

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.
San Francisco, CA 94131-3141
<http://www.MGOC.org>

INSIDE THIS ISSUE

Forthcoming Events.....	3-4
President's Ponderings.....	5
From da Ed.....	6
Annual Picnic Pics.....	7
Palo Alto British Car Tour and Show, Sept. 9-10	8
Drip Pan.....	10
Regalia.....	11
Tribulations of MMM Motoring.....	12-14
Sundial Bridge Tour, Sept. 23-24	14
Car Humor.....	15
MGOC Meeting Minutes.....	16-17
Maintaining the Breed.....	18
Volunteers Needed / Web sites of Interest.....	19
Stereo Speaker Upgrade for your MGB.....	20
A Day at Laguna Seca.....	21
Classifieds.....	22
Monthly Meeting Calendar.....	23



John Hunt and John Milsap take in the Corkscrew action at Laguna Seca.

Photo by Bob Trencheny

September 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

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

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

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

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

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

Corresponding Secretary: George Steneberg, 510-525-9125,

j2george@pacbell.net

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

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

BobTrencheny@gmail.com

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

MikesMuseum@yahoo.com

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

CLUB ADVISOR PROGRAM

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

MGB 1962-74: Marty Ray, (831) 475-6204, martyray@cruzio.com

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

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

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

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

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

Z-Magnette Saloon: Eric Baker, 510-531-7032, mgpb36@yahoo.com

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

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

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

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

Natter & Noggin and Club Meeting

September 14, 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.

MG 2007 Planning Meeting

Saturday, September 16, 2006 9:30 a.m.

In El Cerrito: Same Time, Same 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: 510-525-9125, 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 Tbobjx@aol.com.

1979 MGB: White w/ tan top. 124K miles. Recently smogged. JVC am/fm/cd. Ask \$3100 or best offer. F. Granum (408) 262-1115 San Jose

1978 MG Midget: \$3000 or reasonable best offer. SSTs member Dave Bohler, Novato, (415) 897-4915, lawrence.bohler@verizon.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@sbglobal.net or (415) 706-5646.

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

1965 MGB: Recent restoration for autocross, 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

1965 MGB: Please save it from the CRUSHER! Four new fenders and a Snug Top with a 1965 MGB roadster as a Bonus. Includes "FAST MG" license plates! All yours for \$2,500. Ken (510) 791-8445.

1970 MGB/GT: Wire wheels. Good title. No engine. \$500. Member Dan Shockey, San Jose, mogul@earthlink.net (408) 923-3927

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

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

1960 MGA Coupe: New red paint, black interior, glass/seals. Chrome is outstanding. Car looks/runs great. 1800B engine. Ready to go on the road or to the show in current condition. California car. \$13,500 Bill Bauerfeind (510) 499-3961, billbauerfeind@sbglobal.net

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 Tbobjx@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

Sept. 9 – Palo Alto British Tour to the Sea

Sept. 10 – **Palo Alto British Field Meet**, Club Caravan & Booth, page 8

Sept. 10 – Chico Concours, Chico www.chicoconcours.com

Sept. 9-11 – California Melee www.californiamelee.org

Sept. 14 – **Club Meeting**, page 23

Continued page 4

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



Forthcoming Events (Continued)

- Sept. 16 – **MG 2007 Meeting**, El Cerrito, page 23
 Sept. 23-24 – **MGOC Tour to Sundial Bridge**, Redding, page 14
 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 TC Club's 50th Anniversary, Inn at Morro Bay, ARR
 Oct. 21-22 – **California Autumn Classic at San Juan Bautista**
www.autumnclassic.100mregistry.com
 Oct. 22 – **Brisbane Marina Festival**, Free, Park on the lawn, Bob Stine,
 Info: (650) 583-6975
 Oct. 26-28 – **NAMGBR Annual Meeting**, Doubletree Hotel, Rohnert Park
 Nov 4 – **MGOC East Bay Tour**, Bob Trencheny
 Dec. TBD – **Holiday Tea**

