

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



UPCOMING CLUB EVENTS

General Meeting & 'Natter, Apr. 14 th (Thurs.)	23
Mt. Hamilton Tour, Apr. 16 th (Sat.)	7
South Bay 'Natter, Apr. 29 th (Fri.)	23
MGs By The Bay , May 7 th (Sat.)	11-13

INSIDE THIS ISSUE

Calendar of Events	3
Dixon Meet; "Fast & Furious" Movie	4
Marque Madness; Silverstone 2005	5
From the Editor	6
Mt. Hamilton Tour	7
Tech Sessions Reports	8
Parade Report	9
<i>The Drip Pan</i> – More <i>Click & Clack</i>	10
TD Tech Session; MGs By The Bay Info	11
MGs By The Bay Registration Form	12-13
Santa Cruz Tour Report	14
New Members; Notes from Members	15
Lester MGs; MG2007; Donut Derelicts	16
March Meeting Minutes	17, 20-21
Cross Country to Virginia, Part III	18-20
Classified Ads	22



Somewhere North of Santa Cruz. Photo: Marty Ray

April 2005

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 2005

President: David Wright, Oakland, 510-653-3831

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

Activities Director: Randy Grossman, 510-483-3171,

r.m.grossman@comcast.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, MGmogul@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-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. Carburetters: Marty Ray, 831-247-5863, martyray@cruzio.com

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

Natter & Noggin with Club Meeting

Apr. 14, 2005 (Thurs.), 8 p.m.

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

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

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

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

South Bay Natter & Noggin Friday Evening, Apr. 29, 2005, 8 p.m.

Join us for an informal gathering in the South Bay. We'll meet at the Britannia Arms on DeAnza just north of Hwy 85, between Cupertino and San Jose. The pub's parking lot fills up on Friday evenings but we can park together in the business lot across the side street (Fallen Leaf Lane), if necessary. We are again looking for a better meeting spot.

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

Directions: From Hwy 85 south of I-280, take the DeAnza exit and go north. Make a U-turn at the 2nd light past the highway. The Pub will then be on your right. Try the lot in front of Galaxy Lighting. If we're not there, check the business parking lot north of Fallen Leaf Lane.

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

Attention!!

Have your MG painted by a fellow sports car lover with 14 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 MGmogul@earthlink.net

Five 14"x5.5" Minator knock-off wheels. Excellent condition. Photo at www.mgoc.org click on Photos. It's the 3rd row down, 3rd photo to the right. Red/white MGB #119. Member Bob Frank, 415-897-4840, robert@rfassoc.com

1965 Austin Healey Sprite, red, \$4995 OBO. Fun little car that runs well. New brake lines, new hoses & belts, new speedometer & odometer, new door hinges. Much work done on electrical & exhaust. Member Karin, ktroedsson@hotmail.com

Wanted: MG 1600 or 1622 engine for a friend with a TVR. Don Davis, 408-358-9744, Member Don Davis, fstcobra@hotmail.com.

1976 Midget For Sale. Runs great with Weber downdraft and stainless exhaust. Spare/new/used parts. Non-member Gary Salberg, (530) 521-9700.

Two MGTDs, both 1953. One is complete and unrestored with 62k original miles. Runs and drives, is presentable. The other is about 85% complete and partially restored. Trade both MGTDs for a restored MGTD. Cash could be added either way. Non-member Ralph Davis, Auburn, CA, rjdesq@sbcglobal.net

MGB Weber conversion intake manifold circa 1982, for a single 45DCOE. Includes carb. mounting studs/nuts, throttle-shaft cable adapter tab, anti-vibration washers. \$40.00 – you pick up in central San Francisco. frank.pohl@netzero.com

1947 MG TC Correct TC in glossy Cream with Moss Motors green leather interior and trim. TC engine block increased to 1500 cc by Mike Goodman with MG TF SUs. Receipts for over \$23k. Less than 2,000 miles on engine. Price \$22,950.00 Firm. Member Bill Webb, billsquel@comcast.net (Photo page 9.)

