shockey, 3219 Mabury Rd., San Jose, CA 95127. Or, you may email contributions to MGmogul@earthlink.net

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

May 21st (Sat.) – Steinbeck Country Wine Open House, Warren Pierce, page 7, wdp389@pacbell.net

May 21 - Photography Tour, Green Valley to Napa Valley, SSTS, Info: (707) 935-0654

May 22nd (Sun.) - **Dixon British Car Meet**, page 3

May 27th (Fri.) – **South Bay Natter**, page 23

May 28th (Sat.) – **Tech Session**, Jim Carlson's home, Saratoga, page 11

June 3-5 - Wine Country Classic Vintage Races, Sears Point, **MG Caravan & Corral** (Sun.), page 5

June 9th (Thurs.) – **Club Meeting & Natter**, page 23

June 11th (Sat.) – **Celtic Festival at Ardenwood Farms**, Fremont, MG Display, page 7

June 12 - Pescadero (Duarte's) Tour, SSTS, Meet in Belmont, Info: (650) 490-0015

June 19th (Sun.) - **Hayward British Car Meet**, page 3

June 24-26 – **MGOC Crater Lake Tour**, Randy Grossman

June 26th (Sun.) – Palo Alto Concours

June 26th – Bodega Bay Run, ARR

July 7-10, 2005 - **NAMGBR Annual Meet**, Olympia, Washington, Local clubs caravan, James Brown, www.MG2005.com

July 11-15 - **GOF West**, See February *Octagon*, www.gofwest.com

July 12-16 – **NAMGAR GT-30**, Michigan, Mike Jacobsen driving!

July 22-24 – Silverstone MG Car Club 75th Birthday, England, Features BMC/BL works cars and team drivers

Late July – **North Bay Wine Tour**, Marla & Andy Preston

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Forthcoming Events (continued)

Aug. 7th (Sun.) – **MGOC Annual Picnic, with Poker Run**, Peninsula

Aug. 11-14 – **Rendezvous**, Yachats, OR, Area clubs caravan (SSTS)

Aug. 12-14 – **Monterey Historics**

Sept 10-11 - **Palo Alto All-British Meet**, Tour & Swap Meet on Sat.

Sept. 17th (Sat.) – **Air Systems Car Show**, San Jose History Park, Bill Hiland, www.asifoundation.org

Sept. 24 or 25 – **MG Corral & Track Tour**, Laguna Seca, (Tentative)

Oct 15-16 – **Autumn Classic**, San Juan Bautista

Oct. TBD – **Corralitos Tour**, Bob Wall

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

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

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

Dec. TBD – **MGOC Holiday Tea**, Grossmans

Dixon Brit Meet

Sunday, May 22, 2005

The cost to show a car is \$30 at the gate. You can park free across the street. Dixon is on I-80 half way to Sacramento. Take the main road south of town. Can't miss it. See www.UBSCC.org.

Hayward Brit Meet

Sunday, June 19, 2005 (Father's Day)

This is a nice meet, also on grass, that is closer than Dixon but not so large. They also have a swap meet. Pre-register by June 15 for \$20. \$25 per car at the gate. Located on the Cal State Hayward campus with a beautiful view of the Bay. (925) 689-4005 days or (925) 228-1672 eves.



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New Member Notes

From Sandy Stroppa:

Sandy Stroppa lives in San Martin and just purchased a 1950 TD. It is an early birthday present to herself, she grins, "We are the same model year!" Although an admitted "rookie" she has always had a yen for an MG "T" series and is looking forward to learning as much as she can about her new "baby" and getting it road worthy so she can drive it to MGOC events. She plans on entering it in the annual Morgan Hill 4th of July parade, the Taste of Morgan Hill car show and the San Martin Alliance car show every year, as well as, appropriate MGOC events. Sandy previously owned an Austin Healey 3000 that was, sadly, stolen and never recovered. Sandy is a Realtor with Intero Real Estate Services. She left the Santa Clara County Sheriff's Department in 1989 after a 17 year career, to move with her family to the Seattle area, where they lived for two years before returning to the Bay Area. Now a single parent, Sandy has a son, Nick, attending Brook's Institute and a son, Jason, still living at home. Sandy's email is SSstroppa@aol.com and says it is up 24/7.

