

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

THE OCTAGON

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



UPCOMING CLUB EVENTS

For Dummies Tech Session, March 6 th (Sat.).....	13
General Meeting & Natter, March 11 th (Thurs.).....	23
MG Reunion at Laguna Seca, March 20-21	8-9
MG Reunion Dinner, March 20 th (Sat.).....	15
South Bay Natter, March 26 th (Fri.)	23

INSIDE THIS ISSUE

Calendar of Events.....	3-4
New Members	5
From the President s Desk	6
Mt. Hamilton II, Down the Back Side	7
Historic MG Reunion, Laguna Seca.....	8-9
<i>The Drip Pan</i> — Spark Plug Update.....	10
Mystery MG Race Car	11-12
Tune Up Tech Session	13
Tech Session Photos & Report	14
MG Reunion Dinner.....	15
From da Editor	16
NAMGAR GT in California.....	17-18
Silicone Brake Fluid.....	18
February Meeting Minutes	19-20
MGs at Jack London Square Registration Form.....	21
Classified Ads	22

March Winds!



1996 Los Angeles Times Syndicate

March 2004

About *The Octagon* and MGOC...

The M.G. Owner s Club, formed in 1957, is the Northern California Centre of the M.G. Car Club, formed in England in 1930. The Peninsula T Register is a register of the MGOC and was formed in 1973. We receive two copies 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. Owner s Club. Opinions expressed in *The Octagon* are not necessarily those of the MGOC, its members, or Board of Directors.

DIRECTORY of MGOC OFFICERS for 2004

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

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

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

Secretary: David Wright, 510-653-3831

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

Activities Director: John Hunt, 925-299-9006, Huntsails@worldnet.att.net

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

j2george@pacbell.net

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

Octagon Editor: Dan Shockey, 408-923-3927, DPShockey@earthlink.net

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

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-Magnetite Saloon 1953-58: Marty Ray, 831-247-5863,

martyray@cruzio.com

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

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

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

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

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

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

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

Natter & Noggin with Club Meeting

March 11, 2004 (Thurs.), 8p.m.

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

This month David Wright will present a short review of driving in Australia from his recent holiday.

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

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

The Englander is an enjoyable place where we have our own cozy room. The food is good so bring your appetites.

South Bay Natter & Noggin

Friday Evening, 8 p.m., March 26, 2004

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

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

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

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

Attention!!

Have your MG painted by a fellow sports car lover with 11 years experience. High quality rubbed-out polyurethane finish at reasonable cost. I do bodywork, rust repair, and welding. Fast turn-around time. References and examples of my work available. Call for an appointment for a free estimate.

Andy Schank 510-236-5232

Classified Ads

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

MGA 1500 Parts for Sale. Complete engine, other engine blocks, brand new crank, three 1500-style transmissions, doors, trunk lid, lots of brakes parts (no disk brakes), complete frame with suspension, flywheels, more. Non-member Jim Murray, San Jose, (408) 298-4151

1927 Morris Project. located in Michigan. Competition special kit of parts; Morris Oxford chassis, OHC Morris/MG 18-80 engine & 4-speed gearbox. It will make a hairy vintage special capable of around 100 mph. The engine is virtually unused. Many new and overhauled parts. \$7,500 Ian Grace, ian.grace@smiths-aerospace.com

Five 165R15 Radial Tires with tubes included for sale. Only 6,000 miles on four. Spare is new. Currently used on MGA. \$50 each with tubes included. Call Randy Grossman 510-483-3171 or r.m.grossman@comcast.net

1967 MGB Roadster. Primrose yellow, rebuilt factory overdrive, wire wheels, a factory hard top, which is to say The most desirable MGB. Fine running condition, looks nice, has a nice interior. Spares available. \$10,000. Also two MGB-GTs for sale. Member Marty Ray, Santa Cruz, 831-247-5863, martyray@cruzio.com

MGB Factory Hardtop. Concours condition, beautiful black paint, new rubber seals, etc. Restored by Kevin Kay Restorations. No expense was spared, and the paint quality is better than new. Asking \$1,100, not near what went into it. Member Marty Ray, Santa Cruz, 831-247-5863, martyray@cruzio.com

COMMERCIAL ADVERTISING IN *THE OCTAGON*

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

MAKING CONTRIBUTIONS TO *THE OCTAGON*

Your stories, photos, tips, questions, and anything MGOC-related are always welcome in *The Octagon*. Please make your contributions by the 15th of the month preceding the issue in which you want them to appear. The editor's address is: Dan Shockey, 3219 Mabury Rd., San Jose, CA 95127. Or, you may email contributions to DPShockey@earthlink.net.

RECRUITING MEMBERS FOR THE MGOC

Have you helped recruit any new members lately? Bob Stine (650-349-5128) is in charge of new member recruitment and can send you flyers.