1953 MG TD to sell. Body and Interior mostly restored. Engine worked on extensively. Beige with brown fenders. Asking about \$12,000. Non-member Sandy Lauren (friend of member Eric Baker), 510-444-4044, slauren813@yahoo.com

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 MGmogul@earthlink.net

RECRUITING MEMBERS FOR THE MGOC

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

Forthcoming Events

MGOC (which is us!) events are in **bold** type. SSTS: Sorry Safari Touring Society, ARR: Abingdon Rough Riders

Every Sat. – Donut Derelicts, Los Altos, Martinez, page XX

Apr. 14th (Thurs.) – **Natter & Noggin, General Meeting**, page 23

Apr. 16th (Sat.) – **MGOC Mt. Hamilton Tour**, Bob Wall, page 9

Apr. 24th (Sun.) – Open House, Sportscars Ltd., Sacramento

Apr. 29th (Fri.) – **South Bay Natter & Noggin**, page 23

Apr. 29 – May 1 – Grand Am Sports Car Races, Laguna Seca page 5

May 1st (Sun.) – Hillsborough Concours

May 7th (Sat.) – **MGs by the Bay** (San Leandro Marina) – MGOC, page 12

May 14-15 - Moss British Extravaganza at Buttonwillow, See Moss Website

May 21st (Sat.) – Steinbeck Country Wine Open House

May 22nd (Sun.) – **Dixon British Car Meet**, page 3

May 28th (Sat.) – **Tech Session**, Jim Carlson's home, Saratoga, page 11

June 3-5 - Wine Country Classic Vintage Races, Sears Point, **MG Caravan & Corral** (Sun.)

June 11th (Sat.) – **Celtic Festival at Ardenwood Farms**, Fremont, MG Display

June 19th (Sun.) – **Hayward British Car Meet**

June 24-26 – **MGOC Crater Lake Tour**, Randy Grossman

June 26th (Sun.) – Palo Alto Concours

July 7-10, 2005 - **NAMGBR Annual Meet**, Olympia, Washington, Local clubs caravan, James Brown, www.MG2005.com

July 11-15 - **GOF West**, See February *Octagon*, www.gofwest.com

July 12-16 – **NAMGAR GT-30**, Michigan, Mike Jacobsen driving!

July 22-24 – Silverstone MG Car Club 75th Birthday, England, Features BMC/BL works cars and team drivers, page 5

Late July – **North Bay Wine Tour**, Marla & Andy Preston

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)

Aug. 7th (Sun.) – **MGOC Annual Picnic, with Poker Run**, Peninsula
 Aug. 11-14 – Rendezvous, Yachats, OR, Area clubs caravan
 Aug. 12-14 – Monterey Historics
 Sept 10-11 - **Palo Alto All-British Meet**
 Sept. 24 or 25 – **MG Corral & Track Tour**, Laguna Seca, (Tentative)
 Oct 15-16 – **Autumn Classic**, San Juan Bautista
 Oct. TBD – **Bob Wall Tour**
 Oct. 23rd (Sun.) – Del Monte Forest Rally, Pebble Beach Sports Car Club,
 Open to all, MGOC member Warren Pierce, wdp389@pacbell.net
 Nov. TBD – **Pierce Manifolds Tour**, Dan Shockey
 Dec. TBD – **MGOC Holiday Tea**, Grossmans

Dixon Brit Meet

The pre-registration deadline is May 4. The cost is \$20 to show a car versus \$30 this year at the gate. See www.UBSCC.org. Mail checks to: UBSCC, PO Box 161974, Sacramento, CA 95816.

“The Fast and the Furious”

When I was pawing thru the cheap \$1.00 DVDs at Walmart, I found *The Fast and the Furious*, the 2nd film made by the legendary Roger Corman. This is a “must see and keep” film that includes sports car racing in Calif in the '50s. I won't give away the plot, but I believe the racing is either at Pebble Beach or Torrey Pines (San Diego). Almost every sports car of the '50s that we old timers remember is in the movie: Jag XK120 (the star of the movie), MG-TD (I won't say what happened to them), Allard, Nash-Healey, Austin-Healey, TR-2, Aston-Martin, even a Jowett-Jupiter. Plus some support cars including a Nash and a Kaiser!

Don Davis, Los Gatos



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.shadetreemotors.com>
 3895 Mammoth Cave Court, Pleasanton, CA 94588

Secretary's Report: The Secretary will mail a thank you gift to Jennifer Steneberg, our most-important Web Master.

Registrar's Report: Club membership presently stands at 261.

Regalia Report: There is still interest in having club jackets made. (See below.)

Octagon Report: Mike suggests that we need an on-line version of the Octagon that reads in page order. The current versions are designed for printing. This may encourage more folks to get the color version online and save the expense of printing and mailing.

PAST CLUB EVENTS

Annual Dinner: The Annual Dinner cost the Club about \$560 this year compared to \$800 in 2004. This is a bit above the targeted \$10 per person subsidy that was approved.

