

MGOC Octagon
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OCTOBER CLUB EVENTS

MG Corral & Track Tour, Sears Point, Oct. 10 th (Sun.)	4-5
General Meeting & 'Natter, Oct. 14 th (Thurs.)	23
Autumn Classic, San Juan Bautista, Oct. 16-17	7
South Bay 'Natter, Oct 22 nd (Fri.)	23
MG Corral at Laguna Seca Vintage Races, Oct. 30-31	13-14

INSIDE THIS ISSUE

Calendar of Events	3
MG Day at the Races – Sears Point	4-5
Restore Your Steering Wheel	5
From the President	6
Autumn Classic; Member Notes	7
Clovis British Car Roundup; New Members	8
MGB/GT Thompson Song	9
<i>The Drip Pan</i> – Times Have Changed	10-11
Annual Picnic Report	12
Festival of Marques – Laguna Seca	13-14
New Member Stories	15-17
MG-Lola Win at Mosport	18
Meeting Minutes; <i>Octagon</i> and Search Engines	19-21
Classified Ads	22

THE OCTAGON

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



Bill Hiland takes **Best Saloon** award at Palo Alto (one of only five awards given). Bill and son Devin at right. George Steneberg photo.

October 2004

About *The Octagon* and MGOC...

The M.G. Owners Club, formed in 1957, is the Northern California Centre of the M.G. Car Club, formed in England in 1930. The Peninsula T Register 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 2004

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

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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

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, 831-247-5863, martyray@cruzio.com

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

COMMERCIAL ADVERTISING IN *THE OCTAGON*

Direct all questions about advertising to Mike Jacobsen at 415-333-9699 or MikesMuseum@yahoo.com. 2004 rates are: monthly (yearly): full pg. \$25 (\$240), half page \$18 (\$175), third page \$12 (\$120), business card \$8 (\$75). All ads expire on Jan. 1st, and fees for a partial year will be pro-rated to that

Natter & Noggin with Club Meeting

Oct. 14, 2004 (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 Oct. 22, 2004, 8 p.m.

Join us for an informal gathering in the South Bay. We'll meet at a fun British Pub. Our attendance has been growing and we're trying the Britannia Arms on DeAnza just north of Hwy 85, between Cupertino and San Jose. The pub's parking lot is full on Friday evenings but we can park together in the business lot across the side street.

The Britannia Arms, 1087 S. DeAnza Blvd., San Jose, (408) 252-7262

Directions: From Hwy 85 south of I-280, take the DeAnza exit and go north. Turn left (west) on Fallen Leaf Lane and into the business parking lot across Fallen Leaf from the Pub (south of the Pub).

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

Attention!!

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Andy Schank, 510-236-5232

Classified Ads

Ads are free to MGOC members and \$6.00 per month for non-members. Please send copy (and check **made payable to MGOC** if a non-member) to MGOC, 3219 Mabury Rd., San Jose, CA 95127. Members may also email ads to the Editor at MGMogul@earthlink.net

1968 MGB/GT. New paint. Rebuilt with many new parts. \$6,000. Also '79 MGB. I bought it from the original owner, original paint, no dents. Spoked wheels and only 49,500 miles. \$3,000. Many new and used parts. Member Vic Earnest. (650) 578-8977. Cell: (650) 678-0712 toptech@pacbell.net

'53 TD Parts: complete rear end, two front shocks, 5 painted 60-spoke wire wheels (15") with new tires. Member Bob Luebbert, 510-276-0365 luebbert@spade.net

Wanted: MGA 1600 or MGB 1800 engine. MGB overdrive transmission. Member Don Davis. fstcobra@hotmail.com. (408) 358-9744.

1971 MGB GT: Original tan paint, original interior in good condition. Stored for 12 years. Rebuilt engine. \$1,500. Also have rebuilt MGA 1500 engine. Member Tom Plemons, (650) 321-5025 gema4@sbcglobal.net



1956 MGA street/track racer. MGB 1924cc engine and MGB overdrive, Member Ken Smith, Novato, (415) 491-4574, ken@kensmithphotography.com

1968 Pale Primrose MGB roadster (original delivery was taken by my grandfather at the Abingdon plant), located in Alameda. Good engine and body. \$3,000. Adam at (917) 576-5422.

