

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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MGs on the way to the Doubletree Sonoma, Rohnert Park. Shockey photo.

May 2006

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, San Mateo, 650-349-5128 rastine@rcn.com

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

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

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

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

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

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

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

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

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

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

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

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

Natter & Noggin and Club Meeting

May 11, 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

May 26, 2006, (last Fri.) 7 p.m.

New Location, New Time: Lori's Diner

Stevens Creek Blvd., Cupertino (Near old spot)

Join us for an informal gathering in the South Bay. We'll meet in a '50s car-theme diner. There is plenty of room for us to park our cars together. We'll see if gathering earlier works better. Many car clubs meet at Lori's.

Directions: Take the Wolfe Rd. exit from I-280 and turn west. Turn right on Stevens Creek Blvd. Turn left a few blocks along into Lori's Diner. If you don't see the MGs drive on around the diner. There is a lot of the west side that may be best for us. **Lori's:** 19930 Stevens Crk. Blvd, Cupertino 95014, (408) 257-1950

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

MG2007 Planning Meeting

at MGs by the Bay

May 13, 2006 11:00 a.m. — 12:00 noon

El Torito, San Leandro

and

June 17, 2006 9:00 a.m. New time

Location is TBD

Classified Ads

Ads are free to MGOC members and \$6.00 per month for non-members. Please send copy (and check **made payable to MGOC** if a non-member) to MGOC, 601 Greylyn Drive, San Ramon CA, 94583. Members may also email ads to the Editor at Tbobj@aol.com.

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

1970 MGB-GT. Wire wheels. White. (See photo.) Needs paint but presentable. I rebuilt engine 35k miles ago. With working overdrive. \$2000. Member Dan Shockey, San Jose, (408) 923-3927, mgmogul@earthlink.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.

1976 MG Midget Original 15,000 miles! Been stored in garage under cover. Original top, etc. A time warp car. Contact Tom at tad3650m@yahoo.com.

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

1980 MGB (not running) with Overdrive trans and wire wheels.° Good parts car. \$500.00° Pete Jaarsma°(member) 510-232-8160

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

All British Field Meet stays at Hayward

Mini Owners of America San Francisco has announced the Annual All British Field Meet will be June 11th at Cal State East Bay in Hayward. The field in Hayward is not available so they will be in a nearby parking lot on campus.

COMMERCIAL ADVERTISING IN *THE OCTAGON*

Direct all questions about advertising to Mike Jacobsen at 415-333-9699 MikesMuseum@yahoo.com. 2005 rates are: monthly (yearly): full pg. \$25 (\$24) 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 claims as to the reputation or quality of work performed by businesses advertising *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 BobTrencheny@gmail.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

May 5-7 — Grand Am Sports Car Series, Laguna Seca

May 7 — Hillsborough Concours www.hsf.org/events_concours/carshow2006/

May 11 (Thurs.) — **Club Meeting & Natter**, page 23

May 13 (Sat.) — **MGs by the Bay**, San Leandro Marina, See pages 12 & 13

May 21 (Sun.) — *Friendship Day*, Canada College, Redwood City, fun, low key event with 850 cars, \$10 entry, Farm Hill Blvd off I-280

May 21 (Sun.) — Annual All British Show at Dixon, Good swap meet
www.ubscc.org/dixon.htm

Continued on page

FREE Parts & Accessories Catalogs

Choose From These Catalogs:

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Order Catalogs & Parts Online at
www.VictoriaBritish.com

Forthcoming Events (Continued)

May 26 (Fri.) — **South Bay Natter** page 23
 May 27 - June 4 — British Car Week — www.britishcarweek.org
 May 27 — **Mt Hamilton Tour** with Bob Wall and friends
 June 2-4 — MG Vintage Racing at Halletts, OK
 June 11 — All British Field Meet, CSU East Bay at Hayward
 June 9-11 — *Open Roads 2006*, Lake Tahoe www.goldengatehealeys.com
 June 25 — Palo Alto Concours, Loveable British Cars! www.paconcours.com
 June 25 — Classic and Hotrod Show, Santa Clara
<http://www.hospicevalley.org>
 June 25 — Chico All British Meet, Chico CA. <http://www.chicobritish.org/>
 July 3-6 — GoF West, Welches, OR, <http://www.gofwest2006.com/>
 June/July TBD — **Lake Chabot Tour**, Pat Davis
 July late — **North Bay Wine Tour**, Andy & Marla Preston
 July 28-30 — Champ Car Grand Prix of San Jose
 Aug. 12 (Sat.) — **MGOC Annual Picnic**
 Aug. 18-20 — Monterey Historic Races, Features: Cooper & Laguna Seca
 Aug 25-27 — IRL Indy Grand Prix at Infineon (Sears Point)
 Sept. 9 — Palo Alto British Swap Meet at O Connor s
 Sept. 10 — Palo Alto British Field Meet
 Sept. 9-11 — California Meleed <http://www.californiamelee.org/>
 Sept. 23-24 — **MGOC Tour to Sundial Bridge, Redding**
 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. TBD — **East Bay Tour**, Bob Trencheny
 Oct. 26-28 — **NAMGBR Annual Meeting** Doubletree Hotel, Rohnert Park
 Dec. TBD — **Holiday Tea**



