

MGOC Octagon  
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# THE OCTAGON

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



Photo by Jeremy Palgon



Marty Atkins MGB-GT on the Pierce Manifolds Tour

## April 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, San Mateo, 650-349-5128 [rastine@rcn.com](mailto:rastine@rcn.com)

**Vice President:** Nina Barton, 510 845-7212 [ninaba@mindspring.com](mailto:ninaba@mindspring.com)

**Treasurer:** Mike Jacobsen, 415-333-9699, [MikesMuseum@yahoo.com](mailto:MikesMuseum@yahoo.com)

**Secretary:** Dan Shockey, 408-923-3927, [MGmogul@earthlink.net](mailto:MGmogul@earthlink.net)

**T Register Director:** Jim Carlson, 408-257-9976, [mgjim@att.net](mailto:mgjim@att.net)

**Activity Director:** Randy Grossman, 510-483-3171,

[r.m.grossman@comcast.net](mailto:r.m.grossman@comcast.net)

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

[j2george@pacbell.net](mailto:j2george@pacbell.net)

**Membership Development:** Bob Stine, 650-349-5128, [RAStine@rcn.com](mailto:RAStine@rcn.com)

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

[BobTrencheny@gmail.com](mailto:BobTrencheny@gmail.com)

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

[MikesMuseum@yahoo.com](mailto:MikesMuseum@yahoo.com)

**MGOC Historian:** John Hunt, 925-299-9006, [huntsails@worldnet.att.net](mailto: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:** Felix Wong, 510-226-7721 home, [mgoc@felixwong.com](mailto:mgoc@felixwong.com)

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

**MGB V8 Conversion:** Tony Bates, 408-666-6174, [Tony@BatesFamily.net](mailto:Tony@BatesFamily.net)

**MGC:** Kent Leech, 925-253-9757, [kent@kentleech.com](mailto: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](mailto:martyray@cruzio.com)

**T-types:** George Steneberg, 510-525-9125, [j2george@pacbell.net](mailto: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](mailto:mgpb36@yahoo.com)

**S.U. Carburettors:** Marty Ray, 831-247-5863, [martyray@cruzio.com](mailto:martyray@cruzio.com)

**Bodywork:** Bill Weissberg, 209-835-0428, [weissber@slip.net](mailto:weissber@slip.net)

## Natter & Noggin and Club Meeting

**April 13, 2006 (2<sup>nd</sup> 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. 14<sup>th</sup> St. Travel 0.3 miles, and then right on Parrott St.

## South Bay Natter & Noggin

**April 28, 2006, (last Fri.) 7 p.m.**

**New Location, New Time: 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. If you don't see the MGs drive on around the diner. There is a lot of the west side that may be best for us. **Lori's:** 19930 Stevens Crk. Blvd, Cupertino 95014, (408) 257-1950

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

## MG2007 Planning Meeting

**April 22, 2006 (4<sup>th</sup> Sat.) High Noon**

The Englander

101 Parrot Street, San Leandro

(510) 357-3571 <http://www.englishpub.com/>

**DATE ON 4<sup>th</sup> SATURDAY**

**FOR APRIL ONLY**

## 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 [Tbobbx@aol.com](mailto:Tbobbx@aol.com).

**1978 MG Midget.** \$3000 or reasonable best offer. SSTS member Dave Bohler, Novato, (415) 897-4915, [lawrence.bohler@verizon.net](mailto: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, [mgmogul@earthlink.net](mailto:mgmogul@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](mailto:dkamins@sbcglobal.net) or (415) 706-5646.

**1967 Austin (London) Taxi,** Fresh black paint, Diesel engine. Member Al Benson, 805-927-8164.

**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](mailto: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

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

**1979 MGB LE.** Original owner. Black/black. Cast alloy wheels. Well maintained and garaged. Original papers, tonneau cover. Passes smog easily. 100k+ highway miles. \$8,000. Suzanne. 707-552-3413 [s\\_osbor@pacbell.net](mailto:s_osbor@pacbell.net)

### Hayward British Field Meet to Move

Mini Owners of America San Francisco who put on the Annual All British Field Meet at Hayward in June are looking for a new location. The field in Hayward is not available and the organizers are looking for a new location near Martinez. More details next month. *Editor.*

