

THE OCTAGON

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



MGOC Octagon
If undeliverable please return to:
320 B Monterey Blvd.,
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<http://www.MGOC.org>

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4th MGymkhana, 1961, Alameda County fairgrounds, Pleasanton
Terry Nicolaisen with flag, MGOC Archives.

March 2006

About *The Octagon* and MGOC...

The M.G. Owners Club, formed in 1957, is the Northern California Centre of the M.G. Car Club, formed in England in 1930. The Peninsula T Register was formed in 1973 and is now an informal sub-group of the MGOC. We receive a copy of the MGCC's *Safety Fast*, available to members on loan from the Corresponding Secretary. The club is also associated with the North American MGB Register, the North American MGA Register, and the New England MG T Register. The MGOC holds a business meeting on the second Thursday of each month at an event known as the Natter and Noggin in the style of English clubs. *The Octagon*, our newsletter, is published monthly by the M.G. Owners Club. Opinions expressed in *The Octagon* are not necessarily those of the MGOC, its members, or Board of Directors.

DIRECTORY of MGOC OFFICERS for 2006

President: Bob Stine, San Mateo, 650-349-5128 rastine@rcn.com

Vice President: Nina Barton, 510 845-7212 ninaba@mindspring.com

Treasurer: Mike Jacobsen, 415-333-9699, MikesMuseum@yahoo.com

Secretary: Dan Shockey, 408-923-3927, MGmogul@earthlink.net

T Register Director: Jim Carlson, 408-257-9976, mgjim@att.net

Activity Director: Dan Shockey, 408-923-3927, MGmogul@earthlink.net

Corresponding Secretary: George Steneberg, 510-525-9152,

j2george@pacbell.net

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

The Octagon Editor: Bob Trencheny, 925-556-9311

BobTrencheny@gmail.com

Commercial Advertising: Mike Jacobsen, 415-333-9699,

MikesMuseum@yahoo.com

MGOC Historian: John Hunt, 925-299-9006, huntsails@worldnet.att.net

CLUB ADVISOR PROGRAM

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

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

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

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

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

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

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

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

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

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

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

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

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

Natter & Noggin and Club Meeting

March 9, 2006 (2nd Thurs.), 8 p.m.

The Englander
101 Parrot Street, San Leandro

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

From Northbound I-880, take the Washington Ave. exit within San Leandro and turn right on Washington St. Travel 2.2 miles until you see Parrott St. Turn right on Parrott Street. You will see The Englander on your right.

From Southbound I-880, take Davis St. exit and turn left on Davis. Travel 1.3 miles, then turn right on E. 14th St. Travel 0.3 miles, and then right on Parrott St.

South Bay Natter & Noggin

March 24, 2006, (last Fri.) 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-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!!

Have your MG painted by a fellow sports car lover with 15 years experience. High quality rubbed-out polyurethane finish at reasonable cost. I do bodywork, rust repair, and welding. Fast turn-around time. References and examples of my work are available. Call for an appointment for a free estimate.

Andy Schank, 510-236-5232

Classified Ads

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

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

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



1974 MGB: Silver with red interior and taupe colored soft-top, overdrive, cloth seats with headrests; Pioneer tape player.

152K miles with more than \$7K invested in the car over last five years. Member dkamins@sbcglobal.net or (415) 706-5646.

1971 MGB/GT Color: Bedouin (Beige) black Recaro seats, four spoke Molita steering wheel. Engine built by Doug Jackson combined with Advance Performance Technologies ported and polished Pierce aluminum head. Weber side draft. OD transmission. Composite rear springs, gas shocks and Panhard rod. Sway bar, competition modified shock valves. Four spoke American Racing wheels including spare. \$4700.00 Member Dennis Gray, club member gray44@pacbell.net.

1967 Austin (London) Taxi, Fresh black paint, Diesel engine. Member Al Benson, 805-927-8164.

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

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

MGB Wanted for Photo Shoot

I'm looking for an MGB, preferably in a darker color (Navy, BRG, etc.) for a photo shoot in Woodside, CA next week. (First week of March.) We would pay the owner for their time, and it's great exposure for the car.

