

MGOC Octagon
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THE OCTAGON

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



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HMSA Art for our Laguna Seca event in March

May 2004

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 is a register of the MGOC and was formed in 1973. 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 2004

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

Vice President: Randy Grossman, 510-483-3171, r.m.grossman@comcast.net

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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 1953-58: Marty Ray, 831-247-5863, martyray@cruzio.com

M.G. 1100 Sports Sedan 1962-67: Lora Lerner, 831-464-3795

T-types: George Steneberg, 510-525-9125

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

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

Lucas electrics: Marty Ray, 831-247-5863, martyray@cruzio.com

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

Bodywork: Bill Weissberg, 510-658-4335, weissber@slip.net

COMMERCIAL ADVERTISING IN *THE OCTAGON*

Direct all questions about advertising to Mike Jacobsen at 415-333-9699 or MikesMuseum@yahoo.com. 2004 rates are: monthly (yearly): full pg. \$25 (\$240), half page \$18 (\$175), third page \$12 (\$120), business card \$8 (\$75). All ads expire on Jan. 1st, and fees for a partial year will be pro-rated to that date. Deadline for ad materials is the 10th of the preceding month. The MGOC makes no claims as to the reputation or quality of work performed by businesses advertising in *The Octagon*.

Natter & Noggin with Club Meeting

May 13, 2004 (Thurs.), 8 p.m.

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

This month help stuff registration envelopes for Jack London Square!

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, 8 p.m., May 28, 2004

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

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

Directions: Take the Wolfe Rd. exit from I-280 and turn west. Turn right on Stevens Creek Blvd. Turn left at first light.

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

Attention!!

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Andy Schank 510-236-5232

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, 3219 Mabury Rd., San Jose, CA 95127. Members may also email ads to the Editor at DPShockey@earthlink.net.

Two Z Magnettes for sale or trade ASAP. I am losing my storage space in Concord. Almost no offer will be refused. Past member Charlie Campbell: Home: (650) 386-5457, work: (650) 724-2931, mv_red@eudoramail.com

64 MGB Roadster for sale. Convertible hard top, British Racing Green, solid and in great shape, lightly driven and well-cared for. Selling only due to move and changing family needs. \$7500. Member John Hubbell, Oakland. hubbelljm@earthlink.net

MGB Parts for sale: Excellent chrome wire wheel with useable spare tire. Excellent boot cover. Member Bob McCoy, Danville. (925) 743-1513

1967 MGB Roadster. Primrose yellow, rebuilt factory overdrive, wire wheels, factory hard top. Fine running condition. \$10,000. Also two GTs for sale. Member Marty Ray, Santa Cruz, 831-247-5863, martyray@cruzio.com

78 MG Midget. Moving out of the country. Wonderful condition. Rhonda Rody at (510) 583-9193

1956 MGA newly restored. Member Ken Smith, British Automotive, Novato, 415-699-3549 (See Swap Meet on page 7.)

1977 MGB roadster in very nice condition. Member Bob Shook of Mountain View, \$4,000.00. BobShook@SBCGlobal.net

Wanted: Exhaust Manifold for TD. Converting my Y type to twin carbs. Bill Hiland, (408) 251-5591, capthiland@aol.com

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 DPShockey@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.

Membership

We are looking forward to seeing everyone at future meetings and events of the MGOC and having your stories, photos, and tips printed in *The Octagon*. The club roster is available from Mike Jacobsen upon request.

Forthcoming Events

MGOC (which is us!) events are in **bold** type.

Every Sat. — Donut Derelicts, Mtn View, Martinez (see MGOC web site)

May 8th (Sat.) — **Body Clean & Detail Tech Session**, Bob Stine s, San Mateo, see page 5

May 13th (Thurs) — **MGOC Club Meeting & Natter**, see page 23

May 15th (Sat.) —MGs at Jack London Square, see page 13 **

May 16th (Sun.) — Dixon All British Car Show, see April *Octagon*, page 18

May 16th (Sun.) — Fresno Concourse

May 22-23 — SSTS May Lakes Tour, Rod & Sue Schweiger (also MGOC members, (650) 871-7921

May 23rd (Sun.) — **MGOC North Bay Swap Meet**, Ken Smith, see page 7

May 28th (Fri.) — **South Bay Natter &Noggin**, see page 23

June 4-6 — Wine Country Classic Vintage Races, Sears Point

June 5th (Sat.) — SSTS Progressive Driving Tour, East Bay, (925) 846-3356

June 6th (Sun.) — **MG Display at Art & Wine Festival** at Heather Farms Park, Walnut Creek, see page 4.

