

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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Photo by Bob Trencheny

Travis Ball's TC at the Hillsborough Concours d'Elegance.

June 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, 650-349-5128, rastine@rcn.com

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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: Position Open!

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

June 8, 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

June 30, 2006, (last Fri.), 7 p.m.

Lori's Diner

Stevens Creek Blvd., Cupertino (Near old spot)

Join us for an informal gathering in the South Bay. We'll meet in a 50s car-theme diner. There is plenty of room for us to park our cars together. We'll see if gathering earlier works better. Many car clubs meet at Lori's.

Directions: Take the Wolfe Rd. exit from I-280 and turn west. Turn right on Stevens Creek Blvd. Turn left a few blocks along into Lori's Diner. We generally park in the back of the lot. Lori's: 19930 Stevens Crk. Blvd, Cupertino 95014, (408) 257-1950

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

MG 2007 Planning Meeting

Saturday, June 17, 2006, 10:00 a.m.

In El Cerrito: New Time, New Place

At George Steneberg's home, 9 Pomona Ave, El Cerrito CA. This will be more convenient to those important folks in the North Bay. Come down over the Richmond Bridge, or down I-80, and exit before the Berkeley/Bay Bridge traffic.

Directions: Take either I-80 or I-580 to the Central Ave. exit in El Cerrito (north of Berkeley and Albany). Go east to San Pablo Ave and turn right. Take the first left onto Fairmont Ave. Cross Ashbury and turn right on Pomona. George's home is just after Ward Ave. on your right.

George: 510-525-9152, j2george@pacbell.net

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 Tbobj@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, mogul@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.

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.

1967 MGB. Aftermarket hardtop, wire wheels. Last run in 1987. Make offer. Parmodh Lachan, 510-780-9351 or 510-862-6012.

1979 MGB-LE, Hard/Snug and Soft Tops, 2 extra tires, Tonneau Cover, extra LE Stripe kit. Roger Burr, 72 Parkview Circle, Corte Madera 94925

1965 MGB, Recent restoration for auto cross, vintage racing, and driving to the beach. New engine, carb, interior paint tires and more. \$6000 or trade for a van or wagon. Ken 415-699-3549

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

All-British Field Meet Stays at Hayward

Mini Owners of America San Francisco has announced the Annual All-British Field Meet will be on June 11th at Cal State East Bay in Hayward. The field in Hayward is not available so they will be in a nearby parking lot on campus.

COMMERCIAL ADVERTISING IN *THE OCTAGON*

Direct all questions about advertising to Mike Jacobsen at 415-333-9699 or MikesMuseum@yahoo.com. 2005 rates are: monthly (yearly): full pg. \$25 (\$240), half page \$18 (\$175), third page \$12 (\$120), business card \$8 (\$75). All ads expire on Jan. 1st, and fees for a partial year will be pro-rated to that date. Deadline for ad materials is the 10th of the preceding month. The MGOC makes no claims as to the reputation or quality of work performed by businesses advertising in *The Octagon*.

MAKING CONTRIBUTIONS TO *THE OCTAGON*

Your stories, photos, tips, questions, and anything MGOC-related are always welcome in *The Octagon*. Please make your contributions by the 20th of the month preceding the issue in which you want them to appear. The editor's address is: Bob Trencheny, 601 Greylyn Drive, San Ramon CA 94583. Or, you may email contributions to Tbobj@aol.com.

RECRUITING MEMBERS FOR THE MGOC

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

Forthcoming Events

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

June 8 — **MGOC Natter & Club Meeting**, Page 23

June 11 — All British Field Meet, CSU East Bay at Hayward, Page 22

June 11 — ShrinersConcours, Rancho Cordova

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

June 9-11 — *Open Roads 2006*, Lake Tahoe www.goldengatehealeys.com

Continued on page 4

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Forthcoming Events (Continued)