Useful Tools...

Flex-Hone

Imagine you re rebuilding the rear brakes on your MGA, and you decide that the cylinders are OK. All they need is a quick honing and new seals. What do you hone a $\frac{1}{2}$ " bore with? The smallest cylinder hone at the local parts store, the kind on the flexible shaft with three stones mounted on a linkage, won t fit — it s too big. Instead, get a Flex-Hone.

Maybe you ve seen an engine block cylinder hone that s made up of dozens of abrasive balls, each at the end of a wire attached to a central shaft. A Flex-Hone is the baby brother of those. To use one, you chuck the hone into an electric drill and lubricate the brake cylinder with brake fluid. Then put on your safety glasses, start the drill, and insert the hone into the cylinder with the drill running. 1000 rpm (slow speed for most drills) is plenty fast, and 20 to 30 seconds is enough time. Keep the drill running while you remove the hone. Wash and dry the cylinder, and then reassemble it per the shop manual.

Flex-Hones come in sizes from $\frac{1}{2}$ " to 1- $\frac{1}{2}$ " (and up); in grits of 120, 160, 240, and 320; and with abrasive of silicon carbide, aluminum oxide, or boron carbide. I selected a $\frac{1}{2}$ " 240 grit silicon carbide hone for use on the MGA, and it s worked very well. I don t have an outlet for the Flex-Hone (I got mine through a friend that works at a machine shop) but the manufacturer is the Brush Research Manufacturing Company, Inc. They can be reached at 4642 E. Floral Drive, Los Angeles, CA 90022, or www.brushresearch.com.

By Mike Jacobsen

Jim Griffin & Son
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FAX 589-7635

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MG: Made in China

Continued from page 5

good business out of selling reproduction parts to MG owners. We old-car nuts kind of like it that way. It's a sort of brotherhood of desperation, nourished by a sense of interdependence and glorious afternoon drives.

I don't expect Nanjing Automobile to start making parts for 60-year-old cars or to make cars that we would even recognize as MGs. But I would like to see the MG name and spirit continue to evoke cloth caps, English drizzle, and the other things that make a sports car, well, sporty. And I can't imagine how that's going to happen. I've spent a lot of time in China and love it, but I don't think there's even a Chinese ideogram for *sporty*.

Perhaps my fondest wish would be for Nanjing Automobile to create a beautiful, efficient, modern car with all the features that the daily driving public has come to expect: a soulless device to transport you from point A to point B. Let it be economical, kind to the environment, dependable, and sleek. Just don't claim it's a sports car. And in the name of decency, please don't call it an MG. To paraphrase Lloyd Benson in the 1988 vice-presidential debate with Dan Quayle:

I know MGs. I've driven and owned MGs. And you're no MG.

I'm not very sanguine about that prospect. Nanjing Automobile will undoubtedly crank out beautiful, modern, and affordable MGs and the public will buy them, creating a sort of spiritual trade deficit and that's depressing. It would be like seeing your grandma in low-rider jeans. It certainly would be her right, but you'd wish somehow you didn't have to witness it.

Stanton P. Belland, is an international lawyer from California. Thanks to member Bob Wall for sending this article from United Airlines *Hemispheres* magazine.

