

THE OCTAGON

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



MGOC tour to Mount Madonna



Photo by Jeremy Palgon

April 2007

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 2007

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MGOC Photographer: Jeremy Palgon, alistaircookie@gmail.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: Marty Ray, (831) 475-6204, martyray@cruzio.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: Eric Baker, 510-531-7032, mgpb36@yahoo.com

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

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

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

S.U. Carburetters: Marty Ray, 831-475-6204, martyray@cruzio.com

COMMERCIAL ADVERTISING IN *THE OCTAGON*

Direct all questions about advertising to Mike Jacobsen at 415-333-9699 or MikesMuseum@yahoo.com. 2007 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*.

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 Tbobj@aol.com.

RECRUITING MEMBERS FOR THE MGOC

Have you helped recruit any new members lately? Bob Stine (650-349-5128) is in charge of new member recruitment and can send you flyers. The club roster is available to members from Mike Jacobsen upon request.

Forthcoming Events

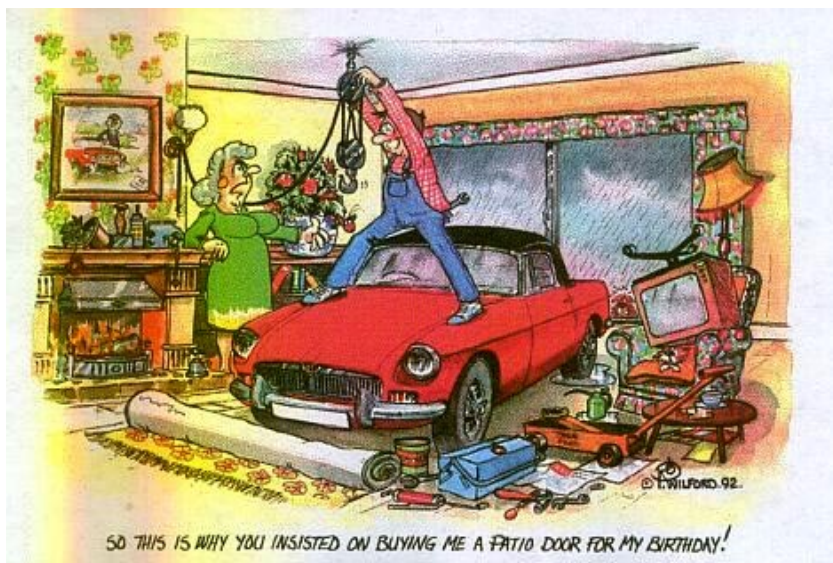
MGOC in bold, SSTS: Sorry Safari Touring Society

- Apr. 7 – **Cecil Kimber Run in the East Bay**, Randy Grossman
- Apr. 12 – **Club Meeting & Natter**, page 23
- Apr. 21 – **Dyno Day**, San Jose, Bill Hiland, page 21
- Apr. 23 – Got Guts at Thunderhill Raceway, page 17
- Apr 29 – Pacific Coast Dream Machines, Half Moon Bay
- May 5-6 – Vintage Auto Racing; Moss British Extravaganza, Buttonwillow
- May 6 – Hillsborough Concours
- May 18-20 – *North Meets South*, Paradise Club, Santa Ynez, CA
- May 20 – All British Motorcar Show and Swap Meet at Dixon
- May 20 – *Delta Tour* with The SSTS
- May 20 -- *Day on the Green* Car Show, Los Gatos
- May 12 – **MGs by the Bay, MGOC**, San Leandro
- 26 May – 01 June – British Car Week. Get Out and DRIVE!
- June 2-3 – Wine Country Classic, Vintage Racing at Sears Point
- June 8-10 – *Open Roads 2007*, Lake Tahoe www.goldengatehealeys.com
- June 16 (Sat) – **Tour Training Session/Trial Run** (for *MG2007*), North Bay, Mike Jacobsen
- June 23 – English Countryside BBQ at Lew and Nancy Reader's, page 20
- July 2-6 – GoF West, Park City, Utah, Area clubs caravan
- July 16-20 – **MG 2007 in Sonoma Valley**, See www.MG2007.org
- July 23-27 – NAMGAR GT-32, Whistler, B.C., **MGOC caravan?**
- Aug. 11 – **MGOC Picnic**, Peninsula, Bob Stine
- Aug. 11 – Classic Yacht and Car Show, Marin Yacht Club
- Aug. 17-19 – Monterey Historic Races; Pebble Beach Concours, etc.
- Aug 26 – **Miniature Golf and East Bay Tour**, John Hunt
- Sept. 8 – **Possible Swap Meet**, All British, Shockey/Grossman
- Sept. 8-9 – **Palo Alto British Field Meet**