UPCOMING CLUB EVENTS

(See list in *The Octagon*. Other than *MGs By The Bay*, we did not discuss other events specifically at this meeting. A separate planning meeting was held since the last business meeting. See the March *Octagon*.)

OLD BUSINESS

Annual Dinner Awards: Bob Stine proposed that thank you gifts and awards only be given to those that attend the dinner. Those qualified to receive such awards should receive a special invitation.

Club Jackets: We agreed to authorize spending up to \$240 to obtain a sample jacket. After much discussion, a committee comprised of Nina Barton and John Milsap and others will quickly seek to find another source from the jackets with the goal of having an attractive sample for the *MGs By The Bay* event. We elected, however, to make getting a nice design jacket a higher priority than having it by May 7. It looks like we can do both. We discussed whether we should only supply one color or let folks choose a color. I don't believe a resolution was made to that question.

NEW BUSINESS

NAMGAR GT in Michigan: The Club received a request that we consider the donation of items for the raffle at this July event. We agreed to send an MGOC grille badge.

MGs BTB Awards: As discussed above, a motion was made and accepted to increase the awards budget to \$933.37. (It was \$840.00)

NAMGBR MG2007: The North American MGB Register has offered to let us host their 2007 annual convention. Their events coordinator has offered to visit to discuss this in person. Dan was directed to get more information. (We made a proposal a year ago to put on such an event for NAMGAR so have a lot of the prep work begun.) Member comments are solicited. 2007 will be the Club's 50th anniversary.

The meeting was adjourned at 9:37 p.m. The next business meeting is to be held April 14.

Respectfully submitted,
 Daniel Shockey, MGOC Secretary



Let me make another slight detour at this point to mention that several years ago my father had mentioned that he'd been in every one of the continental United States except for Washington and Oregon. If you've been keeping track, you'll note that this trip included both of those already. Somewhere along the trip he mentioned that he couldn't recall ever being in Nebraska. It was probably when I mentioned that during the trip several years ago when I drove the '70 MGB from California to Ohio and then back to California, I drove completely around Nebraska without going in. Because of this, and because Kansas presented no great attraction, we drove through Nebraska. I'm not saying Nebraska is better, but it is different.

After that, we finished the trip to Ohio by going down I-74 to Indy and then back on I-70 to Springfield. There was a stop at Skyline in Indianapolis (we are both aficionados of Cincinnati Style Chili, and Skyline is our favorite). I was in Springfield for several days, before continuing on to Richmond in the truck and moving in (with my computers and an inflatable bed). I was there a week before the rest of my stuff arrived. The two days in a mostly empty apartment before the cable and Internet were installed were kind of boring.

A couple of weeks later, I flew to Ohio so Dad and I could drive the MGs (two for the first time) to Indy for Indy British Motor Days. This is a nice event. They put on a gimmick rally on Saturday and a nice show on Sunday that attracts four or five hundred cars. We've come in as high as second in the rally, so we expected to finish well. We didn't do so well this year, coming in 10th, so we'll have to work on that next year. The weather was nigh unto perfect this year, so it made a very nice weekend.

I spent Sunday night at my parents' house, and Monday I drove the '64 MGB to Richmond. I went down US35 to Charleston, West Virginia, and then took I-64 to Richmond from there. I did make one excursion (not counting the detour for high water in northern WV) when I drove through Fayetteville, WV to drive across the New River Gorge Bridge. It's the largest single-span steel arch bridge in the Western Hemisphere (in the world up to last year), and the second highest in the US. You can't see much of the bridge when crossing it, but the view of the gorge is spectacular. There's a park service visitor's center on the north rim that has places to get a good view of the bridge.

From there it was just to follow I-64 into Richmond, and parking my old MG in my new garage. Pictures from the trip can be seen at <http://David.McCann.ws>, there are links at the left side. Look for Road Trip 2004. Other pictures can be seen here also.

March Minutes, Continued from page 17

13. Cardboard Sheets: These are back. (We didn't need them last year.) Bob Stine will order the sheets and pick them up prior to the event. We will take everything to Randy's home on Friday. John Milsap will borrow a truck to haul everything to the event Saturday morning.

15. Bands: The Hot Rods will be our only band. We need to confirm we have enough power available for their needs.

19. Traffic direction: we will need volunteers for this task.

We will meet to assemble the handout packets on Saturday, April 30th, at 10:00 a.m.

