

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:
7230 Silver Lode Lane
San Jose, CA 95120

INSIDE THIS ISSUE

Forthcoming Events	3
From the Editor	4
President's Ponderings	5
St. Patrick's Day Tour / ESCA April Fools Rallye	6
MGVR West Coast Reunion	7
Spring Freshen-up Tech Session / MG2011	8
MG2011 in Reno / Rallye to Reno	9
A Dark and Stormy Tale.....	10
MG Fall Festival / MG Contest Continues	10
MGs by the Bay Registration Form.....	12
Interview with Warwick Banks	13-15
New Embroidered Club Shirts / February Crossword Answer Key	16
Regalia.....	17
Business Meeting Minutes	18-19
Classified Ads.....	20-22
Contribution of the Month Winner	22



A classic MG ad

March 2011

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 2011

President: Sam Gearhart, 510-530-2267, swg3@comcast.net
Vice President: George Steneberg, 510-525-9125, j2george@pacbell.net
Treasurer: Mike Jacobsen, 415-333-9699, MikesMuseum@yahoo.com
Secretary: Bob Trencheny, 925-984-2472, tbobx@aol.com
Registrar: Mike Jacobsen, 415-333-9699, MikesMuseum@yahoo.com
T Register Director: Jim Carlson, 408-224-3992, mgjim@comcast.net
Corresponding Secretary: George Steneberg, j2george@pacbell.net
Membership Development: Bob Stine, 650-349-5128, rbrstine@gmail.com

The Octagon Editor: Jeremy Palgon, 510-378-1821, alistaircookie@gmail.com

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

Historian: George Steneberg, 510-525-9125, j2george@pacbell.net
Photographer: Jeremy Palgon, 510-378-1821, alistaircookie@gmail.com

CLUB ADVISOR PROGRAM

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

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
MG Midget: Craig Kuenzinger, 925-934-3130, mrcraigk@aol.com
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. Carburettors: Marty Ray, 831-475-6204, martyray@cruzio.com

Club Meeting Natter & Noggin

March 10, 7 pm

The Englander Sports Pub & Restaurant
 101 Parrott Street, San Leandro
<http://www.englishpub.com/>
 (510) 357-3571

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

Directions to The Englander:

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 turn right on Parrott Street.



Collins
 Classics
 Repair • Restoration • Parts
 by
**Tom Collins
 &
 J.R. Boye**
 609 California Drive
 Burlingame, CA. 94010
 (650) 685-4477
collinsclassics@comcast.net

Parts for Sale:

Set of MGA seats in ok shape, **MGA windshield frame** with glass that is broken. Contact Member Don Scott at (707) 942-0546 or don@napanet.net.

MGTD/TF Parts: Factory 4-speed gearbox: This core and shifts easily in all gears. Top-cover-off inspection shows nothing broken or otherwise damaged. Inside is nice and clean. Fits TD and TF, \$400. **Two piece hood top with hinge:** I have two sets. Both are straight and in good shape, one has surface rust that sands off easily. Your choice, \$100 each. **Hood right side:** very good shape, \$50. **TD driver side door:** no rust and wood is good, \$60. Contact Member Rod Schweiger at (650) 296-1108.

MG Midget Rolling Chassis Body Shell. No VIN. No Title. No engine, transmission, differential, front bumper, or windscreen. Not crashed but rough. Rubber bumper car. Make Offer. Contact Member Nick Becker at (925) 932-9778 or becker2226@astound.net.

Wanted:

Pre-1968 MGB roadster. Long-time MG nut seeking early B roadster. My preference is one that is a preserved original or one redone to original specifications; but I will consider most any steel-dash car, depending on its price and its needs. Contact Member Don Scott at (707) 942-0546 or don@napanet.net.

Congratulations to John Hunt!

His insightful interview with Warwick Banks is the Contribution of the Month for March. For his excellent submission, John wins a \$25 gift card to the store of his choice.



CLASSIC AUTO RESTORATION & REPAIR
BRITISH PARTS DISTRIBUTOR

WWW.UNIONJACK.COM
 13555 Depot St. PO Box 551 San Martin, CA 95046
408 686-1101 Fax 683-2447

COMMERCIAL ADVERTISING IN *THE OCTAGON*

Direct all questions about advertising to Mike Jacobsen at 415-333-9699 or MikesMuseum@yahoo.com. 2011 rates are: monthly (yearly): full page \$25 (\$240), half page \$18 (\$175), third page \$12 (\$120), business card \$8 (\$75). All ads expire on January 1, 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*.

MGOC FINANCIAL INFORMATION

Information on the MGOC finances is available upon request from the treasurer.

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. Please email all contributions to mgowners@gmail.com or send them to: MGOC, 7230 Silver Lode Lane, San Jose, CA 95120.