Membership

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

Forthcoming Events

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

ARR: Abingdon Rough Riders (TC), SSTs: Sorry Safari Touring Society (MG club), CMGC: Cypress MG (Monterey), SFC: Safety Fast Club

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

Mar. 6th (Sat.) — **MG Tune-up Tech Session**, O Connor s, Santa Clara, see page 13

March 20-21 — MG Reunion Historic Races, Laguna Seca, see p. 15 **

Apr. 3rd (Sat.) — **Trip Prep Tech Session**, Mike Jacobsen s, San Francisco

Apr. 17th (Sat.) — **Mt. Hamilton Drive** Bob Wall, see page 7

Apr. 17 — 18 — North Meets South, Arroyo Grande, (805) 937-6851

Lcuthbert@covad.net; **MGOC Caravan**, Randy Grossman, see page 5

Apr. 25th (Sun.) — **Tour to Dream Machines**, MGOC caravan, Half Moo Bay, Bob Stine

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

May 15th (Sat.) — MGs at Jack London Square, see page 21 **

May 16th (Sun.) — Dixon All British Car Show, MGOC Caravan?

Continued next page

Fremont Automotive



Michael J. Link
"We love British cars"

42450 Blacow Rd.
Fremont, CA 94539
(510) 656-0490

Near I-680, west of Osgood
Open for business since 1971
General Repair, Foreign and Domestic

Forthcoming Events (Continued)

May 16th (Sun.) — Fresno Car Show (low key, MG friendly)
 June 4-6 — Wine Country Classic Vintage Races, Sears Point
 June 6th (Sun.) — **Art & Wine Festival MG Display**, Heather Farms Park,
 John Hunt
 June 20th (Sun.) — Hayward British Car Meet, Show & Swap Meet
 June 26th (Sat.) — **MGOC Locke & Ryde Tour**, Dan Shockey
 June 27th (Sun.) — Palo Alto Concours d Elegance
 July 12-16 — GoF in British Columbia, Area clubs caravan likely
 July TBD — **MGOC Tour to Glen Ellen**, Andy Preston
 July TBD — **MGOC Winery Tour**, South Bay, Jack Ford
 Aug. 5-8 — Rendezvous, Bend, OR, Area clubs caravan
 Aug. 13-15 — Monterey Historics, Laguna Seca
 Aug. 29th (Sun.) — **MGOC Annual Picnic**
 Sept. 11th (Sun.) — **All British Meet, Palo Alto, MGOC Caravan**
 Oct. TBD (Sat.) — **O Connor Swap Meet**, Santa Clara
Oct. 2-3 — MGOC North Coast Weekend, Dave Newhouse **
 Oct. 9 or 10 — **CSRG Fall Frolic, Sears Point**; MGOC Track Tour for
 Chronically Ill Children, John Hunt & Andy Preston (proposed)
 Oct. 16-17 — **Autumn Classic, San Juan Bautista**, MGOC & SSTS Caravan
 Oct. 23rd (Sat.) — **MGOC Santa Cruz Tour**, Bob Stone
 Nov. TBD — **MGOC Corte Madera Tour** (Combine with below?)
 Nov. TBD — **MGOC Tech Session**, Corte Madera British Greenbrae
 Dec. 4th (Sat.) — **ARR, MGOC SSTS Holiday Party** (proposed)
 Dec. TBD — **MGOC Holiday Tea**, Milsaps, Alameda

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



Shadetree Motors, Ltd.
 SKIP KELSEY, Esq.
MG PARTS SPECIALIST
 Retail - Wholesale
 Discount Pricing
 Authorized Moss Motors
 Parts Distributor
 MC/VISA/AMX/DISC.
 Tel. & Fax (925) 846-1309
 Website: <http://www.shadetreetmotors.com>
 3895 Mammoth Cave Court, Pleasanton, CA 94588

MGs at Jack London Square

Saturday, May 15, 2004 at Jack London Square, Oakland

All MGs are welcome, from daily drivers to complete restorations. The entry fee is \$25, which includes a dash plaque and an event T-shirt. One form for each MG registered, please.

Cut here->

Mail before May 1, 2004 to:

MGs at Jack London Square
 320 B Monterey Blvd.
 San Francisco, CA 94131

Make check payable to: **MGOC**

Office Use Only	
\$	#

For information call:
 415-333-9699 or 408-923-3927

Please Print:

Name: _____

Address: _____

City: _____

State: _____

Daytime phone: (____) _____

or Email address: _____

MG model: _____

Body style: _____

City: _____

State: _____

Daytime phone: (____) _____

or Email address: _____

Year: _____

☐ Coupe ☐ Roadster

☐ Saloon ☐ Race car

☐ Other: _____

T-shirt size: ☐ M ☐ L ☐ XL ☐ XXL

Has this car ever won First Place in its class at *MGs at Jack London Square*? ☐ Yes ☐ No

Release: Neither I nor my heirs will hold the MG Owners Club, Oakland Portside Associates or the Port of Oakland 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: _____

February Minutes (Continued)

Mendocino Event & Barbeque: Randy Grossman will ask Dave Newhouse if the proposed October 9-10 date of this event can be changed to avoid conflicts with other events. (The event date was later changed to October 2-3.)