## COMMERCIAL ADVERTISING IN *THE OCTAGON*

Direct all questions about advertising to Mike Jacobsen at 415-333-9699 or [MikesMuseum@yahoo.com](mailto: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. 1<sup>st</sup>, and fees for a partial year will be pro-rated to that date. Deadline for ad materials is the 10<sup>th</sup> 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 20<sup>th</sup> 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 [BobTrencheny@gmail.com](mailto:BobTrencheny@gmail.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** (that s us!), SSTS: Sorry Safari Touring Society, ARR: Abingdon Rough Riders

Apr. 13 (Thurs.) — **Club Meeting & Natter**, page 23

April 15 (Sat.) — **Mount Hamilton Tour**, [bob\\_wall@yahoo.com](mailto:bob_wall@yahoo.com)

Apr. 22 (Sat.) — **MG 2007 Meeting** page 23.

Apr. 28 (Fri.) — **South Bay Nattaer**, page 23

April 29-30 — Vintage Auto Racing; Moss British Extravaganza aButtonwillow

May 5-7 — Grand Am Sports Car Series, Laguna Seca

May 7 — Hillsborough Concours [www.hsf.org/events\\_concours/carshow2006/](http://www.hsf.org/events_concours/carshow2006/)

Continued next page

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## Forthcoming Events (Continued)

May 13 (Sat.) — **MGs by the Bay**, San Leandro Marina, See pages 12 & 13  
 May 21 (Sun.) — *Friendship Day*, Canada College, Redwood City, fun, low key event with 850 cars, \$10 entry, Farm Hill Blvd off I-280  
 May 21 (Sun.) — Annual All British Show at Dixon, Good swap meet [www.ubscc.org/dixon.htm](http://www.ubscc.org/dixon.htm)  
 June 2-4 — MG Vintage Racing at Halletts, OK  
 May 27 - June 4 — British Car Week — [www.britishcarweek.org](http://www.britishcarweek.org)  
 June 9-11 — *Open Roads 2006*, Lake Tahoe [www.goldengatehealeys.com](http://www.goldengatehealeys.com)  
 June 18 (Sun.) — British Field Meet (formerly at Hayward, tentative)  
 June 25 — Palo Alto Concours, Loveable British Cars! [www.paconcours.com](http://www.paconcours.com)  
 July 3-6 — GoF West, Welches, OR, Area clubs caravan  
 June/July TBD — **Lake Chabot Tour**, Pat Davis  
 July late — **North Bay Wine Tour**, Preston s  
 July 28-30 — Champ Car Grand Prix of San Jose  
 Aug. 12 (Sat.) — **MGOC Annual Picnic**  
 Aug. 18-20 — Monterey Historic Races, Features: Cooper & Laguna Seca  
 Aug 25-27 — IRL Indy Grand Prix at Infineon (Sears Point)  
 Sept. 9-10 — Palo Alto British Field Meet  
 Sept. 9-11 — California Mele <http://www.californiamelee.org/>  
 Sept. 23-24 — **MGOC Tour to Sundial Bridge, Redding**  
 Oct 8-10 — *High Country Tour* in Sedona, AZ [RacerMoss@mac.com](mailto:RacerMoss@mac.com)  
 Oct. 13-15 — MG Clubs 50th Anniversary, Inn at Morro Bay, ARR  
 Oct. 14-15 — San Juan Bautista British meet  
 Oct. TBD — **East Bay Tour**, Bob Trencheny

## MGs by the Bay

May 13<sup>th</sup> at the San Leandro Marina

Photo by Felix Wong



See pages 12-13 for The MGs By The Bay Registration form.

## A Spare Tyre May Save You

Scientists say being overweight can be good for you but only while driving.

Researchers analyzed data from more than 22,000 accidents and found men with a spare tyre were more likely to survive a crash than those with washboard stomachs.

They believe extra padding around the middle can act as an anatomical airbag and help cushion the impact in a crash. *(Especially important in a non-airbag MG! Ed.)*

Overweight women do not enjoy the same benefit, however, and scientists think it may be because women tend to gain weight in different areas. This is not an excuse for men to nurture their beer bellies, as the increased chance of survival applied only to those moderately overweight.

Risk of death increased significantly at both ends of the body mass index continuum (the thinnest and fattest) among men, but not among women, said researchers at the University of Wisconsin, who carried out the study.