Chris Epperson
Cooper Film Cars

www.cooperclassiccars.com

212-929-3909, 800-719-3909, fax 212-633-6952

COMMERCIAL ADVERTISING IN *THE OCTAGON*

Direct all questions about advertising to Mike Jacobsen at 415-333-9699 or MikesMuseum@yahoo.com. 2006 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 BobTrencheny@gmail.com

RECRUITING MEMBERS FOR THE MGOC

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

Forthcoming Events

MGOC in bold, SSTS: Sorry Safari Touring Society, ARR: Abingdon Rough Riders

March 4 (Sat.) — **Pierce Manifolds Tour**, Gilroy, Dan Shockey, See page 9

Mar. 9 (Thurs.) — **Club Meeting & Natter**, see page 23

Mar. 11 (Sat.) — SSTS Gallo Glass Tour (Modesto), Lismer, (510) 357-0806

Mar. 11-12 — Open Autocross, Marina Airport, See page 5

March 18 (Sat.) — **MGOC Tour to Rohnert Park** MG2007 site, See page 17

April 2 (Sun.) — **Nile Canyon Steam Train Tour**, See page 7

Continued next page

FREE Parts & Accessories Catalogs

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• MGB & MGC

• AH Sprite & MG Midget

• Sunbeam Alpine & Tiger

• TR2 TR3 TR4 TR4A TR250

• TR6

• TR7 & TR8

• Spitfire & GT6



Order Catalogs & Parts Online at

www.VictoriaBritish.com

Forthcoming Events (Continued)

April 15 (Sat.) — **Mount Hamilton Tour**, Bob Wall, See page 8
 April 29-30 — Vintage Auto Racing; Moss British Extravaganza at Buttonwillow
 May 5-7 — Grand Am Sports Car Series, Laguna Seca
 May 7 — Hillsborough Concours
www.hsf.org/events_concours/carshow2006/
 May 13 (Sat.) — **MGs by the Bay**, San Leandro Marina, See pages 12 & 18
 May 21 (Sun.) — Annual All British Show at Dixon
www.ubscc.org/dixon.htm
 June 2-4 — MG Vintage Racing at Halletts, OK
 May 27 - June 4 — British Car Week — www.britishcarweek.org
 June 9-11 — *Open Roads 2006*, Lake Tahoe www.goldengatehealeys.com
 June 18 (Sun.) — Hayward British Field Meet
 June 21-26 — All-Register **MG2006** in Gatlinburg, TN. www.MG2006.com
 June 25 — Palo Alto Concours — Loveable British Cars! —
www.paconcours.com
 July 3-6 — GoF West, Welches, OR, Area clubs caravan
 July TBD — **Lake Chabot Tour**, Pat Davis
 July late — **North Bay Wine Tour**, Preston s
 July 28-30 — Champ Car Grand Prix of San Jose
 Aug. 12 (Sat.) — **MGOC Annual Picnic**
 Aug. 18-20 — Monterey Historic Races, Features: Cooper & Laguna Seca
 Aug 25-27 — IRL Indy Grand Prix at Infineon (Sears Point)
 Sept. 9-10 — Palo Alto British Field Meet
 Sept. 23-24 — **MGOC Tour to Sundial Bridge, Redding**
 Oct 8-10 — *High Country Tour* in Sedona, AZ RacerMoss@mac.com
 Oct. 13-15 — MG Clubs 50th Anniversary, Inn at Morro Bay, ARR
 Oct. 14-15 — San Juan Bautista British meet
 Oct. TBD — **East Bay Tour**, Bob Trencheny



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 3895 Mammoth Cave Court, Pleasanton, CA 94588

More Distant Events

March 10-12, 2006: Lake Havasu, AZ. — Brits at the Bridge is being held at the London Bridge Resort. It will include a Friday night registration and refreshments, Saturday Rally, Funkana, Banquet Dinner, and Sunday Car Show. Great photo op with London Bridge in background. Contact Karen Timian 480-899-3272. raktimian@mail.wydebeam.com.

March 12, 2006: Phoenix, AZ. — Wheels of Britain 2006. All British cars and motorcycles admitted to the event held at Heritage Square, Phoenix, AZ. Contact: Marie. Phone: 602-971-7807. ralph.a.cacace@honeywell.com.

March 25, 2006: New Orleans, LA. — New Orleans British Car Day. The British Motoring Club - New Orleans' show at Delgado City Park Campus. The campus was not flooded in the hurricane and WE ARE STILL ON!! Cliff Hughes. 985-966-0492. Email: editor@bmcno.org. www.bmcno.org.

April 30, 2006: Portland, OR — AutoJumble at Montgomery Park covered parking lot. Lots of good stuff!

June 9-11, 2006: Donnelly, ID. — Sawtooth Adventure & Summer Tour at the new Tamarack Resort; Idaho British Car Club.

July 3-7, 2006: Welches, OR. — GoF West 2006. Hosted by Club T MG of Portland, Oregon. The event will be held at the fabulous destination resort, the Resort at the Mountain, 35 miles east of Portland in Welches Oregon, on the foothills of Mount Hood. Contact: Lane Rollins. Phone: 503-654-2870. Email: info@gofwest2006.com. www.gofwest2006.com.