June 19th (Sat.) — SSTS Marin Sonoma Tour led by MGOC member Marty Raymar

MGOC members are welcome, Openbigdds@aol.com (Info next issue)

June 20th (Sun.) — Hayward British Car Meet, Show & Swap Meet

June 26th (Sat.) — **MGOC Locke & Ryde Tour** Dan Shockey

June 27th (Sun.) — Palo Alto Concours d'Elegance

July 12-16 — GoF-West in British Columbia, Area clubs caravan likely See page 11

July TBD — **MGOC Tour to Glen Ellen**, Andy Preston

July/Aug TBD — **MGOC Winery Tour**, South Bay, Jack Ford

Aug. 5-8 — Rendezvous, Bend, OR, Area clubs caravan, see page 11.

Aug. 13-15 — Monterey Historics, Laguna Seca

Aug. 29th (Sun.) — **MGOC Annual Picnic**

Sept. 11th (Sun.) — **All British Meet, Palo Alto, MGOC Caravan**

Oct. TBD (Sat.) — **O Connor Swap Meet**, Santa Clara

Oct. 2-3 — MGOC North Coast Weekend, Dave Newhouse **

Oct. 10th (Sun.) — **CSRG Fall Frolic, Sears Point**; MGOC Track Tour for Children with Cancer, John Hunt & David Wright, Shared with Morgan Club

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Oct. 16-17 — **Autumn Classic, San Juan Bautista**, MGOC & SSTS Caravan
 Oct. 23rd (Sat.) — **MGOC Santa Cruz Tour**, Bob Wall
 Nov. TBD — **MGOC Corte Madera Tour** (Combine with below?)
 Nov. TBD — **MGOC Tech Session**, Corte Madera British, Greenbrae
 Dec. 4th (Sat.) — **ARR, MGOC, SSTS Holiday Party** (proposed)
 Dec. TBD — **MGOC Holiday Tea**, Milsaps, Alameda

**** We have designated these as the MGOC s Big Three for 2004**

MG Car Display at Art & Wine Festival Heather Farms Park, Walnut Creek Sunday, June 6, 2004

The MG Owners Club has been invited to display up to 25 of our MGs at a special grass area at the edge of this popular festival. About 100,000 people attend the festival, the 23rd annual event, so it is a great opportunity to showcase our cars and attract new members. We get special reserved parking, of course, and no entry fee. We also get in early and avoid any lines or crowds. You may leave when you wish. (No pets, please.)

Club member John Milsap got us the opportunity. There are over 200 artist and crafts booths at the festival in addition to food, beer and wine tasting booths. The weather is usually great this time of year. The 102 acre Heather Farms Park is a beautiful site and easy to get to from I-680.

Web Site: <http://www.ci.walnut-creek.ca.us/parks/heatherpark.htm>

Park Address: 301 N. San Carlos Drive

From I-680: Take the Ygnacio Valley Road exit and go east past the Diablo Hills Golf Club. Turn left on San Carlos Drive. Go straight past Heather Drive on your left and you should see us on your left.

More Info: Dan Shockey, (408) 923-3927, DPShockey@earthlink.net



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them that doing both days was too much. We have tentatively signed up for Sunday, June 6, and will seek to confirm interest level.

Old Business:

MGs at Jack London Square Update:

- Premier Class for JLS: List of eligible entrants provided by Mike. Randy showed the very nice trophy made for this special class.
- Other awards will be as in past years. Nina is getting the metal sheets and George will cut them. (Dan will provide art.)
- Nancy Shane showed the proposed T-shirt design. It was heartily approved. It features a red TD. Dan to get shirts ordered immediately. Shirts from prior years will again be sold for \$5 each.
- Sign Posts for Class Parking: George proposed that we make sign posts to indicate where each class is to park. Mike and George will make these. The club approved spending money for materials.
- MG Parking: Bob, George and Dan will meet at JLS at 11am on Wednesday, April 21, to decide how to park the various classes, etc. Dan to make an appointment with Brian Lee of JLS.
- Event promotion: Dan is to push the event with a new spin with lots of new stuff going on.
- JLS Contract: Mike to sign and return to JLS.

Club Jackets — Cathy Storm has a sample jacket for us to peruse (but she was unable to attend this meeting). Perhaps we can show it at JLS.

Purchased clings and sold a few at the MG Reunion at Laguna Seca. Look nice. Thank you to Bob Stine.

Next step for national event: NAMGAR selected the British Columbia club for their 2007 event. We elected to postpone further discussion until after JLS.

New Business:

Didn't get to any due to shortness of time. The meeting adjourned at 9:25 p.m.

Next Meeting and Natter: May 13



On the Tour, North-South Meet, April, 2004, Photo: Randy Grossman

Regalia Report: Got MGOC windscreen clings. Sold about 10 at \$2 each.

The Octagon Report: Mike and Dan have had trouble transferring the large *Octagon* file.