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## Web Sites of Interest

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

California Melee X — <http://www.californiamelee.org/>

Alpine 500 — <http://www.alpine500.com/>

California Mille — <http://www.californiamille.com/>

America's British Reliability Run — <http://www.abrr.org/>

British Car Week — <http://britishcarweek.org/>



UNTITLED (Minuet in MG)

Artist: Samuel Yates

1999 —

MG Midget (1974), steel, paper, plastic, concrete

The seven-story tall sculpture, Untitled (Minuet in MG), contains a 1974 MG Midget sportscar that was donated, shredded, steamrolled, photographed, bagged, labeled, numbered, and filed by weight from heaviest to lightest in milligrams (mgs) — an MG in mgs.

The sculpture now holds the Guinness World Record for the tallest file cabinet on earth, and the DMV registration for the shredded car filed inside the cabinet officially indicates possession by its owner.

## 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**

## President's Ponderings

**Pierce Manifolds Tour** — Who decided this was to be an MGB tour? We had a great turnout, but initially almost every car was an MGB twelve, including five GT models! Joining that group were a PT Cruiser (mine), a Jag, a Sprite and a VW truck.

We picked up a few more members at Uvas Dam, Pierce Manifolds, and at The Claddagh Irish Pub and Restaurant. The only MG, other than a B to join the group was a TD at Claddagh. (*Didn't Vern bring his Midget? Rod Schweiger brought his yellow Sprite.* — Ed.)

The drive South was fun, in beautiful weather and the visit to Pierce Manifolds was informative. Contrary to my wife's prediction, several women were in attendance. I believe we had about 25 diners at lunch which was also very good. This turned out to be an excellent way to spend a Saturday.

**March 20 officially opens Spring Season** — We've certainly had our share of rain this year; even SNOW in many parts of the Bay Area. That was really unusual. It put the damper on driving our roadsters for many of us. That will just make it that much more enjoyable, now that we can resume driving in earnest. My driving has been complicated by the fact that we got a German Shepherd last year and he travels with me almost everywhere. He can't get comfortable in the MGB (My wife says she has the same problem!) so I'm driving it less and enjoying it more.

**March Membership Meeting** — I contracted a really bad cold from my wife the day before our March meeting, so I was unable to attend. I understand John Hunt has volunteered to make arrangements for the next Annual Dinner. He has a place in Marin in mind.

**MGs by the Bay** — If there were anything you didn't like about our show last year, this is the time to get involved and help us make it better this year. The campaign has started to find volunteers to help. We need help assembling the information packets, setting up the car show site, registering and checking-in participants and other chores. Please contact any of the club officers and let us know what **you** can do to help. Thanks.

I look forward to seeing many of you at MGs by the Bay next month. Let's start getting those cars ready!

Bob Stine  
President, MGOC  
[rastine@rcn.com](mailto:rastine@rcn.com)



## From da Ed

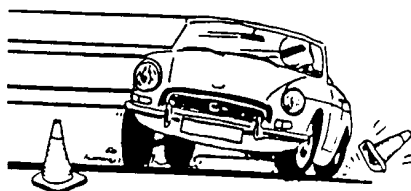
April, 2006

Well I made it back from Australia and managed to see more MGs on the road in two weeks that I would see here in California in six months. In Adelaide, Sydney and Canberra I saw several MGBs and at least three MGFs on the road in midnight blue, BRG, and Tartan Red. The nicest classic MG was a very nice black over red MGB Mk I parked at Bondi Beach in Sydney. It was very well maintained and had overdrive. I was watching for any evidence of MG Rover support but saw none. No surprise there I guess. On a related note, I arrived in

Adelaide which unbeknownst to me is home to Australia's National Motor Museum in nearby Birdwood. Having traveled nearly 8000 miles I was not going to leave without seeing what they had in the way of MGs. I was traveling with a co-worker who claims to have a TR-6 but showed a total lack of interest for all things automotive. He was set on visiting the wild animal park and getting to know a couple of kangaroos and koalas. We had an unspoken agreement that I would tolerate the wild animal park if he would tolerate the Motor museum. Inside there was a good assortment of MGs and British cars.

Many thanks to Dan Shockey for picking up the editor's pen (keyboard?) last month while I was away. I hope the change was transparent to most readers. It certainly was transparent to me!