Attention!!

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President's Ponderings...

Our President is on vacation at the ranch in Texas. His column will be back next month. The Ed.

Cecil Kimber Birthday Run Saturday, April 7, 2007

When: Saturday, April 7, 10:45 A.M. until...

Where: Leave from 874 Rodney Drive, San Leandro

What: Tour through the East Bay Hills to Berkeley

Brunch: Coffee, donuts, and bagels at Randy & Melissa Grossman's.

Lunch: Late in the afternoon we will stop at Zachary's Pizza in Berkeley for lunch.

MG Dyno Day Saturday, April 21, 2007

When: Saturday, April 21, 10:00 a.m. to 3:00 p.m.

Where: Z-Car Garage, 140 Archer St., San Jose, 95112 (From Hwy 101, take the 1st St. exit and go south to the first left on Archer. From I-880 go north on 1st St. 3 blocks and turn right on Archer.)

What: Rolling dynamometer runs at a cost of \$60 per car. This will give the owner up to three "pulls" on the dyno.

Who: Due to time constraints dyno runs will be limited to the first 15 to register. Of course, everyone is welcome to attend and learn by watching.

Lunch: BBQ lunch will be provided by "*On The Road Again*," a new MG restoration service headed up by Bill Hiland.

Register: Bill Hiland, capthiland@aol.com, (408) 314-2675

**See the March *Octagon* for more details on
the Cecil Kimber Tour & MG Dyno Day**

From da Ed...

We are fast approaching my favorite time of year. It is almost car show season. Before you know it MGs by the Bay will be here along with the other great shows at Dixon and Hillsborough. These shows, along with the All British Show in September, are always well attended and a lot of fun. If you only make it to a few events per year you should be sure to attend some of these shows.

With spring arriving it is time to check out the car again. In addition to all of the routine things that need to happen you should also take a set of wrenches and tighten every nut and bolt you can get to. After having done this several times in recent years I am always surprised to find something

loose and ready to come apart. It might be something trivial or it could be something more ominous. The last loose nut I found held the carburetor to the manifold. After a few turns of the wrench the car sure ran smoother.

MG 2007 is less than 100 days away. The club leadership is working hard to make the week a great time. If you want to help out with the event or donate something to MG 2007, NOW IS THE TIME TO DO IT. We would like to have a large number of club members in attendance at the event.

And finally, if you have something to contribute to *The Octagon*, whether its MG news, photos, club info or just something to share please let me know. This is the club newsletter and all members have access. Until next time...

Let's Ride,
Bob



MG

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

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MGTC.....	165.00	165.00	
MGTD & TF.....	165.00	60/95	
MGA.....	89.95	69.95	
MGB, MGC, Midget.....	89.95	89.95	
HEAVY DUTY UPGRADE.....	10.00	10.00	
SHOCK LINK (New or Rebuilt).....	\$call		

BRAKES : *sleeved and rebuilt*

MGB, Midget caliper	\$85.00
MGA, MGC caliper.....	\$145.00
MGA, Midget twin master 1956-1967.....	\$195.00
MGB, Midget master 1968-80.....	\$125.00
MGB brake booster servo.....	\$175.00
MGC booster servo.....	\$395.00
Cylinders sleeved only, brass or SS.....	\$40-75
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The MG Owners Club
presents
MGs by the Bay

Saturday, May 12, 2007 at the San Leandro Marina

This annual event is a gathering of MGs from across Northern California.
The show opens at 10 a.m., rain or shine, with trophies awarded at 2 p.m.
Same-day registration will open at 8 a.m.