Volunteers: We need volunteers for registration, passing out T shirts, placing cars, and other tasks. Contact Mike Jacobsen or Randy Grossman to volunteer.

Back to the regular meeting...

Treasurer's Report: The Club is solvent. Bank balances are still at a seasonal high.

Marque Madness, Laguna Seca

Grand Am Sports Car Series, April 29 – May 1

The Gran Am Sports Car Series event at Laguna Seca features club participation. They call it, "The First 'All Clubs' Sports Car Festival." It sounds similar to our events last year, the MG Reunion and the Festival of Marques. The big exception is that this event is **NOT** free to participants.

There will be reserved marque corrals, parade laps for clubs, tech sessions, a BBQ with racing drivers, an autocross of Thursday and Friday at the Marina airport, and a Tour de Vin scenic wine country drive. The NorCal Mini club is participating.

The "Full Festival" driver's ticket is \$175. A weekend only passenger ticket is \$75. Full pricing and more info at www.marquemadness.com



Silverstone International

MG Car Club 75th Birthday Celebration

July 22-24, 2005

We don't often promote overseas events but this one promises to be a humdinger. The main feature is a massive display of BMC/BL works racing and rally cars along with their team drivers and mechanics. There will also be the largest MG trade area in the world and a special feature celebrating the 50th anniversary of the MGA.

	<p>William Shaw</p> <p>(415) 924-1450</p> <p>36 Industrial Way Behind Cost Plus Greenbrae, CA 94904</p>
--	--

From da Ed...

Greetings, fellow enthusiasts. I hope you are able to remember how great it is when the MG is running well and the road and weather make it all worthwhile. We live in an ideal place for sports cars, except for the crowding and the traffic. In Oregon we used to pack most our driving and show events from July to October.

The newsletter is rather late this month. In fact, I seem to be running late every month. I have become very busy working six days a week. If you'd like to help out, let me know. It is a fun way to become very involved in MG

activities and even become known world-wide!

Last minute tasks are being taken care of for our big event, *MGs By The Bay*. If you can place a poster where car folks might see it, I will mail one to you. We are starting to sign up volunteers, too. Call or email Mike Jacobsen or Randy Grossman to volunteer.

We'd like your feedback on whether we should consider putting on a national meet in 2007. We have an opportunity to do so with NAMGBR. 2007 will be our 50th anniversary as a club.

Get the events marked on your calendar!

Dan'el



With 1935 MG PA Midget

Further north into Utah, there's a stretch of road that runs along the Colorado river just south of I-70. The routing software said it would make the trip several miles shorter, but also several minutes longer. It seemed like it might make an interesting interlude. As it turned out it was well worth it. The canyon there is not as deep or wide as other parts along the Colorado River, but as you're at the bottom looking up it gives you a different perspective. It's called Utah Rt. 128 if you're interested.

We spent Wednesday night in Grand Junction, Colorado (more or less), so we could experience the Glenwood Canyon stretch of I-70 during the day. I'd driven this road several years ago, but at night. It was quite spectacular even at night, and so it'd been on my list of things to see since then. It didn't disappoint. I-70 curls in and out along the canyon bottom, just above the Colorado River and in and out of tunnels. The westbound lanes are cantilevered over the eastbound lanes to fit four lanes of freeway into the canyon. From there I-70 proceeds up to the Eisenhower Tunnel, to cross the Continental Divide. We then continued on down into Denver and then followed I-76 toward Nebraska.



Route 128 and the Colorado River Valley. McCann photo.

(Continued on page 20)

MG

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

SHOCK ABSORBERS: Front Rear

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

BRAKES : sleeved and rebuilt

MGB, Midget caliper.....	\$75.00
MGA, MGC caliper.....	\$145.00
MGA, Midget twin master 1956-1957.....	\$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, bodies rebushed, new throttle shafts, jets, needles, float valves, gaskets, Flow bench tested..... \$395.00/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.
SH \$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

Jim Griffin & Son
British & European Car Repair

GERALD GRIFFIN
PHONE 650/589-7619



FAX 589-7635

1261 SAN MATEO AVE., SAN BRUNO, CA 94066

Cross-Country to Virginia, Part III

by MGOC member Dave McCann

The job I was doing in Corvallis, Oregon, ended. The best project around looked to be in Richmond, Virginia. Now I find myself in Richmond and things are good. I had originally planned to flat tow the MG (my white '64 MGB) behind my truck, but my father suggested that he fly out and drive the truck and I could drive the MG.