1971 Midget: Straight body and tons of extra parts. Not running. \$700.00 (209) 815-8547 or grycel@yahoo.com

Fremont Automotive



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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.

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

Oct. 10th (Sun.) – **MG Corral & Track Tour, Sears Point**, CSRG Charity Challenge; David Wright, with Morgan Club. See pages 4-5

Oct. 9-10: British Car Round-Up, Valley British Auto Club, See p. 8

Oct. 14th Thurs) – **Club Meeting & Natter**. See page 23

Oct. 16-17 – **Autumn Classic**, San Juan Bautista, MGOC & SSTs Caravan, See page 7, Contact Dan Shockey for caravan info.

Oct. 15-17 – American LeMans Races at Laguna Seca. See the MG-Lola's! Info page 18

Oct. 22nd (Fri.) – **South Bay Natter**, see page 23

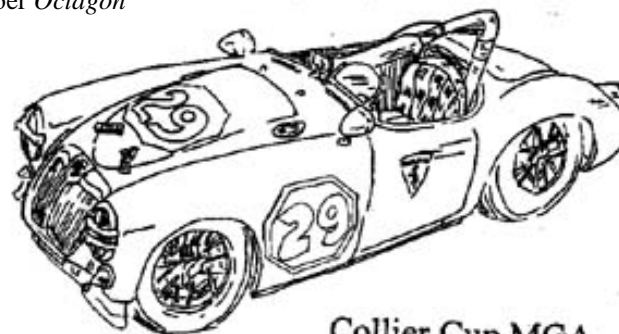
Oct. 24th (Sun.) – Brisbane Marina Festival Car Show, 650-583-6975, harbormaster@cl.brisbane.ca.us

Oct. 30-31 - **MG Corral at Laguna Seca Vintage Races**, See pages 13-14

Nov. TBD – **Corte Madera Tour & Tech Session**, Corte Madera British, Greenbrae, Info in November *Octagon*

Nov. 21st (Sun.) – MG Swap Meet, Fullerton, Info in November *Octagon*

Dec. 11th (Sat.) – **MGOC Holiday Tea**, Milsap's, Alameda, Info in November *Octagon*



Collier Cup MGA

MG Day at the Races!

MG Corral and Track Touring Session

Sears Point Raceway (Infineon)

Sunday, October 10, 2004

The MG Owners Club will host a day at the races on Sunday, September 28. The races are for vintage (pre-1968) sports, sports racing, and open wheel cars and are put forth by the CSRG (Classic Sports Racing Group). This is a re-run of the popular event held last year. Everyone is invited and you can bring any classic car.

Having an official MG Corral at the raceway will mean all our MGs will be able to park as a group, be close to the action, and put on a fine display of our favorite cars. We are sharing the track driving event with the Morgan club which will keep our cost down.

The MGOC will not host children with cancer at this event as discussed earlier. We will try to do it next year.

Club members Tom Morgan, Ferdinand Schoch, Ron Middlebrook, Scott Brown and David Wright are expected to be racing and would welcome your support. Members Dorothy and John Brookman are also involved. John is Race Steward.

For those so inclined, we will organize a convoy starting from the Denny's Restaurant in Emeryville leaving at 9:00 a.m. (Directions: Take the Powell St. exit from I-80 and go east. Denny's is immediately on the left. Look for us in the lot behind Denny's where there is more space.) For those going direct, we will aim to be at the Raceway between 10:00 and 10:30 a.m.



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People additional to those above will need to make their own accommodation arrangements. (Contact Dave.)

Participants will be able to purchase Saturday box lunches from Dave Newhouse. Members at the Business meeting placed orders for their Saturday night dinners.

Oct. 10, Track Tour at Infineon Raceway (Sears Point): Unfortunately the paddock tour for children with cancer (Camp Okizu Foundation) has had to be cancelled. It is hoped that it will be possible to set up this worthy event next year.