Jim Griffin & Son
British & European Car Repair

GERALD GRIFFIN
 PHONE 650/589-7619



FAX 589-7635

1261 SAN MATEO AVE., SAN BRUNO, CA 94066

A Day at Laguna Seca

By Bob Trencheny

The Rolex Monterey Historic Automobile Races, informally known as "The Historics," have been a great part of the famous week of classic cars at Monterey for 33 years. John Hunt and I went down to Laguna Seca on Friday August 17th for the practice day before race weekend. Shortly after arriving we ran into John Milsap who was there solo to watch the practice day action. We met up a little later and spent the day touring the entire track and watching well over 100 cars from various classes run practice laps. We were lucky enough to see several MGOC members on the track. I was very surprised the crowd was so small on practice day and would recommend that anyone interested in going to Laguna Seca go for the practice sessions to avoid the crowds. Following a great day at the track John and I went to the well known Tarpy's Roadhouse for dinner before driving back to the East Bay.



MGOC's Ferdinand Schoch in his TD



A TC from British Columbia



1959 MG Byers Special



The only J2 Racer at the track

A Stereo Speaker Upgrade For Your MGB!

by Ken Gittings

Now you can have stereo in a vehicle that wasn't made to have stereo. You even use the original location. The Dual Voice Coil company makes the DVC 3015 speaker. It is 5 x 7 inches and fits into the original console in the '62-'67 Series I MGB and MGB-GT. The DVC 3015 has a 140 watts peak power and dual tweeters. The speaker sounds great. I recommend you get four 6-32 KEPS nuts instead of the stock nuts and washers. I paid about \$54. Brian at O'Connor's Classic Autos (see ad elsewhere) said he will order them.



President's Ponderings...

Annual Picnic at Tilden Park Draws Large Crowd – An exceptional number of people and MGs showed up for our MGOC Annual Picnic this year. Joanne, my wife, was particularly happy to see so many women attending. She really enjoyed talking to them. Virtually everybody won a raffle prize and I think everyone enjoyed themselves. Once again, a number of members of *Sorry Safari Touring Society* joined us...a very nice group of people.

We went to a different area of the park this year and I think we all agreed that it was perfect for our venue. The park provided plastic table cloths for the tables, we had plenty of parking and a clean restroom was onsite.

I learned something about lighting a barbecue for a large group of people this year...the entire bag was thrown into the pit and lit. The bag successfully ignited all the briquettes! I think we probably didn't need so many coals, but it worked great.

Palo Alto British Tour and Show September 9th and 10th – This is another event I always look forward to. On Saturday, we'll drive the back roads from Stanford Park in Palo Alto to Cameron's Pub on the coast. The tour is free and the food, camaraderie, and sights at Cameron's are always worth the participation.

The car show takes place Sunday and is always interesting. In addition to our cars and other British cars, the Arcane Auto Society usually participates with some very interesting and fun entries.

Reno Air Show Distracts President from September MGOC Meeting – I'm sorry I'll be missing the meeting in September, but I'll be in Reno that day. The Reno Air Races are a large draw for me and, this year I'll be visiting my sister who moved to Sparks and my other sister's daughter who moved to Reno.

Want to get Involved in MG2007 Planning? – As I've mentioned in previous issues of *The Octagon*, our planning sessions for MG2007 are progressing well. However, we can always use more input from members. This event will affect all our members, so we'd like your input. A couple controversial issues have cropped up recently and it would be beneficial if we had more people participating in the discussions. So, check the *Meeting Calendar* on page 23 to see when the next meeting will take place and consider going.

Bob Stine
President, MGOC
rastine@rcn.com



From da Ed...

August 30, 2006

I have to start this month with a big thank you to Ken Gittings, John Hunt, and Dan Shockey for sending me articles for *The Octagon*. It is great to have participation from the members and adds a good perspective to the newsletter. Also, thanks to MGOC President Bob Stine for covering the Annual Picnic in his monthly column.