RECRUITING MEMBERS FOR THE MGOC

Have you helped recruit any new members lately? Bob Stine is in charge of new member recruitment and can send you flyers. The Club roster is available to members from Mike Jacobsen upon request.

MGOC.ORG

Upcoming events, MGOC history, photos, membership forms, *The Octagon*, and helpful links are posted on the Club Web site at <http://mgoc.org>.

Forthcoming Events

MGOC Events in bold

- Mar. 17 – **St. Patrick's Day Tour**, Steve Lilves
- Apr. 3 – April Fools Rallye, Santa Rosa, [Empire Sports Car Association](#)
- Apr. 1-3 – **MG West Coast Reunion**, Infineon Raceway, Sonoma, MGVR
- Apr. 30 – **Spring Freshen-up Tech Session**, Walnut Creek, Craig Kuenzinger
- May 1 – [Pacific Coast Dream Machines](#), Half Moon Bay
- May 15 – **MGs by the Bay**, The Danville Livery
- May 22 – All British Meet at Woodland, [UBSCC](#)
- May 28 - Jun. 5 – [British Car Week](#)
- Jun. 13-17 – **MG2011 All Register Meet**, Reno
- Sept. 29-Oct. 2 – **MG Fall Festival**, Petaluma

From the Editor...

My mind's distracted and diffused. My thoughts are many miles away. –

Paul Simon

We live in interesting times. There are many wonderful and strange things happening, but also tremendous upheaval, uncertainty, and fear. How are we to make sense of all this? How are we to live our daily lives in this new world of constant change?

Paul Simon may have been speaking about a lover, but his words seem apropos of the way I feel in general these days. With so much going on, I really do feel distracted, more than my mind seems diffused, and there's no question there are times I feel more than a bit lost and wonder what will be.

I don't have any better idea than you for how to respond to our changing world. But I do know that sometimes it's nice to distract yourself for a little while, to try to live a happy quotidian existence, and to just have some simple fun with friends.

And it's here that the MGOC can help. Club events are a simple and fun way to meet people, drive your MG, and have a nice day out.

If you're free on St. Patrick's day, why not join Steve Lilves for a North Bay tour (page 6). And we're hosting a hospitality tent at the big MG West Coast Reunion races at Infineon on April 2 (page 7). Nearly 100 MGs came to the last Reunion, and everyone had a great time.

Also, M.G. Mowog would like you to know that the Octagon submission contest continues to inspire great content. Just check out John Hunt's interview with Warwick Banks (page 13), or Warren Pierce's dark and stormy tale (page 10). Although, in fairness, I think even M.G. Mowog would have to admit that Warren's article might have been inspired more by his automotive woes than our little contest. Nevertheless, the contest is working, and the contest continues. Please send your submissions to mgowners@gmail.com.

Jeremy Palgon

MG

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

SHOCK ABSORBERS:	Front	Rear
MGTC.....	185.00	185.00
MGTD & TF.....	185.00	85.00
MGA, MGB, MGC, Midget.....	102.00	75.00
HEAVY DUTY UPGRADE.....	10.00	10.00
SHOCK LINK (New or Rebuilt)	Scall	

BRAKES: sleeved and rebuilt

MGB, Midget caliper.....	\$85.00
MGA, MGC caliper.....	\$155.00
MGA, Midget twin master 1966-67.....	\$225.00
MGB, Midget master 1968-80.....	\$125.00-145.00
MGB brake booster servo.....	\$175.00
MGC booster servo.....	\$445.00
Cylinders sleeved only, brass or SS.....	\$50-\$95
Kingpin swivel axle rebushed.....	\$60-\$90
Front end A-arm (Midget).....	\$95.00

CARBURETORS: COMPLETE REBUILDING

Disassembly, cleaning, bodies rebushed, new std. size throttle shafts, jets, needles, float valves, gaskets. FLOW BENCH TEST.....\$375-\$415/pair
CARB BODIES REBUSHED
and new throttle shafts.....\$85 each

Prices shown are for Exchange or Yours Rebuilt.
Core charges apply if items are ordered prior to
(and are refunded after) our receiving old units.

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, MC, DISCOVER, PAYPAL, COD

OCT09

1973 MGB GT. Nearly completed restoration. I redid the mechanicals, had body and paint done professionally. Upholstery is dark blue cloth as originally fitted. Has two nearly new six-volt batteries, correct rubber mats, and original carpeting. Has refurbished Rostyles with like-new 165-14 Dunlop radials. I have a professionally rebuilt OD gearbox, which is not installed, redone by Jerry Redmon of Napa Valley Auto Restorations. The car does need completion - some interior pieces need to be installed, and it needs some tidying. \$4,500. I'm in Napa Valley. Contact Member Don Scott at (707) 942-0546 or don@napanet.net.