Tech Sessions: The Club will hold several as follows: Feb. 21, Lubrication, at Bill Hiland's Warehouse in San Jose; March 6, Tune Up, at O Connor Classics in Santa Clara; April 3, Trip Prep, at Mike Jacobsen's home in San Francisco; and May 8, Clean & Detail, at Bob Stine's home in San Mateo. Later in the year, we plan another tech session at William Shaw's Shop in Greenbrae.

Safety Fast Club Drive: The internet club will hold a 49 Mile Drive Tour in San Francisco on Feb. 29th.

Old Business

MGs at Jack London Square: The Club will send local Clubs registration forms by Feb. 24. The revised event location in the large Jack London Square parking lots will need signage for the various car groups. Nancy Shane has kindly agreed to again design the poster for this event. The MGOC has event insurance that it holds under its club membership in NAMGAR.

The NAMGAR GT: To be held in 2007. It was agreed that preparatory work for this event should go forward. To date, 15 people has expressed a willingness to help set up this major event. Mike noted that 2007 will be the Club's 50th anniversary. Mike and Dan will make a proposal by February 17.

Club Window Clings: The Club agreed to get some clings (stick on plastic MGOC badges). Prices will be obtained for various quantities.

New Business

Appointment of Executive Board Member at Large: It was agreed that John Hunt should be asked if he was willing to take up this position.

It was agreed that speakers at the Laguna Seca Reunion Dinner should pay for their own dinners.

The next meeting & Natter will be held on March 11.

New Members

Robert Vance in Pacifica has a 1978 B that he purchased six weeks ago. He bought the very original car locally and says it runs like a top. Bob admired the MGB as a child, especially after he got to ride in one owned by a family friend. This is his second MGB so he admits having a love for them. He has discovered that the value of the later MGBs is expected to soon double. Bob is interested in tech sessions and the North Coast Tour.

Brad Beedle of Novato has an '80 MGB. He wrote that he's the third owner. Brad also wrote on his application that, "B's rule!" A cousin had a new MGB in 1976 and he fell in love with them. Brad has owned the black LE model for three years. It was originally purchased in Florida. The woman who owned it here was freaked out driving it in highway 101 traffic so it was parked. The prior owners kept impeccable records and the car is in excellent, original condition. Brad says he hasn't had to have it towed yet but maintains his AAA membership.

Welcome to the MG Owners Club!

North-Meets-South Caravan

Hi Everyone,

Is anyone interested in joining Melissa and me to go to the North Meets South event in Arroyo Grande (near Pismo Beach) the weekend of April 17-18? I think we are going to drive down on Friday, April 16th, and spend Friday and Saturday night then head back on Sunday at about noon. Mike Jacobsen and we are driving our MGAs. Should be fun. Let me know.

Hope to see you all at the Laguna Seca event.

Randy Grossman 510-483-3171 or r.m.grossman@comcast.net

Receive *The Octagon* On-Line

About 50 members have signed up to receive *The Octagon* on-line instead of by mail. This saves the club the cost of printing and mailing these copies. It also saves clutter in your mail box, gets there a couple days before the hard copy and is in color! Let Mike Jacobsen know if you'd like to either receive *The Octagon* on-line instead of or in addition to the hard copy.

You may also see current and past *Octagon*s in color on our web site under Articles, at www.mgoc.org

Editor Dan



From the President's Desk

The New Year has officially kicked off for our MGOC. On February 21 we held our first Tech session, under the able tutelage of Mike Jacobsen. We had a good turnout at Bill Hiland's garage in San Jose. What a great set-up he has there! I'm not used to having so much room to work on a car. I believe everyone there learned something and we had a wonderful time visiting (while drinking coffee and eating donuts and sweet rolls generously provided by Bill). I was especially happy to see some new faces in the group!

Our next tech session will be held at O'Connor's in Santa Clara. If you don't think you know everything there is to tuning up an MG, this is the session for you to attend on March 6 at 12:30.

We're starting to gear up for the Jack London Square event and we need YOUR help. Bev and Tom Morgan have agreed to provide our entertainment again this year. We always enjoy their musical presentations.

JLS committee chairpersons will be appointed at the March membership meeting on March 11. Look forward to hearing from them soon thereafter, as they will be asking for members to assist with preparing the packages for attendees, outreach, registration and parking assistance the day of the event, and manning the regalia booth.

Be sure to check the calendar of events in this issue of the *Octagon*. We have a lot of fun and educational events scheduled this year. YOUR attendance is what will make them successful.