We certainly did have a great turn out. I think I managed to get everyone on my list of attendees which included: Bob Wall, George Steneberg, Ed Sigismondo, Mark Hertz, Andy and Marla Preston, Greg Paulsen, Steve and Cheryl Glenn from the SSTs, Sandie and Bob Swain, David and Christine Wright, Eric Baker, Marty Ray, Scott Johnson from SSTs, Dan Hampshire, Randy and Melissa Grossman, Dan and Nancy Shockey, Mike Jacobsen, John and Sharon Hunt, and Bob and Beth Trencheny. If I missed you on my list, we still enjoyed having you at the picnic. We had a great time admiring cars and seeing everyone. Thanks to Mark Hertz for

getting the picnic site for us. It seems we only get this large a turn out twice a year for the picnic and the annual dinner. Let's try to get the members out to more events. We have at least one event per month so get it on your calendar and come out and enjoy the fun.

Speaking of events, I am leading a tour in the East Bay on November 4th. Although I have not determined the route yet, I plan for the tour to include lunch and end in Danville at *the 2006 Sunset Magazine House of Innovation*.

And I promise this year not to include any second class, goat trap roads this year! So bring your aging suspensions and low hanging mufflers for a good tour.

We are quickly approaching the fall which means more great driving weather for our MGs. Get out and drive before winter arrives. Once it is here you will be yearning for an opportunity to get behind the wheel of your MG!

Let's Ride,
Bob



Volunteers Wanted

At the MGOC Club meeting in August your MGOC Directors agreed the club should have a scribe and photographer. The scribe should be available to attend the monthly meetings and take the minutes. Until July of 2007 the scribe would also be responsible for taking minutes at the monthly MG 2007 meetings. Minutes can be taken long hand or typed directly into a lap top. The photographer should be a member who attends many of the tours and events of the MGOC. Pictures would be posted on the MGOC web site and sent to *The Octagon* editor to be included in newsletter. If you are interested in either position please contact one of the directors and come to the September meetings.

Web Sites of Interest

We have 20 members located – <http://www.frappr.com/mgocbayarea>

Felix Wong's trip to Colorado –

<http://felixwong.com/news/2006/07/goldies-drive-to-co/>

MG in Oklahoma – <http://tinyurl.com/gan5t>

Good Cars Gone Bad – <http://tinyurl.com/fbgan>

SAN PABLO EUROPEAN



SERVICE · DIAGNOSIS · REPAIR EUROPEAN · JAPANESE · HYBRIDS

BERKELEY

1519 SAN PABLO AVE

510-524-1036

www.sanpabloeuropean.com

MG

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

SHOCK ABSORBERS:		Front	Rear
MGTC.....	165.00	165.00	
MGTD & TF.....	185.00	80/95	
MGA.....	79.95	59.95	
MGB, MGC, Midget.....	79.95	59.95	
HEAVY DUTY UPGRADE.....	10.00	10.00	
SHOCK LINK (New or Rebuilt).....	\$call		

BRAKES : sleeved and rebuilt

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

CARBURETORS: COMPLETE REBUILDING

Disassembly, cleaning, bores rebushed, new throttle shafts, jets, needles, float valves, gaskets, Flow bench tested.....\$395.00/pair

CARB BODIES REBUSHED:

and new throttle shafts.....\$75.00 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. SH \$4.00-\$8.00 per item. FREE CATALOG. www.applehydraulics.com

APPLE HYDRAULICS

1610 Middle Road, Calverton, NY 11933
831-369-9515, FAX: 831-369-9516

Toll Free 800-882-7753

View, MasterCard, C.O.D. Free Catalog

Maintaining the Breed

By John Hunt

Maintaining a vintage car can be challenging at times due to finding the rights parts. Fortunately, if you have an MGB, one of the best selling sports cars of all times, there are many dealers and distributors. The challenge is not in finding the part, but the part that is manufactured with the same pride and quality as the original.

There are a number of businesses that sell parts for the MG and often all they can confirm with you over the phone is that they have the right part. Often they can not or will not discuss the quality of the part or where it is manufactured.

