

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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Photo: Nancy Shane



Lillie Kirkham with Neil's 1939 TA Tickford at *MGs by the Bay*.

June 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

President: David Wright, Oakland, 510-653-3831

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MikesMuseum@yahoo.com

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

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

July 14, 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, June 24, 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

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 MGmogul@earthlink.net

Five 14"x5.5" Minator knock-off wheels. Excellent condition. Photo at www.mgoc.org click on Photos. It's the 3rd row down, 3rd photo to the right. Red/white MGB. Member Bob Frank, 415-897-4840, robert@rfassoc.com

1965 Austin Healey Sprite, red, \$4995 OBO. Fun little car that runs well. New brake lines, new hoses and belts, new speedometer and odometer, and new door hinges. Extensive work done on the electrical and exhaust. Member Karin, ktroedsson@hotmail.com

Wanted: MG 1600 or 1622 engine for a friend with a TVR. Don Davis, 408-358-9744, Member Don Davis, fstcobra@hotmail.com.

1947 MG TC Correct TC in glossy Cream with Moss Motors green leather interior and trim. TC engine block increased to 1500 cc by Mike Goodman with MG TF SUs. Receipts for over \$23k. Less than 2,000 miles on engine. Price \$22,950.00 Firm. Member Bill Webb, billsoquel@comcast.net

1957 MGA roadster: 3-main MGB engine; HDK43-27602. 10,000 miles on rebuilt engine and transmission. New: master cylinder, rear brake cylinders, Dunlop radials, newly rodded radiator. Included: new radiator, new carpets & door panels, new fuel sending unit, new steering rack seals, shop manual. Painted BRG. Runs strong. \$11,000 obo. Member Mike Zinns, mzinns@sbcglobal.net, Martinez, 925-228-6286

Wanted: Looking for SU HS6 carberettors for my 1969 MGC. I am going to be doing a triple carb conversion at some point as well as replace some worn HS6 parts. Member Kent Leech (510) 504-0634 kent@kentleech.com

1974.5 MGB: Rubber bumpers, twin carbs, no smog tests required. Maroon. Looks and runs well, redone interior. Owned 14 years. Needs minor cosmetics. Non-member David, Oakland, \$4500/offer. (510) 663-7091 eves.

Wanted: MGB/GT [about a 70] in good condition (not mint) Non-member Vickey, vickeycarle@earthlink.net

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

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

June 24th (Fri.) – **South Bay Natter**, page 23

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

June 26th (Sun.) – Chico All British Car Meet, page 5

June 26th (Sun.) – Palo Alto Concours

June 26th – Bodega Bay Run, ARR, Rick Storms, (415) 454-8937, Depart from San Anselmo

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

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

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

July 14th (Thurs.) – **Club Meeting & Natter**, page 23

July 16th (Sat.) – **MGOC Tech Session, Midget Engine Swap**, Jonathon Buckley, San Ramon, page 5

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

July 24th (Sun.) – **North Bay Wine Tour**, Marla & Andy Preston, page 7

July 24th (Sun.) – Yountville Tour, SSTS, John Blum, (707) 647-7353

July 24th (Sun.) – Martinez Tour, ARR, Dick Duncan, (510) 229-2500

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

Aug. 11-14 – Rendezvous, Yachats, OR, SSTS caravan, page 15

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

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Forthcoming Events (continued)

Sept. 18th (Sun.) – Livermore Tour, SSTS, Guidry's, (925) 455-8539
 Sept. 24 or 25 – **MG Corral & Track Tour**, Laguna Seca, (Tentative)
 Sept. 25th (Sun.) – Wine Tour, Healdsburg, ARR, John Taylor
 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

Hayward Field Meet All British Car Show & Swap Meet Sunday, June 19, 2005

All British cars – restorations, daily drivers and works in progress – are welcome on the green, with a view of the Bay. Join us for a fun day of cars, parts, food and folks.

Entry Fees: \$25 day of event; Free to spectators

Features: Trophies, Judging, Event momento, Door prizes

Info: Jon Becker, (925) 689-4005 (days), (925) 228-1672 (eves)

Directions: Take the Jackson St./ Hwy 92 exit from I-880 (San Mateo Bridge). Turn right on W. Harder Rd. Go east to the Cal State (Hayward) campus. Enter through the parking lot on your left at the top of the hill.