July 14-16, 2006: Rustico, Prince Edward Island. — British Car Days Across the Bridge is an all-marque British auto show, including British motorcycles. This year the featured car is the MGB. Contact: Bob Bentley. Phone: 902-964-3294. Email: rbentle@tsn.net. www.bmapei.com.

July 16, 2006: Ladysmith, British Columbia. — Brits on the Beach, a field meet on the beautiful shores of the Pacific ocean. Contact: Wayne Peddie. peddie@telus.net. <http://members.shaw.ca/cioecc/>



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President's Ponderings...

Annual Dinner Well-Attended

We had 52 members in attendance at the Annual Dinner last month, including three new members. At my table, most of us ordered the rack of lamb. We were trying to figure out why some of us got au gratin potatoes, some got mashed potatoes and some got baked potatoes. It was all good, though.

We had some fun with the awards and everyone seemed to enjoy the company and good times.

Upcoming Events

Our next event will be (or was, if you didn't receive this issue of *The Octagon* before March 4) a tour of Pierce Manifolds in Gilroy.

On March 18 we'll be driving to Rohnert Park to preview the site for MG2007, the NAMGBR event that our club will be hosting. This event will run July 16 – 19, 2007. This is a huge undertaking for our club and members of Sorry Safari and others are assisting with the arrangements. The event will be held at the Doubletree Hotel, Sonoma Wine Country and will include numerous tours, tech sessions, a couple banquets, and possibly a funkhana. Look for much more information from month-to-month. Mark your calendar because this should be a really fun and educational event. Also, we could use more help with the planning. If you'd like to get involved, let us know.

April 2 promises to be another fun date for MGOC members. In conjunction with members of Sorry Safari we're going to the little town of Nile to ride the steam train.

And, of course, we have what has become our annual Bob Wall Mount Hamilton Tour on April 15.

MGs by the Bay

It isn't too soon to start preparing for our annual car show, *MGs by the Bay* which will take place on May 13.

Let's get those MGs going!

To our newest members and those who have been members for some time but haven't taken the time to join us in events in the past; this is an excellent time to get those little British cars in shape and take them on the road!

We hope to see you very soon.

Bob Stine
President, MGOC
rastine@rcn.com



From Member Ron Hermanson

Autocross Your MG

March 11 & 12, 2006, Monterey

MGs have a rich racing history. How would you like to try your driving skills and race against other MGs, how about trying an Autocross event? You will fill your day with excitement as you learn how well your car handles in a twisting set of turns. For 60 seconds you drive as fast or as slow as you need to to get the best time for the day. The events are held rain or shine. What a great place to show off your car. MGs run in H class.

"Let's race our cars together." ... March 11th and 12th, 2006.

The event location is the Marina airport, near Monterey. Take Reservation Road off Hwy. 1 to the Marina airport. This is a good location to autocross with a track surface of concrete, and the racing is very enjoyable. Many auto clubs hold events there each year. March 11th and 12th is an open event and anyone can attend and drive. The cost to enter is \$30.00 per day per driver. Helmets are required and loaner helmets are available. Passengers are allowed. Roll bars are not required as this is a low speed event with top speeds of 30 mph.

Each driver will have four runs to get their best time in for the day. Classes run in the morning and in the afternoon. Drivers must volunteer to work the track while others run. As a track worker you can help make the event safe and enjoyable, with the benefit that you can see how other drivers handle the problems presented with each turn of the course. Each run time is about one minute.

These are fun events and the town of Marina has many good places to stay and eat. One of the local Pub brewers has a café that offers English ales and is located on Riendollar Ave, off of Del Monte Blvd. Several hotels are located off of the freeway at Reservation Road near the ocean beaches. You can enjoy a day of autocrossing, eat dinner, and take a stroll on the beach that evening.

I will be attending this autocross event and plan to drive our 74_ MGB and I encourage you all to come out and enjoy the fun.

Ron Hermanson, (510) 635-0549



MGOC Practice
Autocross at
Tilden Park, 1962
"Rat Race," Bob
Smith, Chairman
of event

MGOC Archives

From da Ed...

March, 2006

It is my pleasure to greet you this month as your temporary editor. Bob T. is away for two weeks just at the wrong (right?) time to not be able to create the newsletter this month. He likely needs a break anyway. We are most of us ready for spring. The cold mornings have made it tough to get out to the garage to work on the MGs.

We have a surprising pace of club events coming up. Be sure to get them on your calendar so you won't miss something special. Do come even if your MG is off the road. You should get an insert to the *Octagon* this month, full of info

and updates about the national meet that we are hosting in July, 2007. The North American MGB Register welcomes all MGs from the MGB era including Midgets, MGCs and sedans. They also welcome participation and have classes for all MG models.