Correspondence:

Mike asked the NEMGTR to change the local club info to the MGOC rather than the Peninsula T Register. Dan got an email from the manager of Laguna Seca with regard to future MG events. (Didn't sound promising.)

Past Club Events:

Trip Prep Tech Session at Mike's home in San Francisco: Six people attended. There was an impromptu afternoon session working on Randy's MGA fuel pump. Bob Stine expressed a big thank you to Mike Jacobsen for doing the tech sessions. (We will discuss publishing the notes in a booklet form.)

Upcoming Club Events:

Next technical session for new mechanics: Show prep & clean-up, May 8, at Bob Stine's home in San Mateo. Just in time for Jack London Square!

Pacific Coast Dream Machines Show Apr. 25: Three people had signed up. They will meet at Hwy 92 and Hwy 1 at the coast at 7am. Dan to send another email reminder.

North Coast Extravaganza: (Mendocino overnight tour and barbecue, Oct 2 — 3. Dave Newhouse asked that we get feedback from club members on how many are interested in doing this. Dave is checking out motels and will advise so we can start promoting the event.

CSRG Fall Frolic at Sears Point: John Hunt has talked to the Okizu Foundation who provide summer camps for children with cancer. David Wright reported later that CSRG is very interested in helping us do the track tour for these children. This is planned for Sunday, Oct. 10, and we will share the track with the Morgan club again. Dan will check interest level with MGOC, SSTS and ARR members.

Swap meet at Ken Smith's in San Rafael, May 23: other folks are welcome to bring things to sell. The club will provide money for coffee and donuts.

Wine Country Classic Vintage Races, Sears Point: We have talked about going as a club but made no plans for this year.

Art & Wine Festival — Heather Farms Park. We have been invited back but we told

Clean & Detail Tech Session For Dummies

Saturday, May 8 at Bob Stine's
Home Garage in San Mateo
Presented by Mike Jacobsen

Learn How to Detail Your Car Yourself

Sure, you know how to wash your car. But do you know how to fix paint chips, take care of the leather, or an easy way to clean wire wheels? Come to this tech session for beginners and learn:

How to clean the interior

Feeding leather, cleaning the soft top, equipment to use.

How to clean the engine compartment

Masking, cleaners, tools.

How to clean the exterior

Polishing paint, cleaning plating, tools & chemicals.

How to fix common faults

Polish hazy plastic windows, dye faded upholstery, and repair paint chips.

When: Saturday, May 8, 10:00

Where: Bob Stine's garage, 3215 Llano St, San Mateo, 94403

Directions: From 101, exit at Hillsdale Blvd and head east, toward the Bay

- Turn right onto Norfolk at the first light
- At the stop, bear left onto Los Prados
- Take the second right onto Bahia
- Take the first left onto Llano
- Bob's is the fourth house on the left



From the President's Desk

Greetings. I trust you're all enjoying this great weather.

Our tech session held at Mike Jacobsen's was not quite as well attended as the previous ones, but the information was interesting and could save folks some trouble when traveling in their MGs. Mike pointed out the things to look at before you leave on an extended trip in your Little British Car and demonstrated how he packs tools, information and spare parts prior to a journey. He stressed the importance of having a maintenance manual in the car. As he said, even if you don't plan to do any work on the car yourself the manual could be needed by a mechanic who doesn't have the particular specifications for our cars.

The MGOC continues to grow. According to our registrar we had several members join our ranks last month.

I'm writing this on April 23, and looking forward to driving my '68 B to the Pacific

Coast Dream Machines in Half Moon Bay Sunday. I always have a great time at that show.

I wasn't able to join the group who took a jaunt to Mount Hamilton last weekend, but I understand they all had a good time and enjoyed the drive and the view from the top. Thanks to Bob Wall for creating that event.

We're getting registrations for the Jack London Square show. If you haven't yet sent yours, you can still register at the gate. We hope to see many of our members there. This year we've created a Premier Class for those cars that have won at least two first place trophies in their classes. Vice President Randy Grossman had the trophy made already and it's beautiful. I'm anxious to see those cream of the crop cars all in one place where they will compete directly with each other.

Incidentally, the next tech session will be held at my house in San Mateo and the subject will be detailing your car just in time to prepare your car for Jack London Square. Mike Jacobsen will again be our resident instructor. I've talked to him about it and he has some really good ideas about how to give your car that little added touch to make it look great.

We hope to see you soon. Until then, keep the shiny side up and the tires on the ground.

Bob Stine

rastine@rcn.com

I didn't know how to do many of the technical operations so it has been a real challenge in completing this project. I would tear the part down, look at a bunch of books, clean the part up and put it back together. I have gone to many of the shows to just see how to put a part back etc. NAMGAR tech info has helped along with that Michigan Rowdies paperback of tips. Just asking people on the Internet has been great. But it has been my hobby and passion and I am proud of the work I have done.