From John Warnken-Brill

I'm in Walnut Creek and I have a 1952 TD. While I've only owned it for three years or so, I have a thirty year history with the car. My next door neighbor bought it in the early 70's. While in high school, I kept it running for her and on rainy days had the pleasure of driving my girlfriend Donna (and now wife of 23 years) to school in it as compensation. (Main parts and intelligence supplier at the time was Jarl de Boer in Walnut Creek. Very interesting character that I'm sure some East Bay club members must remember.) The car sat for the four years I was in college, and just prior to graduating, I got it running again to use in my wedding. The car was towed to Davis where we drove it from the church to the reception and away from the reception. The car was then towed back to Concord and put on jack stands in her garage where it resided for twenty years. About three years ago it was finally offered to me, and it has sat on stands in my garage for three years. When we pulled the tonneau off, what my wife initially thought was dust inside turned out to be rice and bird seed from our wedding! About two months ago I started into the project of getting the car on the road again.

Will be doing a restoration to a weekend driving car, but not to a show quality. Leaving the tub on the frame, but everything else is game! Son Sam and Daughter Anna will both be involved to the extent of their interest. Looking forward to being a part of the club!

(Jarl and his wife Jean were very active members of the MGOC in its early days. – Ed.)

From Jesse Bregman:

My fondness for British cars started before I could drive. Starting in about 1960, my father went through 3 different "second" cars--a Hillman Minx, a Morris Minor, and a 1954 Rover 90, the car on which I learned to drive. I really liked the Rover, but it was rusting badly in front of the driver's door, so my dad sold it when I went to college. Next summer (1968), I bought my first car, a 1961 TR3B. Unfortunately, it was stolen and wrecked a year and a half later and sent off to the junk yard. You can imagine my surprise when I got a call from the police a year later saying that the car was at a particular gas station and I should go pick it up! I should have, but didn't--TR3s were pretty common and cheap in those days.

Minutes of the MGOB Business Meeting April 14, 2005

The meeting was called to order at 8:13 p.m. by Nina Barton. Present were: Nina Barton, Dan Shockey, Randy Grossman, John Milsap, Rosanna Jerkins, James Brown, Eric Baker and Ken Gittings.

The March Minutes were approved as printed in the *Octagon*. We had enough officers and members to hold a meeting but elected to not cover some topics until a larger group was present.

Treasurer's Report: No Treasurer (out of town), no report.

Secretary's Report: The Secretary has not yet mailed a thank you gift to Jennifer Steneberg, our most-important Web Master.

Registrar's Report: No report. We have five new members this month.

Regalia Report: No report. (David Wright in England.) See update on club jackets below.

Octagon Report: No progress yet on an on-line version of the *Octagon* that reads in page order. We have stayed at 24 pages for now but have the option to cut back. (We expanded last year when we signed up more advertisers but some did not renew.) The financial impact is not great since we are able to stay under one ounce in weight.

PAST CLUB EVENTS

Not discussed.

UPCOMING CLUB EVENTS

Mt. Hamilton Tour (Bob Wall) and a Tech Session (Jim Carlson). See the *Octagon*.

OLD BUSINESS

Club Jackets: John Milsap found a source for nice jackets and will have an attractive sample for the *MGs By The Bay* event. The price will be in the \$50 to \$60 region and will be set at the April 30 meeting. The jackets are black with red embroidery. (See the *Octagon*.)

MGs by the Bay: Bob Stein ordered the awards. More posters were printed (and more are still needed for sale at the event). All the sponsors paid their support. Press releases have been sent. We will meet on April 30 to stuff the registration packets. This will be at George Steneberg's home in El Cerrito. We are Good to Go!

NAMGBR MG2007: The North American MGB Register has offered to let us host their 2007 annual convention. Their events coordinator will visit to discuss this in person. We could make it a combined regional event for NAMGAR and the national event for NAMGBR. We elected to postpone the discussed until the May meeting. (Member inputs are solicited.)