1953 MG TD. \$28,000. Purchased in 1972 with a possible racing background. Completely rebuilt in early 2000 and raced since then two or more times per year at Infineon and Laguna Seca. Toured with several sport car clubs in the Wine Country. Contact Member Ferdinand at ferdinands@att.net.



1977 MGB with 54,000 original miles, overdrive transmission, original "Sandglow" paint and autumn leaf interior. Well maintained by third owner. Price \$6,400. Contact Member Ellis at Bovet177@gmail.com.



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

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, 7230 Silver Lode Lane, San Jose, CA 95120. Members may also email ads to the editor at mgowners@gmail.com.

Cars for Sale:

1959 MGA Roadster, 1500 cc engine, 4 speed gearbox, dual carbs. California car, completely restored by Sunnyvale based bodyshop in 1985, rust free, body straight, no accidents, 29,500 miles since rebuild. Safari Ivory (Fiat color) with new carpeting in 2005. Top is caramel brown and is in great condition. New clutch and rebuilt transmission in Jan, 2011. Original '59 DMV sticker on a '56 CA plate. Pictures and further information upon request. Asking \$20,000. Contact Mark at (510) 566-0246 or mseymour.ca@gmail.com.



1975 MGB. Blaze red, runs well, no smog necessary. New: top, seats, carpet, and paint. Rebuilt aluminum head. Dual carbs. Asking \$11,900. Contact Karen at (408) 564-0334.

1961 MGA Coupe, 1600 cc engine, 5 speed gearbox. California car, completely restored by third (and present) owner in 2002, rust free, body straight, no accidents, 7,800 miles since rebuild. Original body panels, new front spoiler below bumper. All good original chrome, new rubber gaskets for body and glass. Painted "Paprika Red" (Jaguar color). New clutch slave and brake master cylinders, 2004. Pictures and further information upon request. Asking \$25,000. Contact Member Viggo Riddersholm at (650)341-9064 or vriddersholm@yahoo.com, or Gordon Craig at lismoregordon@sbcglobal.net.



1949 MG TC British racing green, right hand drive in excellent condition. \$35,000. Contact Member Larry at (415) 999-2362.

President's Ponderings...

Into each life, a little snow must fall?

Well, I don't know how many of you had planned to go on the Sonoma-Marin Tour. You may have noticed an email announcing the event was cancelled due to dire forecasts of snow, ice, and other inclement weather. Needless to say (and to the dismay of many) the snow never fell and, in fact, other than being pretty chilly, it was a pretty nice day and we probably could have held the ride as planned. C'est la vie (or la neige, or something). In other words, that's life (or snow).

I've heard and read any number of apologies from the collective media for all the hype surrounding even the remote possibility of snow when it turned out to be a non-event. One San Francisco Chronicle writer, Peter Hartlaub, likened it to the Y2K scare on New Year's Eve 1999.

For those who planned on the Sonoma-Marin Tour, don't worry – it will be rescheduled soon.

Moving on, a couple of weeks ago, immediate Past President Bob Stine and I had the pleasure of attending a luncheon in San Mateo with a panel of speakers discussing the upcoming MG Vintage Racers Focus Event at Infineon Raceway. We met a number of very friendly and interesting folks, and wondered privately just how it is that Joe Huffaker Jr. (standing about 6'6" tall) actually fits in and races an MG Midget.

Since that time, I've learned that a few of the cars registered to race at the MG West Coast Reunion include Ken Miles' "Flying Shingle" MG, a recently restored "Grace Slick" Huffaker MGB race car, an MGB Sebring roadster, Joe Huffaker's 8-time SCCA National Champion MG Midget, the Basil Adams SCCA MGA Coupe, an MGB GT Sebring racer, and a 1957 MGA Roadster that won the 1st Collier Cup. To be sure, there are many others and organizers have at least 50 MG vintage racers from around the country signed up for the event. The drivers that weekend will race against each other in featured MG races, as well as against non-MGs in general class races. In addition, Scott Brown, owner and driver of "The Pile", is producing a limited edition poster commemorating the event that will be available for sale that weekend. If you think you might be interested, please let me know as printing will be limited.

The MGOC is hosting a hospitality tent at the MG Reunion on Saturday, April 2 (and presenting an award to the MGVR group). A full schedule of events, including parade laps, full speed hot laps, and lots of racing, appears elsewhere in *The Octagon*.

Remember, this will be an opportunity for you to take your own MG on the track for some parade laps during the day. You don't want to miss it. Since MG is the featured marque of the weekend, I hope we can count on many members to be there, sun, rain, or snow!

Regards,
Sam Gearhart

St. Patrick's Day Tour

Thursday, March 17

San Rafael

Free on St. Patrick's Day? Why not join Steve Lilves for a North Bay tour. Steve has planned a scenic two hour drive from Terra Linda to Sausalito. Afterward, you're invited to celebrate St. Paddy's Day with a pint or a spot of lunch at the [Pelican Inn's](#) English pub. Best be wearing some GREEN!