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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 (Notes 2, 4)			
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 cloisonne 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	
Round Mug – British Racing Green with gold MGCC logo and rim		\$10.00	
MGs by the Bay Regalia			
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 Plaques – 1995 through 2003		\$2.00	
T Shirts – See note 3 below.		\$5.00	Note 3
Total Amount Enclosed			

Notes:

1. Jackets are special ordered though we try to keep a selection of sizes available on hand. These are generally delivered at an event or meeting. Please indicate sizes: Small through XXL.
2. MG Car Club regalia is affected by the exchange rate. Prices therefore 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.
4. Please note that while orders are shipped as they are received, some items are stocked from England and have a long lead time. We will notify you if the delay will be more than three weeks.

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 Address _____
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 Phone number in case we have a question about your order _____

Ordering Information

- ♦ All 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

Continued from page 19

advertisements in the local papers for MGs and the distance to the San Jose area precluded searching out cars from private parties. So, we (my dad and I) confined our search to dealerships. There were five in the area: Santa Cruz, San Jose, Santa Clara, Palo Alto and Burlingame. There were several MGs that sparked my interest, but the asking prices were always substantially more than I could afford.

Nine months is a long time to look for a car, and, in fact, I had become discouraged and gave up. I was trying to figure out which American make I could settle with when my dad noticed an ad in the local paper for a '68 MGB for only \$1400. The dealers were asking over \$3000 for a '68 and so this must be a wreck or a Midget. However he talked me into calling and sure enough, it was a B.

The seller had given it to his son as a graduation gift from high school. The car had not fared well after three years at Cal State Long Beach. It had been involved in several minor accidents. Then son had driven it to Santa Cruz with a broken U-joint. I was concerned about the U-joint because it made so much noise and vibrated so badly that I could not ascertain if there had been transmission or differential damage. I decided to take a gamble and offered the seller \$1200, which he accepted.

I was so excited and proud driving it home, that I did not even notice the growling U-joint. My dad and I did not even attempt the repair because after all, it was a foreign car, and they were reputed to be beyond the understanding of an American amateur mechanic. Later we found that MGs were like most other cars and were fairly easy to work on, except, of course, for those funny carburetors.

Thus started my long-term relationship with my MG. There was never a time I ever really considered selling because I liked driving it so much. And drive it I did. That car went everywhere, but stories of its adventures will be saved for future ramblings.



Members Vern
Lindsey and Donna
Hoffman's 1965
Midget, winners at
MGs by the Bay.
Vern has owned
the Midget since
new. That's 40
years!

Chico British Car Meet

Sunday, June 26, 2005

This is a good meet on grass that isn't too far away. Member Ray Watson plans to drive up from the Fairfield area. The event takes place at Manzanita Place, 1705 Manzanita Ave., Chico.

Info: (530) 342-1821 or efcp@sbcglobal.net; www.chicobritish.org

Midget Engine Tech Session

San Ramon, July 16, 2005

The MGOC is pleased to host a tech session that plans to swap the engine in Jonathon Buckley's Bermuda Blue 1965 MG Midget. He has a rebuilt 1275 engine and a 5-speed transmission ready to go in.

We will use the club's engine hoist for this job. If you need to borrow the lift, this would be a good chance to get it. (Assuming we get the engine installed!)

We don't have many sessions with Midgets so this will be a good time to see what all the enthusiasm is about or learn what to do on yours.

Time: 9:00 a.m.

Place: Buckley home garage, 104 Summerset Ct., San Ramon, 94583

Phone: (925) 830-8554

Email: JonathonB@onebox.com

Directions: From I-680, Take the **Bollinger Canyon Road** exit and go east on Bollinger Canyon Rd about 1 mile.

Turn right on **Alcosta Blvd** - go 0.7 mi. Turn right on **Summerwood Loop** - go 0.1 mi.

Turn left on **Summerset Ct.** Arrive at 104 Summerset Ct. on the right.



William Shaw

(415) 924-1450

36 Industrial Way
Behind Cost Plus
Greenbrae, CA 94904

From da Ed...