As need and funds become available, I am slowly trying to restore my 1971 MGB GT. Most recently I replaced the fuzzy interior trim around my windows with the correct brown color to match my 1970's autumn trim. I saw an ad in Classic Motorsports for Bristleflex by MacGregor. I ordered from them and was very impressed with the quality of their product, so I thought if anyone else in the club is considering replacing their interior trim they should consider this firm. As a matter of fact, he has samples that he can mail to you.

A bit of background on Martin MacGregor. He is a former British Leyland Trim Engineer and spent 14 years with British Leyland. His firm now makes interior trim for all major British cars from Austin Healy to TVR.

You can reach them at MacGregor British Car Parts 55 Head Street, Dundas, Ontario L9H 3H8 Canada. Their toll free number is 1-877-777-6381 and website is: www.macgregorukcarparts.com



Annual MGOC Picnic

Club President Bob Stine did a great review of the annual picnic at Tilden Park on page five so just pictures from Bob Wall and Bob Stine here.



George Steneberg's recently completed 1952 TD Mk. II

Admiring the "new" Mineral Blue MGA coupe which won Best in Show



The MGOC Ladies Auxiliary?

MGOC Caravan & Booth: Palo Alto British Tour & Show September 9th & 10th, 2006

See last month's newsletter (www.MGOC.org under "Articles.") for the details on the Saturday tour and Sunday show.

MGOC Tour to the Event: The MGOC has traditionally gathered at the Sears parking lot in Mountain View at San Antonio Rd. and El Camino Real on the morning of the event (Sunday). This allows us to park together (by arriving together) and is optional, of course. Meet at the parking lot by 9:00 a.m.

Continued from page 13

The PA still has the other problems that it has before and I confirmed that it dog-tracks (goes down the road crooked). It was a bit crooked before. The wreck doesn't seem to have solved any of those problems! My father has had two green cars in his life and has had two accidents. This was my first green car.

I drove the PA on a hard test this spring, a Club tour to the top of nearby Mt. Hamilton, site of the Lick Observatory, then down the "back side" through Livermore and to the one-time film capital of Niles. The MG climbed the hill well but was challenged staying on the road on the long downhill sections with tight corners. The brakes are marginal for spirited driving and the car drifts around all the corners. The roads were highly crowned and had dirt and gravel, with big drops and no guard rails. There was one turn in particular where I thought I was heading out but the P held the road. There were two water-splashes on the drive, along with lush green grass and lots of wildflowers. It was quite a memorable drive. It will need to be memorable since the drive convinced me not to undertake such a tour again until I get the car extensively rebuilt. I need to finish my TD engine rebuild before I pull the PA apart again, both so I'll have a classic MG to drive and to clear some space for another disassembled MG.

But I hope to see many of you again with the PA at Palo Alto and San Juan Bautista.

Daniel Shockey

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

OLD BUSINESS:

Regalia: No update this month on a new jacket order. We want to have some to sell at Palo Alto.

Club Website: There was talk about whether Jennifer Steneberg wanted to keep doing it. (She has done it for many years now.) Jennifer replied that she is okay either giving it up or keeping it. Robbie Trencheny has expressed interest in taking it over.

Annual Dinner Venue: John Hunt looked at several places with various price point options. John had a quote from Scotts in Walnut Creek, and Skates and His Lordship's at the Berkeley Marina were suggested. We will vote on the location next meeting. John should try to hold the space if required in the meantime.

NEW BUSINESS

50th Anniversary Memorabilia: We discussed getting special dash plaques and/or lapel pins made. We can sell these as well as they them to members at a special event. Mike J. will look into options. We will need special art work for this purpose.

DISCUSSION ITEMS

Charity Fund Raising Event: Two members, Randy Grossman and John Hunt, have proposed that we consider hosting a fund-raising event. They are thinking of a rally, either of the TSD or gimmick types. Their thinking is for a \$25 entry fee there's a \$500 "award" for the winner to dedicate to a charity of the winner's choice. John and Randy will do more investigation and report back.