Featuring: Music, raffle prizes, contests, trophies, food & drink, plus more!

Valve Cover Races: New this year! Bring your MG valve cover racer and enter the competition. Rules are available at <http://www.mgoc.org/valvecoverrules>.

Awards: Judging is by popular vote, with trophies awarded for People's Choice, Best Daily Driver, Premier (from previous winners), and for every class, with classes determined by the number of cars registered by May 1, 2007.

Entries: All MGs are welcome, from daily drivers to complete restorations. The \$25 entry fee includes a dash plaque, an event t-shirt, and special coupons from our sponsors. Additional cars registered to the same owner are \$10 each, which includes a dash plaque only. All cars must arrive by 10:00 a.m. sharp! This is necessary to allow for proper placement of the cars. If you arrive late, we **cannot** guarantee placement of your car with others in its class.

Return the registration form below with the entry fee. Photocopies of this form are acceptable.
One form is required for each MG.

----- ✂ -----
Mail before May 1, 2007 to:

MGs by the Bay

320 B Monterey Blvd.

San Francisco, CA 94131

----- ✂ -----
Make checks payable to MGOC

For information call:

415-333-9699 or 408-923-3927

Please Print:

Name: _____

Address: _____

City: _____

State: _____ Zip code: _____

Email address: _____

Daytime phone: (____) _____

Short description of car: _____

MG model: _____ Year: _____

Body style: Coupe Roadster

Saloon Race car

Other: _____

Car color: _____

T-shirt size: M L XL XXL

Bringing a valve cover racer? Yes No

Has this car ever won First in Class at *MGs by the Bay* or

MGs at Jack London Square? Yes No

Release: Neither I nor my heirs will hold the MG Owners Club or the City of San Leandro liable for any loss, damage, or injury done to me, or my party, while engaged in this event or traveling to and from this event.

Signature: _____ Date: _____

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Tour to Napa Wineries

The Saturday dawned bright and warm. The North Bay British car group joined in so there were approximately 20 carloads of folks. The gathering in the parking lot of the Doubletree was exciting and a foretaste of the *MG* 2007 event.



Our tour leader,
Andy Preston.

Photo: Nancy
Shane

The tour went out through the winding back roads and fantastic vineyards to Glen Ellen and Kenwood in the Sonoma Valley. From there we headed up and over Trinity Road into the Napa Valley. Of all roads in Sonoma county Trinity must be one of the best sports car roads ever. The road winds up steep inclines and through twisty turns and spectacular scenery.

The first stop was at V. Sattui winery in the Napa valley which is kinda funky and crazy but real fun. We then drove via the Silverado Trail and on to Calistoga for lunch and window shopping.

We headed back over to Sonoma County and stopped in at Ledson Castle winery. The place is fabulous and the grounds even better. We drove back to the Doubletree via Warm Springs Road.

Thanks for Marla and Andy for the memorable drive. - Dan Shockey

On Trinity
Rd. MG TD
owned by
Mary and
Andy Moyce

Photo: Kenji
Matsuoka,
Kobe MG Car
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First MG Rolls Off Assembly Line in China

By Bob Trencheny

Nanjing Automotive Corp unveiled its first MGs on March 27 to much fanfare in China and the international automotive press. The company showed the new MG-TF roadster and the 7275 and 7295 sedans at its plant in eastern China. The first cars will go on sale in China in the second half of the year with overseas sales expected late this year or early next year. In China the cars are known by the name “Ming Jue” which translates to “Modern Gentleman.”

During the press conference Nanjing Auto clearly indicated they continue to plan for factories in both the US and UK. The company needs to open both plants to be ready to compete in the global auto market. The two sedans are equipped with 1.8 and 2.5 liter engines while the roadster has a 1.8 liter power plant. Exact production plans and retail prices for all three cars were not released.

Nanjing Automotive bought the MG brand and many of the assets of MG Rover in 2005 after the company declared bankruptcy. Another Chinese automaker, SAIC Automotive, partnered with General Motors and Volkswagen AG and bought the design rights to two MG Rover cars and the K-series engine at the same time. They are now selling a Chinese version of the Rover 75, called the Roewe 750.