NEW BUSINESS

Tech Session Refreshments: We resolved that, in general, if the person hosting the session gets personal benefit, that member should pay for refreshments and not the Club.

The meeting was adjourned at 8:48 p.m. The next business meeting is to be held May 12, 2005.

Respectfully submitted,
Daniel Shockey, MGOB Secretary

Wine Country Classic Tour to Vintage Races Sunday, June 5, 2005

This is a major vintage race weekend put on by HMSA, the folks who do the Monterey Historics. Club members Bev and Tom Morgan will be racing their MGA this year. Come out, cheer on Tom and Bev, and spend the day watching vintage race cars in action. We'll gather at our usual spot in Emeryville to drive up together or you can meet us at the track.

What: Convoy to the races!

Where: Denny's Restaurant in Emeryville (between Oakland and Berkeley)

When: Leaving at 9:00 a.m.

Directions: Take the Powell St. exit from I-80 and go east. Denny's is immediately on the left. Look for us in the lot behind Denny's where there is more space.

For those going direct, we will aim to be at the Raceway around 10:00 a.m.



William Shaw

(415) 924-1450

36 Industrial Way
Behind Cost Plus
Greenbrae, CA 94904

From da Ed...

Hello, my fellow Abingdonians. Today I am unwinding from the *MGs by the Bay* event yesterday and also recovering from my sunburn – proof indeed of the beautiful weather we were blessed with. (It is raining again today.) We had a great day at the Marina, lots of interesting MGs and good people to get to know. I could hardly stop to eat. Thanks to our *Captain of Fun* Randy Grossman and his large team for all their work.

Sorry I am late this month. Besides last minute prep for the event, I was working long hours getting MGs ready for the event. But we don't have any

other events until late May so we should be covered.

Don't forget Dixon on May 22. This event has a large swap meet and a large and interesting array of cars in a fun small-town fairground atmosphere with parking on the grass.

We need to decide soon whether we want to take on a national event in 2007. If this interests you, let an officer know. We are strongly considering a North Bay wine country location.

A note on the events for other MG clubs. We have three strong MG clubs in the immediate Bay Area plus two strong nearby MG clubs in Monterey and the Central Valley. We wish to maintain our separate identities and focus areas but also want to coordinate whenever possible. Generally the other clubs welcome guests on their events and I usually only list in our

Continued page 8

MG

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

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

BRAKES : sleeved and rebuilt

MGB, Midget caliper	\$75.00
MGA, MGC caliper.....	\$145.00
MGA, Midget twin master 1956-1967.....	\$185.00
MGB, Midget master 1968-80.....	\$125.00
MGB brake booster servo.....	\$175.00
MGC booster servo.....	\$395.00
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MGOC Jackets Available

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Rosanna Jerkins models the sample jacket.



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*. Get your order in right away to be part of the first group made.

Ordering info:

Cost: \$60.00 each

Sizes: Small, Medium, Large, XL, XXL

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Mt. Hamilton Report - Continued

“now the fun begins”. Since I like to drive in a “spirited manner” (haul a\$\$) up the hill, I asked that those who wanted a more leisurely drive hang toward the back of the pack. Judging by all of the cars that pulled into Lick Observatory with me, not too many opted for the “leisurely” aspect of the drive.

We made it to Lick Observatory without further incident.

Here is a warning to all of you who like to drive fast in the twisties. Don't. At least, not in a “reckless manner”. As we pulled into the observatory parking lot, me and another driver who shall remain nameless here, but we all know who you are, JM, were told by the resident UCSC cop (He stands out at the overlook and watches cars, motorcycles and bicycles as they come up the hill, so he can see who's been naughty) to “Come and see me with your driver's license after you park”. We felt properly chastised and promised not to do it again, so we got off without a ticket.



The Gang Gathers at Bronco Billy's After the Tour. Bob Wall Photo.