When we last left Dave, he was crossing Arizona. It was around 105 in Phoenix. We drove through over 100 degree weather for three or four hours.

I probably should have put the top up, but I've got this thing about tops on MGs.

We found the people who were holding the seats for me (got a bit lost, does the term sun-addled mean anything to you?), and after finally getting there and getting the seats we decided to wait out the rest of the afternoon in air-conditioning. Late that afternoon we headed for Flagstaff. Altitude and sunset conspired to improve the day significantly as we proceeded from Phoenix to Flagstaff. We had a little scare with the truck, as it was smoking intermittently going up the grade from Phoenix. (The MG was fine; the back up vehicle had trouble; go figure.) Because of this we decided to stop in Flagstaff so we could visit a Ford dealership the next morning.

My father and I had been through Flagstaff twelve years ago and ate in a nice little Italian restaurant. It was good place, so we went back. It was good this time also. Wednesday morning I went by the Ford dealership and their 5 minute opinion was that it was probably just a combination of the heat and the grade (and it had always burned a little oil; all my vehicles do), but if I wanted them to look at it they could get me in the day after tomorrow.

We decided to risk it with the truck and press on (Flagstaff is nice, but not that nice; and we had a schedule to keep). After that, still early Wednesday morning, we headed for Monument Valley. Dad wanted to stop at Goulding's Museum and Trading Post. It's been there longer than they've been shooting movies in Monument Valley, and there's a building there that was in some of the movies (it was John Wayne's house in one of those movies). From there we continued on up through Utah toward I-70 (along US191 primarily). Along US191 we went through another town where we stayed several years ago (the same trip twelve years ago, as mentioned above). The interesting thing here is that Dad and I had argued for most of those twelve years about which town that was. Turns out we were both wrong.

<p>Martin Hveem Automobile Restorations</p>	
<p>Tel: 530 529.6450 Fax: 530 529.6452 1520 Schwab Street Red Bluff, CA 96080 martinhveem@earthlink.net</p>	<p>Classic & Antique Restoration Service Repair</p>

Mt. Hamilton Drive “Down The Back Side”

Saturday, April 16, 2005

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

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

The drive to Lick Observatory is challenging, as it is a little over 20 miles (365 turns) of some of the coolest (i.e.: narrow and winding) roads in the Bay Area. There are hairpin turns, wide sweeping curves and lots of uphill, (then downhill on the way down the backside). Lick Observatory is 4200 feet above sea level. The views from the road and the observatory alone make the drive worthwhile. Once there, we will take a break at Lick Observatory, have lunch, and perhaps get a tour. This will also give our poor little machines a chance to cool down. We have made this trip a few times now, including a couple in the spring, and everybody has loved it.

Then, it's down the backside of the mountain through Lolli's Junction and on into Livermore. Another 50+ miles of outstanding roads for our cars. The wildflowers may be in bloom in the meadows, so we might also make a couple of stops for photo ops. We will drive through Livermore to Highway 84, then head west. This eventually turns into Niles Canyon Road, another cool drive, although not very challenging. We will end the drive in the historic little town of Niles. This was the movie capitol before Hollywood. Some of the earliest westerns were filmed in and around Niles. We'll stop for refreshments at Bronco Billy's Pizza Place.

Meet: 10:00 a.m., Saturday. April 16, 2005

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

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

Want more info? Call Bob Wall at (408) 739-2373 bob_wall@yahoo.com
All cars welcome! Last year a couple of Porsches, a Daimler SP250 and a few Datsun roadsters came along for a total of 20 cars. Let's try for more this year. It will be an adventure.

MG Brakes Rebuild Tech Session

We had a great day working on Troy's car. We started by 8:00 and didn't finish the last brake bleed until 8:00 p.m. Troy said that he learned a lot and I think he did. We replaced both pistons on both front brake calipers, the old ones were stuck and rusty in places. No idea how the brakes worked, although they didn't. Spent a long time cleaning up the insides of the bores to ensure they were free from rust and smooth, that took far longer than expected. Replaced both front rotors, cleaned and repacked front bearings, re-shimed bearings. Replaced front hoses & ensured they didn't rub on wheels. One was badly cracked. Replaced both rear wheel cylinders which were completely solid with rust. Had to blow them out with compressed air and found both pistons thick with rust. He only purchased the rebuild kits with rubber seals, however I had complete new ones that I had purchased for my car but not fitted yet. Lucky with that one. So we used those. Replaced rear hose which was badly cracked same as one on the front. Spent a long time bleeding the brakes, 3 times and then one last time after a test drive. They should probably be bled again after a short while. Took longer than I anticipated but I think we did a good job. Pity no-one else turned up, it could have been a good learning experience. I think that the noticing was too short.