Let's Ride,  
Bob



### MG

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## Pictures from Our Annual Dinner



Jim Lucas, Sharon and Historian John Hunt



Melissa and former Captain of Fun Randy Grossman

Photos by George Steneberg

## New Members

**Trent Varellas** of San Francisco has a 1959 MGA that he's owned for 41 years. He has attended *MGs at Jack London Square*. Trent says his MGA carried him to college and work for many years. It has never been off the road for an extended period. One trip in 1968 came to mind. This was along the one-lane, old stagecoach road into Yosemite Valley.

**Tim Moriarty** of San Jose also has an MGA. He has had his 1958 model since 1985, along with an XJ12C Jag he's had for nine years. Tim joined us for the Pierce Manifolds Tour.

Welcome to the Club!

## Mt. Hamilton Tour

**Saturday, April 15, 2006**

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](mailto:bob_wall@yahoo.com)

All cars welcome! We had 25 cars last year. Let's try for more this year. It will be an adventure.

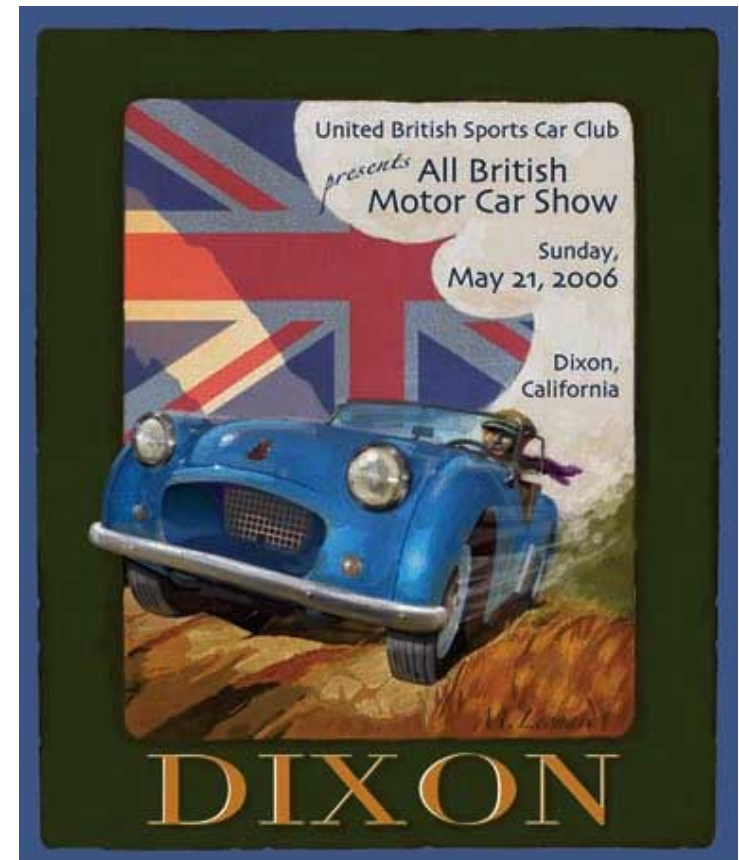
**An MG Owners Club Tour with Friends of Bob**



## With Sadness

**Pam Steneberg, wife of George Steneberg and Mother of Jennifer Steneberg has passed away**

With great sadness, we report that on March 25 Pam Steneberg passed away. Pam has attended many MGOC events through the years with her husband, George, and daughter Jennifer. The MGOC will certainly miss her. Although she has been ill for some time, she was always very upbeat and positive person who demonstrated a great sense of strength and humor. Happily, she slipped away quietly in her sleep. George, Jennifer, and family, our hearts go out to you. May God help you through this difficult time.



Visit <http://www.ubsc.org/dixon.htm> for a Dixon registration form.

## Pierce Manifolds Tour Report

On March 4 we braved the elements (weather and mechanical) to drive to Gilroy. After a lot of cold rain up to the evening before, the morning of the event dawned sunny and warm. Never sure who would come out on such a day, we waited at the San Jose meeting point for participants and for the group from the north. After a slow start, folks started to arrive and continued to arrive until we had a large group. We started with many MGB/GTs and other closed cars and joked that we were the Hardtop MG Club.