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British Car Display at the Celtic Festival Ardenwood Historic Farm, Fremont Saturday, June 11, 2005

All classic British car owners are invited to display their cars. The organizers have set aside an area with shade trees for our use. There is no cost to participants who arrive in their classic British car.

The event features Celtic music and dancing including Peter Daldrey, Irish Heritage Pipe Band, McBride Irish Step Dancers, and the Clydesdale draft horses. There will be ethnic food vendors, Celtic vendors plus a host of activities for children. There are five stages of entertainment plus the other attractions of the Ardenwood Farm Park. (See www.ebparks.org)

A good group of us had a great time last year. They ask us to stay all day but some MGs were able to sneak out about 3pm.

RSVP: Please let Dan Shockey know if you plan to attend so he can get enough passes. (408) 923-3927 or DPShockey@earthlink.net

Steinbeck Wine Tour Saturday, May 21, 2005

Join the Pebble Beach Sports Car Club for the 11th Annual Steinbeck Wine Country Spring Open House. Salinas Valley tasting rooms open their doors and welcome the public to get a taste of Monterey Wine Country. Nine local wineries will open their doors for this special day. Complimentary wine tasting, music and food sampling will be offered. There is no charge and reservations are not required.

We will meet at Perry & Christine Cross', 22180 Berry Drive, Salinas at 10:15 a.m.. We plan to leave at 10:30. Berry Dr. is off River Road off Hwy. 68.

MGOC member Warren Pierce, wdp389@pacbell.net

Trivia Quiz

Created by MGOC member John Hunt

1. Who designed the MG Car Club Badge?
2. How many K.3 Magnettes where built?
3. Legendary race car driver Ron Flockhart who won the 1957 Le Mans in a Jaguar for the second time, personally owned what type of M.G.?
4. In 1934 the M.G. record breaking car EX 135 driven by Goldie Gardner reached what speed for the 1 mile trial?
5. What kind of M.G. did Richard Branson of Virgin Records fame own?

Answers on page 15.

From da Ed... (Continued)

calendar the events where this is true. Do RSVP if requested.

I got the 1935 MG Midget to the Marina but trailered it since I am still de-bugging the engine rebuild. The small trailer I modified for it worked out well though I need to get different ramps. I hope not to need the trailer!

Get in gear for all the events coming up. - Dan'el

Welcome New Members

Jesse Bregman of Santa Cruz has had his '58 ZB Varitone for a year and a half. See article page 21.

Willie Dorssers of Novato has a 67 MGB that he's owned for six months.

Jeremy Palgon in San Jose has the 74-1/2 MGB that his folks bought new. See article page 22.

Carlos Reyna, in San Leandro has an MGA Mk II that he's owned for 39 years. That means it was only four years old when he got it!. He heard about us through the MGs by the Bay show promo.

Sandy Stroppa of San Martin just got her '50 TD. She was looking for a group or club in the Santa Clara County area. See article page 21.

Ezequiel Trivino in San Francisco just acquired a '62 MGA Mk II.

John Warken-Brill of Walnut Creek has a '52 TD, owned for three years, but owned by his next door neighbor for almost thirty years previously. The car last ran at John's wedding in '82, but he's starting a full rebuild of it now. See article page 21.

If I missed getting more info about you and your MGs, feel free to submit it at any time. - Dan

9th Annual British Car Week

May 28 - June 5, 2005

Hello all British car fans! If you haven't made any special plans with your little British car during the week of May 28 to June 5, 2005, please be sure to arrange some quality time with it during this extended British car driving week. By doing so, you'll help promote our British car hobby in your home town or wherever you're planning to drive your car during the 9th Annual British Car Week!

Whether you're into show cars, navigating pylons, competing at the race track, or the traditional driving on twisty roads, there's an opportunity to show off your favorite car to the rest of world. Be sure to mark your calendars! See you on the road.....

Scott Helms, www.britishcarweek.org

Mt. Hamilton – Down The Backside Report

Saturday morning loomed kinda cloudy, but shortly after hitting the hills, we climbed above the overcast and the rest of the day was sunny and warm. Beautiful weather for driving our sports cars in the twisties. Some of us have made this trip in the past, and loved it so much that I have now made this one of the 2 drives I run for the MGOC each year. And although this trip is organized (?) under the auspices of the MGOC, I like to open up my trips to all sports cars.