Oct. 16-17, Autumn Classic at San Juan Bautista: The Club would like to arrange a tour down to this event. See page 7 in this *Octagon* for details. Note that advance registration is required.

OLD BUSINESS

There has been no progress on the preparation of an updated "Cookbook" of guidelines for the putting on of a Jack London Square type car show.

NEW BUSINESS

Corte Madera Tour: Mike Jacobsen will fix a date for the Corte Madera Greenbrae Tech Session Tour in November. Information will be in the *Octagon*.

The meeting was adjourned at 8:41 p.m. The next business meeting will be held on October 14th.

Respectfully Submitted,
 David Wright, Secretary MGOC

MGOC Octagon & Search Engines

From Mike Jacobsen

We're often found by Google and other search engines because we post the newsletter. Try searching for your name – you'll be surprised. That's just how the Internet works.

Since *The Octagon* is posted on the Web, anything in there, including classified ads, can be found by a search engine. Removing certain information for the online newsletter, especially contact info in a classified ad, is counterproductive to the purpose of posting the newsletter.

Some people have been surprised to discover that they can be found through the Net because of this. This is to remind folks that *The Octagon* is posted on the Internet, and that means any search engine has access to everything in the newsletter. At this time we cannot implement a system where only MGOC members have access to the MGOC web site or back issues of the newsletter. We plan to investigate doing this although restricting access to the newsletter is counter to our policy of reaching the widest possible audience.

Some suggestions if you are concerned: Do not give your full name if not required. "Mike J." would be sufficient for a "for sale" ad. Event responses can be mailed to the club address rather than your home. Events can start at a bakery or fast food place rather than your home if you do not wish to provide your home address to the Web.



I'm particularly proud of this pic I took of my MG at the Champ Car Race at Laguna Seca. The MG was visible from all around. – Dan Neu



Lunch at Cameron's Pub, Half Moon Bay, on the Wine Tour led by Jack Ford, Sept., 2004. Photo: Dan Shockey



Track Touring Session

There will be an optional Track Touring Session for the lunch hour at this event. The session will be about 30 minutes in length so we should get in many laps. The session is run without a pace car but passing is limited to certain areas of the track. The cost will be \$25 per car. This is in addition to the vintage races' entry fee of \$10 per person.

They require helmets to be worn on the track but any helmet is acceptable for this use, including motorcycle helmets. These can be purchased new for as little as \$30. In addition the racing organization has loaner helmets for this purpose. Please note that they also require long sleeves and long pants for both drivers and passengers on track. Leather gloves of any type are also required.

More info: David Wright, (510) 653-3831; Dan Shockey, (408) 923-3927

Restore Your Steering Wheel

Fill your steering wheel cracks with epoxy, JB-Weld, etc. Sand to contour. Lightly sand rest of the wheel for a bite. Spray with Krylon black sandable primer, maybe 2-3 coats with light sanding in between coats (360-400 wet and dry paper used wetted). Then start spraying with Krylon Gloss Black, again maybe several coats with slight wet sand in between for "tooth." When you are pleased with the looks, sand and spray one more time and polish out with some mild cutting cream like "Presta Strata Ultra-Cutting Cream" which I like. This will remove scratches from wet & dry 1200-1600 paper. It is pricey however.

The finish is still not gonna be as tough as hardened acrylic enamel. Why not do most of the work yourself: fill, contour, smooth, sand, tape off and take to some local painter for a few coats of hardened gloss black acrylic enamel of his choice. He'll help you with the polishing it out!

From Clark on the Net

From the President's Desk ...

I really don't have much to report on the club or my car. Since Mike and I removed the engine and transmission from my car and removed the slipping clutch, I haven't had a chance to even look at it. My wife is real happy about my MG being on one side of the garage and the engine and sundry parts on the other, leaving her car in the driveway!

Sometimes, things just don't come together very well. My business has picked up, more cases have been scheduled for the San Mateo Personnel Board and I'm running phone banks for the November election. That leaves me exactly ZERO time to work on my car, go to events or even look at the car.

They say patience is a virtue. I seem to be developing it. I've only freaked out a couple times in the last month as a result of the frustration of having no time.