Greetings from Sunny California. It is beautiful this weekend. We have wondered if the summer will continue cool. The Club had a good day at the Celtic Festival yesterday. I drove the 1935 MG there – staying off the freeways. There were nine MGs brought by MGOC and SSTS members plus a Morgan and an XKE brought by MGOC members. Lots of interested visitors to the display area. Perhaps we should try the big Scottish event in Pleasanton next year.

The club officers and others have been engaging in a great deal of soul searching as we ponder taking on the NAMGBR national event for 2007. We are doing a last

“gut check” to see if we start having panic attacks or nervous twitches. Indications are that the Sorry Safari club will back us and take on some of the tasks. Please consider in what way you would like to participate.

Mid summer is the time when many members trek to the big events. The *Gathering of the Faithful* (West) is in easy driving distance this year in the Buellton and Solvang area. NAMGBR's *MG 2005* is in Olympia, Washington. The SSTS has a large caravan going to the *Rendezvous* on the Oregon coast put on by the Portland T club. We tend to schedule fewer events during the mid-summer as many members make these adventures.

We have not mentioned the Crater Lake tour since reservations at the Lodge were required very early. There are 5 or 6 MGs making that journey.

Hope to see you soon.

Dan'el



MG

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My First and Current MG

By Carl Gwyn, from the *MG Type*, SVMGCC, 1/05

Last summer, my MG and I celebrated 24 years of driving pleasure together, about the same time that it turned over 200,000 miles. It is the second car that I have ever owned and we have had many adventures together. I thought I would relate how I became an MG owner with the idea that you might find it either interesting or a good cure for insomnia.

I first became interested in British sports cars in high school. The parents of my best friend owned a big Healy. It was definitely out of my price range, and, besides, I was quite content driving my 1941 Chevrolet that I had spent three years fixing up. That Chevy was a wonderful old car and I loved it dearly. However, when graduation from college started to approach, I realized that relying on a 30 year old car was not practical. So, in January, 1970, I began looking for a car to replace my beloved Chevy.

There were several cars I considered. I found and made an offer on a 1965 Austin Healy 3000. Unfortunately the seller reneged on his word and sold it to someone for slightly more. At this time, I was completely unaware of MGs. Test drives in Mustangs, Barracudas and other sporty American machines revealed they were all too small for my 6'3" height. There was a BMC dealer in Santa Cruz, where I lived, and I finally noticed the MGs in his lot. I talked to my dad about it and we headed down for a test drive.

The first thing I noticed, much to my surprise, was that there was plenty of head and leg room. There was also that wonderful smell of leather. The first test drive was wonderful. I could not believe how well the car handled on city streets and how much fun it was to drive. The MG literally stopped on a dime and even my dad was impressed. I returned home with a desire to find an MG and embarked on my hunt. The disparity between the asking price at the dealership and my financial solvency is what led me ultimately to my current pale primrose beauty, but not until after some searching.

For the next nine months I searched for an MG. There were no

Continued Next Page

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different sizes and types.

The meeting was adjourned at 9:16 p.m. The next business meeting is to be held June 9, 2005.

Respectfully submitted,

Daniel Shockey, MGOC Secretary

Member Updates

From Don Davis

The event at San Leandro Marina was super....it got me excited about getting back to work on the TD....the \$40 gift certificate I won from O'Conner helps!

Thanks!.....Don Davis, Los Gatos

From Tim Thresh

I was hoping to be back on the road by now BUT... luckily the weather has not been making me feel so bad about it. Last Dec I purchased an MGB front sub-frame from Pat in Novato, and have been working (on/off) to install discs/hubs on my MGA. Also decided to upgrade rear shocks to gas-filled and dump lever-arms (worn out) using Butch Smith kit from E Coast.

Well that now requires re-siting the fuel pump! and front work required ingenuity with re-fitting-so I am late! Could not decide whether to keep old MGA shocks or "new" MGB ones.... finally went with old MGA ones and a Mike Ash modification procedure.