Brisbane Marina Festival (Oct. 22): This event is free for invited clubs (which includes us). It is like a street fair with live music, free boat rides, boat tours, vintage and antique cars, and so forth. This is the same day as the British meet in San Juan Bautista but many members will prefer to go to the Brisbane event. Bob Stine will head up the event for the MGOC.

Skip Kelsey: The SSTS made nice stickers as an additional memorial for Skip. They offered to give us enough to mail with our newsletters. The problem with that for us is that our newsletter is right at an ounce and adding the sticker would cost us 24 cents per newsletter. We plan to distribute them at upcoming events including Palo Alto.

Next Meeting: Bob Stine will miss the September meeting. Nina thinks she will be able to lead the meeting.

Meeting Start Time: Bob Trencheny asked about starting the meeting earlier, a 7:30 p.m. Several of the members stated traffic problems with getting to San Leandro before 8pm.

The meeting was adjourned at 9:35 p.m. The next business meeting is to be held Sept. 14, 2006, at the Englander.

Respectfully submitted,
Daniel Shockey, MGOC Secretary

Minutes of the MGOC Business Meeting, August 10, 2006

The meeting was called to order at 8:01 p.m. by President Bob Stine. Also present were: Nina Barton, Dan Shockey, George Steneberg John Hunt, Randy Grossman, Mike Jacobsen, David Wright, Bob Trencheny, and future member Curt Karner (1965 Midget).

July Minutes accepted as printed.

Treasurer's Report: Renewal checks are building the balance back up. We are expecting \$1500 additional "seed money" from NAMGBR for the MG 2007 account. We have no outstanding bills.

Registrar's Report: We have 288 total members at this time with about 76% that have renewed so far. We are up to 15 corresponding members, primarily those who have moved to other parts of the world. (We charge less for corresponding memberships.)

Secretary's Report: No news. Dan did not get the agenda in time to email to members in advance of the meeting. We are working to do that whenever possible to give members an opportunity to comment or attend the meeting.

Regalia Report: David Wright ordered and received four MG Car Club grille badges. We will need to sell these at \$55.00 each to cover the expenses. David tried to order the green mugs but was told that the vendor doesn't carry the MG items any longer. He will look for other vendors. (Suggestions welcome.) He also ordered MG Car Club key fobs but they were out of stock at present. We could get items made with our Club logo as an alternative.

The Octagon Report: Bob Trencheny asks that we designate scribes for club events in advance or at the beginning of the event. This way we will be sure to get reports for the newsletter.

PAST EVENTS

Lake Chabot/Grizzly Peak Tour: Nice drive by new leader Pat Davis. We had some folks from the Sorry Safari club join us for a total of 11 cars. This was a test of doing a short, "confidence-building" tour close to town.

Sonoma Wine Country Tour: Another great event by Marla & Andy Preston. It was a very hot day keeping many folks away but the ranks were swelled by SSTs members and some North Bay British club. We had 14 cars out.

UPCOMING CLUB EVENTS

Annual Picnic (Aug. 12): Bob Trencheny has reserved a site working with Mark Hertz. Bob will get some cases of soft drinks and water. Mike will bring the left-over prizes from MGs by the Bay. Nina has award ribbons and will get them to George or David.

East Bay Tour (Nov. 4): Bob T. picked this day and will end the tour at the Sunset Show House. That may encourage spouses to join in.

Palo Alto Brit Meet: We will gather as usual with the club booth and regalia for sale. We will meet at the Sears parking lot as we have in the past.

Sundial Bridge Tour (Sept.): We discussed plans for this event being coordinated by David Wright, Rich Kenny, and Dan Shockey. We need to find a nice lunch stop where north area folks can meet us.

MAGNETTE MARK III

Pedigree saloon with debonair lines and dashingly twin carburettor performance. Panoramic vision fore and aft. Big-capacity luggage boot. Luxuriously appointed interior, with polished Indian walnut fascia-panel and real leather upholstery. Safety glass throughout.