I have passed along my red BGT "beater" to a good home. I never got anything done to the body and paint. I will either "focus" on getting the TD on the road in its stead, get to work on the MGA Coupe, or pick up a nicer BGT. I have not started the body repairs to my 1935 MG PA Midget. I may have to borrow an MG to lead the Pierce Manifolds Tour!

This promises to be an exciting year for the Club. We have some big weekend events planned for the Fall that we have hardly mentioned yet. We are excited about a trip to the Redding area to see the new Sundial Bridge and get together with distant club members.

Enjoy your trip, Bob T.!

Dan'el



From Mardi Gras T's

From: Mike Zobrist, Mardi Gras T's MG Club Treasurer

To: Mike Jacobsen, MGOC Treasurer

Dear Mike,

Our club thanks your club for your generosity in donating \$200. We hope to use these funds at the British Motor Club of New Orleans annual car show on March 25 by providing pizza for all the entrants. We're not sure how many cars will be on display since many were damaged by the aftermath of Katrina but in the past we've had hundreds of British cars including MGs, Jags, and Healeys as well as some Rolls and Bentleys.

The outpouring of support such as yours to the people of New Orleans has been overwhelming and is greatly appreciated.

Thanks again for your kind consideration.

Sincerely,

[Signed] Mike Zobrist

(We also sent the New Orleans club an MGOC grille badge. They replied in kind by sending us one of theirs. This was awarded as a door prize at the Annual Dinner.)

New Members

Jorge Couce, in San Rafael. Jorge was recruited by John Hunt and has a '60 MGA 1600 that he's owned for four years. He noted on his application that he has "a wire wheel hub puller & steering rack tools for rent or can rebuild for members." You can contact him at 415-454-8809 or TriumphOne@comcast.net.

Jake Ours, in Santa Rosa. Jake noted on his application that the '74 B he's owned for two years is his fourth MG, following a '55 Magnette and '67 & '68 MGBs.



Pat Davis, Sam Gearhart and David Wright at recent MGOC planning meeting. Nancy Shane photo

MG

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

SHOCK ABSORBERS: Front Rear

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

BRAKES : sleeved and rebuilt

| | |
|---|----------|
| MGB, Midget caliper..... | \$75.00 |
| MGA, MGC caliper..... | \$145.00 |
| MGA, Midget twin master 1956-1967..... | \$185.00 |
| MGB, Midget master 1968-80..... | \$125.00 |
| MGB brake booster servo..... | \$175.00 |
| MGC booster servo..... | \$395.00 |
| Brake & Clutch cylinders brass sleeved..... | \$40-75 |
| Kingpin swivel axle rebushed..... | \$40-80 |
| Front end a-arm (Midget)..... | \$75.00 |

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MGs by the Bay Update

Saturday, May 13, 2006

Our Really Big Shew this year will again be on the water at the San Leandro Marina. The date will be Saturday, May 13. We are certain we shall avoid the threat of rain that kept some folks away last year. (The day turned out beautiful.)

We intend to build upon the success of last year's event at the new venue. We'll keep what worked well and improve what we can. As always, let us know your criticisms and suggestions.

Bob Stine is taking a leadership role this year with lots of help especially from Sam Gearhart and Mike Jacobsen. The Registration Form is on pages 12 and 13. Send it in now so you won't forget. Mike will reply with a post card confirming your spot in the show. Thank you.



Shockey photo, 2005

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Niles Canyon Steam Train *Drive, Train Ride & Dining*

Sunday, April 2, 2006

Take the Niles Canyon Steam Train for a one-hour ride and then motor along a scenic road to a late lunch at the Flame Coffee Shop

Meet at 9 a.m. at the Niles Cafe, 121 I Street, Niles, for breakfast. (Breakfast is optional. You can meet at the Cafe at 10 a.m. for the caravan or go direct to the train depot in Sunol.)

From Niles, we will motor to Sunol for the train ride that begins at 11:15 a.m. and last for one hour. Some of the cars are covered in case of rain. If going direct, get there plenty early to get tickets. Seats are unreserved and you are able to move about the train for views and photos.

After the ride, we will drive the Calaveras Road to the Flame Coffee Shop on E. Calaveras Blvd. for lunch.

Train Tickets: Adults: \$10.00, Seniors (over 62): \$8.00. Train departs at 11:15 a.m. All aboard!

To Niles Cafe: From Hwy. 238 (Mission Blvd.) about 3 miles north of I-680 in Fremont, turn southeast on Niles Blvd. (Niles Canyon Rd. opposite). Follow Niles Blvd. through sharp right turn into Niles. Park in lot on your right (along RR tracks) as you pass "I" St. Cafe is at 121 I St.

To Train Station: From Niles, take the Niles Canyon Rd. northwest through Niles Canyon. The Niles Canyon Train Station will be on your left as you come into Sunol.