Our club officers and Dan Shockey continue to investigate venues for our annual MGOC car show. I sent a letter about using BridgePointe (mall in San Mateo), but haven't heard back and haven't had the time to follow up on the prospect. It sounds like we have some other options, though, including continuing at Jack London Square.

I will be unable to attend the October meeting because I will still be working at the phone banks. (I can remember when the standing joke was that the President of the club was required to miss a majority of the meetings.)

Anyway, I hope you're all enjoying your wonderful little cars more than I'm able to. It sounds like my clutch job will be an excellent way to pass away a winter evening.

Please take the time to vote in this presidential election. We could really use a friend in the White House. I hope to see you at the November meeting at The Englander.

Bob Stine

rastine@rcn.com
650-349-5128

MG

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

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Minutes of the MGOC Business Meeting, September 9, 2004

Meeting was called to order at 8:03 p.m. Present were Dan Shockey, Mike Jacobsen, Dave Newhouse and David Wright.

The Minutes of the August meeting were accepted as read.

Treasurer's Report: Mike Jacobsen reported on the current balances.

Secretary's Report: The Secretary was present.

Registrar's Report: The membership stands at 208 regular members, 46 auxiliary members and 2 associate members. About 20% of the members haven't yet renewed their membership for the coming year. (Due in July) This is about normal.

Regalia Report: Sold during the last month: two MGOC window clings, three MGOC grill badges, and one pennant. The regalia box will be taken to the All-British Show in Palo Alto. Note that the stock of Peninsula T Register grill badges is getting low.

Octagon Report: About 25% of MGOC members now get their newsletters electronically.

UPCOMING CLUB EVENTS

Sept. 12, All British Meet: There will be a canopied MGOC Stand at this event. Club membership info, regalia and Tee shirts will be available at the Club Stand.

Sept. Wine Tour: This early morning tour will go over the coastal hills to Half Moon Bay. Participants are encouraged to bring their own wine bottles. These can be filled with the winery's excellent red wines! The tour will be led by Jack and Rada Ford.

Oct. 2-3 North Coast Tour: Tour leader Dave Newhouse reported that to date 16 to 18 people have signed up. Indoor accommodation will be available for all these people. Larry & Maureen Delorefice have kindly offered to accommodate one or two people at their place at the Anchor Bay Campground.

(continued on page 21)

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MG-Lola Win Toronto Grand Prix

James Weaver and Butch Leitzinger dominated most of the way and won the American Le Mans Series Toronto Grand Prix of Mosport. The two co-drove the Dyson Racing MG Lola EX257-AER to a 16.319-second win over the Champion Racing Audi R8 of JJ Lehto and Marco Werner.

The Audi team gambled by not changing tires on its final pit stop, putting Lehto ahead of Leitzinger by nearly 30 seconds with 45 minutes remaining. But 10 minutes later, with Leitzinger slicing seconds off the lead every lap, Lehto slid off the track in the fifth turn of the 10-turn, 2.459-mile road course due to a flat tire, handing the lead back to Leitzinger.

"I was very concerned when they did the fuel-only stop," said Leitzinger. "I was hearing the split times and I was catching up, but it was far from sure. Then I saw him in the barrier and breathed a sigh of relief. This win was awfully satisfying."

"It was absolutely perfect," said Weaver. "I couldn't make a racing car do better than that. We have a lot of miles at Mosport and it paid off."

The other Dyson Racing MG-Lola finished third overall in the LMP1 class, driven by Chris Dyson and Andy Wallace.

MG-Lola Second at Lime Rock After Winning Pole

The Goodyear-equipped Dyson Racing entry piloted by James Weaver and Butch Leitzinger very nearly won the New England Grand Prix American Le Mans Series race at Lime Rock Park, finishing second after a terrific, race-long battle.

The Dyson duo, driving a Lola EX257-AER/MG, finished 1.429 seconds behind the winning Audi after leading 59 laps of the two-hour, 45-minute race. Pit stops and racing luck proved to be the difference, as the final stop for the lead Dyson car had to be done under green-flag conditions and the eventual winner was able to stop during a caution period.