- June 17 — **MG 2007 Planning Meeting**, Page 23
 June 25 — Palo Alto Concours, Loveable British Cars! www.paconcours.com
 June 25 — Classic and Hotrod Show, Santa Clara
<http://www.hospicevalley.org>
 June 25 — Chico All British Meet, Chico CA. <http://www.chicobritish.org/>
 July 3-6 — GoF West, Welches, OR, Area Clubs Caravan,
<http://www.gofwest2006.com/>
 July 15 — **Lake Chabot & Grizzly Peak Tour**, Pat Davis, Page 7
 July 23 — **North Bay Wine Tour**, Andy & Marla Preston
 July 28-30 — Champ Car Grand Prix of San Jose
 July 30 — Classics by the Sea, Half Moon Bay www.classicsbythesea.com
 Aug. 12 (Sat.) — **MGOC Annual Picnic**
 Aug. 18-20 — Monterey Historic Races, Features: Cooper & Laguna Seca
 Aug. 18 — Concorso Italiano, Seaside www.concorso.com
 Aug 20 — Pebble Beach Concours www.pebblebeachconcours.net
 Aug 25-27 — IRL Indy Grand Prix at Infineon (Sears Point)
 Sept. 9 — Palo Alto British Swap Meet at O Connor s
 Sept. 10 — Palo Alto British Field Meet
 Sept. 10 — Chico Concours, Chico www.chicoconcours.com
 Sept. 9-11 — California Melee <http://www.californiamelee.org/>
 Sept. 23-24 — **MGOC Tour to Sundial Bridge, Redding**
 Sept 23 — Ironstone Concours, Murphys www.ironstoneconcours.org
 Oct 1 — Concours at Serrano, Gold River www.nielloconcoursatserrano.com
 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. 21- 22 — **California Autumn Classic at San Juan Bautista**
<http://www.autumnclassic.100mregistry.com/>
 Oct. TBD — **East Bay Tour**, Bob Trencheny
 Oct. 26-28 — **NAMGBR Annual Meeting** Doubletree Hotel, Rohnert Park
 Dec. TBD — **MGOC Holiday Tea**

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took off the float bowl top, to see if the needle was sticking. I did find a little vacuum takeoff port on the manifold that was a bit loose and I tightened it, but this was obviously not a direct result of the motor mount job. I thought I better check spark, but it was all fine. Thus the problem had to be either a fuel system problem or a blown head gasket in the rear. But really I was trying to find a cause related to the motor mount replacement, as it ran fine before. With the rear three plugs removed, I forgot to remove the leads from the front three during the test, and discovered that the motor would run on the front 3, in fact, a bit smoother than with the rear three also in operation with whatever was wrong. I could hear the compression on the rear three pots and thought I better first look again at the carb and other fuel system items.

Now Jaguar engines are large, and there are quite a few hidden or nearly hidden components. There isn't much room for error, or for movement, as you can see by the fact that the throttle linkage could start to jam with a broken motor mount. Finally in casting my lamp around, I found the source of the vacuum leak that was the cause of the miss on the rear three cylinders. It was right next to and to the rear and below the vacuum port mentioned above, but partly hidden by the so-called water manifold (which runs water into the intake manifold to help it warm up). This was the hose attached to the power brake servo system. It appeared to have slipped off when the motor was jacked up to change the mounts. It all made sense. After this was reattached, the motor fired and immediately died. For two more tries there was no sign of life. Then I tried cranking it with a very open throttle, and it fired and ran with some coughing. It had somehow flooded during the prior operations and was way too rich to start. After this it ran fine. Collateral damage finally repaired.

I had also noticed, after changing the mounts, that Park would not engage. The car would roll and you could hear the park pin trying to engage. During a short test drive it became apparent that D and L were not where they were supposed to be either. So it does make some sense, that with the motor back in position the gear selector mechanism would need some adjustment to operate properly. I don't really understand why the gradual descending of the motor would not have affected the adjustment, but perhaps because it was slow it wasn't so noticeable.

There may be other related items that arise, as well. There could be things like loose exhaust clamps, loose heater hoses, etc. Anything that would be affected by a gradually settling engine, its great weight capable of dragging down various other items.

Hopefully in the end it will all be an improvement, and hopefully these new mounts will have a longer life than the originals. Hopefully my local parts store will still stock these Rambler mounts the next time, though it surely seems like a foolish item to continue stocking. I mean if it fit a '55-'57 Chevy that would be one thing, but Ramblers seem to be neither common nor a popular classic. I bet if I looked in Hemmings the column for Ramblers would not be too lengthy!