From I-680, take the Niles Canyon/Calaveras exit and go east into Sonol.

More Info: Mike Jacobsen, (415) 333-9699 or Dan Shockey, (408) 923-3927

Please RSVP to Ellyn and Bob Loesch, (650) 591-8869

This is a joint event of the Sorry Safari Touring Society and the MG Owners Club. Should be a large turnout and lots of fun.

“All Aboard!”

Mt. Hamilton Drive , 3rd Annual “Down The Back Side” Saturday, April 15, 2006

Are you ready for an MG challenge? Wanna get over the tax day blues? How about a drive from San Jose, up Mt. Hamilton Road (State Route 130) to Lick Observatory, picnic lunch and possibly a tour of the observatory? Then it's down the hill on the backside.

This is not a trip for the faint hearted, and your car should be in good mechanical condition, as there are no services once you leave the Santa Clara Valley until we get down on the other side. However, the rewards can be magnificent. Bring cameras and binoculars.

The drive to Lick Observatory is challenging, as it is a little over 20 miles (365 turns) of some of the coolest (i.e.: narrow and winding) roads in the Bay Area. There are hairpin turns, wide sweeping curves and lots of uphill, (then downhill on the way down the backside). Lick Observatory is 4200 feet above sea level. The views from the road and the observatory alone make the drive worthwhile. Once there, we will take a break at Lick Observatory, have lunch, and perhaps get a tour. We have made this trip a few times now, and everybody has loved it. For more info about Lick Observatory, go to: <http://www.ucolick.org/>

Then, it's down the backside of the mountain through Lolli's Junction and on into Livermore. Another 50+ miles of outstanding roads for our cars. The wildflowers may be in bloom in the meadows, so we might also make a couple of stops for photo ops. We will drive around Livermore to Highway 84, then head west. This eventually turns into Niles Canyon Road, another cool drive. We will end the drive in the historic little town of Niles. This was the movie capitol before Hollywood. Some of the earliest westerns were filmed in and around Niles. We'll stop for refreshments at Bronco Billy's Pizza Place.

Meet: 10:00 a.m., Saturday. April 15, 2006

Place: Alum Rock Plaza parking lot, near the corner of Alum Rock and Capitol Ave, just east of I-680, San Jose. Look for me with my sign. Also accessible from Hwy 101. (Near Jack in the Box)

Bring: Picnic lunch, camera, binoculars, and full tank. (Fast food available at meeting place.)

Want more info? Call Bob Wall at (408) 739-2373 bob_wall@yahoo.com

All cars welcome! We had 25 cars last year. Let's try for more this year. It will be an adventure.

An MG Owners Club Tour – with Friends of Bob

Tour to *MG 2007* Hotel and MG 2007 Meeting Saturday, March 18, 2006

Join us on March 18 as we tour to the Doubletree in Rohnert Park to see the facility and have lunch there. Everyone is welcome to join in. It is a regular MGOC driving tour. We will meet in San Rafael and tour to the Hotel. The Hotel will provide a private dining area where we can order lunch and hold our meeting. Please feel welcome to bring a picnic lunch if you prefer; or just come along for the tour.

For folks coming from the south, we will also meet at Denny's in Emeryville and then caravan to San Rafael. We plan to stop at the Cheese Factory, about 20 minutes past the San Rafael start. We should arrive at the Hotel around noon.

Oakland Start: Meet at 9 a.m. at Denny's at the Powell St. exit from I-80/I-580 in Emeryville. There is a large parking behind Denny's and eateries nearby.

San Rafael Start: Meet at 9:30 a.m. at the Lucas Valley Park & Ride. Take the Lucas Valley Rd./Smith Ranch Rd. exit from Hwy 101. This is on the north side of San Rafael. On exiting, turn onto Smith Ranch Rd. The Park & Ride lot is immediately on your right, east of the freeway. We will depart from there at 10 a.m. or when the group from Emeryville arrives.

More Info: Andy Preston, (707) 795-3480, andypreston@sbcglobal.net

RSVP: Only if you plan to lunch at the Hotel. To Andy or to Dan Shockey

Seat Covers for Winter

Two of my father's "hobbies" were always having a British car as a daily driver and attending auction sales. The LBC as a daily driver was no mean feat, as we lived on the Canadian prairies where it could hit -40 (F or C; they're the same at that point). Not particularly the climate they were designed for, but he never missed a day of work from the late 40s until he retired in the mid-70s.

His second avocation came into play when a couple of out-of-style and slightly bald at the cuff but still very serviceable mink coats came up at a farm auction. He picked them up for about \$5.00, had my mom re-sew them to make covers for the front seat, and drove his 1961 Vauxhall in style and elegance several years (after which it became my first car and led a somewhat more stressful life). They were very comfortable summer and winter and much preferable to the vinyl seats in either season.