A second Dyson entry, driven by Chris Dyson and Andy Wallace qualified third and finished third. Weaver and Leitzinger started on the pole for the second time this season with a qualifying lap averaging 115.592 mph.

Martin Hveem Automobile Restorations	
Tel: 530 520.6450 Fax: 530 520.6452 1520 Schwab Street Red Bluff, CA 96080 martinhveem@earthlink.net	Classic & Antique Restoration Service Repair

The California Autumn Classic Concours and Tour

At San Juan Bautista, Oct. 16-17, 2004

The car show on Sunday is on the historic streets on my favorite small California town. The silver trophies are very nice. The tour on Saturday afternoon is fun, too, and there is a group dinner on Saturday evening. Come for one day or stay over for both. We will likely arrange a caravan down on Sunday morning. Info: Dan Shockey, (408) 923-3927

Advance registration is required. Send \$28 with car make, model and club info by October 8 to: Bill Meade, 533 Cedar Dr., Watsonville, CA 95076, Phone: (831) 722-3253.



Notes from Members

Thanks so much for running my want ad in the MGOC. I have been very lucky enough to recently purchase a 1958 red on red MGA 1500 roadster from a couple in Santa Cruz, very original, and I love it dearly; runs and drives great. Once again, thanks for your help.

Jim Stone, San Rafael, 1958 MGA Roadster, MGB

I am proud to announce that I finally got my "round tuit" this last weekend and got the freeze plug installed, topped off fluids, changed an e-brake cable and buttoned everything up that I had disassembled... lo and behold she started right up! A few bolt tightenings on the carbs and she is running pretty well. I was amazed.

Thanks for your various technical notes and help with the project.

Frank Morris, Suisun, White 1971 MGB/GT

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British Car Round-Up

October 9 & 10, 2004

“Old Town” Clovis, California

All British car owners are invited and encouraged to enter the second annual “British Car Roundup.” October weather is always superb in historic and beautiful Old Town Clovis!

This is a FUN event with very nice Entrants’ Choice Awards. No judging of any kind, unless you count our contest of who will have the largest OIL SPOT under their car! That event is hilarious! Door prizes for participants will be given away all day long. The Fall Clovis Antique & Collectables Fair will also run for six blocks just north of our event. Stroll through the many Antique shops, dine at the downtown restaurants, have tea at the British tea room!

Friday evening will be our kick-off party at the Clovis Museum and then late Saturday morning we will lead a tour for lunch in the Sierra Foothills. We have arranged for discount hotel accommodations at the John Jay, Clovis Cole Hotel, Best Western, and the University Inn for our out-of-town participants.

Presented by the Valley British Auto Club.

New member Bob Trencheny of San Ramon plans to attend.

New Members

Bruce Alei has a '58 MGA that he's owned for 16 years. Bruce lives in Davis and is a friend of Dave Newhouse. He joined so he could go on the North Coast trip. (More info next issue.)

Dennis Gray has rejoined us. He has a MGB/GT and lives in San Francisco. More info page 15.

Steve Plath of San Anselmo has a TC and found us at the Palo Alto meet.

Chuck Harvie of Palo Alto has an MGA coupe and an MGB/GT. He also joined at Palo Alto. See page 15.

Al Schick of Belmont has a TD, an MGA and two MGBs. He also joined at Palo Alto. Also see page 16.

Francis Trouette of Healdsburg has an MGB and joined at Palo Alto.



over there where most engines are under 2.0L, anything bigger than 4 cylinders is high performance and cup holders are unheard of), but I have really missed the sheer joy and exhilaration of driving a manual transmission on open country roads.

Part of our plan in moving here was to finally invest in that fun dream car, so four months ago I purchased a '59 MGA 1500 Roadster in a very sporty non-standard Safari Ivory. This car had a complete block-up restoration 20 years (and 20 thousand miles) ago, and is still in great mechanical and physical condition. We have already started to enjoy exploring the East Bay and discovering our new environment.