When and Where: Meet at 11:00 am at the [commuter parking lot just east of Hwy. 101 on Smith Ranch Road, San Rafael](#). We'll end up at the Pelican Inn in Muir Beach around 3:00 pm.

Directions: From San Francisco, go north across the Golden Gate Bridge on Hwy. 101, through Central San Rafael, and exit Lucas Valley / Smith Ranch Road. Turn right onto Smith Ranch Road and right into the parking lot.

RSVP to Steve Lilves at 415-924-3173 or slilves@sbcglobal.net.

ESCA April Fools Rallye

Sunday, April 3

Santa Rosa

The Empire Sports Car Club would like to cordially invite you to their 47th annual April Fool's Rallye. Rallymaster Bob "The Beard" Jenkins has devised a scenic and fun 50 mile route for this A-B type rallye.

A rallye is not a speed event. It's a test of a team's ability to follow instructions along the route while looking for signs and situations that fit the definitions of the rallye. There will be a brief rallye school at 11:00 am for all those new to rallying.

When and Where: 10:30 am in the [Charles Shultz Museum](#) parking lot, Santa Rosa.

Directions: Take the Steele Lane Exit off Highway 101, a mile north of downtown Santa Rosa. Go west on Steele and it will become Guerneville. Right on Range. Left on W. Steele. Right at Hardies. Left into the second driveway, which is the Shultz museum lot.

Cost: \$15 per car. All proceeds go to Canine Companions for Independence.

Contact: Bob Jenkins at 707-546-6867 or thebeard@sonic.net.

The MG All-Register: Meet is in Reno on June 13-17 and the club is looking for someone to coordinate MGOC attendance and participation in the drive from Reno to San Francisco. If you are interested in helping out, please contact Mike Jacobsen.

Old Business

MG Fall Festival: planning is well underway. Mike is looking for pictures for a trifold handout.

Board Apointees: David Wright and Craig Kuenzinger were appointed At-Large board members.

Web site: Facebook and Flickr are not on the Web site. Further discussion needed.

Reimbursements: A budget of \$350 was established for the awards banquet. The board agreed to reimburse Sam for a \$39 overrun. We also agreed to reimburse Mike Jacobsen for an award. A motion passed to reimburse expenses not to exceed \$115.

Membership Roster: A member requested an electronic copy of our membership roster. After a extended discussion about previous membership roster decisions, a motion passed to review previous decisions on the topic and readdress the topic in March. For now the board decided not to share the electronic roster for commercial purposes.

MGs by the Bay Advertising: is being handled by Kim and Craig Kuenzinger. Sam will talk to Jeremy about getting photographs for the posters and shirts.

Next Meeting and Natter: 7 pm on Thursday, March 10, 2011 at The Englander Sports Pub, 100 Parrott Street, San Leandro, CA.

The meeting was adjourned at 8:16 pm.

Submitted by Bob Trencheny.



MGOC Business Meeting Minutes

February 10, 2011

The meeting was called to order by President Sam Gearhart at 7:00 pm. Also attending were: Ernie Bryson, Ken Gittings, John Hunt, Mike Jacobsen, George Steneberg, Bob Stine, Bob Trencheny, Trevor & Sandy Winter, and David Wright.

The December minutes were approved as printed. There was no meeting in January because of the Annual Luncheon, so there were no January minutes.

Reports

Treasurer's Report: The checking account balance was lower than last month. The club paid a deposit to the Sheraton for the MGFF and subsidized the Annual Brunch at HS Lordships. Much, if not all, of the Sheraton deposit will be recouped from attendees.

Registrar's Report: We have 194 regular, 63 auxiliary, 11 corresponding, and 2 associate members for 270 total members - an increase of 17 members. Mike is still getting membership renewals.

Secretary's Report: Nothing significant to report.

Corresponding Secretary's Report: There was no correspondence this month.

Regalia: David reported we sold two grill badges at the Annual Brunch. David passed the funds to Mike at the meeting. We will advertise the new MGOC shirts in *The Octagon* and sell them for \$5 over cost to cover shipping to members. Bob Trencheny will get pictures and details in the newsletter. Mike will update the Regalia form for members.

Past Events

The Holiday Tea: was at Kimberly and Felix Lee's beautiful home in Los Altos. Many club members attended and enjoyed the holiday season.

The Annual Awards: Brunch was a great success. We had the second-biggest turn out ever for this event, and just one guest short of the club record of 72 members. The food was great and the company was even better.

The Annual Planning Meeting: was held in January. We have many great drives and club events coming up in 2011. Check the MGOC calendar or your email for all the details.