We stayed off the freeway from our San Jose meeting point taking a favorite route to Gilroy along the Uvas Road. We took a break at the reservoir parking lot then cruised into Gilroy and to Pierce Manifolds. I was surprised at how many other members were waiting for us there, folks from the South Valley and from Santa Cruz. We filled the Pierce parking lot with MGs. New member Sandy from Gilroy and her son brought their TD on its first club outing.

The tour of Pierce Manifolds was very interesting. They do a lot of neat things with old carburetors and carb manifolds. Mike Pierce has done the MG hobby great service by developing aluminum cylinder heads for both MGBs and Midgets. (The PMI on the front of the casting is for Pierce Manifolds.) Recently they have brought out some great new products including new cast brake master cylinders for MGAs and Midgets (long unavailable) plus wire wheel adaptors that are narrow enough to allow use on MGA and MGB steel-wheel axles. Mike answered a lot of questions about 5-speed conversions, carburetor tuning and design, and the casting processes. Pierce also designed a cross-flow aluminum head for MGs. He had his lovely yellow test mule MGB on display. This engine with twin Webers was tested at 162 hp. He stuck an extra Weber on the exhaust side of the engine just to check our senses.

More than 30 members and friends attended the event with over 20 at lunch. The Club is sending Mike Pierce a MGOC grille badge as a thank you for the tour. <http://www.piercemanifolds.com/>

By Dan Shockey



MGs Outside Pierce Manifolds.

## MG Milestones

1924 Cecil Kimber, Morris Garages General Manager, establishes a marketing niche for modified Morris cars that were sportier and faster. In a short time MG would come to stand for affordable performance to a growing motoring world.

13th March 1924 identified as the date that Jack Gardiner's MG was completed.

1st May 1924 the Octagon was registered as an MG trademark.

1st September 1924 MG's 14/28 Super Sports model went on sale.

The telephone number Abingdon 251 provided the starting point for most MG chassis VINs (Vehicle Identification Numbers).

MG's competition success in the 1930s was characterized by a class win with the K3 at the 1933 Mille Miglia road race the first time a non-Italian team had won.

The most famous TC customer was the Duke of Edinburgh, who bought an MG in August 1947.

Longbridge designed and manufactured the A- and B-Series engines, in 1952, for the MG Midget and Z Series Magnette, MGA and MGB.

Production TF and Magnette ZAs use a 501 VIN start, from BMC's then-Birmingham headquarter's telephone number.

Wednesday, 16 May 1956 100,000th MG was an LHD MGA 1500.

The most famous MGC customer was HRH Prince Charles, who took delivery of his GT in 1969 (SGY 766F), and which he passed down to Prince William.

The 1,000,000th MG was built in October 1975 a unique LHD MGB roadster finished in Brooklands Green, with Jubilee GT livery and wheels.

First Longbridge-built MG was the MG 1100/1300 family car in 1962.

Tuesday, 9 May 2000 MG and Rover brands returned to independent British ownership, with production, engineering, sales, and marketing centered at Longbridge, Birmingham.

Production of the new TF commenced with a 101 VIN after the company's Longbridge telephone number (0121 475 2101) tradition.

The 1,500,000th MG, a Golden Jubilee celebration special TF 160, was produced on 16 April 2002.

## Open Roads 2006 British Car Meet

The Reno British Sports Car Club will sponsor a tour of Western Nevada as part of the activities scheduled for the upcoming OpenRoads 2006 All-British weekend at Lake Tahoe. The exciting weekend will be hosted by the Golden Gate Austin Healey Club June 9 to 11, 2006 at the Horizon Casino and Resort in Stateline NV on Lake Tahoe's South Shore.

The Nevada Tour will be held Saturday June 10 and will include a run up Kingsbury Grade to Genoa NV, the state's oldest town, a visit to the state capital of Carson City, followed by a tour of Virginia City with its historic saloons, shops, and mining museums. Participants can also take a ride on the rebuilt Virginia and Truckee Railroad. The return to the show site at the Horizon will be via the Geiger Grade, an engineering marvel at its inception and the main route into Virginia City before construction of the railroad. The tour will pause at Mt. Rose, famous for its outstanding view of Lake Tahoe, and pass through Incline Village on the east shore of the Lake.