I first fell in love with MGs back in the 80's, I was in a reggae band at the time playing trombone in the horn section and the trumpet player had an early '70s MGB/GT. I remember with fondness, three of us (with instruments) jammed into this great looking, recently overhauled little car heading home from London after a recording session, when the fuel pump dies on the motorway, in the dark ... and of course being England, it was raining ... who could not love these temperamental British gems? I now look forward to sharing adventures with the MG Owners Club and its members.

(New member) Mark Seymour

Smog Bill Signed by Governor

By Dan Shockey

A bill that repeals the 30-year exemption from smog testing has been passed and signed into law. 1975 model year cars are now exempt from testing. Please do not scrap those 1976 and later MGs. They are becoming quite collectable and loved. The MG community will find ways to keep the cars running.

An option for you if you do not drive more than 2500 miles a year is to tell the DMV to classify your car as an historic vehicle. These are exempt from the bi-annual testing. (Many DMV persons don't know that.)



William Shaw

(415) 924-1450

36 Industrial Way
Behind Cost Plus
Greenbrae, CA 94904

and you look over you can't even see the tops of those big truck tires as they roll right on past your open window. Ahhh... the thrill and enjoyment of driving, that's what it is all about.

See you on the road to S.J.B. Oct 16th and 17th,
(New Member) Chuck Harvie

My First Mid-Life Crisis

I actually have 4 MGs: '78 & '79 MGBs, '53 MGTD, and a '61 MGA "in process." Since I am now 71, and since it took 5 years to get the TD restored, I have decided to give up on the MGA as a project and sell it. The Bs run (the '79 is my fair weather daily driver; my F150 pickup truck serves me well when it rains) and are being held "in trust" for my grandchildren. (We currently have two.)

I am married (46 years in December) to Carol and we have three children, all "adults."

I bought the '78 in 1979, for my first mid-life crisis. A mechanic friend guided me to the '79 which I bought last year and then restored. (Rewired, replaced alternator & smog pump plus lots of little things). I look forward to showing the TD, but I don't intend to put 6000 miles a year on it!

(New Member) Al Schick

A Car-Mad Kid

I moved to the West Coast with my wife and son earlier this year to escape the tough winters and tougher personalities of New York City, to start a new life in sunny Walnut Creek. I am English, having now lived overseas for the past ten years, and met my wife who is originally from Southern California and knows what she has been missing, five years ago.

Growing up as a car-mad kid in the South of England, I knew every make, model, engine capacity and horsepower (a more important thing

Song Lyrics: MGB GT

by Richard Thompson

I've got a little car and she might go far
She's the mistress of my heart now
She's a '65 with an overdrive
I fixed her in every part now
2 in the front and 2 in the back
110 on the old Hog's Back
She's my MGB-GT she's a runner now

I welded the sills and the old floor pan
Cut the rust with the torch and the hacksaw
Took the Rostyles off, put the spoke wheels on
Got a brand new Salisbury axle
When I drive through town the girls all smile
They say, there's a man with retro-style
MGB-GT she's a runner now

Lockheed discs and twin SUs
Original chrome on the grill now
Looks like a dream in racing green
Competition's standing still now
I sprayed her body, I strengthened her frame
I stripped her right down and built her up again
MGB-GT

An Alpine's fine if you've got the time
And a Healey'll set you back some
TR4 cost a little bit more
But it don't have the same attraction
Hard top handy case of the weather
I don't care if it rains forever
MGB-GT



Submitted by Bob Wall and
Dan Neu

'And laughter, learnt of friends;
and gentleness,
In hearts at peace, under an
English heaven...'
- Rupert Brooke

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DRIP PAN

News and Articles from the Peninsula T Register

Times Have Changed

By Bob Schindler

Reprinted from the August, 1991, *Drip Pan*

Owning an MG, back in the days when you could buy a new TD or TF, provided many joys and some sorrows. I recall:

A 540 degree spin out to discover that road tests which said "corners like its on rails" really didn't mean it;

Shifting at 6500 RPM in hill climbs and not worrying;

Finding that a tachometer is really necessary when wearing a crash helmet because you can't hear the engine or exhaust;

Reviewing the accessory ads in R/T like a kid in a candy store;