Nanjing Auto will build only the MG-TF at the old MG factory in Longbridge UK, while all three models will be produced in China. The company intends to open several dozen dealerships in the UK beginning later this year.

Ultimately the company hopes to sell more than 60% of its cars outside of China. No timeframe was given for when the cars would be available in the US.



New MG-TFs on the assembly line in Nanjing

Minutes of the MGOC Business Meeting, Mar. 8, 2007

The meeting was called to order at 8:04 p.m. by President Bob Stine. Also present were: Nina Barton, Dan Shockey, David Wright, Randy Grossman, Mike Jacobsen, Bob Trencheny, George Steneberg and Joe Rubio.

February minutes accepted as printed.

Treasurer's Report: *MG2007* registrations are coming in, greatly boosting the current balances. Our MG Car Club membership was renewed.

Registrar's Report: We have three new members for a total of 273 members. (209 regular memberships.)

Secretary's Report: Dan will update the Club's listing in the New England MG T Register magazine. Stuart Locke is the contact.

Corresponding Secretary: George gets lots of junk mail for the club. It is not a particular problem.

Regalia Report: David sold four club clings. We found the missing box of past year *MGs by the Bay* (and Jack London Square) dash plaques. We agreed to ask Brian O'Connor if he is willing to carry a couple club grille badges for sale, primarily to promote the club. (He has one of the old badges for sale now.)

The Octagon Report & Web Site: We need to update some contact info in *the Octagon*. The website had been set up so that anyone could post things to the site, without any review. Bob changed that so a posting must be cleared through him. The MGOC history video is still available on the site but not now linked on the front page.

PAST EVENTS

TD Engine Tech Session: The weather was beautiful and lots of people and MGs were there. Bob T. counted 36 people. It was fun to be able to meet so many people. There were new members and new (to us) MGs to see. A visitor from the Kobe MG Car Club, in Japan, attended. Randy Grossman suggested that we video tape our tech sessions.

South Bay Tour: We were fortunate on weather for this event, too. There were 12 cars out, 11 of them MGs. We had a great open roads tour to Mt. Madonna Park. The group split up to return with the larger group taking the challenging roads to Corralitos and back to Hwy. 17.

UPCOMING CLUB EVENTS

Napa Winery Tour: (March 10) Led by Marla and Andy Preston. Not sure how many will attend on rather short notice.

TD Wiring & Valve Cover Racers Tech Session: (March 24) Robert Milner will bring the track, present and demo a valve cover racer. We will provide some ability to build racers and make a number of valve covers available. Bill Hiland and Brian O'Connor will provide the covers.

OLD BUSINESS:

MGs by the Bay Artwork: The poster artwork has been finished by Dan Shockey. We are finalizing who will sponsor us this year. We will stop promising to put the sponsors' logos on the poster for future years. The T-shirt artwork will be available at the next meeting.

MGs by the Bay Awards: Mike Jacobsen and Dave McCann are making a listing of what awards have been given in recent years in an attempt to predict what we will need this year. We will use the leftover award wooden backs.

Event Insurance: Rates have jumped significantly and both NAMGAR and NAMGBR are looking for new vendors. NAMGBR expects to have a new source in plenty of time for both *MGs by the Bay* and *MG 2007*.

50th Anniversary: We have long discussed what, if anything, to do to commemorate our 50th anniversary this year with memorabilia. We are leaning toward a special dash plaque. Mike will have a proposal for the next meeting.

NEW BUSINESS

MGs by the Bay Posters: The motion was made and passed to obtain 100 posters at a cost not to exceed \$300. This will be 75 copies on standard paper (approx. \$2 each) for posting to advertise the meet and 25 copies on heavy stock (approx. \$4 each) to provide for sale.

Cecil Kimber Tour: The motion was made and passed to provide up to \$50 to Randy for snacks and a special surprise award.

Valve Cover Racers: The motion was made and passed for Dan to get \$50 to buy some parts to have on hand for the tech session. The parts will be resold to participants. The \$50 is to cover any short-fall of cost over return.