MGOC member Bill O'Hara of Santa Rosa passed away on April 28. Bill and his helpmate of 28 years, Joan Ewing, were members of the Mid Peninsula & Santa Rosa Peace Centers as well as members of the MG Owners Club. Bill recently refurbished, for the fourth time since 1958, his RHD 1951 MGTD. He is survived by Jean and his seven children. A memorial service will be held on May 6th, 5 P.M., at Santa Rosa Unitarian Universalist Congregation, 547 Mendocino Ave., Santa Rosa, in the Religious Education Lobby. In lieu of flowers, donations may be made to the Peace and Justice Center of Sonoma County, 457 Sebastopol Avenue, Santa Rosa 95401; 707 575-8902; <http://www.sonic.net/~peacentr/>.

Bill was active in the MGOC in the past and we will certainly miss his support, enthusiasm and friendly smile.



MG: Made in China

Even in my geezerhood, I've tried to adapt to the inexorable march of progress. I've adjusted to the digital age and have even gotten over the shock of going into a record store and finding no racks of records to browse. I surf the Internet and do most of my work online. I've learned not to call a refrigerator a *icebox*. I've gotten used to a world of iPods, MP3s, and blogs. I'm even ready to concede that perhaps digital photography is not really an oxymoron.

But it's been a struggle. As a British-car buff, it took me a while to accept that my latest Jaguar was just a sleeker Ford. And Bentley's acquisition by Volkswagen was a blow to my Anglophilic sensibilities. I adopted a certain detachment, though, realizing that I'll probably never own a Bentley (British or German) anyway.

But now progress has really marched over my foot. Last year, my beloved MG company was bought by Nanjing Automobile, a company owned by the Chinese government. It says it will move MG manufacturing equipment to China but continue some production in Britain. Yeah, right. Production may continue in Britain but the soul and spirit of MG looks like it's going to emigrate.

I've owned MGs for 50 years and, to me, their essence has always been certain English jauntiness. The name MG originally stood for Morris Garage where the Morris Car Co. started making a little sports car in the 1920s. It's a oddly charming name for a quirky little car. Some say that the name is really just GM reversed to hide the truth that the car was actually made by General Motors. I just relish owning a marque so universally misunderstood.

That cachet has always been part of the car's appeal. Truthfully, the MG has never been much mechanically. My 1947 has the ride of a donkey cart and wanders on the road. The brakes don't really stop it so much as gently impede its progress. Its electrical system is so whimsical that the Lucas company, who made the electronics, has come to be known among MG drivers as The Prince of Darkness.

This commentary isn't meant to be a complaint against international trade. I make my living from such endeavors. The Chinese invented the noodles on which the entire pasta industry is based, so I guess the world owes them one. But they've already adopted the hamburger. Why do they need the MG?

Perhaps my real fear is not that the MG name will fade, but that the Chinese, with the utmost efficiency, will bring the car's engineering up to date.

And then, whatever it may say on the badge, it will no longer be an MG. The gas gauge on my '47 is a notched stick that I poke into the tank. The car was designed that way. It's hard to imagine the 2008 Nanjing model MG with so picturesque an arrangement.

We MG owners have been pretty much on our own ever since British Leyland started fumbling with the company back in the '60s. We're not service or receiving recall notices or safety updates. The service department is your own garage on a Saturday morning. The parts department is your car club's next old car parts exchange or Moss Motors, a California company that has made a pretty

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HAVE YOU HAD ENOUGH RAIN YET? Holy smokes, enough already. This is the first year I left the top off the MGB all winter and now I am regretting it. I went three weeks without a drive because of the rain. I think I was having withdrawals from the lack of driving. Thankfully it looks like the weather is starting to break so the sunny California days are not far off.

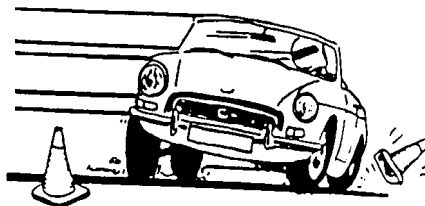
And, the weather is improving just in time for *MGs by the Bay* and all the rest

of the Bay Area car shows. May has four shows over three weekends and June has two more events plus British Car Week May 27th to June 4th. That is another reason to get out and drive.

On a related note I was driving to work last week at about 5:00 A.M. and passed an MGB on the side of I-680 South around Fremont. I went past at slightly above the speed limit and didn't see anyone around so assumed it had been there a while. I apologize if I passed you by. Then, not five minutes later I saw another MGB on I-880 South between Fremont and Milpitas. It was definitely surprising to see two MGs in such a short time and a great way to start the day. I was glad to see someone was out for a drive. I only wish it was me.

Hope to see you at a car show this month!