– Andy Preston

BGT Windscreen Install Session

The installation went fairly smoothly. The most important thing is that Jim got his windscreen installed without damage to the car or the glass. That is a good sign. We all had good ideas and put them to use and working with what we had we learned that to install a GT windscreen it is best with three people and stiff plastic tools and stiff cardboard, the cereal/shoebox kind. Definitely you need one person in the car working the rubber seal from the inside; and two people outside working the glass and rubber molding.

Anyway, we got the windscreen in with a lot of patience, and a little caution. We could not have done it without the 'secret slippery stuff.' Probably hot soapy water in a spray bottle would have worked just as well, but what we had on hand worked *great*. Once we got the windscreen in that was only the first half of the battle. We still had to install the locking/center bead down the center of the rubber molding. This spreads the molding out and ensures the molding fits tight up against the glass. This center cord molding strip must go in before the outside chrome trim gets placed into the rubber molding. Jim's trim pieces were still out at the plating shop so we could not even attempt to install them.

I hope that by having a photo or two and a brief text about the session will inspire others to come to future tech sessions. They are fun and very informative. And they are a good club social activity.

– Chuck Harvie

Minutes of the MGOC Business Meeting, Mar. 10, 2005

The meeting was called to order at 7:54 p.m. by Nina Barton. Present were: Bob Stine, Mike Jacobsen, George Steneberg, Nina Barton, Dan Shockey, Randy Grossman, John Milsap, Rosanna Jerkins, James Brown, Pat Davis and Ken Gittings. There were no minutes from February (Annual Dinner instead).

A motion was made and accepted to shift the order of business to discuss *MGs By The Bay* first. Randy Grossman distributed an action item and summary handout that was the basis for discussion. Randy chaired the discussion on the event.

1. Permits: (Randy Grossman) The permit to hold the event has been received with all caveats agreed upon.

2. Awards: Bob Stine is ordering these. We had agreed to 30 awards of 5"x7" size. Bob proposed that we modify this to 40 awards of 7"x9" size to better match past awards. The plates size will be 5"x5". The motion was carried. The additional cost is about \$100 total.

3. Posters, T shirts, flyers: (Dan Shockey & Nancy Shane) 100 posters were printed on light paper (11"x17"). These were distributed at the meeting for posting. We agreed to print an additional quantity on heavier paper for distribution to sponsors, additional postings and for sale at the event. We also agreed to reduce the quantity of T shirts produced to 150 since we have had a large number of extras. We will put the sponsor logos on the T shirt, probably on the back. Dan was directed to send event fliers and registration forms to all prior non-MGOC attendees. The T shirt design is not yet completed. Nancy Shane is doing this.

4. Sponsorships: We signed up seven event sponsors in addition to those who contributed raffle prizes. These sponsors paid \$200 each. Their logos are placed on the posters and T shirts. Five of the seven checks had been received to date.

5. Club Jackets: If possible, we would like to show a sample jacket at the event and take orders. (See separate discussion below.)

6. Raffle Prizes: We have begun to receive these items and have some new contributors. We will sell additional raffle tickets at the event. Dan to remember to bring the tickets.

7. PR: Press releases have been sent to the major publications that serve our hobby. In addition, Dave McCann has sent info to many other web sites. Randy is working to get an article in the San Leandro Times. We will distribute the press release to club members to send to their local newspapers as well. We will try to get into local radio public service announcements, too.

8. Registration Materials: Mike Jacobsen has the registration form done. Mike still needs art to order the dash plaques.

9. Meal "Tickets": These are to simplify the arrangements with El Toritos for those who choose to take advantage of their buffet meals during the event. Mike made a sample and will add prices and meal times.

10. Phone Tree: Mike has made a list of members by area and will distribute to steering committee members and other volunteers. We want to personally invite all the club members to participate.

11. Stanchions: We need to mark off the event area. John Milsap and Sam Gearhart will work to make these, possibly to a similar design to those made by George Steneberg for last years' event.

12. Portable Toilets & Garbage Cans: Pat Davis has arranged rental of these units and will be there when they are delivered. He will get some cardboard boxes for use as garbage cans.