I made the decision to have a auto shop rebuild the engine, Elite Motors in San Ramon. I wanted a professional to do that. I had a body shop redo the sills and another shop paint the car. It is now a British Racing Green. I also have a Weber downdraft carb set up and the mechanic did some other things to the engine. I struggled and understand the keeping it stock. I respect that, but I got weak and have sinned somewhat in that department After dragging it through 5 moves all I want to do is DRIVE THE HELL OUT OF IT. I personally think I am one of the largest investors in Victoria British and Moss Motors. I recently found O Connor Classics and Shadetree Motors.

I am very embarrassed at the very expensive mistakes I have incurred but then again WHO CARES. I HAVE MGA 1500 ROADSTER and am glad to find such a large MG Club here. I really enjoyed the tech session in Santa Clara and plan to come to the one on the 3rd. Well, that's me!!

OTHER CARS I want ...hmmm some day... A . AUSTIN HEALY...wow Patrick

MGOC Meeting, April 8, 2004

Minutes by Dan Shockey

Attendees: John Hunt, Randy Grossman, Bob Stine, Mike Jacobsen, George Steneberg, Nancy Shane, Dan Shockey

Call to Order: by President Bob Stine at 8:01 p.m.

Minutes of Previous Meeting: Accepted as read

Treasurer's Report: The Club is well in the black. Mike Jacobsen reported on funds available. The Club ended up with two unpaid dinners at the MG Reunion. Mike is working on a cash flow statement. (Different, additional accounting method.)

Secretary's Report: Not present

Registrar's Report: Gained new members as a result of the MG Reunion and the Tech Sessions. Five new members since last meeting. 242 total paid memberships.

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BRAKES : sleeved and rebuilt

MGB, Midget caliper	\$75.00
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MGA, Midget twin master 1956-1967	\$165.00
MGB, Midget master 1968-80	\$125.00
MGC brake master	\$175.00
MGC booster servo	\$375.00
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Kingpin swivel axle rebushed	\$40-\$80
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From New Member David Berelson

I've been immersed in a passion for special cars since 1954, when I was 16 and got my driver's license. I was extraordinarily fortunate to have a '55 TF1500 as my very first car. It was my pilot trainer on which I learned the fundamental disciplines of driving fast, accurately, and safely.

I am a third generation San Franciscan, although we have lived in Tiburon, Marin County, for some twenty years now. I still go out and work the very same West Marin country roads on which I learned with the TF1500 so long ago!

In 1956 my parents took me to NYC for the first time. In those days, several of the major import car distributors had lavish showrooms on 57th Street on each side of 5th Avenue. In the Hambro window the first MGA (in light blue) was revolving on the central turntable. I thought then, as I do now, that it was a truly beautiful shape; I remember standing there for a long time! I continued to enjoy my TF1500, and then over the next 45+ years, some 50-60 cars as my gear-head madness became quite serious.

Then, a little over two years ago, I saw an extraordinary '62 MGA MKII Deluxe in black with red interior, the very same colors as my TF back in the '50s. The car, and the colors, made the next step obvious. The kid still inside me who stood at that Hambro window so long ago told me I'd better step to the plate.

When I got the car home, it was obvious that a genuine ground-up resto had been done to the highest levels of finish and accuracy. I figured it was 90% there; I took care of the rest in dogged pursuit of a car all MG enthusiasts would be proud to be around. At least, I hope that's what's been achieved.

Going down to Laguna Seca for the MG Heritage gathering, and returning to Marin County, it was a joy to drive. That intangible MG quality I had known so long ago had completely captivated me again, despite the passage of nearly a half-century! — David (*David's black Deluxe got a lot of attention at Laguna Seca—Dan*)

From New Member Patrick J. Davis

I grew up in Castro Valley. I went to CVHS graduated in '73. Graduated from Cal Poly in '78 and accepted a commission, 2nd Lt., in the USMC. Later I joined Pfizer Pharmaceuticals in Visalia and then in San Francisco with Pfizer Labs, I came back to Castro Valley...as for the car...

17 years ago on Father's Day my wife found my '57 MGA. It was in terrible shape but I didn't care. All I saw was the car I dreamed of owning since I was a teenager and my elder brother sold his '61 1600. I hated him for that, I loved that car and knew some day I would have one. The Father's Day 17 years ago was a very special surprise. My wife and I at the time had just used every penny we had to build a home out in the San Joaquin Valley. 20 miles east of Visalia, CA is a small town called Exeter. I was a sales rep with two small kids and like any working stiff 99.9% of all money goes to the family. Every once in a while I could squeeze a couple of nickels together and put into a pot of my own.