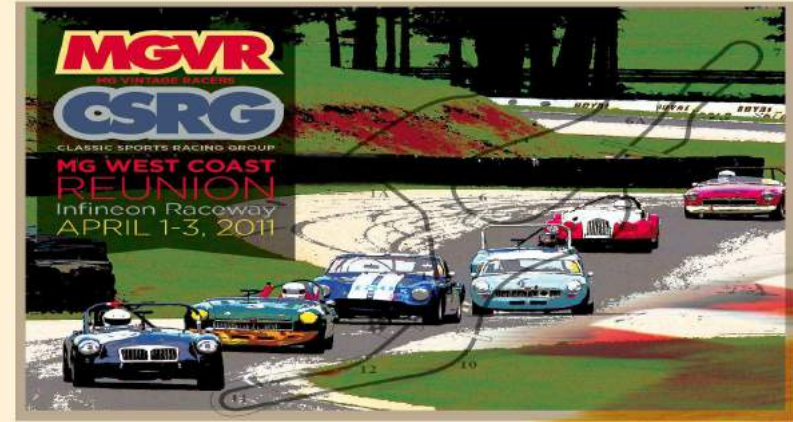
An MG Fall Festival Planning Meeting: was held in Oakland on February 6. The group is making good progress on the October event.

Upcoming Events

Wine Country Tour: Andy & Marla Preston are leading a tour on February 26.

St. Patty's Day Tour: Steve Lilves will again lead this tour on March 17. Check the March *Octagon* for details.

MG Reunion: The MGVR and CSRG are hosting an MG Racing event in April and have asked the MGOC to sponsor an award and provide coffee and donuts for the MG racers. Sam will get more details on the event so we can set a budget and get club members to support.



MGVR Focus Event at Infineon on Saturday, April 2

Would you like to watch MGs race around the 2.7 mile Infineon racetrack in Sonoma? Want the chance to ride in a race-prepared car at race speeds the same day? How about the chance to drive your MG around the Infineon road course in special MG parade laps? If any of that sounds exciting to you, then plan to join fellow MGOC members for the MG Vintage Racers' 30th Anniversary Focus Event at Infineon on Saturday, April 2.

We're hosting a hospitality tent at the track, with special parking arrangements for those in MGs, and that all-important midday drive around the track. For those who have never had the chance to drive on a racetrack, this is a terrific opportunity.

To participate, meet no later than 8:30 am at the Port Sonoma parking lot on the eastbound side of California Rt. 37, a short distance from U.S. Rt. 101. Andy & Marla Preston will lead our short drive to the track. (If you miss the caravan, join us at the track.) After arriving, we'll sign waivers against claims, have our cars inspected before going on the track later, and then sit down to enjoy the morning timed practices. Timed practices begin at 8:45 am.

Charity Track Rides are scheduled from 11:00 am to noon. You can be a passenger in one of the featured racers, with your donation for the ride going to charity. The cost of those rides starts at \$50, and if you ask anyone who has had the chance to do it before, it's thrilling! If you plan to take one of these Charity Rides you must wear long pants and a long sleeve shirt. Helmets are also required, and loaners are available at the track. Get in line early if you want to experience the thrill of racing – this is a very popular activity.

From approximately 12:20 pm to 1:20 pm the MGOC and fellow MG owners will take parade laps around the track. It is a wonderful experience, even though racing and passing are strictly prohibited. Qualifying races for the various MGVR groups begin at 1:30 pm and continue until the track closes at 5:15 pm. There is a full day of racing on Sunday as well, but the MGOC isn't hosting any official activities that day.

The cost, payable at the gate, is \$25 per person with 60% of the revenue going to the Rotary Foundation of Central Marin, 20% to Infineon Raceway's Speedway Children's Charities, and the remaining 20% used to offset track and host organizations costs.

We must give CSRG a count of attendees who will participate in the midday parade laps. For those inclined, please RSVP to Sam Gearhart at swg3@comcast.net.

We look forward to seeing you there. Don't forget to stop by the MGOC Hospitality Tent and have a cup of coffee in the morning when you arrive.