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
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MGB brake booster servo.....	\$175.00
MGC booster servo.....	\$395.00
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Ronald Pete Peterson, in Campbell was recruited by Dan Shockey. (Good job Dan!) Pete has a '72 BGT he's owned for 13 years, and a '79 MGB with a chrome bumper conversion he's had for two years. Pete commented that "It's about time I finally get around to joining..."

Tim Moriarty has a 1958 MGA roadster that he has owned since 1985. It is his second MGA and he is the third owner. His first car right out of college in 1966 was an MGA. Tim's current MGA is just out of the shop. The body has been restored and he is installing the interior. Tim bought a 5-speed conversion from Pierce Manifolds while we were there. He has started driving it and promises to have it at *MGs by the Bay*. Tim also has a Jag sedan that is being restored.

Mt. Hamilton Tour

Rescheduled for Saturday, May 27th, 2006

Because of the recent rains and the possibility of washed out roads the Mount Hamilton tour was officially postponed until May 27th. However, that didn't stop a few die hard members from taking the drive on April 15th. Dan Shockey reported he and Marty Ray went to the meeting point. Three other cars showed up and we decided to climb the mountain despite the rain. We had three BGTs, one MGB with hardtop plus one other car. It was as Bob Wall feared — cold, wet, and no view at all. The ranger at the top said that the road to Livermore had four spots where you had to ford high water! But the grass was really green and some wildflowers were showing. The road was nearly empty of bikes and no other clubs. It was very wintry at the top! We are hoping for better weather in May.

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MGOC Regalia

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

Notes:

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

Ship To label — please print!

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

Ordering Information

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

MGOC to NCRy

By Mike Jacobsen

Despite the threat of rain, the MGOC and Sorry Safari Touring Society headed out to Niles on Sunday, April 2, for a day of serpentine roads and twisting tracks. About twenty people met for a 9 A.M. breakfast at the Niles Coffee Shop before driving through Niles Canyon to Sunol and the Niles Canyon Railway Depot. Some folks skipped breakfast and went straight to the depot, but most of us arrived in Sunol in time for the day's first train at 10:30. Due to a mix-up in asking the railroad the departure time, *The Octagon* listed the time of the first train back to Sunol from Niles, at 11:15. So some of us rode the first train and others rode the second. Or third. There were a lot of trains.

Once on board, we had our choice of closed cars for protection from the showers, or open cars for admiring the views. Niles Canyon is still relatively undeveloped, and looks much the same way it did when the railroad was first built, back in 1867. Maybe you learned in school that the first transcontinental railroad was completed when rails were joined at Promontory Point in Utah in 1869, but that route only went as far west as Sacramento. The rails didn't reach the Pacific until the line from Sacramento and through Niles Canyon was completed four months later.

The NCRy and Caltrans have recently completed laying track all the way into Niles. We were actually on a trial run, and the official first trip into Niles from Sunol wasn't until the following Sunday. Many of us took advantage of a stopover back in Niles, and wandered through the town's antique shops. A couple of us even got an impromptu tour of the Niles Essanay Silent Film Museum, located in the town's original theater. We learned that a hundred years ago, Niles was the home of Essanay Studios, one of the biggest movie producers in the country, and where Charlie Chaplin made some of his first movies.

The group I was with rode back on the noon train to Sunol, pulled by a steam locomotive. If you think your old MG is a basic piece of machinery, go look at a steam engine. Almost everything is right out where you can see it, and that's more convenient than you would expect, because most of it has to be oiled by hand. It all makes maintaining an MG look easy.

After the train ride, some of the group continued on out Calaveras Road to the lunch stop, while others opted to go on home while the rain was light. Thanks to Bob Loesch in the SSTS for organizing the event.



Photo by Bob Wall

Palo Alto Concours d'Elegance Celebrates Lovable British Cars

By Gary Anderson

At the end of World War II, with England's economy in ruins its automobile industry was asked to provide the engine for recovery. Export or Die was the watchword, and the leaders of industry took up the challenge.

Fortunately, the industry had been thriving in the period before the war, and American servicemen who had been stationed in England fondly remembered the dashing sports cars driven by many pilots, practical little family coupes that provided basic transportation, and big comfortable saloons (four-door sedans) that chauffeured senior officers and government leaders.