Price for the weekend is \$45 per registration and includes two adults and one car. Additional cars or adult attendees are \$20 each. There is no registration charge for children under 15. Supplemental charges include a \$30 charge per car for the autocross, and a \$48 charge per person for the awards dinner (\$30 for those under 15). Golden Gate has arranged for rooms at the Horizon at \$95 per night (single or double); \$105 triple occupancy; \$115 (four). Taxes are not included.

For a registration form, for more information on the meet, the Horizon and the Lake Tahoe area, go to the Golden Gate Austin Healey Club web site at [www.GoldenGateHealeys.com](http://www.GoldenGateHealeys.com).



Plenty of room for a family of four in an MGB-GT! Shockey photo. *MGs at Jack London Square*

## MG Rover Auctions Its Past

**TheCarConnection.com March 17, 2006**

The vultures are circling, picking over the bones of what used to be Britain's last volume car manufacturer. MG Rover went to the wall last summer, and now all that remains — from the valuable to the trivial — is being split up. The Heritage Motor Centre, one of the U.K.'s most prestigious auto museums and based in Warwickshire, has revealed it's done a deal with Nanjing Automobile, the new owner of MG Rover's Longbridge plant in Birmingham. The move will safeguard historically important artifacts, documents, and photographs. HMC already owns a wide range of archive material — including the last production car, a Rover 75 — which tells the story of the Longbridge site from its beginnings in 1905. The newly rescued items will complete the historic record and form part of a special display later this year.

Meanwhile, there's to be an auction of everything that belonged to MG Sport and Racing, the company's motorsport divisions. Taking place on March 25, there are more than 900 lots of cars, accessories, and workshop equipment. The sale includes race-prepared vehicles, support vans, and even an MGF concept car that's only ever been seen before at motor shows. There's also merchandise including clothing, mugs, keyrings, watches, slot-racing, and die cast model cars — even limited-edition bone china tea sets. Visit <http://www.wyleshardy.com> for details of the event. — Richard Yarrow

## UK and Spain to Lead MG Revival

**LONDON/MADRID** — Nanjing Automobile will begin its European revival of MG Rover in the UK and Spain. Nanjing has chosen the UK and Spain because they were the biggest markets for MG Rover in the past, said Alfonso Saavedra, managing director of Sino Motors, a Spanish distributor that has been appointed by Nanjing to distribute its cars in Spain. Saavedra said the cars initially will be built by Nanjing in China. He said it is not yet clear when MG Rover's former factory in Longbridge, central England, will produce cars again. Nanjing bought MG Rover last July, three months after the financially struggling British carmaker collapsed.

Richard Cort, chairman of the MG Rover dealer council in the UK, said: Nanjing's cars will be here within the next 18 months. Cort said Nanjing is planning to create a UK dealer network that will include former MG Rover dealers and new dealers. Saavedra said the Chinese carmaker will start sales of a face-lifted MG TF roadster and the MG 7 in the first quarter 2007. The MG 7 sedan will be a redesigned version of the lower-premium MG ZT, which was a sporty derivative of the BMW-designed Rover 75 sedan. Saavedra said Nanjing also plans to launch a Rover 45-sized, lower-medium sedan that will be called the MG 5 will debut in late 2007 and will be exclusively assembled in China.



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## Letter to the Editor:

My name is Jim Stone. I own, love and drive an Orient Red MGA, which was built on March 12th & 13th 1958, and dispatched to SF. I am an architect with offices in Berkeley and I live in San Rafael. I have been a member of MGOC since 1997 and SSTS, also. Your newsletter each month is wonderful... always a joy to receive.

I remember falling in love with MGs way back in my high school days of the 60s. One autumn, Thursday after school at the start of football practice, our high school quarterback drove up in a brand new, light blue, 1966 MGB, and the world shifted for me, as I fell for that car immediately. I can still close my eyes and imagine the wrinkle paint, black dash, off-set with gleaming chrome bezeled gauges, and the radio speaker box, resting just in front of the shifter. The steering wheel logo centerpiece twinkling in the sunlight, and the smooth silhouette, molded into the twilight sun's rays surrounding its simple, sleek, unpretentious body. Through all of these many years, that memory has never left me.