Let's keep these fun cars out of the garage and on the road!

Bob Stine
rastine@rcn.com

Minutes of the MGOC General Meeting February 12, 2004

The meeting was called to order at 8:00pm. Members in attendance were Bob Stine, Randy Grossman, Dan Shockey, George Steneberg, David Wright, Mike Jacobsen and Bob McCoy. Minutes by David Wright, Club Secretary.

Minutes: There were no minutes of the previous meeting. The Annual Dinner Report (Feb. *Octagon*) was reviewed in lieu of the January Minutes.

Treasurer's Report: The treasurer reported on the club's finances.

Secretary's Report: The Secretary was instructed to send a letter of thanks to Rich Kenny for the beautiful new MGOC flag kindly provided for the club by Rich.

Registrar's Report: 226 total membership including 21 auxiliary members.

Octagon Report: 49 members now get their *Octagon*s on line (in color!) A note will be put in the *Octagon* asking members if they wish to receive their newsletters on line.

Regalia Report: The club ordered and has received 3 new MGCC grill badges from the UK. One MGCC grill badge and one MGOC grill badge sold this month.

Correspondence: Bob Stine reported on various offers made to the club.

Past Events:

The Annual Dinner: The room was crowded but it worked OK. For future reference the Club should get a written statement of what alcoholic drinks will be provided by the caterer at what cost. Felix Wong's presentation of his experiences in running the Paris-Brest-Paris bicycle race was much enjoyed and appreciated. The Secretary was asked to send a letter of appreciation to Felix.

Upcoming Events

MG Reunion Historic Races at Laguna Seca: The Club will host a dinner on March 20th at Tarry's RoadHouse in Monterey. Up to 200 MGs are expected in the special MG paddock at the track. MGs coming to the park will be allowed to enter and park free of charge. Commemorative T-shirts and dash plaques will be available for purchase.

Dream Machines: The Club will organize a tour to the Pacific Coast Dream Machines Show in Half Moon Bay on April 25th if there is interest.

Santa Cruz Metal Polishing

Sandblasting — Bead Blasting — Polishing — Powder Coat
Auto — Motorcycle — Antique and Modern Metal Items
Great for Household Items, too

2535 7th Ave, Santa Cruz, CA 95060

Call Ian Kelly at: 831-477-0527

MG

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

SHOCK ABSORBERS: Front Rear

MGTC.....	165.00	165.00
MGTD & TF.....	165.00	60/85
MGA.....	69.95	49.95
MGB, MGC, Midget.....	69.95	49.95
HEAVY DUTY UPGRADE.....	10.00	10.00
SHOCK LINK (New or Rebuilt).....	Scall	

BRAKES : sleeved and rebuilt

MGB, Midget caliper	\$75.00
MGA, MGC caliper	\$125.00
MGA, Midget twin master 1956-1967	\$165.00
MGB, Midget master 1968-80	\$125.00
MGC brake master	\$175.00
MGC booster servo	\$375.00
Brake & Clutch cylinders brass sleeved	\$40-60
Kingpin swivel axle rebushed	\$40-\$80
Front end a-arm (Midget)	\$75.00

CARBURETORS: COMPLETE REBUILDING

Disassembly, cleaning, bodies rebushed, new throttle shafts, jets, needles, float valves, gaskets, flow bench tested.....

Flow bench tested.....\$345.00/pair
CARB BODIES REBUSHED;
and new throttle shafts.....\$55.00 each

Prices shown are for Exchange or Yours Rebuilt.
Core charges apply if items are ordered prior to
(and are refunded after) our receiving your old unit.
S/H \$4.00-\$8.00 per item. FREE CATALOG.
www.applehydraulics.com

APPLE HYDRAULICS

1610 Middle Road, Calverton, NY 11933
631-369-9515, FAX: 631-369-9516
Toll Free 800-882-7753
Visa, MasterCard, COD. Free Catalog

Other Advantages of the San Francisco Bay Area:

San Francisco itself is a major draw with its reputation as one of the prime tourist cities in the world. Many options of low-cost travel to the area are available. Summertime weather is very moderate especially near the coast. The area has great natural beauty and wonderful sports car roads. The Bay Area is central to the West Coast.

Proposal Summary:

We believe we can put on a truly outstanding GT in a spectacular setting and draw a large number of MGs from all along the West Coast, Northwest and Southwest. We are especially excited about two geographic locations near to the Bay Area but that are outside of the traffic congestion. We are open to 2008 as an alternate. (Member comments appreciated.)

Prepared by Daniel Shockey, Submitted to NAMGAR February 17, 2004

On Silicone Brake Fluid

From the Mini Mania Website, Author unknown

Some have heralded silicone as being the last word in brake fluid. The classic car folks swear by it, particularly for vehicles that are not used much where brake seal failure can be experienced, and because it does not affect paint work. A number of racers go pale at the thought of using it. So what's the score?