When these servicemen returned home, they helped spread the word and English auto companies like Morris, Austin, MG, and Rootes, as well as small independent companies like Healey, Morgan and others, found a ready market in America for their products. Today those same cars are treasured by American car enthusiasts not only for the motoring fun they offer, but also for the physical link to Anglo-American historical ties that they represent. On the San Francisco peninsula, the British car hobby is alive and well, sustained by the Palo Alto British Car Day held each September, which is the longest continuously-running British car show in America.

We will be celebrating these lovable British Cars and their owners on the Palo Alto Concours show field this June, with six classes of cars representing the diversity of the hobby. The classes are: prewar cars running during WWII, early sports cars with side curtains, later convertible sports cars, practical coupes and cabriolets, four-door saloons, and innovative limited-production cars. We'll focus on the cars that were sold in large numbers and have been the mainstay of the hobby — affordable British cars originally imported for less than \$3500.

In addition, the concours corral this year will celebrate the thriving local British car hobby. Members of the many British car clubs will be gathering to enjoy the Concours, offering concours attendees an opportunity to see the variety of British cars still actively driven and enjoyed sixty years after the end of the war.

Car corral entry form is here: www.paconcours.com



Britain more susceptible to further closures.

However, as industry insiders point out, it is not only the lower labour costs in Slovakia which led to Peugeot Citroen's move, but its proximity to the expanding eastern European market and the increasingly accepted practice of building a new factory when producing a new product line rather than making expensive reinvestment in an existing facility.

Japanese, American, and German carmakers continue to invest heavily in Britain, and, while the economic rationale behind Ryton's closure may be sound, the manufacture of automobiles is an emotive business.

Peugeot's decision may not be the disaster that the doomsayers are claiming, but its psychological effect should not be underestimated.



Web Sites of Interest

We are growing — <http://www.frappr.com/mgocbayarea>

MG 2006 attendees — <http://www.frappr.com/mg2006attendees>

British Car Week — <http://britishcarweek.org/>

NAMGAR — <http://www.mgcars.org.uk/namgar/shtml/namgar.shtml>

North American MGB Register -- <http://www.mgcars.org.uk/namgbr/>

New England MG T Register -- <http://www.nemgt.org/>

MG Dictionary — <http://www.mgcarclub.org.nz/atozdictionary.html>

British Car Industry Booming, Despite Closures

By David Sambrook, The Sunday Business Post, April 23, 2006

The 1970s may have been the glory days of the British car industry, but the 1.6 million cars manufactured in the country last year was not far shy of the record levels of production reached three decades ago.

These days, there is a vastly improved relationship between unions and employers, which has resulted in a highly-skilled and flexible workforce, and crucially, unlike the situation during the industry's golden decade, the majority of today's manufacturers are operating at a profit.

Yet despite the industry's apparent rude health, French carmaker PSA Peugeot Citroen last week announced that its Ryton plant near Coventry was to close with the loss of 2,300 jobs. Cabmaker London Taxi International is now the only vehicle manufacturer in what was once referred to as Britain's motor city.

The closure, which follows the high-profile collapse of MG Rover last spring and Ford's decision to end Jaguar production in Coventry in 2004, was greeted with dismay by government officials, but they cannot genuinely have been surprised by the long-expected move.

Many industry analysts believe that the sector is in its healthiest position for many years.

Rolls-Royce chief executive, Ian Robertson, said: The motor industry in this country is probably stronger than it has been for decades.

Oxford Economic Forecasting pointed out that the automotive sector in the UK has been much more successful than manufacturing as a whole over the last 20 years.

Jay Nagley, automotive analyst with the Spyder Automotive consultancy, said fears of further closures were unfounded because, after Peugeot's announcement, we're down to generally efficient car factories. The more negative reaction of the government and the media reflects that of the wider community, and the symbolic position the manufacture of motor cars holds, in Britain and globally, as a measure of a country's international manufacturing strength, as much as of the strength of the car industry itself.

The fact that Britain is alone among the world's economic elite in no longer having a home-grown motor industry, has led to fears that its ability to attract further investment in manufacturing in general has been undermined. Many claim it is unthinkable for the major industry players in France, Germany, Japan, and the United States to close plants in their own backyards in favor of relocating to lower wage economies, which leaves

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MG 2007 Update

MG 2007 continues to make good progress in the planning stage. The March meeting was held at the Doubletree in Rohnert Park where the event will be held, while the April meeting was at The Englander in San Leandro. The club expects to have two or three members attend the MG 2006 event in Tennessee to make MG owners aware of the MG 2007 event and provide some of the details. The MGOC discussed the possibility of subsidizing some of the member expenses to MG 2006.