Continued on page 14

## Minutes of the MGOC Business Meeting, March 9, 2006

The meeting was called to order at 8:26 p.m. by Treasurer Mike Jacobsen. Also present were: Dan Shockey, David Wright, George Steneberg John Hunt, and Greg Scott, a friend of Mike's from LA. Bad weather and bad traffic limited participation.

January Minutes accepted as printed.

**Treasurer's Report:** The Club is still solvent though we took an expected hit from subsidizing the Annual Dinner. A separate checking account for *MG2007* has been opened. We have renewed our corporate filing with the Secretary of State office.

**Registrar's Report:** We now have 277 total paid members. Eric Baker called all lapsing members. (Fewer than 20.) While some had sold their MGs or moved away, Eric was able to report a few additional renewals as a result.

**Secretary's Report:** No action.

**Regalia Report:** No sales; no new orders. (This is the slow season.)

**Octagon Report:** Bob Trencheny was traveling so he asked Dan Shockey to fill in for March. We included an insert on the *MG2007* event and volunteer opportunities. *Cont. page 11*

# DRIP PAN

News and Articles from the Peninsula T Register

## GOF to Be In Oregon This Year

The Gathering of the Faithful (Western version) is a special event focused on the early MGs, particularly the T-series, though they also let you bring and show an MG. This year the GOF will be at a wonderful resort hotel on the slopes of beautiful Mt. Hood in Oregon (just east of Portland). We stayed at this hotel a few years ago for the MGA national meet. It was fabulous.

The event this year starts the week including July 4. That might be a good time for you to consider a vacation to the northwest. It is only a long day's drive in a modern car. There will be caravan groups from Sorry Safari in the Bay Area. See [www.gofwest.com](http://www.gofwest.com) for more details.

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***"Have Your MG Repaired  
by an Expert Mechanic"***

### Continued from page 10

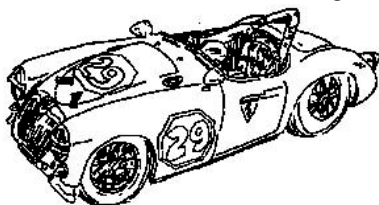
Later in life, I bought a 1977 white MGB, which I drove for years, and drove to tears. It was frustrating, but I stuck with it. Then I started researching and reading about MG in general. Over a period of quite a few years, I bought every book that I could lay my hands on, and from such readings decided that the overall design and development history of the MGA captured my personal interests, as the car designers seemed to be at a high point of their careers while wrapped-up in the emergence of a car for the 1955 Lemans.

Back in 2002, I started a search that lasted a little more than a year for an MGA, and I drove all kinds in all shapes from all around California, to Texas and back. I surfed the Internet religiously, and had all kinds of people from all over the U.S. & Europe (mostly Belgium, Germany, Denmark) and the U.K. buy cars right out from under me before I could make an offer. I drove a British Racing Green A down some backroads outside of Ft. Worth, Texas with missing floorboards and a loose, unattached seat, with the road whizzing by beneath my exposed seat, through a lush canopy of huge oak trees which lined the blacktop... and had an absolute BLAST! What a gutsy growl, and what a hoot to drive, and what a simple approach to it all. I also drove some real dogs during my search, but I've put those way back in my mind.

Back in California, I had driven down to a swap meet at O Connor's in my MGB, and arrived early, so I went to a near-by Denny's and had a really bad, cold breakfast, and starting browsing through the San Jose Mercury News. There, way in the back of the want ads was a lone, single listing for a 1958 red MGA in Santa Cruz, California. I called the number, drove over the hill on Hwy 17, and there it was... that old familiar feeling, just like on that football practice field long ago, and sure enough, it was love, all over again. A guy named Joe Tranchena sold me the car, in 2003, and it has been the best car that I have ever owned. I love it, and my wife, Linda does, too! We value our drives with the club.

I would appreciate someone who could take me aside and spend some time with me... showing me, or walking me through the complete process of doing a good, standard tune-up on the 1500 engine, as I am, and have always been more inclined to learn something from example, as opposed to relying solely on written instructions. It would be a great help to me, and I would be forever grateful. I have a shop manual, and other source books, but as I say, my confidence level needs the added boost of a knowledgeable person showing me just what to do and not to do. Is there someone willing to help me?