To cut it short, and to get on with the story, we had 24 cars (a new record for one of my drives); 18 British, 2 German, 1 Japanese, 1 Italian and 2 American.



At The Top of Mt. Hamilton. Photos from Bob Wall.

We left Alum Rock Plaza in San Jose shortly after 10:00 and headed up the hill. The first part of the drive was pretty uneventful, at least from my point of view up front. We made the usual stop at Grant Park, about 1/3 of the way up, and everybody got out and looked at all of the cars. This was also our first photo op. This is where I usually tend to let people know that



Celestial Beings Sighted at the Observatory: Preston, Wall & Milsap

Continued on next page.

Brakes are Critical

Brakes are critical, and I just wanted to point out some common errors I've seen on MGB brakes.

The most common thing I see are rear brakes assembled incorrectly. The illustrations in the various manuals are poor. A lot of the time, the shoes are installed with the same ends together. This will actually cause the rear brakes to stop working after they have some wear. Also, the two sides are not mirrored on some cars I've come across.

Very often return springs are on the wrong side of the shoes. Also the lower springs get swapped left to right. The tangs need to rest on top of the spreader bars to dampen rattles and balance the arm weight. The upper spring is seen upside down a lot, fouling the adjuster.

Another common mistake is to adjust the brakes with the handbrake cable attached. If the handbrake is adjusted too tightly, it interferes with shoe movement against the adjuster. Always disconnect one clevis pin the first time, adjust the brakes, reconnect the cable (you usually need to back off the handbrake adjusting nut) then adjust the handbrake. Many times the handbrake is adjusted instead of the main adjusters. Lots of the time the handbrake comes back into adjustment when the main adjusters are set right. If you follow this procedure the first time, from then on you can usually leave the cable connected when adjusting.

The dual system master cylinder is very difficult to rebuild, and I would not recommend it without very special tools. We never rebuild those, only replace. If you have that system, there is a special technique to get the master cylinder out without removing the pedal box and having to re-bleed the clutch.

Special attention needs to be paid to hose installation and placement to avoid damage when steering. If it has the dual system, the pressure union needs to be inspected for leaks. Often this is overlooked. Lots of times we have seen the brake lines running along the front of the rear axle crushed by tie-down hooks on flatbed trucks.

These are some of the major considerations. Brakes are critical. Many owners should not be working on their brakes, but they don't know it.

J.R. Boye, Master Mechanic, O'Connor Classics



Bob Wall leads the group to Mt. Hamilton. Photo: Dan Shockey

MG Rover Collapses; MGs to USA?

LONDON, April 7 - Britain's last major carmaker MG Rover collapsed putting 6,000 jobs at risk after it failed to secure an alliance with a potential Chinese partner. The collapse of MG Rover is a severe blow to Britain's carmaking industry.

The move came after China's Shanghai Automotive Industry Corp. (SAIC) said it would not invest in the company. The collapse could impact 6,000 staff and thousands more supply jobs, creating a political headache for the British government.

A group of British businessmen, backed by money from a US investor, are said to be mounting a bid for the remains of MG Rover. Autocar has learnt that the bid team includes some well-known names from the UK motor industry, and that they are on the verge of getting the green light from MG Rover's administrators to make their interest public. It is understood that the consortium intends to concentrate on sports car production and aims to return MG to the US market. Sources say the team can secure engines from a 'major original equipment manufacturer' including a large-capacity V6 engine.

The news comes as controversy raged over pictures of up to 10,000 unsold MG and Rovers in an airfield in Oxfordshire.

It is most likely that the MG TF and SV models will be part of the deal, and possibly a version of the rear-drive ZT, which is still owned by MG Rover. There's also a chance of a tie-up with another sports car maker. Lotus could be a candidate as production of the Vauxhall VX220/Opel Speedster finishes this year, and manufacturing could be boosted by a new MG version of the Elise. There are also rumours of interest from TVR's management, who are said to have visited Longbridge recently.