MGA 1500 (4111hp)

Power with punch and flexibility. Speed with rock-like stability. The trimmest lines and the toughest chassis. The instant response of fade-free front disc brakes. These are features that put today's higher-powered MGA in the front rank of Britain's sports cars.

Safety Fast!

THE M.G. CAR COMPANY LIMITED, SALES DIVISION, COWLEY, OXFORD
London Showrooms, Stratton House, 46 Piccadilly, London, W.1
Covering Business: Nuffield Agents Limited, Cowley, Oxford and 41 Piccadilly, London, W.1

Twelve Months' Warranty and backed by BMC Service - the most comprehensive in Europe.

Huge MG Garage Sale

September 15, 16, 17

9:00 am to 4:00 pm (No Early birds!)

Liquidating the late Skip Kelsey's
personal 50 year collection of MG parts,
tools, literature, and goodies.

Great Deals! Great Prices!

Shadetree Motors
3895 Mammoth Cave Court
Pleasanton CA
925.846-1309

Receive *The Octagon* in Color

Contact Mike Jacobsen at MikesMuseum@yahoo.com to receive *The Octagon* electronically and in color. You will receive it faster and in color and save the club money on printing and postage.



Shadetree Motors, Ltd.
MG PARTS SPECIALIST

Retail - Wholesale
Discount Pricing
Authorized Moss Motors
Parts Distributor
MC/VISA/AMX/DISC.

Tel. & Fax (925) 846-1309
www.shadetreemotors.com
3895 Mammoth Cave Court, Pleasanton, CA 94588
email: kelsey@shadetreemotors.com

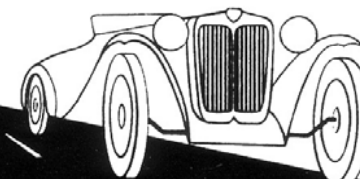
Car Humor

An Englishman and a Scotsman are driving head on, at night, on a twisty, dark road. Both are driving too fast for the conditions and collide on a sharp bend in the road. To the amazement of both, they are unscathed, though their cars are both destroyed. In celebration of their luck, both agree to put aside their dislike for the other from that moment on. At this point, the Scotsman goes to the boot and fetches a 12-year-old bottle of sherry. He hands the bottle to the Englishman, whom exclaims, "May the Scots and the English live together forever, in peace, and harmony." The Englishman then tips the bottle and gulps half of the bottle down. Still flabbergasted over the whole thing, he goes to hand the bottle to the Scotsman, whom replies: "No, thanks, I'll just wait till the Police get here."

O'CONNOR CLASSIC AUTOS

Brian O'Connor

British Sports Cars
Parts Sales
Service



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

Tour to Redding & the Sundial Bridge

With “Hot Dam” Tour

Sept. 23 & 24, 2006

The MGOC plans to take in the new and stunning Sundial Bridge, created by famed architect Santiago Calatrava. We have been interested in seeing it since it opened in 2004. The bridge is supported at one end by a tall pylon that also serves as a working sundial.

The plan is to meet at the Marie Callender restaurant in Fairfield for a 10am departure on Saturday morning. This will allow folks from the North Bay to not have to go out of their way and make a break for those from further south. We plan to drive I-5 but take it easy and make many stops. We'll have a nice lunch break then also stop in Red Bluff to visit Martin Hveem's MG restoration shop.

After checking into our motel, we have been invited for dinner to club member Rich Kenny's acreage amidst his large collection of MGs and old tractors. You are welcome to camp at Rich's if you wish though there are no showers available. There is an Aston-Martin restoration shop in Redding that we may be able to visit. We plan to take in the lights on the Bridge Saturday evening. (We are trying to stay a bit flexible and not push along too hard.)

We plan to have a leisurely Sunday breakfast at the Oxford Suites (free to guests, \$6.50 for others). Then the Redding British Car Club will take us on their favorite “Hot Dam” Tour on Sunday morning. We'll see the very large Shasta Dam along with the Whiskey Town and Keswick Dams. We plan to again visit the Sundial Bridge on this tour.