How One Thing Leads to Another

By Marty Ray, MGOC member

Recently I had a fine example of how making one repair can result in the need for various other diagnoses and repairs and adjustments as a result of what might be called collateral damage or perhaps collateral need for readjustments. I own a Mk. IX Jaguar, which some of you have seen, a big old boat of a car, though really quite elegant. This is a six-cylinder car with twin overhead cams and automatic gearbox, with power disc brakes on 4 wheels as well as power steering. Somewhat more complex than most MGs. This vehicle had been suffering for some time from the slowly increasing effects of two broken rear motor mounts, which were not identified until relatively recently. There was an annoying rattle from (I think) the exhaust hitting the frame. I had put off the job (procrastinated?) partly because the originals were somewhat expensive and had failed, and the heavy duty ones offered were way too expensive. But recently I noticed that when Reverse (on the PNDLR you know with automatic gearboxes you have the prendle and the less common pendler) was selected the car would not let off the throttle and would gather speed. This was due to the throttle linkage getting jammed as a result of the broken mounts. It was clearly time to change the mounts.

After some experimentation and research, I found that some transmission/ motor mounts stocked by my local parts store would fit with minor modifications, and these seemed perhaps stronger items. These apparently fit late 50s to early 60s Rambler cars, though it is a complete mystery why they were stocked routinely by the local parts store one rarely if ever sees such vehicles on the road. The best part of this was that at \$2.68 each one could break many of these and still not approach the cost of the stock type mounts. All I had to do to these mounts was to enlarge 2 holes and shorten a stud by a bit. They were just about the same shape and size. So I installed these, one side with a little difficulty and attendant curses.

I thought this would be a great improvement, but there were two problems initially following this repair. The fan hit the radiator valve remote control rod (this is so you can drain the coolant without crawling underneath). The motor was also running on fewer than all six cylinders. The remote control had been modified recently following installation of a custom ball valve on the radiator to solve a leaking original valve that eluded detection for several years. I was able to bend the fan blades back just a little to avoid this rod, but eventually the rod will need to be removed for further modifications, the custom valve having been installed during the period when the motor mounts were already broken. But what in the world would cause the motor to miss after this repair which seemingly had nothing to do with the motor itself? I looked around and found a throttle linkage shaft bushing which had slipped out of place, this needed to be fixed but couldn't make the motor miss. By feeling the two exhausts I could tell that the miss was in the rear 3 cylinders, so I looked at the rear carburettor some, even

President's Ponderings

MGs by the Bay Wraps up Another Season —Well, another year has brought us through our annual MGs by the Bay car show. I hope you enjoyed it as much as I did. As the proud owner of a 1968 MGB I'm really impressed with the number of really nicely restored MGBs in the club. The club membership is growing and we're seeing more cars with substantial investments of time and money at our events. The economy must be doing well, as demonstrated by our participants in this annual show.

I understand we did very well, financially, with the show this year. We had more sponsors than usual and the sales of regalia were brisk, as well. While it's fresh in your mind, why don't you let us know what you did (or didn't) like about the show?

Strange Weather — We had such beautiful weather during the car show and for the next week, I thought we might have skipped spring altogether this year. But, no the pouring rain today (5/21) was a not-so-subtle reminder that summer has most assuredly **not** yet begun.

Membership to Vote on Bylaw Amendment — By now you should have received information and a ballot for the pending amendment to our bylaws. We experienced a significant amount of turmoil resulting from various members' ideas of what we should or shouldn't do in memory of those passed. Consequently, the members at the May meeting supported the amendment.

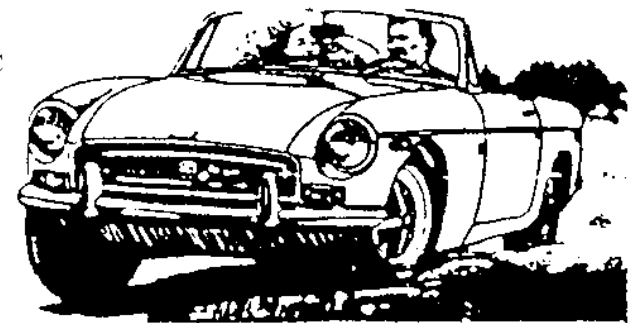
After reviewing the bylaws, I found several other items that should probably be addressed. We'll take a group look at them, with possible proposed amendments, at the June meeting. A suggestion was made to require a periodic review by the Executive Board or a committee to make sure current issues and changes are taken into consideration.