A majority of the problems suffered relate to three main areas — long or spongy pedal feel, sudden loss of brakes (ulp!), and brakes hanging on. SAE publications have ratified these symptoms by identifying certain properties prevalent in silicone brake fluids. These have been named as high ambient viscosity, high air absorption, high compressibility, low lubricity, and immiscibility with water (failure to mix with water). It would seem there are definite relationships between these properties and symptoms, and can be categorized as follows.

Long or Spongy Pedal. The compressibility of the silicone-based fluid is up to three times that of the more common glycol-based types, so more pedal travel is needed to activate the brakes. Its viscosity is twice that of the glycol-based fluid, meaning it is thicker. This equates to slower fill times that can trap air, and results in bleeding difficulties.

Sudden Loss of Brakes. Entrapped air suffers gasification at relatively low temperatures. Its immiscibility causes any free water caught in the system to boil causing a vapor-lock effect. Glycol-based fluids absorb water (the water dissolves into the fluid), and although this will reduce the boiling point, it is unlikely to cause severe vapor lock at low temperatures.

Hanging On. In disk brake systems, the sole mechanism for returning the pads to their normal, not in use position away from the disk is the tendency of the seals to recover to their at rest attitude once the pedal is released. The low lubricity of the silicone-based fluid works against this recovery; its high viscosity amplifying this effect.

In conclusion, then, just because silicone brake fluid is relatively expensive, it does not mean that a higher performance will be achieved. And just to underline this, neither of the major brake specialist companies in England produces silicone-based brake fluid. In fact they are most emphatic in their condemnation of it.

Mt. Hamilton III Down the Back Side

Saturday, April 17, 2004

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.

The drive to Lick Observatory alone is one worth taking. The drive 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. For more info, 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 MG's. The wildflowers will be in bloom in the meadows, so we will also make a couple of stops for photo ops. We will drive through Livermore to Highway 84, then head west. This 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 and to wind down at Bronco Billy's Pizza Place. All cars and everyone welcome!

Hope to see you on this drive. It will be an adventure.

Meet: 10:00 a.m., Saturday, April 17, 2004

Place: On the street outside the Jack-in-the-Box parking lot, at the corner of Alum Rock and Capitol Ave, Just east of I-680, San Jose.

Bring: Picnic lunch, camera, binoculars, and full tank

More Info: Bob Wall at (408) 739-2373 or bob_wall@yahoo.com



Historic MG Reunion at Laguna Seca

March 20 & 21, 2004 — Update

HMSA is putting on an all-MG race for this event and all vintage MG racers are encouraged to apply for inclusion. Call Cris Vandagriff at HMSA or talk to David Wright whose MGB racecar has recently been accepted. Cris is at 818-249-3515 and David is at (510) 653-3831. Butch Gilbert, restorer of the Sebring MGB racecars, has been instrumental in organizing the event.

Over 130 MGs have now signed up for the club participation portion of the event. Groups are coming from San Diego, Reno, the Central Valley and the LA area. Activities will take place on both Saturday and Sunday. Saturday is viewed as the main event day. Many club folks have indicated that they plan to be there both days. You do not need to be a member of a club to participate.

Track Entry: There will only be one entrance - the main gate. (Follow signs from Highway 1 and Highway 68.) MG drivers will be directed to the paddock from there. There will be two (2) entry passes provided per MG. An MG is required to obtain the passes and entry to the MG corral in the paddock. All others will be charged regular spectator fees and directed to spectator parking. The passes will be available at the track entrance (both Saturday and Sunday) and at the Hospitality Suite at the Laurel Inn on Friday evening. (See below.) Gates open at 6:30 a.m. You may arrive at and leave the corral at any time.

HMSA needs a count of the MGs that will participate and asked us to require RSVPs in advance to obtain the free entry passes. Note that the county may charge an entry fee, usually \$5 per car, since the track is located in a county park. HMSA has asked the county to waive the fee but we do not know if this will be done.

There are many single-passenger MG entries. You may be able to catch a ride into the track that way.

Volunteer Assistance: HMSA has asked that the clubs provide help with entry and organize the corral. If you'd like to do that, please advise when you RSVP. Gates open at 6:30 a.m.

Caravan to the Track: There has been interest in a caravan from the Bay Area to the track on Saturday morning. Please advise if you are interested and include the city you live in.

Tow Vehicles & Trailers: If you are not racing, your tow vehicle and trailer will need to be parked outside the paddock. HMSA will get us a map showing where you can unload and then park. Information will also be available at the gate.

Camping & RVs at the Track: Camping requests need to go through the Monterey Parks people. They can be reached at 831-755-4899

Regalia: HMSA plans to offer a T-shirt for sale with a racing MG theme. The HMSA merchandise vendors are the only merchandise vendors permitted at the track.