Well this pot grew and grew and I was looking for an MGA but had to give this savings over so we could build this house. My wife knew of my sacrifice and the very next year found my '57 1500 roadster in a trailer park under a shower curtain. The owner was down on his luck and sold it to my wife for \$1,200.00. The clutch was out, and the sills were rotted. It had been in an accident so there was substantial bondo work to the front right fender, under the grille and right door. It was painted white, It looked terrible. Its original color was ice blue. Over the course of years I stripped it down to the frame and I was the easiest person in my family to buy a present. Birthdays or Christmas I would say just give me cash or I will give you a part #. I have collected many books and shop manuals. I wasn't a so called car guy.

North Bay Swap Meet

Sunday, May 23, 2004

**Hosted by Ken Smith
and the MG Owners Club**

I am organizing a North Bay Swap Meet at my garage in Novato. The date is Sunday, May 23rd. I have enough space for several others who might want to sell or swap bits for MGs or other marques.

I will be offering MGB front fenders, a windshield, a very good '71 GT rolling shell, too many to list good used and some new replacement parts from suspension to electrical.

I have completed my 1956 MGA, which is for sale, and am nearing completion of a vintage race MGB, circa 1965.

Please let any interested parties know about the meet. I have a commitment from my garage-mate and a couple of others to date.

Ken Smith
British Automotive
21 Pamaron Way, Unit I
Novato, CA 94949
415-699-3549

Directions:

Take 101 north,
past San Rafael.
Exit at Ignacio Blvd.

From 101 south, head east (toward the Bay) on Ignacio.

From 101 north, turn left onto Nave, and then right onto Ignacio at the light.

Ignacio Blvd. becomes Bel Marin Keys Blvd.

Turn right onto Commercial Blvd. and right again onto Pamaron Way.



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New Members

Scott & Linda Moore live in Prunedale and have owned their '58 MGA for thirty years. Scott has been a mechanic for twenty six years on fork lifts and Bobcats. My MGA has followed me around most of my life. I've had it so long I have restored it twice. It has 78,000 original miles. On nice days I love driving it to Monterey.

Ron King of San Jose has a '71 MGB he's had for six months. Girlfriend Cheryl is not an MG enthusiast right now, But once I get the car in better shape I figure her feelings will change. Ron attends SJSU part time and likes hiking, biking, attending music concerts, and banging on his bass guitar. (See info on his MGB on page 17.)

Kimey Burkdoll of Clearlake has a white 1968 Midget that she's had for a year. Husband Mike is the backyard mechanic. This is Kimey's first MG but she has long admired the Midgets. She found it on the internet in Sacramento. The black-plate car is all original with 58,000 miles and came from the original owner. It sat for 20 years but it started and they drove it home.

Carol & Mario Suraci of Castro Valley have owned a tan/gray '68 B/GT for two years. Mario found this MG also in Sacramento. It had been stored for 31 years and was piled high with boxes. The brakes were frozen and the interior a shambles but it had only 30,000 miles and no rust. He got it going and has not had to pull the motor. It also still has its original black plates. Mario never had an MG before but thinks it has a great spirit. Mario also owns a Shelby Tiger.

Charles Tracy Tallman in Danville wrote that he's had his '79 MGB LE for six years. Tracy's father always had MGs so Tracy learned to drive in an MGB. He owned a '78 MGB for 15 years, through high school and college, that his mother bought originally. Tracy saw the '79 on eBay. It had been sitting for 13 years in Sacramento (where else?). He calls it his weekend giggles car. He first restored it back to stock then decided it needed more umph. It now has a cross-flow head and twin Webers and was dynoed at 140hp. He has put in a new interior and replaced the suspension with all-new, upgraded parts and is considering what to do to it next.

Warren & Kathy Pierce from Aromas joined at the MG Reunion last month. They've owned their yellow '72 BGT around 3 years, having purchased it from an eBay ad. One of the first things we did to it was replace the worn SU carbs with a Weber DGV carb and manifold. Three guesses where I got that! (Warren is related to Mike Pierce of Pierce Manifolds.) Of course we fought the month long battle with the Prince of Darkness but now everything seems to be working. The most recent repair will be a new brake master cylinder as ours gave up the ghost returning from the north/south meet in Arroyo Grande. We use the car for rallies, shows, and events with the Pebble Beach Sports Car Club.

Catherine and Laurence Kornfield live in San Francisco and have owned their '79 MGB for ten years. Enjoy Laurence's introduction letter on page 16.