Happy Holiday —I hope you all enjoyed your Memorial Day weekend. I'm not able to drive on the Mt. Hamilton tour because we had previously made reservations to camp in Felton in our RV.

More Travel Plans —I'm going to have to miss the June membership meeting; I'll be in Wilmington Delaware. My grandson is graduating from high school on June 4 and we're having a party for him on June 10.

See you soon.

Bob Stine
President, MGOC
rastine@rcn.com



From da Ed

June 1, 2006

THREE CAR SHOWS IN THREE WEEKENDS IN MAY. The month started off with the Hillsborough Concours d'Elegance on May 7th. This year was the 50th anniversary concours and it was wonderful. There was no featured marque this year but all the cars were over 50 years old. American and foreign marques were well represented and our beloved MGs were represented by MGOC members Travis Ball and his TC, Bill Webb and his TC, Terry Sanders and Phil Frank with their MG SA Tickford Drophead Coupe, Neal Kirkham and his TB Tickford-Three Position Drophead Coupe. This was my second year attending and the show was even better than last year. The cars were great and the weather was perfect and not too hot.

Only six days later our MGs by the Bay invaded the San Leandro Marina for the second time. We had another perfect day with many good friends and fine cars. It was

Thanks to all who helped set up, tear down or just come out and show their cars. See pages 8 and 9 for photos and winners.

The third show in May was the All British Show at Dixon. I almost did not go to Dixon because the weather was predicted as rain. I decided to be cautious and not take the topless MG but instead took my daily driver BMW. I was disappointed to have left the MG home as most of the day was dry until the drive home when the rain came down hard. I was glad to be in the BMW and dry. Dan Shockey and Bill Hiland were there scavenging MG parts, Ray Watson was showing his MGB-GT and our own Andy Preston took first place in his class with his MGB-GT!

May was a great month of cars that is capped off with Little British Car Week May 27th to June 3rd. And then the next thing you know, its June and the All British Car Show and Swap Meet at Hayward and the Palo Alto Concours will be here. Robbie and I can't wait!

Let's Ride,
Bob



New Members

We had three new members join the MGOC at MGs by the Bay on 13 May.

Ed Browder of Aptos learned about the club from a friend. Ed has a TC he's owned for 33 years. Recently Ed has acquired an MGA twin cam as well.

Lynnette Bailey had her 1977 MGB one week when she happened to be driving down by the San Leandro Marina and saw our show. Her car is all original right down to the 8-track player. She and her family in England have owned several MGBs and this one is was a surprise gift from her husband.

Robert Freitas of San Lorenzo found us through our www.mgoc.org web site. Robert has a '73 MGB that he'd owned for a week by the show date.

Welcome to the MG Owners Club!

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If you read *The Octagon* in printed format there is a better, faster, cheaper, and easier way. *The Octagon* is also sent electronically to many members. They receive it sooner than the printed copy and they view all the pictures in color rather than black and white. If you would like to change your delivery and start receiving the electronic version of *The Octagon* contact Mike Jacobsen at MikesMuseum@yahoo.com. Mike can quickly change your delivery method and get you started on electronic delivery. And, changing to electronic delivery saves the MGOC printing and postage costs too.

MG

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

SHOCK ABSORBERS: Front Rear	
MGTC.....	165.00 165.00
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MGOC Regalia