Scott

Annual Dinner Report

On Feb. 11, the Club gathered once again to celebrate another year of great events and superb camaraderie. The restaurant was excellent and atmosphere just right. We filled the room with 51 attendees, club members, and their guests.

New president Bob Stine was pleased to recognize 2005 officers and new 2006 officers. Many thanks are due to Bob who also organized the dinner. New Captain of Fun (Activities Director) Dan Shockey presented thank you gifts to contributors in 2005. We also raffled off the grille badge we received from the Mardi Gras MG Club of New Orleans.

Recognition Awards

Randy Grossman: By the Bay Photo Shoot & Planning Meeting, MGs by the Bay, Crater Lake Tour, TSD Rally, Pigeon Soup Expedition, Holiday Tea, Captain of Fun

Bob Stine: Tech Session, Clutch, MGs by the Bay, Next President!

Nina Barton: Annual Dinner, Vice President

Marla & Andy Preston: Sonoma Wine Tour

John Hunt: Tech Session, Radiator, New Historian

Dan Shockey: St. Patrick's Parade, Celtic Festival, Annual Picnic, Secretary, Octagon Editor

Jim Carlson: Tech Sessions, T Register Chairman

Bob Wall: Mt. Hamilton Tour, Corralitos Run

Sam Gearhart: MGs by the Bay

Mike Jacobsen: MGs by the Bay, Annual Picnic, Treasurer, Registrar

Nancy Shane: MGs by the Bay artwork

Dave McCann: MGs by the Bay, *Octagon* contributor

George Steneberg: MGs by the Bay, Club Correspondent

Bob Trencheny & family: Palo Alto Meet, Blackhawk Tour, *Octagon* Editor

Jennifer Steneberg: Web Mistress

John Milsap: Club Jackets, MGs by the Bay

David Wright: President, Regalia

Marty Ray: Santa Cruz Tour

Also MG 2007 committee members, especially Chairman James Brown



St. Paddy's Tour to Pierce Manifolds

With Irish Pub Lunch Following!

Saturday, March 4, 2006 – Rain or Shine

Okay, it won't be St. Patrick's Day but we changed the tour date at the last moment at the request of Mike Pierce. Pierce Manifolds in Gilroy manufactures and sells various components for our MGs. These include aluminum cylinder heads, Weber carburetor manifolds, and 5-speed conversion kits. I believe that the only aluminum heads available for MGAs and MGBs come from Pierce, no matter where you buy them. Find out what is involved in their design, manufacture, and use. Pierce also designed a cross-flow cylinder head and developed a special camshaft to take advantage of the superior breathing capability. Mike's MGB with this set-up was featured in *Grassroots Motorsports* magazine and has been dyno'ed at 162 h.p.

At Pierce we will get a factory tour, a Q&A session, and product presentations along with one or more MGs with their parts installed. They are the largest distributor of Weber carbs, parts, and conversions in the country so have lots of interesting things to look at.

Following the factory visit we will head a few blocks to **The Claddagh Irish Restaurant and Pub**. This is a fun place, rated 5 stars by Yahoo users, and that gave us great service when we visited four years ago.

We plan to have two meeting places: one at Denny's in Emeryville (Oakland), departing at 9am. The second will be at the south end of San Jose, departing at 10am. You may also meet us at Pierce Manifolds (11am). We will get off the freeway and take great back roads from the San Jose meeting spot. Maps and directions will be provided.

After lunch we can retrace our backroads route or you can zip home on Highway 101. Hope to see you. You need your dose of Irish. MG not required.

Oakland Start: Denny's in Emeryville; Powell St. exit from I-80/ I-580. Meet at 8:30am for a 9am departure. (There is an office parking lot behind Denny's where we gather.) There is also another breakfast place across the lot and a Starbucks nearby.

San Jose Start: Get off Hwy. 101 at the Hellyer exit in south San Jose. (This is south of the interchange with I-680/I-280.) Turn left at the stop sign, cross the freeway and you will see us on the right, parked next to the Frisbee golf course. Depart at 10am or when the north group arrives.

Pierce Manifolds: 321 Kishimura Dr., Gilroy. From 101, take the Leavesley exit. Take the 1st right onto Murray. Take the 1st left onto Kishimura. (800) 874-3728, www.piercemanifolds.com.

Bring: Green clothes and funny hats, tank of gas, money for lunch, umbrella.

Lunch Info: www.TheCladdagh.net, (408) 848-5050

Info & RSVP: (for lunch count) Dan Shockey, (408) 923-3927, MGmogul@earthlink.net.