DISCUSSION ITEMS

Slot Car Racing: We have promoted racing slot cars from 7:00pm to 7:45pm at the store across from the meeting place. This is intended to encourage more members to attend the business meeting. We only had three people participate this time due to delays for some others who had intended to do it. Bob T. asked the club to cover the cost should not enough members participate. Four lanes are available and members expressed interest in continuing the activity. The motion was made and passed to cover expenses up to \$20.

Charity Drives: Randy Grossman proposed that we join \with an event being run in other states. This is the British Reliability Run now held in Wisconsin and Ohio with Texas added in 2008. We will need to choose a charity should we agree to add this event for 2008. The officers are unsure whether there is interest from our members in charity fund-raising activities.

The meeting was adjourned at 9:13 p.m. The next business meeting is to be held April 12, at the Englander.

Respectfully submitted,
Daniel Shockey, MGOC Secretary



Tech session photo by Jeremy Palgon



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Want to contribute to MG 2007 but can't find the time? Wish you could find the perfect way to help out the club? Why not donate that special MG part or car related product to MGOC to auction at MG 2007? Perhaps you have a business or know someone that can donate something to the club. We are looking for anything and everything that can be put into a silent auction. If you have extra car parts or new un-opened supplies please consider donating them to the club. While we can't give you a receipt for your 2007 taxes they are still going to a good cause. For details please contact Dan Shockey, 408-923-3927; or Sam Gearhart, 510-530-2267.



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Valve Covers Ready to Race; TD Rewired too

By Bob Trencheny

On March 24 a large group of MGOC members met at **On the Road Again** in San Jose to learn the fine points of rewiring an MG and building valve cover racers.

Many in the group clustered around Joe Rubio's early MG-TD Mark II to assist in putting a new wiring harness into the car. Joe was given the car and is in the midst of rebuilding it. The car is painted and the rebuilt engine was already installed so the wiring harness was the next major task. Since MG wiring design did not change much over the years many of the lessons learned applied to later model MGA and MGB models.

A second group of MGOC members was just as interested in building MG valve cover racers for the big race to be held at MGs by the Bay. With some instructions from the Milners, three speedy racers were ready for the track by the time we were through. We quickly learned the most important part of building a racer is the wheel alignment. Although the track is about three feet wide, if a car crosses the center line due to poor alignment the car is disqualified. Several races were held to test and modify the racers before we called it a day. Everyone had a great time at the second tech session of the year. Thanks to Bill Hiland for hosting the MGOC again. The next tech session will be a Dyno Day on April 21st. See the March *Octagon* for details.



Robbie Trencheny positions his new valve cover racer for a run. Getting the car on the correct line down the track is critical to success.



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MG Web Sites of Interest

<http://www.driversroad.com/mg.html>

<http://www.classiccarswest.com/>

<http://photos.yahoo.com/jeremysmgb> -- Jeremy Palgon's club photos

<http://news.bbc.co.uk/2/hi/business/6497959.stm>

By the Numbers!

By John Hunt

One of the most memorable M.G. events that I have attended was Sebring MGB Reunion held at Laguna Sea in Monterey in 2004.

That event featured two of the recently restored 1964 Sebring MGB race cars. They were brought back to all the original specs by none other than Joe Huffaker, a legendary race car builder at Sears Point Race Way. There are so few of the original MG race cars left, that in many ways, these cars are priceless. Of course, everything does have a price and I am sure a number of people wondered what these cars went for at auction later that year? I had lost track of them and discovered some info on them recently on the Web.

Both cars sold at RM's Auction down in Monterey in August 2004. The red one, number 47, sold for \$60,500 on Friday. The other car, the Iris Blue car, number 48, sold on Saturday for \$104,500. One might wonder what gives? The Blue car had the original engine and all the body work was original, still that's a big premium to pay, or perhaps people realized on Saturday just how unique and special these cars are?



No. 47 MGB entered by Kjell Qvale at Sebring in 1964. Driven by Ed Leslie and Jack Dalton. Placed 17th overall and 3rd in class.