We will again take it easy coming home Sunday afternoon, stopping for a late lunch and get back to the Bay around 5:00 p.m. (You are not required to travel with the caravan, of course.)

Tour Details

Meet: Before 10:00 a.m. at Marie Callender's, Travis Blvd. exit from I-80 in Fairfield. Turn right on Travis then make two lefts into the parking lot. There is shopping, gas and other restaurants.

Destination: Redding, Northern California. This will be about 220 miles from Fairfield. We figure 4 hours of driving.

Motels: **Oxford Suites** (530) 221-0100, \$79 (Mention MG Group); **River Inn** (530) 241-9500, \$58. These are on Hilltop Rd. Other motels nearby.

RSVP (if coming) and Info: David Wright (phone) or Dan Shockey, (408) 923-3927, mgmogul@earthlink.net

❖ MGOC Regalia ❖

Description	Qty	Each	Total
MG Owners Club Regalia			
Club Jacket – Black & tan with embroidered MGOC logo (See Note 1)		\$60.00	
Pennant – Red “MG Owners Club”, cream canvas, 9” high by 17” long		\$10.00	
Grille Badge – MGOC logo, 4” high, mounts with one stud through grille		\$35.00	
Grille Badge – SF Peninsula T Register, 4” high, mounts with clip at base		\$35.00	
Patch – 3” diameter, embroidered black MGOC logo on white		\$6.00	
Patch – 6” & 3” diameters, SF Peninsula T Register logo		\$6.00	
Cling – 3” diameters, black MGOC logo on white background		\$2.00	
MG Car Club of England Regalia (Notes 2 & 3)			
MG Car Club Grille Badge – 3” dia., mounts with studs through grille		\$55.00	
Key Fob – Black leather fob with cloisonné MG Car Club logo		\$10.00	
Lapel Pin – 1/2” by 1” enameled metal MGCC badge		\$6.50	
Outside Window Decal – 5” by 5” brown & cream MGCC logo		\$1.00	
Inside Window Decal – 2” by 3” 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 ZB Magnette		\$2.00	
Dash Plaque – 2005, blue on silver MGA Coupe		\$2.00	
Dash Plaque – 1995 through 2003		\$2.00	
T-shirts – See Note 4		\$5.00	
Total Amount Enclosed			

❖ Notes

- 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.
- MG Car Club regalia are affected by the exchange rate and prices are therefore subject to change.
- 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.
- 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 Avenue
Oakland, CA 94618-1752**

Tribulations of MMM Motoring

PA2108 received a good amateur restoration during the 30-year tenure of the prior owner. He had never driven it, however, so it was left to me to find all the problems while learning something about the overhead cam MGs. It was exciting, to say the least, learning right hand drive, non-synchro shifting, and all the other driving idiosyncrasies of the model. I quickly had to begin learning about oddities such as cable brakes and rear wheel oil seepage. I found problems with at least three of the hubs, the races spun on both front and the axle loose from the hub on the right rear. I had only more modern sports cars before so I expected to be able to drive and use this MG, too.

I was starting to get the hang of driving and maintaining the PA when disaster struck. Coming back from our local all-MG show, rod bolts broke or came loose causing a rod to be thrown. This punctured the bottom of the water jacket. I can assure you that it is a very sick feeling to watch all the coolant coming out of the engine via the dip stick hole. I was driving the PA at 60 mph when it let go.

Now I found myself starting the long process of understanding the Midget motor, acquiring special tools, and disassembling the little jewel. Damage was not as bad as I feared: the head appeared undamaged and the block repairable. The prior owner had the cylinder head rebuilt in England but did not rebuild the crankcase. I found a loose rod bolt nut and cotter pin in the crankcase along with a broken rod bolt with the nut and pin still attached. With the invaluable assistance of fellow club member and J2 owner Bill Traill, I was able to find quality workmen who were willing to rework the crank and block and perform the other machining required.