DRIP PAN

News and Articles from the Peninsula T Register

T-Friendly Tours

by Dan Shockey

We want to find ways to get more of you to bring your early MGs – TCs, TDs, TFs, Ys – out for runs. We realize that freeways and hard drives are not preferred places for these now very-old MGs. We have discussed ways of making the drives better suited to these cars, and ways of making sure you know these drives were designed with all MGs in mind. I think we need a “T Friendly” logo. Perhaps a smiling TD drawing?

Similar concerns may be had by anyone with an open Midget, MGA or MGB. Even if the car takes it well, freeway and crowded driving conditions are not pleasant. We have resolved to not leave any MG left behind!

For upcoming T Friendly tours, the March 4 tour from San Jose to Pierce Manifolds (Gilroy) will be good for folks in the South Bay, on the Peninsula and the East Bay south of Oakland. The *MG 2007* Tour to Rohnert Park on

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***“Have Your MG Repaired
by an Expert Mechanic”***

MGs in American LeMans Racing 2006 Update

by Dan Shockey

Did you know an MG won the smaller prototype class at LeMans last year? (2005) The news slipped in mostly unnoticed soon after the bankruptcy of MG-Rover was announced. What was that? How did that come about?

Soon after MG and Rover were wrested back from BMW ownership, the management team announced a deal with English racecar manufacturer Lola to field a new racing car with the MG name and EX257 designator. (MG used the EX designator for experimental and racing cars since 1928.) The engines were special, turbo-charged versions of the MGF engine (I believe) built by an English company known as AER. The lightweight cars proved very fast but temperamental and suffered from a lack of development (i.e. lack of megabucks). Some of these MG EX257 cars have been campaigned in the American LeMans the past several seasons. They have done very well, especially with the Dyson team, winning three races outright over the large and superbly-developed (mega-megabucks) Audi racers, often qualifying on the pole and always giving the Audi racers a good race. Development has made them more reliable and a change to Michelin race tires made them fast the whole race.

The MG-Lola that won the P2 class at LeMans last year was a second generation version powered by a V8 engine, also built by AER. This engine was also called an MG, I suppose based on the use of Ford V8s in the new MG supercar and in some MG sedans and estate (station) wagons. The MG name has certainly gotten the cars a lot of notice. The track announcers loved to play off the midget MG against the much larger Goliath German machines.

For 2006, the Dyson team has the new Lola chassis. From what I can tell, this is the same chassis as the MG that won last year at LeMans but they have dropped the EX and MG designations. These two cars are powered by twin-turbo V8 engines and so vary from the original EX-257 cars.

Other teams, however, will run the EX257 racers in the ALMS. These teams include Autocon Motorsports, Highcroft Motorsports, and Intersport Racing. (The first two running the ex-Dyson cars.) American sportswoman Liz Halliday (Intersport) will co-drive the EX257 she also campaigned last year. The cars are generally referred to as “Lola-AER” now but the older cars usually still sport an MG logo and miniature MG grille on the nose.

The first 2006 race is the *Twelve Hours of Sebring* (in Florida) in March. A lot of new competition in the small prototype class, including a factory Porsche effort, makes for some exciting races to come.

By the way, Scaletrix made two slot car versions of the EX257 cars. Get one for your collection.

(I may have some facts wrong. Please advise corrections.)

MG Breakdown #6

Continued from page 11

my surprise it pulled straight out and back into my chest! "This is not what a steering wheel should do!" I thought as I uttered some unprintable phrase and jammed the wheel and column back down hard. I then turned the wheel to the right and eased on the brakes to pull the car off the road and to a stop. Fortunately we were on a straight section of road and climbing, so we were not moving very fast. It took about a 90 degree rotation of the steering wheel to turn the front wheels about 10 degrees so I could get the TD off the road.

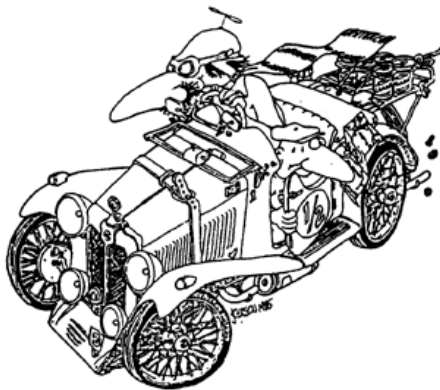
Once stopped, we found that all three of the bolts that hold the steering column to the rack and pinion assembly had worked loose and the "gravel" I saw bouncing behind the car was the nuts, the rubber spacers, and two of the three bolts. The third bolt somehow stayed in place in its rubber spacer and allowed just enough control so I could turn off the road.

So how did we get home? First we walked back down the road and gathered up the "gravel" pieces which were really MG parts. In the end we found two bolts, one nut, and four of the six spacers (3 tops and 1 bottom). A quick visit to a nearby barbed wire fence with a pair of dikes gave me just enough materials to restore the steering and down the mountain we went.