Dan Neu of Mountain View met us at the MG Reunion. Dan has a long history with British sports cars, going back to learning to drive his father's TR3 at age 5 or 6. His first MGB had a bondoed hood scoop and so much rust that every time he went through a puddle, the passenger got sprayed in the face. He bought his current 1974 MGB/GT from its original owner in 1979. He moved to California in this MG with all his worldly possessions. He has painted it BRG, installed a new interior, rebuilt the engine and installed an overdrive. He says, Everything, yes, everything, on that car has been taken apart and put back together by my hands. Dan is now looking for a ZB Magnette

that I could sell it and actually get something for it. This process led me to the discovery that it was a blast to drive (it only took me two times around the block to figure this out!). So, I told Liz to drive it around the block and she would not part with it. So, I set about the task of getting it running enough to get it down to my friend's body shop to replace the floor pan in the passenger compartment. Now that this is done I am in the middle of building a motor for it (the guy I bought it from was a pack rat also and the parts that came with it included another engine, and lots of misc. other parts). Needless to say the rest of it is in about the same shape but it runs well. I plan to replace all the interior (ordered seat rebuild kits and all engine parts last week), new dash and carpets (already have) and finish the engine (going thru the trans. and rear diff. when I pull out current motor), new harnesses, paint everything and new top. So, I won't be showing it anytime soon but it's in the works. I don't know if you want to know this but here you go anyway, I am building this new motor and have decided that the block and head will be bright yellow and since I have a friend that does powder coating all the exterior stuff will be powder coated black crinkle finish.

A little about us: We live in San Bruno. I was in the car business for 13 years as a wholesale parts man for Putnam Buick, Pontiac and GMC until I decided to move over to the Telecom industry about 5 years ago. No kids but have a dog. It has been a learning experience working on this car so far, unlike American cars that I am used to. It's nice to see there is a club in the area where I can talk to people about this, unlike getting laughed out of the local speed shop for owning a British car.

As a final note, I am planning to go to the show at Jack London Square and am going to try to make it to Half Moon Bay this Sunday.—Brent

From New Member Ron King

Way back in the early to mid '70s I owned a 1959 Bug Eye Sprite, followed a short time later by a 1964 then 1965 MGB. Due to various commitments at the time, I had to give up my baby. However I promised myself that some day down the road I'd own another MGB. I can't really put my finger on why these cars have the affect they do on me. All I can say is I've driven many vehicles over the years, and the only two that put a big fat grin on my face when driving were my first car at the age of 16, and the Bs.

Fast forward to September last year. Had been searching off and on for several years on eBay and some of the auto trade publications for an MGB. Finally found one, a white 1971 MGB roadster, on eBay in San Francisco; put in my bid, won the auction, but didn't get the car because the reserve wasn't met. Contacted the owner anyway, went to see it, took it for a drive, fell in love all over again, and decided I had to have it. Worked a deal, and ended up driving it home a couple of weeks later. Drove it for over a month before starting work. Figured it was easier (and cheaper) to start at the back of the car, so got to work on the trunk and underside. In retrospect probably should have looked things over more closely prior to purchase because I started finding problems almost immediately: wrong gas tank for the model year (vented vs. non-vented), bumper drilled out in several places to support a trailer hitch, wiring issues, minor/moderate rust in trunk floor, etc. etc. So now I'm in the process of: repairing the trunk floor, rust proofing the trunk and underside using POR-15, replacing trim including bumper, rebuilding the entire rear suspension including third member, axle bearings, seals, rear brakes, etc., having shocks rebuilt, and various other items too numerous to mention. Once this is all done (projected completion end of May/first part of June 2004), plan to drive the heck out of it over the summer, then get ready for the next rebuild phase end of the year: drive train and front end.—Ron

New Member Introductions (with Chapters One and Two in some cases)

From New Member Laurence Kornfield

Thanks for the welcome. I just received *The Octagon* and was surprised to see so many local MG events.

My first British car was a bug-eyed Sprite, bought when I was 16 for \$500, my total summer savings. I drove furiously around Boston during my high school days—fortunately Sprites don't go very fast. I've had British sports cars ever since with one ill-considered Alfa in college. My son, Leo, got his license in February and now is extremely cool as he occasionally drives the '79 MGB to school in San Francisco. I'm sure he doesn't drive anything like I did. Sure.

I learned about the MG Owners Club from John Arts at John's Jaguar in San Francisco, a terrific guy and a real British car expert who prepared my MG for a back-roads, top-down trip to St. Paul, Minnesota two years ago. The trip had the multiple goals of teaching Rachel to drive, looking at Macalester College (where she now goes to school), and attending the big North American MG convention. We had the usual few dozen roadside repair sessions. The hardest part of the trip was finding food for Rachel, a vegetarian, to eat in mid-America.