From Mike Jacobsen:

"I suppose you all know that MG closed again last week, maybe for good this time. In an ironic coincidence, guess what I passed on 101 that same day? An MG TF. A *new* MG TF! It was BRG, doing about 65, and the top was up in the rain. Coming up behind it I first thought it was an MR2 Spyder. Hey, you don't expect to see a new MG on the road. There were two women in it and, with typical MG luggage capacity, the passenger had a large suitcase on her lap.

"The car had what I think was a Mexican plate, explaining how they got it on the road here. The license plate frame covered some of the writing, but the plate was light beige with a brown eagle on it, with the license number on top of that in dark brown. I think the plate also said District Federale on the lower edge.

"My first time to see a new TF and the factory closes. TANI."

Artwork from
Autoweek

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News and Articles from the Peninsula T Register

Gummy Gas

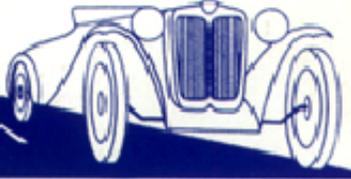
Today's gas is only good for about 90 days, then it starts to turn to honey and then varnish. If you find you are not going to drive your MG for awhile, add some Sta-bil concentrated fuel stabilizer to your petro tank. It can be bought at most any auto parts store. It prevents your gas tank, fuel lines, filters, fuel pump and cabs from getting clogged with a gummy gas. Sta-bil makes starting easier after storage and all year round keeps stored fuel fresh. It is used for lawn mowers, marine engines, snow mobiles, portable generators, chain saws, farm equipment, cars and trucks.

If your MG is not in use add some to the petro tank. Now stand on the rear bumper and bounce your MG up and down to mix the Sta-bil with the petro. Run the engine several minutes to help mix things up. For long storage, then disconnect the fuel pump wire and start the engine to run all the fuel out of the carbs. If your engine is temporarily out of order, turn on the

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I hope to see many of you out at the Celtic Festival at Ardenwood next month, which will probably be the next event I will be attending.

Happy motorin',
- Felix Wong

From the Boys in the Band

It really was an Awesome MG show this year. A good turnout and a lot of fun. Your organization and effort really paid off. I think it went extremely well.

We had a great time playing for the MGOC and all the MG owners. I had a little time to go see the cars and speak with the owners and heard a lot of good things about the show. Everyone had a good time.

We play for a lot of car shows and events. Yours was very well organized.

Scott Porter -- Hot Rods Band



Close Scrutiny of Terry Sanders' 1937 MG SA Tickford, Felix Wong photo

Member in Malaysia

Member Daniel Neu is in Malaysia for some time. He is going through withdrawal from MGs and would like to hear from you. "I went to a local MG-Rover dealer to look at their product. There was only a ZT with a "sold" sign on it. When I asked about MG-Rover being in trouble and if there would be a company around to support their products, the reply was 'Yea sure. No problem.' I think if you want one, get it now and don't expect any support except thru the car clubs." - dan.neu@sbcglobal.net

Answers to Quiz: (Page 7.)

1. F. Gordon Crosby; 2. Six; 3. ZB Magnette; 4. 203.9 m.p.h.; 5. MGB

Some Highlights from Felix:

- Robert Milner's 1967 MGB/GT had a Buick V8 (with Rover heads), Camaro 5-speed transmission, and 1989 Jaguar XJ6 wheels.
- One MGA was converted to electric in 1999, and has a range of 40-50 miles on a single charge in addition to having a top speed of about 65 mph. The owner claimed he had "the only British car that does not leak oil" (though Bob Stine would later make that claim...)
- Terry Sanders imposing 1937 SA drophead coupe sat next to Dan Shockey's 1935 PA. The SA looked huge in comparison!



Rob Trenchey Organized the MGOC Booth. Thanks, Rob! Stine Photo.