Once I get running perhaps I can make it down to one of your evening meetings, or we could plan a joint rally with the North Bay British Car Club one Sat/Sunday? (www.nobbc.com). They are based here in Santa Rosa and drive out regularly, to the coast or into Napa, for social meets

Regards, Tim Thresh, Santa Rosa

NOBBC Contact: Ron Engelhardt, hardt@sonic.net, 1958 MGA

<p>Martin Hveem Automobile Restorations</p>	
<p>Tel: 530 529.6450 Fax: 530 529.6452 1520 Schwab Street Red Bluff, CA 96080 martinhveem@earthlink.net</p>	<p>Classic & Antique Restoration Service Repair</p>

An MGOC Event:

SONOMA WINE COUNTRY TOUR

Sunday, July 24TH, 2005

By Marla and Andy Preston

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

We hope you can join us on the 24th July for this tour of the breathtaking Sonoma Coastline with visits afterwards to at least 3 of the finest wineries in the Dry Creek Valley Appellation. Picnic lunch will be on a deck high above the Dry Creek Valley with stunning views of the Sonoma County wine growing regions. Following lunch the tour will continue to the Alexander Valley, which is world-renowned for it's Cabernets and Zinfandels. For those wishing to depart after lunch there is a short cut to highway 101.

We will meet in Rohnert Park at the Albertson's parking lot at 9:30 for a 10:00 trip departure. (See directions below.) We will have a picnic at the 2nd winery so either bring your food from home or you can purchase something at Albertson's supermarket before we leave. Also make sure you have a full tank of gas. Recommend layers of clothing because it can be chilly at the coast this time of year.

Any questions call Marla or Andy Preston at (707) 795-3480 or email us at andypreston@sbcglobal.net. Please R.S.V.P by July 20th so we can make arrangements at the wineries.

Looking forward to seeing you then!!

Directions: From the south:- Take 101 North to Rohnert Park Expressway, turn right at 1st signal and right again at the next signal (Commerce Blvd.) and enter the parking lot right after the Valero Gas Station.

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

MG 2005 Update

The North American MGB Register is holding their annual meet in Olympia, Washington, this July 7 to 10. James Brown was going but has had to cancel due to a new job position. There may be others in the area. NAMGBR has a strong Midget contingent and many V8 conversions. The host club is the large and active MG Car Club, Northwest Centre.

www.mgcnwc.com

MGs by the Bay Winners

<u>Award</u>	<u>Owner</u>	<u>Car Info</u>
Best Custom	Robert Milner	67 MGB/GT Green V8 Conv.
Daily Driver	Ken Gittings	65 MGB Green
Tech Innovation	Dean Grannes & Stephanie Masamura	59 MGA Red Electric
1 st TC	Teresa & Daniel Stewart	48 TC Red
2 nd TC	J. W. Silveira	48 TC Blue
1 st TD	Stephen Holmes	52 TD Green
2 nd TD	Patricia Davis	51 TD Ivory
3 rd TD	Robert & Susan Luebbert	53 TD Blue
1 st TF	Bill & Shirley Angeloni	54 TD Black
1 st MGA	Mark Lambert	62 MGA Black
2 nd MGA	David Newhouse	60 MGA Red
3 rd MGA	Jim Van Sickle	59 MGA White
HM MGA	Jennifer Steneberg & Dan Shaffer	56 MGA Red
1 st MGA Coupe	Viggo Riddersholm	61 MGA Coupe Red
1 st Early MGB	Jim Perell	67 MGB Red
2 nd Early MGB	Tobin Dougherty	67 MGB Green
3 rd Early MGB	Andy & Marla Preston	67 MGB Blue
HM Early MGB	Carl & Dian Brown	70 MGB White
HM Early MGB	Erin Cornelisen	72 MGB Green
1 st Late MGB	Brad Beedle	80 MGB Black LE
2 nd Late MGB	John Scott	78 MGB Ivory
3 rd Late MGB	Dan Watson & Nancy Zhu	75 MGB Lime Green
HM Late MGB	Bill Hiland	79 MGB Blue Chrome Bumper Conv.
1 st MGB/GT	Don & Carol-Lyn Davis	67 MGB/GT Green
2 nd MGB/GT	Robert Milner	67 MGB/GT V8 Green
3 rd MGB/GT	Ray & Shirley Watson	69 MGB/GT Red
HM MGB/GT	Marty Adkins	69 MGB/GT Red
1 st Midget	Vern Lindsey	65 Midget Green
1 st MGC	Bob & Sandie Swain	69 MGC/GT Yellow
1 st Prewar	Terry Sanders	37 SA Maroon & Black
1 st Saloon	Bill Hiland	50 YA Red
1 st Premier	Gary Kennedy	55 TF Black

The count of cars in a class is used to determine how many awards to give out. I just noticed that we are counting no-shows in this total. This is why we gave a second place for the TC class with three cars attending. I will work on that for next year. We should have given out a fifth place in both MGA and Late MGB, but did not have enough honorable mention plaques.