We actually stopped and had our picnic but that was the last time we drove the MGTD before restoring it.

Reprinted from *The Drip Pan*, August, 1992

Jim gets kudos for driving his TD. A couple years ago he drove it to Jack London Square from Saratoga avoiding both bridges and freeways. Jim reports it can be a lot of fun plotting such a route and seeing new territory. His engine is burning a lot of oil so it is parked waiting a rebuilt. Sounds like a new tech session since several others are rebuilding or thinking about rebuilding a T-series engine.



March 18 would be great for those in the North Bay or possibly those in San Francisco and Oakland who are willing to tackle the bridges. The April 2 Niles Canyon Train Trip & Tour would be great for the same folks as the San Jose tour plus those further north in the East Bay. And I know that the Peninsula T Register has taken lots of MGTs up Mt. Hamilton!

I'll look for a T-Friendly drawing. Other suggestions are welcome!

MG Breakdown #6

by Jim Carlson

It was a typical Rocky Mountain spring day. Warm, sunny skies with the mountains calling for a picnic and a fast drive up to Estes Park for coffee and shopping. Of course, this trip was greatly enhanced by taking the MGTD with top down, making the breathtaking scenery of sheer canyon walls even more exciting.

The year was 1974; before kids (3 months to go), and before restoration. This made for some risk in the decision to take the MG as we were never sure which part would fail next. But the beautiful Colorado day called for an MG run up the mountain through the Big Thompson Canyon.

There should be no real problems with the TD, I told myself. After all, I had been commuting the seven miles to and from work with no problems since the weather had turned to spring. The battery was completely charged and we did not even have to use the hand crank to start it. With picnic lunch in the back, Anne and I roared down the driveway and onto the local highway to attack the mountain. The TD did beautifully up through the canyon. It was a real pleasure to drive along the curving road that followed the winding Big Thompson River with its tight corners and steep drops to the river bed. The engine was running nicely and it seemed like nothing could go wrong with the car.

As we exited the canyon and turned off at Drake to take the back way up the steep old road into Estes Park, I remembered hearing something go clunk, clunk, clunk under the car as if a small rock was bouncing off the bottom of the chassis and out the back end. I even saw what looked like a few small stones bouncing down the road behind us as we made the turn. "Probably just some gravel kicked up from the junction of the two roads," I assumed as we roared up the new canyon. However, after about a mile or two, it happened again. Some strange black pieces of gravel went clunk, clunk, clunk under the MG and bounced along on the road behind the car. "Very strange," I thought, "to find gravel like that on a nice blacktop road."

Then it occurred to me: maybe some part has fallen off the MG! I instinctively let off the accelerator and started to slow down while squinting into the little rear view mirror to see if any of the pieces of gravel looked familiar. As I turned around to get a better look, I pulled back on the steering wheel, and to

Continued on page 14



presents

Saturday, May 13, 2006 at the San Leandro Marina

12

Same-day registration will open at 8:00 a.m.

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

Make checks payable to MGOC

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MG model: Year:

Body style: Roadster

| Saloon | Race car |
|--|--|
| <p>1. Engine</p> <p>2. Transmission</p> <p>3. Drivetrain</p> <p>4. Chassis</p> <p>5. Wheels and tires</p> <p>6. Brakes</p> <p>7. Steering</p> <p>8. Suspension</p> <p>9. Body</p> <p>10. Interior</p> <p>11. Exterior</p> <p>12. Lighting</p> <p>13. Sound system</p> <p>14. Navigation</p> <p>15. Communication</p> <p>16. Security</p> <p>17. Insurance</p> <p>18. Maintenance</p> <p>19. Repairs</p> <p>20. Parts</p> <p>21. Accessories</p> <p>22. Tools</p> <p>23. Equipment</p> <p>24. Software</p> <p>25. Hardware</p> <p>26. Components</p> <p>27. Modules</p> <p>28. Units</p> <p>29. Systems</p> <p>30. Networks</p> <p>31. Interfaces</p> <p>32. Protocols</p> <p>33. Standards</p> <p>34. Specifications</p> <p>35. Requirements</p> <p>36. Constraints</p> <p>37. Objectives</p> <p>38. Goals</p> <p>39. Mission</p> <p>40. Strategy</p> <p>41. Plan</p> <p>42. Policy</p> <p>43. Procedure</p> <p>44. Process</p> <p>45. Method</p> <p>46. Technique</p> <p>47. Approach</p> <p>48. Style</p> <p>49. Manner</p> <p>50. 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Other:

Car color:

T-shirt size: M L XL XXL

Has this car ever won First in class at MGs by the Bay or MGs at Jack London Square? Yes
No

Signature: _____

Date _____