My wife, Catherine, enjoys MG life here in the Bay Area, as I keep in the trunk a picnic basket with emergency Zinfandel, snacks, a tablecloth and glasses. She can sit pretty in the shade and watch me wiggle around under the car. — Laurence

From New Member Brent Biggs

Well, how much time you got? About 10—13 years ago my wife, Liz, decided she wanted an MGB so after searching around a little bit we decided that this '69 was in our price range and we bought it with the intention that I would restore/hot rod it. Well, I didn't have the time or money then to do anything with it so I parked it in my garage, put it up on blocks and drained all fluids out of it. Time passed and so did SB42, which made it so that I didn't have to put smog back on it. About 8 months ago I found major termite damage to my house that led me to a new realization: I am a pack rat! In the process of cleaning I decided that we were going to sell the MG, Liz being agreeable with this I set about getting it running again so

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Varitone.

Liz and Brent Biggs live in San Bruno and have had their '69 MGB for 10 or 13 years. Cleaning their house led Brent to discover a love for sports cars and embark on an extensive new hobby. See full story on page 16.

Tom Branca is in Oakland and has had his '72 MGB for over 15 years.

Dennis Yancey, Jr., of Menlo Park, has owned a '69 MGB/GT since October.

(The last two came in just before deadline so I'll get them next month. — Dan)



"WELL, I PREFER THE EARLIER MIDGETS, THEY'RE SO MUCH EASIER TO PUSH START"

Cartoon from *Enjoying MG*, magazine of the MG Owners Club of England. (Our MGOC was formed 20 years earlier.) Another source if you can't get enough MG reading!

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DRIP PAN

News and Articles from the Peninsula T Register

More MG Staring Roles by Rick Malsed

I enjoyed Felix Wong's MG in the Movies article (*The Octagon*, April 2004) and especially remember *Love Story*'s Ali MacGraw telling Ryan O'Neal, Love means never having to say you're sorry ... for loving your MG more than me????

Among the MG Memorabilia items I've collected since buying MaGgie, my TD, are several movie studio publicity photographs that tell of several other MG Movies we all might enjoy searching out on video. They are: United Artists' 1979 release *Moonraker* with James Bond (Roger Moore) leaning on a special MP T MG by the beautiful Copacabana beach at Rio de Janeiro (a place I've been fortunate enough to have also visited); American International Pictures' 1965 release *Dr. Goldfoot and the Bikini Machine* (the MG, maybe?) showing a front end damaged TD (California license QUL 824—the four is an author guess) with its wheel laying in the street and a unidentified (and unknown to this author) man leaning on the off side front fender; Warner Bros.' 1956 release *The Girl He Left Behind* in which Tab Hunter, seated in a T, exchanges intense stares with a very young Natalie Wood as she stands by the near side, a prominent feature of the photograph is the windscreen in the down position; and Columbia Pictures' 1954 release *Drive a Crooked Road*, screen play by Blake Edwards, starring Mickey Rooney, shown holding a handgun, and Diane Foster, in a formfitting swimsuit, is promoted in a frequent eBay available (e-mail onlyclassics@mn.rr.com) lobby card with a TD dirt track racing around a flag man and hay bale.

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Charles Rooks & Carol Yoshimoto in '74 MGB at Lolli's

the clouds started rolling in, but with great force of will, I said we will not have rain! Well, it almost worked. We had a few drops fall up there. Mostly it just got foggy and cold, so everybody beat a hasty retreat into the observatory where it was warm. Several people went on the tour of the original telescope, and then had lunch in the nice, warm video room. There was a lot of mingling, kicking tires, and looking under hoods going on outside too. It wasn't totally an inside event. While we were there, the Healey club showed up. They had started in Livermore, and came up the backside. They had about a dozen cars, so the Lick Observatory parking lot was pretty full of British cars. It was really cool.

Here is a warning to all of you who don't have license plates on the front of your car. According to the University of California Police, the word has gone out to ALL police agencies in California. **Ticket cars with no front plate!** The observatory is run by UC Santa Cruz, so the friendly UC Police Officer just suggested that we put out the warning.

We then headed out on the road again, going down the backside. I told everybody I would be a little mellower going down, and since the road was wet most of the way down the hill, I didn't have much trouble sticking with it. We stopped at Lolli's Junction but the wild flowers weren't blooming much. We did slow to a crawl to avoid the cows in the road though.

After leaving Lolli's, we got back into some twisties. Have I mentioned the weather yet? Oh, yeah, I have. Well we had some more on the way to Livermore. It came in the way of hail, which was a bit of a shock to those who had their tops down. *(It really stung on my ears — Dan)*

We even had a little spritzel of rain here and there. It didn't last long though, and we were soon back under clear, or at least partly cloudy, skies again. Just before Lolli's, and then after is the fastest part of the drive. We actually got into fourth gear occasionally. (Some people might have even hit fifth or overdrive as they went hauling a\$\$ by me. You know who you are).