A draft budget for MG 2007 was presented by Mike Jacobsen. Mike will continue to refine the budget as more details are worked out. The contract with the Doubletree was signed at the March meeting. Rooms for the event will be \$115 per night which is an excellent price for a hotel room anywhere in the Sonoma Valley. The Doubletree handles many events like MG 2007 so has experience in putting on a large event. The Sorry Safari Touring Society (SSTS) has agreed to help the MGOC with manpower and logistics support for MG 2007.

The major driving tour will be an all day trip from Rohnert Park to Mendocino. The drive will be over 200 miles and will require pre-registration. Two event dinners are being planned. The first is tentatively planned for The Union hotel in Occidental. The Union Hotel is famous for its family-style Italian dining and pizza. The second event dinner will be a traditional awards banquet on the final night of MG 2007. Noted MG luminary John Twist from University Motors has tentatively agreed to attend MG 2007. John's depth of knowledge into all things MG will be both useful and entertaining. And finally, we are close to having some very nice artwork from Nancy Shane for posters, T-shirts, and many of the regalia items to go along with the event. MG 2007 is shaping up to be a great time and we hope to get many club members to participate.



MGs at the Doubletree Sonoma Hotel. Shockey photo.



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Show Volunteers Needed!

The Club needs your help to run this year's MGs by the Bay show. We need volunteers in the morning to staff the registration table and direct parking, in the afternoon to help clean up, and all through the day to answer questions and sell regalia in the Club booth. Shifts are only two hours long, so you'll still have plenty of time to see the show. If you can help, please contact Mike Jacobsen at MikesMuseum@yahoo.com or at 415-333-9699 to arrange for a job and a shift. Thanks!

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

DRIP PAN

News and Articles from the Peninsula T Register

Friendship Day

Sunday, May 21

The MGA Club used to attend this event, now in its 32nd year. This is a fun low key, low cost get together of all kinds of collector cars. 850 cars participated last year! The meet is the same date as the Dixon meet but makes a great alternative for those who want to stay closer to home. They have a new spectacular view location. It will be close to folks on the Peninsula and in the South Bay and just across the bridge from the East Bay.

The \$10 entry fee per car provides for a dash plaque plus free donuts and coffee while they last. No judging, no awards, no vendors, no pre-registration. Just pay at the gate, park and walk and talk. Austin's Texas BBQ will provide lunch for only \$5. Gates open at 8am.

Directions: Caada College in Redwood City. East of I-280 at 4200 Farm Hill Blvd. Presented by the Mid Peninsula Old Time Auto Club.

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about 25 left over. About half of those were XL size so we agreed to keep the same number but adjust the sizes slightly. We will stuff packets after the business meeting on May 11.

OLD BUSINESS:

Sponsorships for future MGs by the Bay events: At present we charge \$200 for Event Sponsors who receive their logo on the poster and other promotions. We charge \$25 to sponsor one award and get their name printed on the award. We have seven Event Sponsors for 2006. These help tremendously in funding the event.

Grille Badges: We have tabled discussion of 50th anniversary grille badges. (See report under Treasurer Report.)

NEW BUSINESS

Trophies for MGs by the Bay: We voted to use the same vendor and style as in 2005. We agreed to purchase 40 award plaques for \$933. Dan brought the art work for the awards to the meeting. This was a cropped and simplified version of the poster.

MG 2007 Budget: Mike submitted the proposed budget to NAMGBR. We are awaiting review. The motion was made and carried to accept the budget with an understanding that there will be adjustments.

Music for MGs by the Bay: We voted to provide \$300 to cover expenses for the club members providing music.

Plant for Pam Steneberg: We voted to reimburse Bob Stine for this expense. We agreed that we need to consider how to address such memorials on a consistent basis.

OTHER ISSUES

Voting on Funds: We discussed the importance of voting on funds to be spent and of providing notice through agendas when possible. Bob Stine plans to send the meeting agenda out in advance so members can contribute comments.

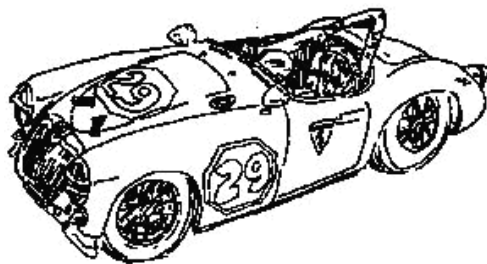
MG 2006 Representatives: We discussed who will represent the Club at the MG 2006 event in Tennessee. We need to be there to promote the MG 2007 event. We should officially nominate representatives. It appears that two to five persons will attend from the Club including two on the MG 2007 committee.