Description	Qty	Each	Total
MG Owners Club Regalia			
Club Jacket — Black & tan with embroidered MGOC logo (See note 1 below)		\$60.00	
Pennant — Red MG Owners Club, cream canvas, 9 in. high by 17 in. long		\$10.00	
Grille Badge — MGOC logo, 4 in. high, mounts with one stud through grille		\$35.00	
Grille Badge — SF Peninsula T Register, 4 in. high, mounts with clip at base		N/A	
Patch — 3 in. diameter, embroidered black MGOC logo on white		\$6.00	
Patch — 6 in. & 3 in. diameters, SF Peninsula T Register logo		\$6.00	
Cling — 3 in. diameters, black MGOC logo on white background		\$2.00	
MG Car Club of England Regalia (Notes 2 & 3)			
MG Car Club Grille Badge — 3 in. dia., mounts with studs through grille		\$55.00	
Key Fob — Black leather fob with cloisonn MG Car Club logo		\$10.00	
Lapel Pin — 0.5 in. by 1 in. enameled metal MGCC badge		\$6.50	
Outside Window Decal — 5 in. by 5 in. brown & cream MGCC logo		\$1.00	
Inside Window Decal — 2 in. by 3 in. brown & cream logo; reads Member		\$1.00	
Round Mug — British Racing Green with gold MGCC logo and rim		\$10.00	
MGs at Jack London Square Plaques			
Dash Plaque — 2006, black on silver MG ZBMagnette		\$2.00	
Dash Plaque — 2005, blue on silver MGA Coupe		\$2.00	
Dash Plaque — 1995 through 2004		\$2.00	
T-shirts — See note 4 below		\$5.00	
Total Amount Enclosed			

Notes

1. Jackets are specially ordered, though we try to keep a selection of sizes on hand. These are generally delivered at an event or meeting. Please indicate size: Small through double extra large.
2. MG Car Club regalia are affected by the exchange rate and prices are therefore subject to change.
3. Please note that while orders are shipped as they are received, some items are stocked from England and have a long lead time. If we run out of stock, we will notify you if the delay will be more than three weeks.
4. Leftover T-shirts from our May show are available at this special price at future May shows and at the Palo Alto All-British in September.

Ship To label — please print!

Name _____
 Address _____
 City _____ State _____ ZIP _____
 Phone number in case we have a question about your order _____

Ordering Information

- ◆ All prices include tax, and shipping is FREE except for jackets and T-shirts.
- ◆ Make checks payable to MGOC — sorry, but we cannot accept credit cards or cash.
- ◆ Send orders to: **MGOC Regalia, 5518 Thomas Ave., Oakland, CA 94618-1752**

Lake Chabot & Grizzly Peak Tour

Saturday, July 15, 2006

Picnic and Beautiful East Bay Scenery

From our rally point at the Englander Pub in San Leandro, we'll start out going up Estudilio Ave. Then we'll hit the road going around Lake Chabot to meet Lake Chabot Road and drive to Seven Hills Road. From there we'll take a left and go to Redwood Road and then drive Redwood Road all the way to the Grizzly Peak area. From there we'll return to the Englander for beers and such.

Time: Meet at 9:30 a.m., Depart at 10:00 a.m.

Place: The Englander Pub, San Leandro (See page 23 for directions)

Bring: Picnic Lunch

More Info: Pat Davis, patrick.j.davis@pfizer.com, (510) 727-9351

**An MGOC Tour
Suitable for All Cars**



A modified MG-TD negotiates a hill climb in Southern California in 1952. Note the racing hood and cycle fenders.

MGs by the Bay 2006

This year's MGs by the Bay was held at the San Leandro Marina for the second year in a row. We were lucky enough to have a picture perfect day and plenty of picture perfect cars.



Web Sites of Interest

We are growing even more — <http://www.frapppr.com/mgocbayarea>

Bob Wall's MGs by the Bay Photos -- <http://tinyurl.com/pve9n>

Bob Stine's MGs by the Bay Photos -- <http://tinyurl.com/nl3fo>

Bob Wall's Mount Hamilton Tour Photos -- <http://tinyurl.com/o6zdp>

Mt. Hamilton — Down the Backside Report

By Bob Wall

Saturday morning loomed cloudy and breezy, and just got cooler and breezier at the top of Mt. Hamilton. We had beautiful weather for driving our sports cars in the twisties after we headed down the backside though. And although this trip is organized under the auspices of the MGOC, I like to open up my trips to all British cars. The Mt. Hamilton trip is also open to *all* sports cars, not just British gems.

We had 15 cars; all were technically British (a couple of new Minis (BMWs) showed up, but at least they are still made in England). Mostly there were MGs, but also a couple of Healeys and a Morgan.