- The MGB of Bill Hiland's, just got a new paint job about 9 days ago. Dan Shockey did much of the work under the bonnet including rebuilding the engine.
- Bob Stine's 1969 MGB did not leak a single drop of oil! Bob had just replaced the clutch which was saturated with oil due to a leak main seal (which apparently must no longer be leaky!)
- The San Leandro Marina was fantastic, with great views by the harbor. I'm glad the weather turned out nice and I thought the new venue was fantastic. A recap and photos are here:

<http://felixwong.com/news/2005/05/mgs-bv-the-bav/>

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MGOC MEMBER

key to run the fuel pump and press the overflow pins on the carbs (T series) to get the Sta-bil mixture through the whole fuel system. If you can't find Sta-bil you could buy a bottle of fuel injector cleaner. I hear it does the same job.

May you and your MG run well all year.

Stuart Locke

When I re-started my 1935 MG after its 3-year engine rebuild, I drained the gas from the tank and put in fresh. I intended to find a hazardous waste disposal site but when gas prices soared, I added it to my other vehicles, a gallon at a time, without any problem. Its color was yellow rather than white but stayed liquid. – Ed.

O. P.

“Oil pressure at two thousand, hot, is forty pounds or so,

“And if it is not forty pounds, your motor will not go.”

Thus spake the learned makers in their clever little book,

And so, at that small instrument, I seldom dare to look.

Sometimes on biting winter morn, when bitter frost abides,

The needle crawls to shaky ten, then sleepily subsides;

Oh clueless clot though I may be, is not this car a hero,

Have we not gone ten thousand miles, oil pressure, hot, at zero?

From “The Collected Motor Verses of W.H. Charnock”, Villiers 1959

MGB/GT Tech Session

9:00 a.m., Saturday, May 28, 2005

Jim Carlson's Home Garage, Saratoga

Jim has invited club members to come help install the window moldings on his MGB/GT project and celebrate the custom MG's near completion. We will start at 9 a.m. Come by anytime that morning. Jim will provide coffee and donuts. You can see how the new Black Tulip (dark purple) paint job came out and see how you like his 16" mag wheels.

If possible, let Jim know you are coming but come anyway!

Time: 9:00 a.m. until Noon

Place: 12622 Kane Dr., Saratoga, 408-257-9976, mgjim@att.net

Directions: From Hwy 85 south of I-280, take the Saratoga Ave exit and go NE (towards San Jose). Turn left at the first light, Cox Ave. Go west and take the first right after crossing over the freeway, Seagull Way. Turn at the first left, onto Veronica Drive. This becomes Kane Drive as it turns right. 12622 is the last house on your left.

MGs by the Bay

A Report by Felix

For the first time since I-don't-know-when, the MG Owners' Club's annual car show was held at a location instead of Jack London Square in Oakland. This was due to logistical and cost reasons, I think. It would be hard to find a venue as nice as JLS, but with San Leandro Marina, I think this was done.



Final Prep on a Cloudy Morning.

The view of the San Francisco Bay was gorgeous, and there was easy and ample parking for all 100 or so cars that were in the display. While the crowds were not nearly as large as at JLS due to not having a plethora of shops and dining establishments to attract local residents, there was still a good turnout of spectators. El Torito, which was situated right behind all of the cars, had a lunch deal going for the MGOC members. In addition, in



Busy MGA Group.



MG TF by the Bay. Premier Winner Gary Kennedy's car.

front of El Torito was a new band brought in this year (instead of Tom and Bev Morgan, who had done a great job providing live music for us the past few years). This band was called, "The Hot Rods," and sang many great oldies from the 60s which, in my opinion, produced the greatest songs of all time. The Hot Rods did an excellent job, whose repertoire included several Beach Boys classics like "Little Deuce Coupe" and "409", and Bev Morgan was even called up to help them with a few numbers.

I got to see friends from the MG owners Club for the first time in a while (sorry, everyone). I really enjoyed the show and, as George Steneberg remarked, "the cars seem to get better and better every year."



The Hot Rods in Full Song. Photos this page by Bob Stine

Continued on next page.