Spring Freshen-up Tech Session

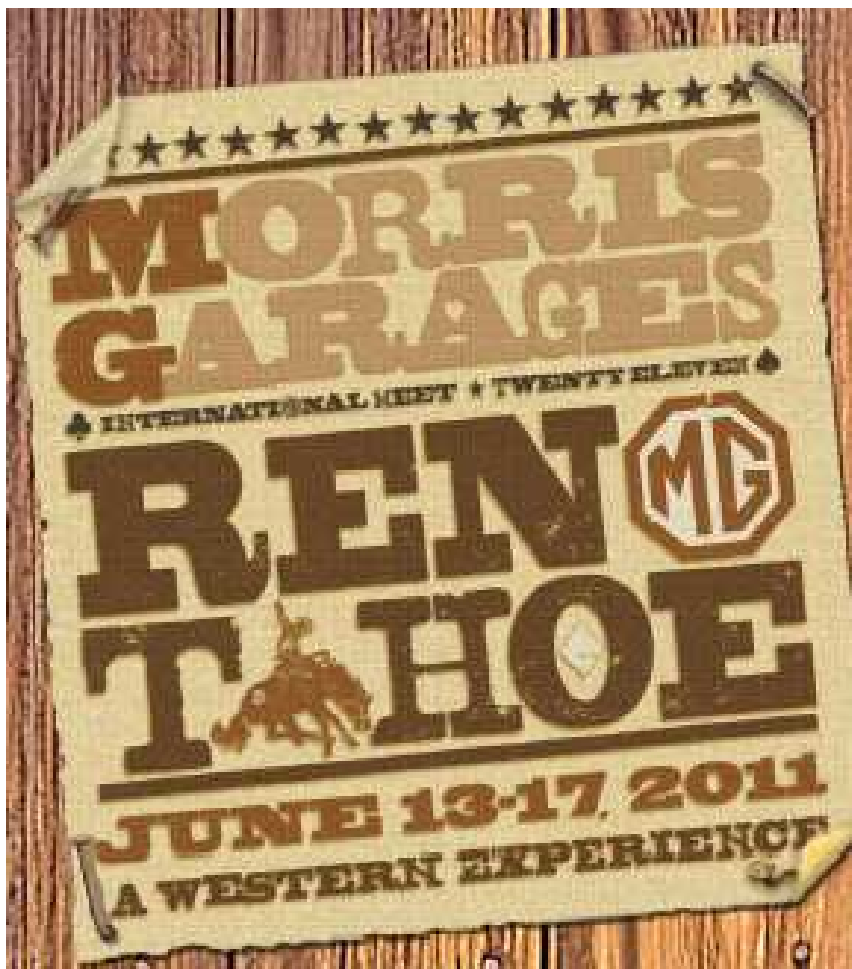
Saturday, April 30

Walnut Creek

Get your MG out of winter hibernation and ready for the sunny days ahead. This session will cover routine maintenance including battery charging, fluids, tires, minor electrical, detailing, and freshening up your car's appearance. We will also cover what to carry in case of the inevitable problems that happen along the road. Bring your questions and thoughts to share. A pizza lunch will be provided.

When and Where: The tech session starts at 9 am (and goes to 2 pm) at Craig & Kim Kuenzinger's home at [1751 Lilac Drive in Walnut Creek](#).

Contact: Craig Kuenzinger at 925-934-3130 or mrccraig@aol.com.



❖ MGOC Regalia ❖

Description	Qty	Each	Total
MG Owners Club Regalia			
50 th Anniversary Plaque – Black & white, 2" wide by 3" high		\$5.00	
50 th Anniversary Pin – Black & white, 3/4" wide by 1.1" high, clutch back		\$5.00	
Shirt – Tan polo, without pocket (See Note 1 below)		\$30.00	
Shirt – Tan polo, with pocket (See Note 1 below)		\$30.00	
Shirt – Blue denim, long sleeves (See Note 1 below)		\$30.00	
Shirt – Blue denim, short sleeves (See Note 1 below)		\$30.00	
Pennant – Red "MG Owners Club", cream canvas, 9 1/2" high by 17" long		\$10.00	
Grille Badge – MGOC logo, 4" high, mounts with one stud through grille		\$35.00	
Patch – 3" diameter, embroidered black MGOC logo on white		\$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	
Lapel Pin – 3/4" by 1" enameled metal MGCC badge		\$6.50	
Outside Window Decal – 5" by 5 1/2" clear & white MGCC logo		\$1.00	
Inside Window Decal – 2 1/2" by 3" brown & cream logo; reads "Member"		\$1.00	
Total Amount Enclosed			

❖ Notes

1. Shirts are specially ordered, though we try to keep a selection of sizes on hand. All shirts have the MGOC logo embroidered in black & white in the pocket area. Please indicate style and size: ladies or mens, small through double extra large. Shirts are generally delivered at an event or meeting, but can be shipped for an additional \$5.
2. MG Car Club regalia is affected by the exchange rate, and prices are therefore subject to change.
3. Please note that while orders are shipped as they are received, some items are stocked from England and have a long lead time. If we run out of stock, we will notify you if the delay will be more than three weeks.

❖ "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 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

New Embroidered Club Shirts



February Crossword Answer Key



Puzzle by Dave Schonenberg



A WESTERN EXPERIENCE

June 13 - 17

Once every five years the North American Council of MG Registers (consisting of the MMM Register, NEMGTR, NAMGAR, NAMGBR, and the AMGCR), hosts an "All MG" Convention. This will be the only national MG event that will be conducted by these Registers for 2011, and it's only the fourth time this event has ever been staged. We have been to Indianapolis in 1996, Minneapolis-St Paul in 2001, and Gatlinburg in 2006. This year we are moving out west to Reno, Nevada. We are confident that our schedule of events, the excitement of the casinos, the night life of Reno, and the breathtaking vistas of the Sierra Mountains and neighboring Lake Tahoe will attract the largest number of MG aficionados in North America ever. There will be MGs of all types and vintages, from MMM cars of the 30's to modern MGBs. Register at MG2011.com.