- Dave McCann

Minutes of the MGOC Business Meeting May 12, 2005

The meeting was called to order at 8:02 p.m. by President David Wright. Present were: Dan Shockey, John Milsap, Ken Gittings, James Brown, Mike Jacobsen, George Steneberg, Bob Trencheny, David Wright and new member Lou Pollock.

The March Minutes were approved as presented at the meeting (by handout).

Treasurer's Report: Club account balances are very healthy. All *MGs by the Bay* expenses have been paid less about \$80.

Registrar's Report: The Club is up to 277 total members. We could reach 300 by renewal time in July!

Secretary's Report: The Secretary finally gave the thank you gift to Jennifer Steneberg, our most-important Web Master.

Regalia Report: We forgot to take the Regalia items to the show for sale. We had a request for a club badge. For now Club jackets will be discussed and handled separately from other regalia items. (See Old Business below.)

Octagon Report: The May issue is very late. The Editor is having trouble getting them done on time. Dan to place a notice seeking help or a replacement. We need to run the regalia order form.

PAST CLUB EVENTS

MGs by the Bay: We appear to have made a little profit on the event. The \$1400 raised from event sponsors made the difference as we came out about \$600 in the black. We paid the band \$250. (Our goal is to break even on the event.)

MGBTB Award Protest: One attendee felt that the winner in his class was unfairly soliciting votes and lodged a formal protest. We discussed the protest and the fairness of the popular vote system. We decided that there was no evidence of anything serious enough to change results. Dan will send a letter in response advising the reasons for our decision.

UPCOMING CLUB EVENTS

Annual Picnic (Aug. 7): It is time to reserve a picnic site. Mike Jacobsen volunteered to check the location we used three years ago. (The Upper Meadow at Junipero Serra Park in San Bruno overlooking the SFO airport.)

OLD BUSINESS

Club Jackets: John Milsap reported the jackets were very well received and that 18 jackets have been ordered to date. He advised us that we get a price break by a larger order. John recommended that we get extras for demo and sizing purposes and to cover expected additional orders. We voted to order a total of 30 jackets at this time.

NAMGBR MG2007: The North American MGB Register has offered to let us host their 2007 annual convention. Their events coordinator has offered to visit to discuss this in person. We voted to proceed with that meeting as soon as possible in order to make a decision very soon whether to do this. We need to allow NAMGBR time to find another club to do it if we choose not to. (We met with the NAMGBR officer on June 4 at the Double Tree Hotel in Rohnert Park. See separate report in *The Octagon*.)

NEW BUSINESS

Club Canopy: Dan Shockey proposed that the Club purchase one or two "easy-up" style canopies for use at events. We could either get two small ones or one large one. The proposal was well received. John Milsap volunteered to check prices for

Dyson MG-Lola Win at Mid Ohio

Without support from MG Rover, the MG LeMans race cars are now generally referred to by the name of Lola, the chassis builder, or AER, the engine builder. The cars still sport a small MG grill and MG logo on their noses. The EX257 is an MG designator. I don't believe these cars are racing anywhere but in North America and don't know if anyone is taking one to LeMans this month. Dyson has gained an edge by switching to Michelin race tires this year.

Lexington, Ohio - There was a 1-2 finish at the American Le Mans at Mid-Ohio on Sunday (May, 2005). But it wasn't who you might think. For the first time in the history of the American Le Mans Series, the Dyson Racing team took the top two spots on the podium as the No. 16 Lola EX 257 of James Weaver and Butch Leitzinger won for the first time in 2005.

On a day where both LeMans champion Audis experienced trouble and the factory Zytek struggled in the pits, the two Dyson cars were nearly flawless. Weaver finished 26.32 seconds ahead of the No. 20 sister entry of Andy Wallace and Chris Dyson.

"The competition is so tough in the American Le Mans Series," said team owner Rob Dyson. "I think it came down to Butch and Chris doing so well at the start of the race. The team works so routinely hard and now we have the stamp that says we can beat the best."