Brisbane Marina Festival: We have been invited to this event on October 22, 2006. This free festival is a lot like a street fair with live music, free boat rides, free historic boat tours, car club displays, etc. We have to opportunity to participate as a club as well as individuals. Dan to respond. Bob T. to add to the Club calendar in *The Octagon*.

The meeting was adjourned at 9:30 p.m. The next business meeting is to be held May 11, 2006, at the Englander. We will also stuff packets for MGs by the Bay at that time.

Respectfully submitted,

Daniel Shockey, MGOC Secretary



Minutes of the MGOC Business Meeting, April 13, 2006

The meeting was called to order at 8:00 p.m. by President Bob Stine. Also present were: Dan Shockey, George Steneberg Bob Trencheny, John Hunt, Sam Gearhart, and Pat Davis.

March Minutes accepted as printed, except that the motion made and approved to send a grille badge to Mike Pierce was not recorded. Bob Stine noted that the secretary should not add later updates or comments to the minutes.

Treasurer's Report: We have money! We sent a check for half down on the new grille badge order. Sponsorship checks for *MGs by the Bay* have come in.

Registrar's Report: We have 277 total paid members.

Secretary's Report: A card and a flowering plant were sent to the Steneberg family (by Bob Stine).

Regalia Report: We ordered 50 grille badges. The vendor objected to the cut-out areas in the revised badges though they had been sent the art with that included (deleted). We offered to cancel the order and have not heard back. The alternative we evaluated was to order 100 badges at a lower cost from another vendor.

The Octagon Report: We discussed some minor issues with the newsletter and its publishing. Bob will include a volunteer request for *MGs by the Bay* in the May issue.

PAST CLUB EVENTS

Rohnert Park / MG 2007: We had an excellent attendance for this tour and meeting at the host hotel. Once again we had good weather for our event. We also got some photos we can use in promoting the MG 2007 event.

Niles Train Tour: There was a good turn-out overall for this combined event with the Sorry Safari. There was some confusion as to the train start time. Attendees reported a good day anyway.

UPCOMING CLUB EVENTS

Mt. Hamilton Tour (Now May 27): Bob Wall rescheduled this event due to the threat of bad weather plus flooding on the road north to Livermore. Dan reported that he and Marty Ray plan to meet at the start and make the trip anyway. We were concerned that the cancellation notice would not reach everyone. The new date is Saturday, May 27 (Memorial Day weekend).

MGs By The Bay (May 13):

Mike Jacobsen has compared registrations to last year and says we are on schedule. This looks like a tool to give us an idea of how many to expect.

El Torito has agreed to give participants a 10% discount on lunch (does not include alcoholic beverages).

The City of San Leandro (Police Dept.) requested a letter from El Torito approving our location near them. Bob Stine will get that. That appears to be the last hurdle for approval. Sam has the signs and standards modified and ready to go. Pat Davis has arranged the porta-potties and trash cans. Sam will return that morning from a trip so will need someone to drive the stuff to the event on Saturday morning. We agreed to call members inviting them to the event. This was successful last year and a good opportunity to touch base with members. The posters were printed and distributed at the meeting. Posters will be mailed to vendors and others for posting to advertise the event. Nancy Shane did a watercolor painting that the poster is based on. She is working to modify the design for use on the T-shirts. Dan reported on T-shirt sales last year. We ordered 13 dozen and had

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Presented by The MG Owners Club

Information: Dan Shockey 408-923-3927
Bob Stine 650-349-5128

Poster Art ©
MG Owners Club
2006
www.MGOC.org

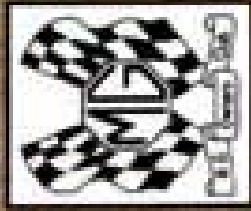
8:30-10:00 am Registration
2:00 pm Awards Presentation
10:00-2:00 pm Live Music



MGB/GT owned by Verna
and 'Skip' Kohers,
dedicated MG owners
and enthusiastic event
supporters.

13th Annual

MGs By The Bay



*At the San Leandro Marina
Saturday, May 13, 2006*



MGs by the Bay Poster by Nancy Shane