After MG2011, the Rallye to Reno will conclude the coast to coast trip by driving to San Francisco. Details at RallyetoReno.com.

A Dark and Stormy Tale

By Warren Pierce

It was a dark and stormy night - ok so it was just dark and night. After spending a very pleasant day tasting wine at the River Road Wineries Valentine's Day open houses, followed by pizza with some of the participants, Kathy and I headed home in our MGB GT.

While merging onto Hwy. 101 off Hwy. 156 Kathy exclaimed, "We're smoking!" Glancing in the mirror, it did seem that mosquito abatement was happening behind us. A quick glance at the gauges confirmed good oil pressure with slightly above normal water temperature. Taking the next exit, and luckily catching two green lights, put us in downtown Prunedale. Idling into a well lit parking lot the engine sounded fine. I shut her down and popped the bonnet.

I was met with billows of vapor, but no smell of hot oil. Must be a bad hose? No. Hoses OK. Radiator OK. Heater not hooked up; so it's not that. Further searching revealed the rear core plug (freeze plug) – you know, the one you have to pull the motor to replace – laying between the block and engine plate. Time for the tow truck.

This is the second core plug to blow out with less than 5000 miles since the rebuild. I found some Dorman core plugs at a local parts store. When comparing the Dorman product and the product received from a major British parts supplier there is a difference in thickness, and country of origin.

Spending the three day weekend working on the car, pulling the motor on Saturday in the rain and reinstalling it in sunshine on Sunday, gave me the chance to not only replace the rear core plug, but also replace the front timing cover seal, install a speedi-sleeve on the crank pulley, and clean the engine compartment. Monday was spent finishing up the reinstall and plumbing the heater.

You can replace the rear core plug without removing the rear engine plate, as there is a hole in the plate that allows access to seat the core plug. But you do have to remove the motor. I also used epoxy per the Huffaker Competition Manual on all the core plugs. Thanks to Bill Kirkwook and Mike Hayworth for their help.



Photo by Warren Pierce



Photo courtesy of Warwick Banks

Warwick Banks driving 8 DBL in the 1965 Brands Hatch 1000 race

Personally, I think the 1965 Brands Hatch 1000 race with John Rhodes, where you scored an outright victory in an MGB, to be one of the brightest moments in the racing history of the B. When you think of the 1965 Brands Hatch 1000 race, what comes to mind?

What a great weekend we had! It is still the longest race distance run in England since WWII, I believe, other than 24 hour events. Neither John Rhodes nor myself took the event particularly seriously as it was a one-off. We just drove the car (8 DBL) to its utmost leaving all the others behind. We won £1000 prize money and I bought a brand new MGB GT with my share. That fact that the GT had to spend three weeks back at the factory being rectified is another story! You should not forget other great MGB achievements such as the 84 hour race win at the Nurburgring and several good runs at Le Mans, the Targa Florio, and elsewhere.

Do you have any entertaining stories racing an MG or from being a part of the competitions department at Abingdon that you would like to share?

I was always privileged to be part of the MG and Abingdon "family", whether driving an MG, Austin Healey, a Mini, or a Formula 3 car. Their workmanship and preparation was excellent and the personnel first class – many of whom meet every two years at a reunion, something that I doubt happens with many other manufacturers. The cars were solid, rapid, and conservative, as the overall results speak for themselves. No particular anecdote stands out, but many fond memories!

obvious fitness, reactions, and car control, a first-class consistently winning driver has to be quite a selfish fellow with an abundance of drive and will to win. Not always a nice combination regarding personality. In the past I would put Fangio, Jimmy Clark, Alain Prost, Stirling Moss and Schumacher in a class of their own, though the last named had his controversial moments! I was not a lover of Senna, nor what he did to Prost at McLaren. There are many others who were excellent (such as Tony Brooks, Salvadori, Emerson Fittipaldi, and Nelson Piquet) but who do not stick in my mind as much. Many of the modern F1 drivers are not “racers” but “high speed motorists”; Hamilton, Vettel, Alonso, Kubica, Kobayashi, and Rosberg being current exceptions.

What are the strengths of the MGB as a race car?

A remarkable car all ‘round considering it was launched in 1962 and still has remarkable looks and street cred. A delight and easy to drive and race, its reliability is legendary. The stiffness of the monocoque shell is immense and, whilst designed for only 95 bhp originally, our V8 cars are coping with nearly 400 bhp with no detriment to their integrity. One has been timed through Blanchimont at Spa at 184 mph and 0-100 mph is around the 10 seconds mark or less. I think that says a lot about the original design!