Keep 'em on the road! — Jim Stone



### PAST CLUB EVENTS

Annual Dinner: We had a good turn-out with over 50 attendees. The restaurant and room had a great atmosphere. Thank you to Bob Stine for suggesting and arranging the restaurant. Dan Shockey organized thank-you gifts for contributors to our 2005 activities. The Club subsidized about \$15 per person for food and wine. (Dinner was \$38.50 per person. Wine was 13 bottles at \$22 each. Tax and gratuity came to 18%.)

Pierce Manifolds Tour: We had an excellent attendance for this event. People kept arriving, both at the San Jose meeting spot and at Pierce. Most stayed for lunch at the Irish Pub. (See separate report in *the Octagon*.)

### UPCOMING CLUB EVENTS

Niles Canyon Steam Train: This is a joint event with the SSTS. Mike J. is coordinating for the MGOC. The event announcement is a little confusing. The morning train departures are at 10:30 and at Noon. It appears that the 11:15 a.m. time is the planned arrival to get tickets for the noon train.

Mt. Hamilton Tour: (Bob Wall) We look forward to this annual expedition.

MG 2007: Next meeting will be at the host hotel in Rohnert Park and will include a tour to the hotel from San Rafael led by Andy Preston.

Tech Sessions: We have had interest in new tech session for the winter months. One will be a T-series engine rebuilding session. Other suggestions welcome.

MGs By The Bay: We have four registrations so far. We needed insurance documents to finalize arrangements with the City of San Leandro. (Done.) It is time to mail a flier and registration form to prior attendees who are not in the MGOC. Mike J. will perform that task. (Done.) Nancy Shane is working on the poster and t-shirt design. We voted to feature Skip Kelsey on the poster. Dan to ask permission from Verna. (Done.) We will print 100 posters. Randy Grossman, Bob Stine and Mike Jacobsen met to update the MGs by the Bay cookbook. Dan will mail potential sponsors a request for raffle prizes and donations. (Done.) Dan to check with Sam Gearhart about contacting local sponsors. (Randy also offered to help with this.)

### OLD BUSINESS

Color Octagon: Mike checked the cost with our printer who quoted 90 cents per sheet. While there are less expensive options, we decided that we want to encourage folks to get the newsletter on line (in color).

MGOC Grille Badges: Mike J. reported three quotes for additional grille badges. (We are down to 3 or 4.) The best options are Hazelhurst who will make a minimum of 50 for \$23.50 each and Triple C who will provide a minimum of 100 for \$18.00 each. Hazelhurst made them for us last time. Both options include cut-out sections as agreed upon previously. We purchased 50 last time that have lasted about 6 years. We discussed a 50<sup>th</sup> Anniversary special edition but made no decision to proceed with that. We voted to order 50 badges. (We have only a couple Peninsula T Register badges left.)

### NEW BUSINESS

Trophies for MGs by the Bay: No decision because key participants were absent.

Music for MGs by the Bay: We will ask Bev and Tom Morgan to organize music.

2007 Annual Dinner: John Hunt volunteered to organize next year's dinner. This will be our club's 50<sup>th</sup> anniversary.

The meeting was adjourned at 9:30 p.m. The next business meeting is to be held April 13, 2006, at the Englander. Respectfully submitted, Daniel Shockey, MGOC Secretary



# *The MG Owners Club*

*presents*

## **MGs by the Bay**

**Saturday, May 13, 2006 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 Daily Driver, Premier (from previous winners), and for every class, with classes determined according to the number of cars registered by May 1, 2006.

**Entries:** All MGs are welcome, from daily drivers to complete restorations. The \$25 entry fee includes a dash plaque, an event t-shirt, and special coupons from our sponsors. 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.

Return the registration form below with the entry fee. Photocopies of this form are acceptable. One form is required for each MG.

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Mail before May 1, 2006 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: ( \_\_\_\_\_ ) \_\_\_\_\_

Email address: \_\_\_\_\_

Short description of car: \_\_\_\_\_

Has this car ever won First in class at *MGs by the Bay* or *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 checks payable to **MGOC**

\$		/		#
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MG model: \_\_\_\_\_ Year: \_\_\_\_\_

Body style: ☐ Coupe ☐ Roadster

☐ Saloon ☐ Race car

☐ Other: \_\_\_\_\_

Car color: \_\_\_\_\_

T-shirt size: ☐ M ☐ L ☐ XL ☐ XXL

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