Eventually, about half of us made it to Niles and Bronco Billy's Pizza Place. All-in-all, it was another great trip up and down Mt. Hamilton, and I can't wait for next year. Thanks to all of you who came and made this another memorable drive. Remember; It's the journey, not the destination. These drives are a lot more fun when shared with others.

—Bob

First Annual Mt. Hamilton — Down The Backside Trip Report

Saturday, April 17, 2004 — By Bob Wall

Twass a dark and cloudy day No, wait. That s a different story.

Saturday loomed partly cloudy, threatening to drop water from the sky. But those daring enough to face the weather met in San Jose for what I hope will become an annual drive. And although this trip is organized(?) under the auspices of the MGOC, I like to open up my trips to all British cars.

Well, this time was a little different. Gary Anderson (ex-publisher extraordinaire of *British Car Magazine*) told somebody he knew with an old Datsun Roadster, who told other Datsun people, who told some Porsche people, and it just kind of took off from there.

To cut it short, and to get on with the story, we had 20 cars; 14 British, 3 German and 3 Japanese. To defer any prejudice I might have had toward grouping cars by nationality, I sorted them by year. Dan, you old fart, you had the oldest car there today, and you kept right up. We re proud of ya.



In the Clouds at the Top

We left 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 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. I did have one almost close call on the way up. A car coming down the hill came around a curve in my lane. I m glad Dennis and I adjusted my brakes the day before, but I was hoping that Dennis brakes were good too. Missed the other car by about 2 feet. Like I said, almost close.

We made it to Lick Observatory without further incident. The weather was kind of strange all day, but up here it was partly cloudy and cool when we got there. Then

These, plus Felix s *Love Story* and *The Way We Were* finds, should give you a hearty supply of MG Movies, so nuke some popcorn, pour a Coke, or like me, make it a diet Coke, and enjoy some hours viewing our little dream cars as stars!!!

My badge collection is closing in on 300 and I will be at GoF-West plus GoF Mk 77. On your way to GoF West, stop and visit me in Seattle. —Rick

GOF-West

July 12th to 16th, 2004

Harrison Hot Springs, British Columbia

The GOF West coordinating committee invites all MG people as well as any other interested party to visit our upcoming event (and especially those who have not been bitten by the historic MG bug). Plans are firm for events at Harrison Hot Springs, B.C. Canada (July 12th - 16th, 2004), hosted by the Canadian Volunteers. Click on www.gofwest.com for information and registration. Registration Fee: \$35 US — single, \$45 US — couple

We expect that groups from the California clubs will have caravans to the event. More info to follow.



Club T MG Rendezvous

August 5 — 8, 2004

Eagle Crest Resort in Oregon s High Desert

Enjoy scenic drives on the back roads of the Cascade Mountains, be challenged by a funkhana and tested by the rally, and, of course, eat wonderful food. This is a well-run, inexpensive event that is a lot of fun. Really nice folks. All classic cars are welcome in the car show. The Sorry Safari Club has organized a large caravan from the Bay Area to the event the past few years. Not too far to Redmond (near Bend) so consider putting this event in your vacation plans. More info: "Upcoming Events" at <http://home.earthlink.net/~clubtmg/>

The MG Owners Club Presents the North Coast Extravaganza! October 2-3, 2004

Join fun-loving folks from the MG Owners Club on an overnight trip to Anchor Bay. Spend an evening on the coast watching the sun set with good friends, old and new. Several individuals and couples have already indicated they plan to make this adventure.

My house is in Anchor Bay in the Banana Belt on the ocean in south Mendocino County. The back roads are amazing and would be great for a run. There are multiple wine appellations as well as breweries that could be visited. Many car clubs go up Hwy 1 as it is a great destination. The best month of the year is October with warm weather, no wind and fog like other months of the year.

We will pick up fresh oysters at Sweetwater in Tomales Bay and have a barbecue at my house. I have 3 acres so plenty of room for a group of MGs. I will also lead a club tour of some of the nice roads up there on Sunday morning before we head home. There may be time for some touring and sightseeing on Saturday afternoon, too.

The Itinerary:

- Meet in Santa Rosa at 9 a.m. Saturday morning, Depart by 10 a.m. Dave's place is only about 100 miles from Santa Rosa.
- Stop for lunch and fresh oysters (and other BBQ delights) at Sweetwater.
- Arrive at Anchor Bay mid-afternoon. Check into motels or campground.
- BBQ Party Saturday evening at Dave Newhouse's place on the ocean.
- Short tour & brunch Sunday morning
- Head home mid-day Sunday

Dave Newhouse, (510) 248-3368 (Danville) Dave.Newhouse@kp.org

Let Dave know you are planning to participate so he can provide the necessary registration & motel info in a future *Octagon*.



MGs at Jack London Square

Saturday

May 15, 2004

Register at the Gate