Writing to England for data and prices on Shorrock blowers;

Breaking a motor mount proving I could almost keep up with a Porsche Speedster on a winding road;

Running away from Buicks through corners only to have them roar by on the next straight;

Laughing at Buick Skylark, Thunderbird, and Blue Flame Six Corvette "sports cars";

Driving to Watkins Glen in the rain with the top down;

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Boxer Bob's Morning Run

My 71 daily driver MGB/GT is Bedouin in color with an unpainted aluminum hood. The rear suspension has composite springs, gas shocks and Panhard rod. The engine has 40,000+ miles since Doug Jackson rebuilt it. A ported aluminum Pierce head, big 3 cut valves, Elgin cam, 1.65 roller rockers, header and a 45DCOE Weber help the engine run. As all Bs seem to be it is an ongoing and a continually evolving project

In truth Daily Driver really does not describe the car today. Rather than park it on the streets of San Francisco I keep the car in a hanger at the San Rafael Airport. In nice weather I use it to transport my Boxer Bob to the Presidio Green for his morning run and my morning ice tea at the Warming Hut. Other drives include trips to the Laguna Seca Pre-Historics. Every two or three months, Bob and my wife Karletta take a drive south to Nepenthe's for lunch and a walk on a Carmel Beach. Otherwise I try to get a few hundred miles on the car each month.

I manage the Century Regency 6 Theatre on Smith Ranch Road in San Rafael. I have Wed./Thur. off. If I can utilize either of these nights or days to help the club. Please let me know and I will if possible.

Kind Regards,

(New Member) Dennis Gray

A Glutton For Punishment

Hello all, I just passed my 56th birthday and have lived on the SF Peninsula all my life. My first association with British Iron was in high school when I became the second owner of a 1968 BSA Spitfire 650cc motorcycle, which I still own and which still runs and still gives me a thrill.

British motor cycles and British cars, I just can't give up a good thing. I was called a glutton for punishment when I bought my first of two MGs. In Sept of 1993 I became the proud owner of a 1967 MGB-GT Special, a dealer special / one of a thousand to celebrate the one-year anniversary introduction of the GT. At this time I have it registered as a "non-op" vehicle because there is no third gear. It now has a position on my list of projects and is patiently waiting for me to get my to do list caught up.

My second MG is a 1958 MGA coupe. This is my "runner," although it takes about two hours of tinkering maintenance for every hour of driving pleasure. I drive it at least two or three times a week to work and at least once a month out to the coast. Two years ago I took an inspirational ten days off from work, two days to prep the MG and eight days to drive up and down Hiway 49 to tour the gold country, something I have been wanting to do for a long time. The little MG took the 600+ miles all in stride, with no mechanical problems at all; although I was super stressed and tuned in to every new sound coming from the drive train. I am looking forward to do doing it all over again but this time touring south to north instead of north to south. You know it is a little scary when at night an 18-wheeler passes you

(continued on page 16)

The Festival of Marques

SCCA Fall Vintage Classic at Laguna Seca

October 30 & 31, 2004

MG Corral & Club Track Tour

The Festival of Marques is a salute to the manufacturers that made racing history by the USRRC Seniors Tour, sponsored by Victory Lane Magazine. The Fall Vintage Classic will also include a tribute to Formula 5000, and a "Mini Challenge" event. The SCCA expects a healthy turnout of 250+ vintage racecars.

Local marque clubs will also be on hand. The clubs will be able to gather with their cars in club corrals, tour the track behind a pace car at lunch time, and enjoy a weekend of quality vintage racing. A healthy club turnout is expected, as **gate admission for the weekend is FREE.**

The Cypress MG Club is organizing a special MG Corral in the infield. And at noon on Saturday, we'll get to hit the track for a few parade laps. There is no entry cost for the event, no fee for the track tour and no helmet or special clothing requirements for the track tour. You may attend the event on either or both days but **the MG track tour will be on Saturday.**

Note that there may be a \$6 per car entry fee to the county for use of the park. There will be other marque corrals and a general British corral hosted by Moss Motors. Anyone attending will be able to enter without cost but non-club cars will have to park in general parking. This is a non-spectator event. There will be food vendors at the track.