Weaver and Leitzinger ended the two-race win streak of Marco Werner and JJ Lehto in the No. 1 Champion Racing Audi. The Dyson duo last won at Mosport in 2004. Its first ALMS overall victory came in 2003 at Infineon, the first smaller prototype to win an overall title.

Leitzinger took the lead on the first lap when the No. 15 factory Zytek got a tap from Lehto. For most of the first half, the two Dysons and the Zytek swapped the first three positions before Weaver pulled away late.

"It was quite difficult watching Butch on the TV," Weaver said. "The racing was absolutely stunning. The passing and moves he was making have to be some of the all time greatest."

MGs by the Bay in Photos



Pat Davis and Barbara Silveira with Pat's TD. Nancy Shane photo



Many nice late MGBs. Photos by Dan Shockey



Dave McCann, David Wright and Randy Grossman sort awards.

DRIP PAN

News and Articles from the Peninsula T Register

T Type Tours

by Dan Shockey

At recent events we have discussed that tours by both the MGOC and the SSTs have been affected by the predominance of MGBs, Midgets and MGAs. What is comfortable in an MGB – higher speeds, freeways, crowded roads, etc. – is less suited to enjoyment of the earlier cars. One option for T owners is to tour with the Rough Riders. They welcome participation. The ARR and the Peninsula T Register have been close sister clubs.

I believe that the T owners must become more active in planning and leading events that are better suited to their cars and driving preferences. We also need to remind all tour organizers to keep the needs of the older cars in mind. We can have separate “slow” groups and organize events specifically for the older cars. A tour to the joint club picnic in August might be a good start.

We seem to have a new generation of folks getting TDs especially, folks

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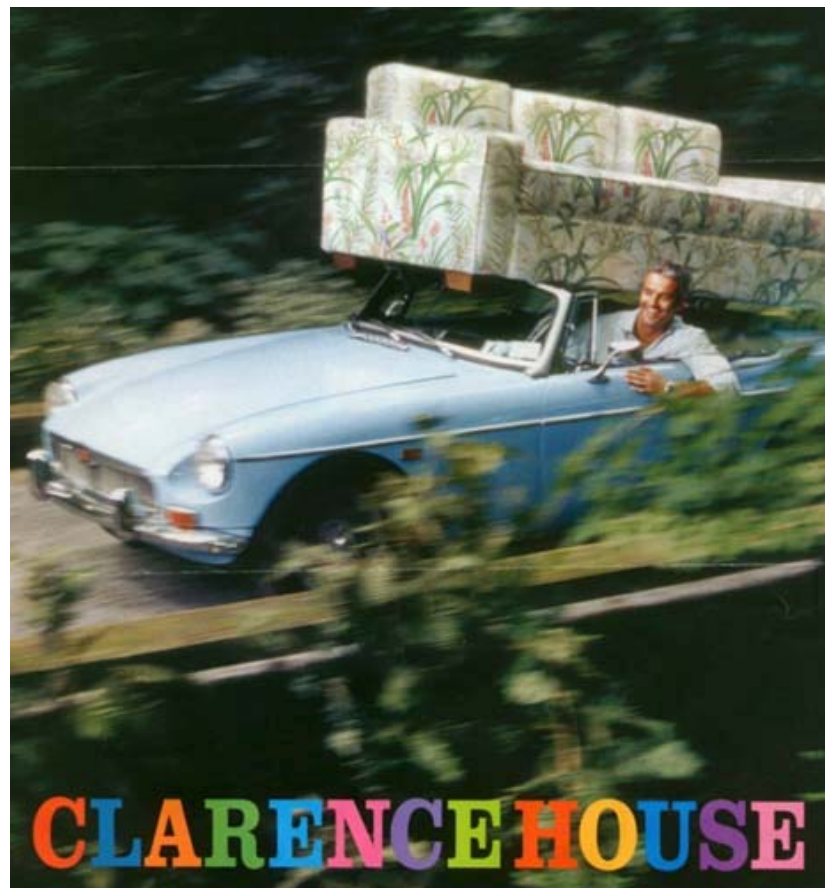
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**“Have Your MG Repaired
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House & Garden Magazine



Spotted by MGOC member Marty Rayman. The theme for this magazine issue was “The Best of English Country Style.” (April, 2005) Your editor admits to having moved a sofa this way, even in freezing rain in Indiana, but never on an MG.