Track Tour: Drivers and passengers must wear helmets. Any helmet will do, including motorcycle types. (No bicycle types.) They do not have loaner helmets so you should arrange to buy or borrow one in advance. (Motorcycle helmets can be purchased for \$30 or less.) Your car should be safe and you must wear seat belts. The

NAMGAR GT in California

The MG Owners Club recently made a proposal to the North American MGA Register to hold their annual event in our area in 2007, the next year available. We will celebrate our club's 50th anniversary that year. The following is a condensed version of the proposal. GT stands for Get Together.

The MGOC is open to consideration of also doing a NAMGBR national convention or a GoF event in other years.

We are looking at two principle geographic areas, the Monterey Peninsula and the Wine Country north of San Francisco.

1. Monterey Peninsula:

One favored location is the State owned Asilomar Conference Center on the Monterey Peninsula. The center features historic buildings built (1920's) by Julia Morgan, the architect who also designed the Hearst Castle. It is located in a beautiful camp-like setting and has plenty of parking including two underground parking garages.

Asilomar has 314 rooms in 28 quaint lodge buildings, each with scenic forest or marine views. The center sells out years ahead but they are accepting applications for 2007 and would confirm dates two years in advance.

There are many good roads in the area though Hwy 1 can be busy. Big Sur and Santa Cruz are close. Tours could go to San Francisco along the coast, to several of the old Spanish missions or to Hearst Castle. Other attractions are the Monterey Bay Aquarium, Cannery Row and Fisherman's Wharf.

The weather on the Monterey Peninsula in July will likely be cool with foggy mornings and some nicer weather mixed in. Local drives will quickly get away from the coastal fog.

Website: www.VisitAsilomar.com

2. Wine Country:

The other area of interest is the area north of San Francisco, in or near the wine country. This is beautiful country with great roads and easy access to the wine country, the ocean and the coastal mountains. It has a number of micro-climates within a small area. The roads are not crowded if we locate north of San Rafael and Napa.

A hotel in the area that we consider a strong candidate is the Doubletree Hotel Sonoma Wine Country in Rohnert Park. This hotel has very large parking lots and is in a lovely setting between two golf courses. This newly renovated, mission style hotel has 245 guestrooms and plenty of indoor and outdoor function space. Rates are reasonable.

The traffic is light in the area, except for Highway 101 during rush hour. It is conveniently located for travel to the Napa and Sonoma wine country areas, to the coast (Point Reyes National Seashore and Bodega Bay), to the redwood forests, to the coastal mountains (Mt. Tamalpais with its views of the San Francisco Bay), and to San Francisco itself. Rohnert Park is about 50 miles north of San Francisco.

The weather in Rohnert Park in July normally starts overcast (coastal fog until 10am or so) which keeps the temperatures down. Afternoon temperatures typically reach a dry 85 degrees. (For comparison, temperatures above 100 degrees are common in Napa in July.) The evenings cool off as the coastal air moves in again.

Website (Doubletree Inn): www.dtsomoma.com (Continued next page)

From da Editor

Hello, small sports car lovers. I often forget how unique is that affection these days and the joy that we hold in common. I used to think I'd never want to own any vehicle that weighed more than 2200 pounds. I am making progress on the BGT project; the engine is reassembled and the overdrive transmission bolted to it. I may get it in tomorrow. The car has been off the road since 1981 so I expect there may be one or two other things needing attention. It is a 1973 model, black tulip (deep purple) with the Ochre interior (yellow). Very 70 s hip, of course. Unfortunately it was re-sprayed a medium Easter-egg purple.

Recently Nancy and I have been watching Miss Marple PBS shows (by Agatha Christie.) Many of them feature old MGs that give the shows a period feel. The hero and heroine in *Sleeping Murder* drive around the countryside in a red TD. In *4:50 From Paddington*, one of the murder suspects, a former WWII Spitfire pilot, is seen prominently in his red TF and even takes Miss Marple for a spin! British films and TV shows set earlier often feature pre-war MGs. The *Battle of Britain* movie shows the hero Spitfire pilot driving his MG PA. In the Hercule Poirot film *Wasp's Nest*, another suspect is often shown driving her MG PA. She wrecks it in one scene. In the recent *Foyle's War* series, yet another Spitfire pilot is shown leaping from another MG PA. Get s my attention!

I find it a challenge to give fair coverage to all the MG models. A s, B s and T s form the majority of the club but we have many other models represented and are drawing more modern Midgets into the fold. I have never had one so I don't have a file of articles and experience to draw from. Ideas are very welcome.

People are gradually getting more excited about the possibility of hosting a national MG convention. We should hear by next month whether we will be offered the opportunity. In the meantime the big event at Laguna Seca this month keeps getting better and better.

Sports car joy to you!