We left Alum Rock Plaza in San Jose shortly after 10:00 and headed up the hill. The first part of the drive was pretty uneventful, at least from my point of view up front. We stopped at Grant Park, about $\frac{1}{2}$ of the way up, and everybody got out and looked at all of the cars. But after some of us received the lecture last year, we kept a rather leisurely pace this year. But we didn't even see the resident campus cop this year. He wasn't there. We spent about an hour at the Observatory and had the obligatory tour.

We then headed out on the road again, going down the backside. I told everybody I would be a little mellower going down, and I didn't have *too* much trouble sticking with it. I had hoped that the wild flowers were still in bloom in the meadows. If so we would stop for photo ops but they weren't. We stopped at Lolli's junction to regroup and take a breather.

After leaving Lolli's, we got back into some twisties. I soaked a guy on a motorcycle as we both hit a ford (a creek crossing the road, not the car) at the same time.

Eventually, about half of us made it to Niles and Bronco Billy's Pizza Place. Some people didn't come on down to Niles, and they told me they wouldn't. A couple of people came back down the front side of Mt. Hamilton, so they missed the best part of the drive.

All-in-all, it was another great trip up and down Mt. Hamilton and I can't wait for next year.



Your Car Could Be a Star

A movie starring a chrome bumper MGB is being filmed June 4th through July 1st in Lake County near Kelseyville. The production needs to find three different versions of the same car — any 1963 to 1974 MGB roadster with chrome bumpers. The first one has to run and it is a car that needs restoration. The second car is a car or shell that we are going to actually do some work on to show the restoration process. It does not have to run as it will be in the garage the entire time. The third car is the beautiful pristine restored car. If there are any members who have any of those three cars, or if they have spare parts/tools that might be used to make our shop look more authentic they would be of use to the production. If anybody is interested they should call Johnny Rowles at 818-920-6037 or e-mail jrowles@usc.edu.

You Could Be an Author

Do you have a story to tell, or something interesting to share with the MGOC? I am always interested in articles or stories of any length for *The Octagon*. If you have a flair for writing give it a try! Submit any articles by the 15th of the month to get them published in the next edition. (June 15th for July) If you have pictures or art work they are always welcome too. With 280 club members we all have an MG story to tell.

MGs by the Bay First Place Winners

MG TC — Bill Webb	MG TD — Stuart and Joyce Locke
MGA — Mike Conklin	MGA Coupe — Ed Browder
Early MGB — Gerald Martin	Late MGB — Frank Oglesby
MGB/GT — Paul Holzhauser	Midget — Vern Lindsey
MGC — Kent Leech	Racer — Tom and Bev Morgan
Pre War — Dan Shockey & Nancy Shane	Saloon — Mike Jacobsen
Custom — Bill Hiland	Special — Terry Sanders
Technical — Barbara & Neil Bradley	Daily Driver — Devin Hiland
	Premier — Mark Lambert

A total of 91 cars registered for MGs by the Bay

A spread sheet of all winners is posted at www.MGOC.org

Congratulations to All the Winners!



Bob Wall's MGB-GT at MGs by the Bay





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 3895 Mammoth Cave Court, Pleasanton, CA 94588

Charles Francis Skip Kelsey May 10, 1933 — May 10, 2006

Skip passed away peacefully at home in Pleasanton, California on his 73rd birthday after a year and a half struggle with ALS (Lou Gehrig's disease). He was born and raised in Oakland, CA. He was an Oakland Police Officer (1959-1984) where he met and married MGOC and SSTS member, Verna Rose Kelsey. They were married in 1970. He served 42 years with the United States Navy and retired in May 1993 as a Master Chief. He was always so proud to serve his Country.

Skip was an all around guy. His first love of hobbies was MG sports cars, and owned three old MGs. His favorite car was the 1952 MGTD, which he named the Windmachine. The car along with his wife Verna, have been to Mexico, Canada, and most of the US. He loved this hobby. He founded The Sorry Safari Touring Society, an MG Club from the San Francisco Bay Area in the early 1960s. He founded Shadetree Motors, in 1973 (MG Parts Specialist) which operated from his home in Pleasanton, CA; and the business still continues with 5,000 plus customers. He also was also a member of the Confederate Air Force, for those with the interest of old airplanes, and played a wonderful classic piano which he adored.