SSTS Caravan to *Rendezvous* in Oregon

Pete Lizmer is leading a leisurely group to Oregon to attend the *Rendezvous* hosted by Club T MG. They plan to depart Tuesday, 9 Aug 2005, from Larkspur Ferry and drive up to Myers Flat the first day. They will also stay over in Brookings, Oregon, before arriving in Yachats. The total driving distance is about 576 miles.

Pete and Liz Lizmer, (510) 357-0806, petelizmer@sbcglobal.net

-West on HW 116 through Sebastopol to Bodega Bay. Talk to folks at Spud Point Marina area to have a stop overlooking the bay, or take over Lucas Wharf or Inn at the Tides Fish restaurant.

-Many spa's for significant others. Including mudbaths at Calistoga.

-Charlie Brown Museum of his author Charles Schultz in Santa Rosa.

I have two contacts in the Sonoma County Tourism organizations for use later.

Regards, Tim Thresh

Melitta Station Inn Bed & Breakfast

Event Reports

MGB/GT Windows Tech Session

We had a good group out to help Jim Carlson get his GT restoration finished. We got one door done and had fun.

Wine Country Classic Vintage Races

A big thank you to Dorothy and John Brookman who supplied entry tickets for the event. Dan Neu was able to use the Saturday tickets and Steve Lilves the Sunday ones. Several other members attended. We have considered this as a possible club corral event but so far the interest hasn't warranted the big effort required. HMSA requires advance group purchase of tickets and are difficult to deal with.

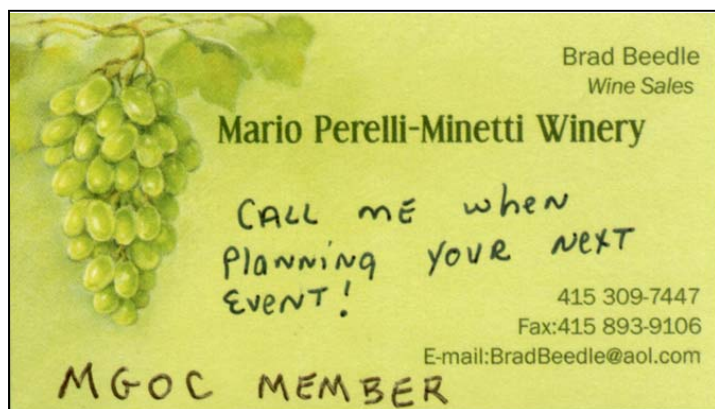
Dixon All British Meet

Several club members made the trip to Dixon. The weather was the best ever for the event. Andy Preston took 2nd in the early B roadster class.

Ardenwood Farms Celtic Festival

We had 11 British sports cars from the MGOC and SSTs clubs. They gave us a good location with grass and shade. Lots of good music and dancing and hundreds of people looking at our cars.

Photos next issue!



that started with newer MGs. It seems that many of the long-time T owners have become less active. That is not meant as a criticism and is probably natural and right. Perhaps we can find a way to link up new T owners with the long-timers as the torch is passed to this new generation.

GoF West, July 11-15

Several members are planning trips to this years GoF in the Buellton and Solvang area (Santa Ynez Valley). We are starting to think about when we are going and what route we will take. Perhaps we can link up with the other area clubs for this also. You may wish to run down for part of the event such as the car show. The schedule of events is as follows:

Host Hotel: Santa Ynez Valley Marriott (Starts at \$109 per night); other motels nearby.

Monday (July 11): Registration, Buffet Dinner

Tuesday (July 12): Car Display, Auction Dinner

Wednesday (July 13): Rallye Tour,
Winery Tour, Dinner Theater

Thursday (July 14): Tech Sessions,
Flea market, Awards Dinner

Friday (July 15): Winners Circle,
Farewell Breakfast

More info: www.Gofwest.com



Joyce and Stuart Locke at *MGs by the Bay*, May, 2005, Nancy Shane photo.

MG2007 Update

The MG Owners Club has made a tentative decision to host the North American MGB Register national meet in June or July of 2007. We have considered Asilomar on the Monterey Peninsula and the Sonoma wine country. The events officer from NAMGBR visited us on June 4 to answer our concerns and see our proposed site in Sonoma county. (NAMGBR is also the national organization for MG Midgets and seeks participation by all MGs in their national meets.)