Tour to Mt. Madonna

By Jeremy Palgon

On a most beautiful Saturday morning in early March, twelve cars gathered at my house in Almaden for the tour to Mt. Madonna County Park. Given the unusually persistent rain of February, it appeared for some time that I would be leading a very wet tour. But fortune shined on us, giving us the most gorgeous day in a month.

After a veritable car show on the cul-de-sac in front of my house, we made a brief run for provisions at a local supermarket. And then off we went, past the suburban Almaden homes and onto rural McKean Road. We drove leisurely through the valley of green, oak-dotted hills, passing by horses, sheep, and cyclists. We continued on as McKean gave way to Uvas Road, before heading West past the vineyards on Watsonville Road. After turning right onto Hecker Pass, the vineyards melted away in the towering shadows of the California redwoods as we approached the park. A noticeable chill could be felt beneath the redwood canopy; but a flick of the heater switch resolved that.

As we entered headed up the steep incline of Pole Line Road into the park, a rather surprising (read: alarming) thing happened. A spring from beneath my dash magically appeared in my lap, catapulted there by the release of tension caused by sudden breakage. I was momentarily very worried I would be unable to shift or brake (as I wasn't sure which pedal retaining spring it was at that point). But as it turns out, those springs aren't particularly important if your hydraulics are in good shape. Shortly thereafter we arrived at the Redwood Picnic Grounds for a pleasant lunch.

Since the tour was rather brief and the weather was stunning, many of us decided to devise another backroads tour home. After much discussion and consultation with a park ranger, we selected Warren Pierce's route: Old Mt. Madonna Road to Hazeldale Road, which becomes Brownsvalley Road in Corralitos, to Eureka Canyon-Highland Way, to Summit Road to Highway 17. Since this return tour consisted only of later model MGs, and some drivers had expressed interest in driving a bit faster, I led us on a spirited drive back. Spirited gave way to adventurous as the quality of the roads decreased to the point that we were bumping along extended twisty one lane sections.

The high point of this adventure was the momentary terror I felt as I came around a corner hugging the right side of a one lane section, only to be confronted by an oncoming driver hugging the same side. His last second swerve averted disaster (my brakes simply wouldn't have stopped me in time). So that was as spirited as I care to drive my MG for quite some time. As I returned safely home, I reflected that I couldn't have hoped for a better day. Thanks to everyone who came along on my first tour.

Mt. Madonna Tour Pictures

By Jeremy Palgon



The gang is all at
Jeremy's home!
Eleven MGs and one
"instead-of" MG.

Right:
MGs of Jim Carlson,
Dan Shockey, Dave
McCann, and Ken
Gittings.

Below:
Stuart Locke's TD is
admired by 'Rick'
Hara's daughter and
granddaughter.



English Countryside BBQ

11am, Saturday, June 23, 2007

MG enthusiasts Nancy and Lew Reader have invited members of the Bay Area MG clubs to their beautiful country farm in rural Watsonville. This event is in the same general area as the popular Rose Run that we enjoyed in the past.

Nancy and Lew have several interesting MGs including two pre-war models. They also have a collection of antique tractors.

Please note that due to space constraints, the Readers have asked to limit the number of attendees to the first 36 to sign up. There is a cost of \$5 per person. They will not provide drinks so BYOB, please.

Stuart Locke is coordinating this for the MG Owners Club, the Sorry Safari Touring Society, and the Abingdon Rough Riders. He will provide caravan information. To sign up, call Stuart at (408) 732-2999.



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MG Factory Plans in Limbo

By Bob Trencheny

Nanjing Auto's plans to open a factory in Ardmore Oklahoma appear to be in jeopardy following the departure of American CEO Duke Hale and two other senior executives. The three leaders resigned from the US operation when plans for MG production were reduced significantly from the original goal of 100,000 sales by 2010. John English, who was hired by Duke Hale, will now lead the Oklahoma operations. The Oklahoma facility will build MGs from knock-down kits shipped to the US from either Nanjing China or Longbridge.