We honored Skip at *MGs by the Bay* with checkered ribbons, with the original poster painting presented to Verna by Nancy Shane, and by *Anchors Aweigh* beautifully sung by Pat Nugent and the Ole Blue Genes band.



Skip and Verna
 Kelsey's MGB-GT at
MGs by the Bay.

Photo by Bob
 Trencheny

DRIP PAN

News and Articles from the Peninsula T Register

The 10,000 Mile TD

The 10,000 mile TD will travel from Palm Springs, CA to *GoF-West* at Mt. Hood, OR, to Seattle and back to the High Country Tour at Sedona, AZ, this summer. We would enjoy visiting those MG or Maggie fans along the route and having any tips for mechanics, special places to see or traffic alerts.

Northbound: (dates approx.) Ventura 6/24, Monterey 6/25, S.F. 6/26, Ft. Bragg 6/28, Brookings, OR 6/29, Newport 6/30, Portland 7/1, GoF 7/3-5, SEA 7/6

Southbound: Route — TBA, Sea > Sedona Sept. 29-Oct 7, HCT 10/8-10 Sedona, Palm Springs 10/11-12

Rick Malsed & Maggie

The 10,000-Mile TD: See www.mg3club.org/rickontheroad.htm for 2004 trip pictures.

I am now planning a UK 2007 trip to England with Maggie & my MG TD for 2-3 months of touring. Any & all help and advice is always very welcome.



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Thanks from the Mardi Gras T s

To: Mike Jacobsen
The MG Owners Club

Dear Mike, Sorry I haven't gotten back to you sooner. Post Katrina life has been very stressful. I work for a developmental center for the State of Louisiana serving people with developmental disabilities. After a couple of months relocated to another city and working 16 hrs, 7 days a week working directly with the people who live here. Then returned to find the state is in the process of closing the facility. My best option is to retire (so I can starve to death slowly). At least I will have time to fight with contractors and insurance companies about repairs at home. I am one of the fortunate ones in New Orleans. I still have a home, garage, cars and my family is safe.

My future plans are to do what I love, work on MGs (and get a part time job to make ends meet). In July I am going to start rebuilding T-type Lucas distributors, transmissions, etc.

I wish to again thank your club for thinking of us. The Pizza check was forwarded to the British Motoring Club of New Orleans to utilize at their spring show. They made plans to serve pizza during the show since the Delgado College student Union was flooded during Katrina, as well as all the restaurants in the area. At the last moment, the student union food service started operation (opened for the show) and considering how much the College does for the British Car Show, it was decided not to serve pizzas. Instead, at the awards ceremony, The MG Owners Club was announced as sponsoring four classes of MGs and your complete letter was read during the ceremony (including the intended pizza parties), after which you all received a standing ovation for your thoughtfulness. It was also stated that all proceeds from the show go to the scholarship fund for the automotive department. I think there were 111 British cars at the show including 15 from the Mardi Gras T s MG Club plus cars from other hurricane areas (Mississippi, Alabama, Florida, etc.) We received a good bit of thanks for your club's thoughtfulness. I am enclosing a copy of the BMCNO newsletter with your letter published in it. Personally, I was looking forward to pizza.

Thanks Again,

Mike Lewis, Tech-Opinionator, Mardi Gras T s MG Club

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



MG 2007 Artwork

Club member Nancy Shane completed work on the main logo art for the national meet we are hosting in July, 2007. The goal of the artwork was to convey the glories of wine-country touring and also include San Francisco as a secondary theme (particularly for those from out of state).

The committee looked at many ideas and chose the image shown above. The logo will be used on regalia, awards and promotional pieces. A modified version will likely be required for very small uses such as dash plaques.

Thank you to Nancy!

Palo Alto Concours d'Elegance Special Corral Opportunity!