Dan el

FREE Parts & Accessories Catalogs

Choose From These Catalogs:

- Austin Healey
- MGA
- MGB & MGC
- AH Sprite & MG Midget
- Sunbeam Alpine & Tiger
- TR2 TR3 TR4 TR4A TR250
- TR6
- TR7 & TR8
- Spitfire & GT6

Order Toll Free
7 Days A Week
1-800-255-0088





Order Catalogs & Parts Online at
www.VictoriaBritish.com

tour will be led by a pace car. We encourage all MGs to participate and we can put slower cars at the back of the group. The tour will be for 20 to 30 minutes during the noon break on both days.

There will be a professional photographer at the track. We will ask him to photograph club cars during the tours. We may also be able to take a photograph of all the MGs on the track at the end of the day on Saturday.

MG Clubs Motel: For those who wish, we have negotiated a special rate at the Laurel Inn in Salinas. This is a large, clean motel that is convenient to Laguna Seca. (Highway 68 goes from Salinas to the track.) Room rates for up to 4 persons are \$61.00 per night. Please make your room reservation right away at (831) 449-2474 or (800) 354-9831. Mention "MG Club." Web: www.LaurelInnMotel.com About 50 rooms have been reserved by club members thus far.

Hospitality Suite Friday & Saturday Evening: The Laurel Inn has provided us a large conference room on Friday and Saturday evenings. We will have the entry passes there, provide snacks and show MG racing videos. Stop in and say hello.

Saturday Evening MG Reunion Dinner: This has become an event on its own. Tarpys has agreed to let us use their downstairs restaurant area in addition to the 80-seat banquet room so we can seat up to 140 people. About 100 club folks have indicated an interest in the dinner so we may be reaching the sell-out point already.

The reunion MG racing teams, vintage racers, HMSA and the motoring press will join us at Tarpys. We expect that as some people leave early, the group will be able to converge into the 80-person banquet room for a fairly informal time of reminiscence and recognition.

Dinner will begin at 8:00 p.m. with a social hour beginning at 7:00 p.m. See page 15 for menu choice details and instructions on mailing a check.

RSVP (Entry Passes and Dinner): Dan Shockey, (408) 923-3927, DPShockey@earthlink.net.

See also the event press release by HMSA (www.hmsausa.com). Please make sure your friends know about this important event.

Classic Motorsports

The New Magazine About Old Cars



1 Year Subscription

for \$24.95

U.S. funds only. Canadian subscribers add US \$8 for postage.

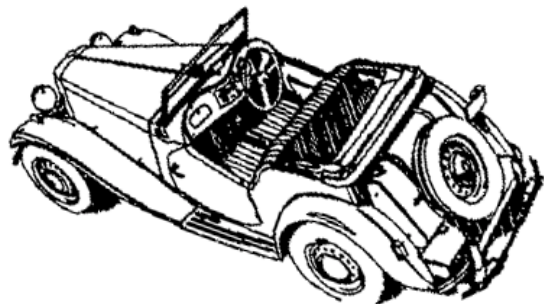
Call us at:

(888) 676-9747

Online: www.classicmotorsports.net

DRIP PAN

News and Articles from the Peninsula T Register



Spark Plugs for MGs — Update

Stuart Locke, who put together the Correct Spark Plug article in the February issue, reports that the Champion 2415 plugs were discontinued about 1.5 years ago. I was able to buy a few sets through local auto parts stores. The good news is that I got them for \$3.25 each instead of the \$6.00 reported last month. I wonder if some vendor might be encouraged to buy out Champion's leftover stock for resale to the rest of us.

Bob Wall likes the SplitFire plugs in his MGB (part number SF 6C). They are offered marked down at Kragen's sometimes. Please report your results with various plugs.

Dan Shockey

O'CONNOR CLASSIC AUTOS

MG Sports Cars
Parts Service
Restoration

1-888 FINE MGS

1-888-346-3647

1-408-727-0430

FAX 1-408-727-3987

2569 SCOTT BOULEVARD
SANTA CLARA, CA 95050

www.oconnorclassics.com

email: mg@oconnorclassics.com

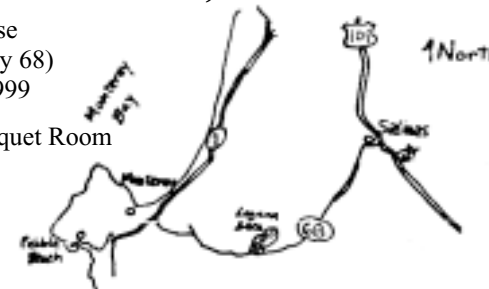
M.G. Reunion Dinner

Saturday, March 20, 2004

Will be held at Tarpys RoadHouse
2999 Monterey Salinas Hwy (Hwy 68)
Monterey, CA 93940, 831-655-2999

7:30 P.M. Cocktails: Library Banquet Room

8:00 P.M. Dinner in the Library



The Restaurant

A Mobile 3-star restaurant nestled in the rolling hills of Monterey. Set in the historic Ryan Ranch Homestead, which dates back to 1917. Tarpys Roadhouse successfully combines local history with fabulous, "Creative American Country Cuisine" and great personal service. The rambling stone structure has been a oasis since the 1940s when it housed the popular Cademartoris. Today, the extensive gardens, European-style courtyard and cozy fire-lit interiors have made it a popular destination, once again, for locals and out-of-town visitors alike. Executive Chef Michael Kimmel menu features updated versions of old fashioned "comfort" foods, using only the freshest ingredients.