Continued on Page 20

Lester & MGs

by member John Hunt

In the early days for motor racing, often independent enthusiasts advanced car development by creating specials, modified one-off production cars. I have heard the name Lester MGs for a while and knew little of the story about them. As a matter of fact, Lester is one of the best known M.G. special builders of his day.

Surfing the net, I came across Lester's tale told by Kevin Clemens. "Harry Lester built cars. The time was the late 1940's, and Harry Lester ran small garage businesses in Knebworth, Hertfordshire, England. Like so many other auto enthusiasts in England after the war, Harry races a modified pre-war M.G."

He built a number of specials. One was Car Number HL/9 which was built in 1949 using an MG TA chassis. The racing highlight for the car was a first place finish at Goodwood in 1950 in the 1500cc class. Today, the car is owned by Marv Pimck of Chicago. All in all over the years Harry built over 20 Lester MGs. His cars are well known in England and today about half are still around.

If you would like to check out some American Specials, this year at Laguna Seca, they are featuring Chaparral as the featured Marque, leading to a tribute to "Great American Specials." The dates are August 19th to 21st.

MGOC to Host NAMGBR MG2007?

"Since I am trying to formalize the events over the next few years, I was wondering if you are still interested in hosting this show.

"MG2006 – the All Register Event – will be held from June 22-25, 2006 in Gatlinburg, TN."

From Tony Burgess, NAMGBR Events and Conventions

The North American MGB Register has offered us the opportunity to host their annual convention in 2007. The event will be in Olympia, Washington, this year. We have considered the Monterey area and the Napa/Sonoma Wine Country area for such a gathering. The club officers will consider this proposal and decide whether to proceed. Member inputs are solicited.

– Dan Shockey

Donut Derelicts, Los Altos

Saturday mornings about 8:30 to 10:00 for coffee. The bookstore/cafe is on the ground floor of the red brick Los Altos Town Crier Building between Main and State Streets. There's parking in the State Street parking lot as well as in front of the bank next to the Town Crier building.

Organizer: Gary Anderson, Editorgary@aol.com

St. Paddy's Parade



Gerald Martin and Bill Webb at the St. Patrick's Day Parade in Dublin.



Bob Luebbert Suitably Decorated. Shockey Photos.



There were other clowns in the parade, too. (Bob Wall photo). We had a nice mix of a TC, two TDs, two MGAs, an MGB roadster and an MGB/GT. Parades aren't the best for MGs with creeping along hard on cooling systems and clutches but we did fine and had lots of fun.

DRIP PAN

News and Articles from the Peninsula T Register

More from Click and Clack

With regard to a reader's question about dealer markup on new car options.

RAY: When my brother bought his 1952 MGTD, he thought the markup was too high on the optional windows, so he refused to buy them. You showed that dealer a thing or two, didn't you, Tommy?

TOM: But I got my full-body, ocean-going rain slicker the same week for half price!

Submitted by alert reader Stuart Locke



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

Welcome New Members

Tony Curtis just bought a '72 MGB. He's in Castro Valley.

Steve Nelson's had his '66 MGB for four years and a '72 MGB/GT for two years. He's in Campbell. Steve heard about us from O'Connor's.

Cathy Storm (black MGA roadster) signed up her parents and son all at once. It's a first! Our new members are Jim & Jean McCann, Cathy's folks; and Jimmy and Erin Storm, Cathy's son & daughter-in-law. The McCann's don't have an MG, but Jim had to deal with Cathy's MGA for many years. Cathy got her MGA as a high school graduation gift. Jimmy & Erin get to use Cathy's "new" TD once it's on the road.

Ken Wilcox of Portola Valley has a '51 TD that he's owned for a year. Ken marked that he found us via the newsletter.

Members Sharon & John Hunt of Lafayette report the arrival of two new junior members. Twins Emma and Tyler arrived on March 21.

Member Notes

I went to visit my dad in February for his birthday. That was 3 weeks ago. Today I got a phone call from my brother telling me that my dad is dead. All of my plans have changed. I'm not going to Malaysia right away. I guess this means that I will have Dad's MG to keep or get rid of. (Dan plans a prolonged visit to Malaysia of 12-18 months.) – Dan Neu



The gang tears John Hunt's GT apart and fails to get it back together. The water pump pulley was hard stuck and was broken. Shockey Photo.