I had to wait about a year for the block to be welded. The craftsman finally decided to use the old blacksmith method of heating the whole block with 80 pounds of charcoal in an outdoor slab/oven then welding the hole and cracks while it was red hot. He was able to get at the hole at the bottom of the cylinder both from the bottom and from the water jacket access. The block also had the typical "jacking" crack at the front of the block and showed evidence of prior welding. The two craftsmen were able to modify the crank and rear housing to accept a modern lip seal at the rear. I had the clutch disk resurfaced with Kevlar since another key craftsman told me I would thus be able to clean the disk if it got oiled. (The clutch works very well.)

I feel like I have assembled the engine about three times since I had to re-do most operations two or three times. I was most worried about getting the crank assembled and set with the proper clearances, getting it into the block with the center bearing assembly, aligning the front gearcase and generator, and getting the valves to the right length and installed correctly. I bought books and found articles, talked to everyone, and made extensive lists of operations and parts required. A time-consuming job was hand honing the rocker faces and valve stem ends. Assembling the head to engine with the cam followers aligned correctly was quite a challenge.

I finished the engine assembly, with fingers and toes crossed, about two and a half years after I broke it. Then I had to discover how it all went back together. I was quite thrilled that it started right up, once I got the fuel pump and carbs working again, of course. But at least I understand those. I had some oil leaks that took some time to deal with. One was from the valve in the line leading to the oil gauge. I finally had to buy a new valve. Then I was struck by the oil leak under the generator. This one really worried me until I found a note about the likelihood of the bearing locating stud causing such a leak. I was able to seal this with teflon tape. The head above the generator appeared to leak a little at first. I had made a little cardboard "fan" to place on top of the generator to spin off any oil before it got to the generator. But I soon found that I didn't need that. The prior head rebuild included the lip seal in the head around the vertical shaft. I worried a lot over whether the generator spun smoothly enough.

With the engine back in and running, I resolved to take it easy especially due to my new, amateurish rebuild. I bought a small trailer to take it to events rather than have to drive it on the rude, busy Bay Area freeways. My wife Nancy and I had a great drive to Bodega Bay with the Abingdon Rough Riders, the local TC and MMM club. That was a hard 100 miles plus drive with a lot of scary corners on Highway 1. I decided it was ready for further adventures and signed up for the GoF West held in July, 2005, held along the central coast of California and organized by the NAMMMR's own Larry Long. Getting there was an adventure but the PA was safe on my trailer.

A daring friend, David Wright of Oakland, joined me for the gimmick rally at the GoF West. David remembered riding often in a PA while in the RAF. Once he rode a goodly distance to base in the back of the two-seater. We had a great time and stayed out of trouble, until – you were expecting that "until" – coasting through the tourist town of Solvang, California, the traffic in front of me stopped quickly for a pedestrian and I was not paying proper attention. I think I had relaxed after the rally as we cruised back to the motel for lunch. I ended up collected on the back bumper of the SUV in front of me and even pushed it into the vehicle in front of it, scaring the pedestrian badly.

The tires and wheel took the initial shock of the impact until the tie rod bent. The van bumper left its shape in my radiator and front fenders. Fortunately it missed the frame and also missed the headlamps. David's nose ended up against the ignition switch and key, bringing a lot of blood. (I will find a way to mount shoulder belts.) I had finally gotten the PA back on the road after three years and now I had wrecked it. We were instantly surrounded by MG people following us on the rally. We had found a way for everyone at the meet to know who we were and we received the coveted hard luck award.

After working things out with the insurance companies and following acceptance of my own human frailties, I resolved to put the MG back on the road quickly. I got a radiator shell from a helpful MMM member and had a new radiator core built. I pounded out the fenders with two large hammers and decided they could be saved. I had a lot of trouble fitting the pieces back together, mainly because the radiator is too high and crooked, though I didn't realize that until it was together. (See photo.) I then drove the PA 30 miles each way to the All British meet in Palo Alto and 60 miles to the similar meet in San Juan Bautista, staying off the freeways.

Cont. page 14



At Lolli's Junction, Photo by Dan Shockey