Planning to attend the Palo Alto Concours? Well this year will be especially exciting since Loveable British Cars are being featured. What makes this a special event for MGOC is that the organizers have defined Loveable British Cars as those that sold new for under \$3,500. That makes almost all of our MGs eligible and none of the Jags, Bentleys, and Rolls Royces in the running. To gather as many Loveable British Cars at the Concours there will be a car corral for them. The cost to park in the special Corral is \$40 for car, driver and passenger or \$25 for car and driver. Regular admission is \$20. For more details on the Concours and the Corral check www.paconcours.com and for the car corral application check http://www.paconcours.com/2006/Enter/Brit_Corral_App.pdf

MGOC Meeting Minutes for May 11, 2006

Attending: Ken Gittings, Randy Grossman, Mike Jacobsen, Dave McCann, John Milsap, Marty Ray, Dan Shockey, George Steneberg, Bob Stine, Bob Trencheny, David Wright

Called to order: 8:06

Minutes of Previous Meeting: The minutes were approved as printed in *The Octagon*.

Treasurer's Report: We still have a positive cash flow, but many bills for MGs by the Bay will become due later this month.

Registrar's Report: Members — Regular: 214, Auxiliary: 52, Associate: 1 Corresponding: 13, Total: 280

Secretary's Report: No business to report.

Regalia Report: We have one MGOC grille badge remaining in stock. It was voted to reorder from Ron Hazlehurst, our original supplier. A sample badge was shown at the meeting. The edges of the new badge follow the shape of the flags in our logo, including the empty space above the word Owners. We will order 50 badges at a cost of \$28.96 each, for a selling price of \$35. This cost is substantially higher than the original estimate, due to changes in tooling. The Triple C price per badge is less, but Triple C will only quote quantity 100, which is too many for us to purchase and carry in inventory. It's taken the Club over six years to move the original 50 badges.

The Regalia ad in *The Octagon* needs to be updated. David Wright, the Regalia chair, has marked up a copy of the ad, and Bob Trencheny and Mike Jacobsen will update the newsletter ad.

David said that our stock of MGCC items is running low, and he will soon need to reorder.

The Octagon Report: The electronic version of *The Octagon* is not out yet due to a miscommunication between Mike and Dan Shockey. Extra copies of the May issue were printed, with membership applications bound in, for distribution at MGs by the Bay. Mike is working on a template for the newsletter.

Past Club Events: No report.

Upcoming Club Events:

Mt. Hamilton Tour, May 27 — Bob Wall's annual Mt. Hamilton Tour has been postponed due to weather. The location and meeting time are unchanged, just the date.

MGs by the Bay, May 13 — Set-up begins at 7:30 that morning. Registration packets will be created after the meeting. Our application for the site was finally approved by the San Leandro Police Department. We have 60 cars pre-registered, which is about _ of normal. Other items:

- Volunteers are scheduled for morning shifts — the afternoon will be ad-libbed.
- A shopping shuttle will be provided for those that would rather

be at the outlet stores at Marina & I-880 instead of the show.

- Nancy Shane framed her original artwork for the show poster as a gift for Verna Kelsey.
- We have a surplus of cardboard sheets — several were saved from last year.

Old Business:

MGOC grille badges — See the first entry under Regalia Report.

New Business:

Motion to compensate Nancy Shane for creating the poster art for MGs by the Bay — The motion failed.

Motion to donate MGs by the Bay T-shirts to Kelsey family — This did not pass, but a second motion to provide the shirts at cost did pass.

Motion to establish a committee to develop criteria for awards and/or dedication of MGs by the Bay show in memoriam for active members who have recently passed away — The motion failed.

Who is going to MG2006 to represent us at the NAMGBR banquet and make the presentation for our club about MG2007? — Dave McCann and Mike Romo are attending.

Motion to send flowers to Verna Kelsey — Motion made and passed to either send flowers or make a charitable donation in Skip Kelsey's memory, Verna's choice, not to exceed \$100.

Motion to have the Executive Board take responsibility to make the decision for spending up to \$100 on sending flowers, sending a card, or making a charitable contribution, in memoriam for a late member or their spouse. — The motion passed, but requires a change to the Club Bylaws. A Bylaws change requires a vote by the entire membership, with two-thirds approving. Mike will send out the mailing.

Next Meeting and Natter: June 8 at The Englander.

The meeting adjourned at 9:10. Submitted by Mike Jacobsen.

Reprinted from the MG Owners Club, of England