We are to meet with the Sorry Safari club on June 15 to seek their support. They have already indicated they have a strong interest. We are also calling members who have expressed interest in helping to plan and organize the event. We have committed to communicate a hard decision to NAMGBR by June 20.

The MGOC will mark its 50th anniversary in 2007 and this event will be an invitation to the rest of the world to celebrate with us.

Wine Country Location

One area of great interest is the area north of San Francisco, in or near the wine country. This is beautiful country with great roads and easy access to the wine country, the ocean and the coastal mountains. It has a number of micro-climates within a small area. The roads are not crowded and a drive into San Francisco is fairly easy if we do it off commute hours.

This area has a lot going for it. There was a GoF in Napa in July, 2001. The roads in that area (southern end of the wine country) were crowded and the temperature was over 100 degrees each day so we would try to go further north and/or further toward the ocean. The Sears Point racetrack is convenient and would likely be available for a track drive.

A special hotel in the area that we consider a strong candidate is the Doubletree Hotel Sonoma Wine Country in Rohnert Park. This hotel is large and beautiful and has very large parking lots. It is in a nice setting between two golf courses. This newly renovated, mission style hotel has 245 guestrooms, 18,000 square feet of indoor meeting space and over 32,000 square feet of outdoor function space. Rates are reasonable, around \$100 per night.

The traffic is light in the area, except for Highway 101 during rush hour. The area is conveniently located for travel to the Napa and Sonoma wine country areas, to the coast (Point Reyes National Seashore and Bodega Bay), to the redwood forests, to the coastal mountains (Mt. Tamalpais with its views of the San Francisco Bay), and to San Francisco itself. Rohnert Park is about 45 miles north of San Francisco.

The weather in Rohnert Park in July normally starts overcast (coastal fog until 10am or so) which keeps the temperatures down. Afternoon temperatures typically reach a dry 85 degrees. The evenings cool off as the coastal air moves in again.

Website (Doubletree Inn): www.dtsonoma.com

NAMGBR Meeting Feedback

Again, thanks for spending time with me on Saturday. I really enjoyed the time I spent there.

Mike Weiss, sales manager from the DoubleTree phoned me tonight asking how things went on Saturday. I told him that we were impressed with the property however, I was concerned that the rate of \$120 was higher than we try to obtain.

Because of the NASCAR event and a Wine Festival during that timeframe, he offered a \$105/night rate if we book between July 1 through July 9th (inclusive). He indicated that if the show is over July 4th, we could tie in local fireworks displays as part of the event. We have done this before and has been well received. (Later Mike offered the \$105 rate for the dates of June 12 to 16. July 4, 2005 is on a Wednesday with the federal holiday on July 2. So we could start following the holiday weekend on July 3, 4 or 5.)

He also indicated they would be willing to grant one comp night for every 50 nights booked and they would supply a couple of rooms for Registration and Hospitality.

I told him that your Executive session is planned later this week and you will discuss as part of this meeting. I also told him the hotel choice is up to the local club and they are the ones who sign the contract.

Tony Burgess

614-899-2394 (e)

NAMGBR Events and Conventions

MGOC Member Feedback on Location

Don't know how big this gathering would be, but just wanted to let you know about my experience with the Rohnert Park Double Tree. Bottom line - they were great. Back in 1993, when I co-chaired the national meet of the BMW Car Club of America, it was called the Red Lion. Still, I don't think much has changed. It was a great facility, a great location, and great people to work with. Its proximity to great touring roads, Sears Point, etc, made it a great choice for our event.

Good luck! – Tammi Hull

Yes the Doubletree is a great location with a large car-park for the meet and a big convention space. Golf-course outside, and easy access North/South. Some tours suggestions:

-Rohnert Park via Bennett Valley to Glen Ellen/Sonoma Plaza. Then back over Trinity Road (great steep, winding ascent) over to Oakville/St Helena. Calistoga (pick some wineries like Sterling to ride the cable car). Back through Santa Rosa

-North to Dry Creek Valley-many wineries, picnic sites overlooking Lake Sonoma or on over 230 miles twisty HILLY roads to Stewarts Point and south on HW 1 to Jenner (Stop at Fort Ross). Back via Russian River.

Continued on Next page