The MG clubs have designated the Laurel Inn in Salinas for those who want to stay overnight. This is a large, clean, inexpensive motel that is convenient to Laguna Seca. (Highway 68 goes from Salinas to the track.) Make room reservations at (831) 449-2474 or (800) 354-9831. Web: www.LaurelInnMotel.com. The Cypress Club will make restaurant suggestions for Saturday evening. Camping and RV reservations are made through the county park.

Please advise if you think you may attend. (Response is NOT required for attendance.) The SCCA has asked for an estimate of the number of MGs to park in the Corral. We will arrange caravans to the track from the Bay Area if there is interest. Also advise if there is interest in a caravan when you respond.

More Info and RSVP (if attending): Dan Shockey, (408) 923-3927,

MGmogul@earthlink.net

<http://www.jagpromotions.com/vintage/festofmarqpr1.htm>

Driving in the snow with the top down;

Driving in sleet using one hand to steer and the other to scrape the windshield;

Running in rallies for the fun of driving rather than because I hoped to win;

Looking for winding roads so I could hear the delightful noises as I downshifted and upshifted through curves and corners;

Arguing that the fun of the MG was not that it went fast, but the way it sounded and felt as it tried to go fast;

Parking the car and not worrying it would be scratched, stripped or stolen;

Watching cars just like mine race and hill climb;

Laughing at Singers (dumpy), Morgans (crude) and Porsches (shapeless);

The sorrow of finding that a new VW could out-accelerate my car;

My wife driving the MG from Ohio to California after the Jag tow car nearly gave up;

Considering chips in the paint, from touching the shoulder and scattering gravel, honorable wounds;

Removing the air cleaners because it's easier to adjust the carbs when they are off, and besides they only filter out large rocks;

The disappointment of being told I couldn't fold the windshield down because I didn't have a roll bar;

Buying Whitworth tools from Sears;

Rebuilding the engine when the cam shaft lobes were worn off;

Not being able to find other cars like mine to chase or run away from;

The crackle of the exhaust after painstakingly lapping the valve seats;

Being stopped by a State Trooper because it "sounded" like I was speeding;

And, waiting with hopeful anticipation for the successor to the TF.

Now, we see T-model MGs parading on back roads to view the scenery while avoiding faster moving traffic, rather than because the roads are curvy and fun. Their exhausts are nearly silent, engine RPM are curiously subdued, and shifts made slowly and carefully. Our cars have become museum pieces and investments rather than sports cars, and the people who see them and some of the people who drive them will never know what having a TD or TF was really like!

Perhaps the muted engines and exhausts are *in requiem*.



2004 Annual Picnic

We had a good group and beautiful weather at the Annual Picnic in Tilden Park on August 29. The weather had been very hot so Tilden Park was a great venue with the ocean air blowing over the hills. I believe there were a total of 20 MGs plus some folks in other cars. We had the picnic site to ourselves and filled the parking lot. There were some raffle prizes left unclaimed from Jack London Square plus some extra stuff thrown in. Dan Shockey printed greeting cards with photos, mostly from Jack London Square, and packaged these as popular vote awards and raffle prizes.

Award winners:

T Series & Pre-War: George Steneberg of El Cerrito

MGA: Maureen & Larry Delorefice of Pinole

Midget: Ed Sigismondo of Antioch

MGB: (1st) Andy preston of Rohnert Park, (2nd) Dan Hampshire of Berkeley

1st Timer: Esther Milsap of Alameda with her new MGB/GT

Best of Show: John Milsap with his Old English White MGA

Thanks to David Wright and Mark Hertz for arranging the picnic site, to Bob Stine for bringing the charcoal and drinks, and to Dan Shockey for making the awards. A good time was had by all!



Everyone was a winner at this year's Annual Picnic. Bob Stine Photo

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MGOC Booth at the Palo Alto All-British Show. New member Rob Trencheny of San Ramon (center, seated) kept us organized. David Wright (left) and Mike Jacobsen (center) cleverly kept their faces hidden.

Shockey photo.