Photo courtesy of Warwick Banks

Warwick Banks leads Alec Poole and Barry “Whizzo” Williams at Silverstone

Note: In the 1965 Brands Hatch 1000 race, Mr. Banks and John Rhodes outdrove a number of larger and more powerful cars to achieve an outright victory. Those cars included an Austin Healy 3000 driven by Paddy Hopkirk, a Morgan driven by Chris Lawrence, and an E-Type Jaguar.

MG Fall Festival

September 29 to October 2

The Sheraton Sonoma – Petaluma

The Fall Festival will include road tours, winery visits, dinner at the historic and rustic Union Hotel in Occidental, a car show, and an awards banquet at the Sheraton. In addition, the Fall Festival coincides with the Classic Sport Racing Group’s Annual Charity Challenge at Infineon Raceway. Along with watching some great racing, attendees will have the opportunity to drive their MGs on the Sears Point track during the lunch hour. More details to come. Save the date.

MGOC Contest Continues

Our contest to find the best, most amazing, most stupendous new content for *The Octagon* continues. That’s right, our open call to all members for submissions is ongoing. You could win a \$25 gift card to the store of your choice for your MG story, event report, photo, drawing, or whatever else you can dream up. Please send your submissions to mgowners@gmail.com.

On the Road Again

Service and Restore All British Cars

Austin Healey
Jaguar
MG Specialists
Triumph
Bentley



*Come Visit our Showroom of
Classic British Cars.*

Distributors & Specialty Parts:
Moss Motors
ARP Performance Fasteners
Glasurit Paints
Dayton Wire Wheels
Pierce Manifolds Distributors

16840 Joleen Way, Unit G-4
Morgan Hill, CA 95037
408.782.1100 Fax: 408.779.0938
bhiland@ontheroadagainclassics.com
www.ontheroadagainclassics.com



The MG Owners Club

presents

MGs by the Bay

Sunday, May 15, 2011

The Danville Livery



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

The show opens at 10 am, rain or shine, with trophies awarded at 2 pm.

Same-day registration opens at 8 am.

In Danville, under the trees at The Livery shopping center!

400 Sycamore Valley Road, Danville, 94526 – One block west off I-680

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

Awards: Judging is by popular vote, with awards for People's Choice, Best Daily Driver, Premier (from previous winners), and for every class, with classes determined according to the number of cars registered by May 1.

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 am 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.

Mail before May 1, 2011 to:

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

For information call
415-333-9699 or 925-899-1218
or visit www.MGOC.org

Make checks payable to **MGOC**

Show Use Only		
\$	/	#

Please Print:

Name: _____

Address: _____

City: _____

State: _____ Zip code: _____

Email address: _____

Daytime phone: (_____) _____

Short description of car: _____

Has this car ever won First in Class at MGs by the Bay? ☐ Yes ☐ No

MG model: _____ Year: _____

Body style: ☐ Coupe ☐ Roadster

☐ Saloon ☐ Race car

☐ Other: _____

Car color: _____

T-shirt size: ☐ M ☐ L ☐ XL ☐ XXL

Bringing a valve cover racer? ☐ Yes ☐ No

Release: Neither I nor my heirs will hold the MG Owners Club or The Danville Livery Shopping Center 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: _____

Interview with Warwick Banks

By John Hunt

This past winter I was surfing the net and came across an event hosted at the National Motor Museum in Beaulieu, England entitled "Warwick Banks – His Life and Times as a Racing Driver". Unfortunately, due to both the timing and location of the event, attending was not an option. So I wrote Theresa Browning at Beaulieu and she was kind enough to provide an introduction for me to arrange an interview of Mr. Banks for *The Octagon*.

Mr. Banks has had a long and successful relationship with MGs, having been one of the leading drivers on MG's race team in the early 1960s as well as campaigning his own MG later in life. His exciting racing career includes wins in Formula Three for Tyrell Racing Group and being Jackie Stewart's teammate in 1964. He won the European Touring Car Championship in 1964; and in 1965 he finished runner-up in the [British Saloon Car Championship](#) with a class winning Mini Cooper.

For those that enjoy reading about MGs, you may have read about Mr. Banks victories in *MG by McCombs*. Mr. Bank's career was also chronicled in *The Works MGs* by Mike Allison and Peter Browning. Please join me below for an entertaining and insightful interview with one of Abingdon's finest drivers.



Warwick Banks in Victory Lane at Watkins Glen

In your opinion, what are the characteristics of a great race car driver?

A difficult question and one that needs a careful answer! In the past there had to be an almost complete disregard for personal safety, but since Jackie Stewart's campaign this has markedly improved. Having said that, the standard of driving (and crashing) as the result of this extra safety is not as good as it used to be, in my opinion, and slick tyres have made some mediocre drivers appear better than they are at car control. Apart from