Menu

Mixed Field Greens with Roma Tomatoes in a Red Wine Vinaigrette

Select One

Grilled Prime Rib of Pork with Bourbon Molasses Glaze, Apple Butter and Braised Red Cabbage

Classic Meatloaf with Wild-Mushroom Gravy and Roasted Garlic Mashed Potatoes

Select one

Chocolate-Espresso Bread Pudding with Bourbon Crème Anglaise

Lemon Ginger Crème Brûlée

Note: Vegetarian entrée available on request

Cost: \$40.00 per person includes choice of coffee, tea or ice tea

No host cash bar will be available

We are limited to 140. To RSVP, please send a check for \$40.00 per person made payable to: MG Owners Club, and send the check and your dinner selections along with your phone number to: **John Hunt 629 Burton Drive, Lafayette, CA 94549.**

Pre-payment is a requirement and is non-refundable, unless the event is already sold out.

Tech Session Photos

Dan Shockey Photos



Mike Jacobsen Tells All; David Lehr & Chuck Rooks Listen Up



Coffee, Tea and MG (and Donuts and Bad Jokes)



Lots of Room to Park Indoors: Don Davis's MGB-GT, Bill Hiland's Y Sedan and MGB Supercar-to-Be, David Lehr's MGA Coupe

Mystery MG Racecar

The club received an email from Gary Corsiglia of San Luis Obispo. I was given the slide of this photo of two race cars (below) at the Golden Gate Park sports car races in San Francisco from the 1952-1953 timeframe. The California-licensed car is a Ferrari Type 212. The vehicle of interest is in the middle. It has an MG Octagon logo above the grill. Any information on the specifics of this car would be appreciated. (See 1st photo.)



The Slide of an Unusual MG Racer at Golden Gate Park

Jennifer Steneberg received Gary's email and forwarded it to her father. George was interested and spoke to a friend who has lots of books and a strong interest and memory of such cars. He thought it looked familiar and helped George find some information about the car in a couple of his books.

George found that the car in the picture is an Emil Diedt bodied MG TC owned by John Edgar and driven by Jack McAfee. More information on the car can be found in the book, *American Sports Car Racing in the 1950s*, by Michael T. Lynch.

Other information came from a newsletter article by Michael A. Jacobsen of Southern California. John Edgar's special bodied, supercharged MG TC, better known by its number 88, was a crowd favorite. It was originally raced by Edgar with the blower but still with its TC body. Once it got the streamlined body, this car was a perennial class E winner in the hands of McAfee.

88 was used to promote the brand of supercharger it used, the S.CO.T. (not a typo). The second photo is from an ad that George found. The blower was claimed to provide a 50% peak power increase.



From an Ad for S.C.O.T Superchargers

About 1955, after Edgar sold it, the car turned up with a TR2 engine. Jacobsen reports that, It was a sad day when I recognized the car in the pot-boiler Cornell Wilde film, Devil's Hairpin, with racing sequences filmed at Paramount Ranch and at Riverside, for in one sequence the car was sacrificed in the obligatory crash and burn scene. (See 3rd photo.) Anyone have a copy of this flick?



From a Lobby Card for the Movie Devil's Hairpin. I Believe that #88 is the Car Portrayed Burning in the Air

George reports that it was very interesting doing the research and hopes this answers Gary's questions. Perhaps we should take tours to the old sports car racing sites around the area?

(by Dan Shockey from notes and research by George Steneberg)

Tune Up Tech Session For Dummies O'Connor Classics, Santa Clara, March 6, 12:30pm

Learn How to Tune Your Car Yourself

Tuning your car doesn't require a garage full of specialized equipment, expensive tools, or years of experience. Come to this tech session for beginners and learn:

How to check the ignition system

Points, plugs, and timing.

How to check the engine

Valve adjustment and compression.

How to check the fuel system

Filters, float levels, and mixture strength.

How to inspect items often overlooked

Vacuum and mechanical advance, valve lift, and choke adjustment.

When: Saturday, March 6, 12:30 p.m.

Where: O'Connor Classics, 2569 Scott Blvd, Santa Clara, 95050

Directions: From 101, exit at San Tomas Expy and head south

Turn left onto Scott Blvd at the first light

Follow Scott for approx. one mile

O'Connor's is on the left, past Walsh but before Martin

Safety Fast, January, 1986



Before



...After