Santa Cruz Tour Report

The tour was fun and I sold a few parts too. We met in Los Gatos and drove on Hwy 17, Alma Bridge Rd., Old Santa Cruz Hwy with a stop at "Holy City," Summit Rd., Mountain Charlie Rd., Glenwood Dr., Granite Creek Rd., Branciforte Dr., Mountain View Rd., Laurel Glen Rd., stopping at Casalegno's store at the intersection of Laurel Glen and Old San Jose Rd. Then we backtracked to Branciforte Dr. and down into Santa Cruz and over to my Mom's house to look at my parts.

After that we went south on Hwy 1 to Aptos and had lunch at the Britannia Arms Pub. People split up to head home at about 3:30pm.

– Marty Ray



At Casalegno's store. Marty Ray Photo



TD Engine Tech Session Saturday, May 28, 2005

Peninsula T Register chairman Jim Carlson plans to pull the engine from his MGTD and invites interested members to come along to help or observe. How difficult is the job? What is involved? How does working on a TD compare to an MGB or (later) Midget?

Tech sessions are a fun way to spend a day with other club members and to learn some things. **Details Next Issue**

MGs By The Bay

12th Annual Event; formerly held at Jack London Square

Date: Saturday, May 7, 2005; 8:00 a.m. to 4:00 p.m.

Location: San Leandro Marina, San Leandro, California

Set at the beautiful San Leandro Shoreline, this event attracts over 100 MGs of various vintages. Prizes are awarded by popular vote for Premier Class, Most Customized, Daily Driver, Technological Innovation and by model. The Premier Class is made up of class winners from prior years. The entry fee is \$25.00 which provides an event T-shirt and a dash plaque. There will be a raffle of items donated by sponsors. Live music is provided by "The Hot Rods," a local group that includes MG enthusiasts. Spectators attend without charge.

The event is sponsored by the MG Owners Club. Founded in 1957, this club is a Centre of the MG Car Club of England and a local chapter of the North American MGA Register, the North American MGB Register and the New England MG T Register. The event is supported by other California MG clubs. Events sponsors include O'Connor Classics, El Torito Restaurants, Sure-Fit Seat Covers of San Leandro, the Mario Perelli-Minetti Winery, Corte Madera British & European, Jim Griffin & Son British Car Repair, and Shadetree Motors.

The Club has arranged a special buffet dining room at El Toritos at fixed cost for attendees. This will be available both for breakfast and lunch.

The Marina is just south of the Oakland Airport. Take the Marina Blvd. exit from I-880 and go west. Overnight accommodations are available at the San Leandro Marina Inn, a first-class waterfront hotel with 130 rooms and suites. (Rooms are around \$74 per night.) Marina Park is a 30 acre regional park. Amenities include picnic areas with barbecues, an immense grassy area, and a mile long par course. The Marina has restored 200 acres of tidal wetlands and 100 acres of seasonal wetlands. There are three restaurants located within the Marina: The Wedges is located at the Monarch Bay Golf Club, El Torito and Horatio's are located on the water's edge. The MG show will be next to El Torito.



The MG Owners Club

presents

MGs by the Bay

Saturday, May 7, 2005 at the San Leandro Marina

This annual event is a gathering of MGs from across Northern California.

The show opens at 10:00 a.m., rain or shine, with trophies awarded at 2:00 p.m.

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

Featuring: Music, raffle prizes, contests, trophies, food & drink, plus more!

Awards: Judging is by popular vote, with trophies awarded for Best of Show, Best Unrestored, Premier (from previous winners), and for every class, with classes determined according to the number of cars registered by May 1, 2005.

Entries: All MGs are welcome, from daily drivers to complete restorations. The \$25 entry fee includes a dash plaque and an event T-shirt. Additional cars registered to the same owner are \$10 each, which includes a dash plaque only. All cars must arrive by 10:00 a.m. sharp! This is necessary to allow for proper placement of the cars. If you arrive late, we **cannot** guarantee placement of your car with others in its class.



12

Return the portion below with the entry fee. Photocopies of this form are acceptable.

One form is required for each MG registered.

Mail before May 1, 2005 to:

MGs by the Bay
320 B Monterey Blvd.
San Francisco, CA 94131

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

Please Print:

Name: _____

Address: _____

City: _____

State: _____ Zip code: _____

Daytime phone: (_____) _____
or Email address: _____

MG model: _____

Body style: _____

☐ Coupe ☐ Roadster

☐ Saloon ☐ Race car

☐ Other: _____

T-shirt size: ☐ M ☐ L ☐ XL ☐ XXL

Year: _____

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 or the City of San Leandro 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: _____

Make check payable to: **MGOC**

\$	/	#
----	---	---

13