Plans now call for 20,000 cars to be built over two to three years beginning in 2008. MG production in Great Britain is expected to begin this year. The new model line up now calls for the MG-TF coupe and a yet to be named roadster. Original plans called for five models including a hybrid. One reason given for the reduction in models is the cars are based on older designs that will be difficult to certify for American safety standards.

The departure of Duke Hale from the MG operations in Oklahoma is an unfortunate setback for the return of the MG marque. Hale has over 30 years' experience in the automotive business, having worked for European, Asian and American car makers. He started his career in 1973 with Ford before moving on to Chrysler, Volvo, Mazda and Isuzu. Most recently Hale worked for Lotus Cars and Lotus Engineering in the US.



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The Classifieds

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 Tbobb@aol.com.

Cars:

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

1963 MG Midget for Restoration: Mostly straight and mostly rust free and has wire wheels. Side curtains; disk brakes. Make offer. Member Dan Shockey, (408) 923-3927, mgmogul@earthlink.net

Parts:

Wanted MGTD engine in rebuildable condition for a friend. Member Robert O. Lange 650 341-6383, rokmlange356@sbcglobal.net

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

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

MGB/GT wire wheels: Set of four. For Sale. Member Ken (510) 791-8445

MGB/GT 5/8 Dia. Sway Bar: For Sale. Member Ken (510) 791-8445

For Sale: For TD/TF or MGA: New 8" clutch disk, new pressure plate, one or both at 1/2 Moss prices. Lucas starter rebuilt for TD/TF, MGA and Triumph, \$75.00. Lucas dynamo rebuilt with tachometer drive for TD/TF, Sprite or Midget, \$125. Member Stuart Locke, (408) 732-2999

Parting: 1970 MGB/GT. Wire wheels, most parts, clear title. Member Dan Shockey, (408) 923-3927, mgmogul@earthlink.net

For Sale: Wire Wheel Conversion: All the parts you'll need to convert a TD, TF, or MGA 1500 to wire wheels. Five wire wheels (excellent condition) with mounted tires, complete brake system, using MGA brakes (Superior), including wire wheel drums, shoes, and springs, cylinders, wheel bearings four 4 excellent knockoffs and one spare tire holder and knockoff, 1 MGA differential (excellent) fits TD, TF, MGA\Handbrake cables. All working and in good order. \$1000 for all. (Note Moss Kit \$3,195.) Member: Dick Scardamaglia: (707) 935-0654, scardamaglia@comcast.net.

Club Meeting & Natter

April 12, 2007 (2nd Thurs.), 8 p.m.

The Englander, 101 Parrot Street, San Leandro

(510) 357-3571 <http://www.englishpub.com/>

Before the monthly Natter members are invited to meet across the street from The Englander at the Slot Car Magic Hobby Shop for slot car racing. They have a large four lane track set up in the store. The cost is \$3 for 15 minutes of racing. We have reserved the track from 7:00 to 7:45 pm for MGOC. The cost includes track time and the use of a slot car. The monthly meeting will start at 8:00 at The Englander.

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.

MG 2007 Planning Meeting

Sunday April 1st at 9:00 a.m.

At Sam Gearhart's in Oakland

Address: 3521 Randolph Ave., Oakland, CA 94602 Phone: (510) 813-0373

From North Bay, San Francisco and Highway 80 Corridor:

Take I-80 to I-580 East

Exit at Park Blvd. and turn Left on Park Blvd.

At 2nd Light turn Right on Excelsior (90 degree Right turn)

Follow Excelsior to Randolph (2 blocks past traffic signal at Beaumont)

At Randolph, turn Right

House on Right just before MacArthur

From San Jose and I-880 Points South:

North on I-880 to CA-238 Connector to I-580 West

West on 580 to 14th Ave. /Park Blvd. Exit

Turn Right onto Beaumont at Traffic Light at bottom of ramp

Go one block to traffic light at Excelsior, turn Right

Go two blocks to Randolph, turn Right

House on Right just before MacArthur

MGOC Octagon
If undeliverable please return to:
320 B Monterey Blvd.
San Francisco, CA 94131-3141
<http://www.MGOC.org>

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