

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



MGs on the plaza at the Blackhawk Automobile Museum

December 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: Bob Trencheny, 925 556 9311 Tbobox@aol.com

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. Carburettors: 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

Natter & Noggin

with Club Meeting

December 8, 2005 (2nd Thurs.), 8 p.m.

***** Back to the Old Location *****

The Englander

101 Parrot Street, San Leandro

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

(See directions below.)

South Bay Natter & Noggin

*No South Bay Natter in
December*

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

MG2007 Planning Meeting

December 11, 2005, High Noon

The second planning meeting for MG2007 is being held Sunday Noon at the Englander in San Leandro. Come out and support the club and this great event. There are committees in need of volunteers.

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 Davis St. exit and turn left on Davis. Travel 1.3 miles, then turn right on E. 14th St. Travel 0.3 miles, and then right on Parrott St.

Trivia Answers: Bill Hiland reportedly has around 20 MGs and George Steneberg has a 1933 MG J2.

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.

For Sale: 1965 Austin Healey Sprite: Red, \$3995 OBO. Fun little car that runs well. New brake lines, new hoses and belts, new speedometer and odometer, and new door hinges. Extensive work done on the electrical and exhaust. Member Karin, ktroedsson@hotmail.com

For Sale: 1974_ MGB: Rubber bumpers, twin carbs, and no smog tests required. Maroon. Looks and runs well, redone interior. Owned 14 years. Needs minor cosmetics. Non-member David, Oakland, \$4500/offer. (510) 663-7091 eves.

For Sale: 1972 MGB: New BRG paint, 50 mi on new performance engine, new distributor, radiator, front end, rack & pinion, rotors, wiring harness, battery, tires, rebuilt master and slave clutch cylinders, rebuilt brake master cylinder, alternator, rear brake shoes and cylinders, dash, Astrali steering wheel. Needs interior carpet, seat covers, panels, soft top (has frame). Photos on request. Member Rob Stagmier stagmier@hotmail.com (925) 451-2610

For Sale: 1962 MGA racer: Raced since 11/93 with HMSA and CSRG. Recently tuned. Not fastest in group but reliable and fun to drive. Corners and brakes with the best. All go-fast modifications adhere to early 1960s usage. Includes authentic 1965 magnesium racing wheels and 4.00 differential. Or, remove roll cage and you will have a legal road car that is a match for anything with four cylinders. \$17,000. Member Ferdinand Schoch, (707) 542-8800 or ferdinands@att.net

For Sale: Ribcase 4-speed transmission from a 1974 Midget. Tailshaft rebuilt, good condition \$300/offer. Twin SU carbs from 1974 Midget, Rebuilt \$250/offer. Also have emission components. Make offer. Member Mark Hertz. danhertz@prodigy.net or (925) 757-2070

For Sale: 1936 MG PB. All there. Good body with much work done. Correct PB engine and PB transmission (need rebuilt). \$11,500. Pete Thelander, (714) 892-0703 pthelander@earthlink.net (seen at the swap meet in Fullerton)

For Sale: Bugeye Sprite: Excellent project. Super rust-free car. No body damage. All there. \$2,500. Craig Cody, (805) 886-3920. (Seen at the swap meet in Fullerton)

For Sale: 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. dkamins@sbcglobal.net or (415) 706-5646

Wanted: Short block for a 70-74 MGB in rebuildable condition. Member James Brown. JamesCBrown@sbcglobal.net, (408) 893-8986

Wanted: Aluminum hood for an MGB. Good condition. Member Ken Gittings (510) 791-8445

Wanted: 1600 MGA Coupe, decent condition suitable for restoration. Member Andy Preston, andypreston@sbcglobal.net (707) 795-3480

Wanted: MGB wire wheel rear axle, for 1968 and later. Member Andy Preston, andypreston@sbcglobal.net (707) 795-3480

(\$240), half page \$18 (\$175), third page \$12 (\$120), business card \$8 (\$75). All ads expire on Jan. 1st, and fees for a partial year will be pro-rated to that date. Deadline for ad materials is the 10th of the preceding month. The MGOC makes no claims as to the reputation or quality of work performed by businesses advertising in *The Octagon*.

MAKING CONTRIBUTIONS TO *THE OCTAGON*

Your stories, photos, tips, questions, and anything MGOC-related are always welcome in *The Octagon*. Please make your contributions by the 15th 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 Tbobbx@aol.com

RECRUITING MEMBERS FOR THE MGOC

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

Forthcoming Events

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

Every Sat. — Donut Derelicts, Los Altos, Martinez

Dec. 8 — **Natter & Noggim** and **MGOC Monthly Meeting**, page 23

Dec. 11 — **MG2007 Meeting**, Noon, the Englander, page 23

Dec. 11 — **MGOC Holiday Tea**, 2pm, Grossman's, San Leandro, page 8

Dec. 26 — **Boxing Day Tour**, Sonoma, page 10

Jan-Feb — **MGOC Annual Dinner**, Date TBD

March — **Pierce Manifolds Tour**, Gilroy, Dan Shockey, Date TBD

June 2-4 — MG Vintage Racing at Halletts, OK

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

June 21-26 — All-Register **MG2006** in Gatlinburg, TN. www.MG2006.com

Oct 8-10 — *High Country Tour* in Sedona, AZ, by Al Moss, Regional

NAMGAR event, info from RacerMoss@mac.com

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MGOC Holiday Tea

Sunday December 11, 2005, 2:00 — 4:00 pm

This year's holiday tea will be at Randy and Melissa Grossman's house in San Leandro. Join the club for our annual holiday get-together and celebrate the season with good friends and MG stories.

Please bring a dessert or hors d'oeuvres to share with the club. If you have a favorite tea please bring that too. The club will provide sodas and other non-alcoholic beverages.

RSVP to Randy and Melissa Grossman

Phone: 510 483-3171

E-mail: r.m.grossman@comcast.net

From 580 North: Estudillo Ave Exit go 0.3 mi. Bear right on Joaquin Ave and go 0.1 mi. Turn right on Morgan Ave and go 0.2 mi. Turn right on Collier Dr and immediate left on Rodney Dr. to 874 Rodney Drive.

From 580 South: Dutton Ave/Estudillo Ave Exit go 0.3 mi. Turn right at Bridge Road and go 0.2 mi. Turn right on Morgan Ave and first right on Collier Dr and immediate left on Rodney Dr. to 874 Rodney Drive.

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MGOC Regalia

Description	Qty	Each	Total
MG Owners Club Regalia			
Club Jacket — Black & Tan with embroidered MGOC logo (Note 1)		\$60.00	
Pennant — Red MG Owners Club, cream canvas, 9" high by 17" long		\$10.00	
Grille Badge — MGOC logo, 4" high, mounts with one stud through grille		\$30.00	
Grille Badge — SF Peninsula T Register, 4" high, mounts with clip at base		\$35.00	
Patch — 3" diameter, embroidered black MGOC logo on white		\$6.00	
Patch — 6" & 3" diameters, SF Peninsula T Register logo		\$6.00	
Cling — 3" diameters, black MGOC logo on white background		\$2.00	
MG Car Club of England Regalia (Note 2)			
MG Car Club Grille Badge — 3" dia., mounts with studs through grille		\$55.00	
MG Car Club Grille Badge — 3" dia., mounts with bracket to badge bar		\$55.00	
Key Fob — Black leather fob with cloisonne MG Car Club logo		\$10.00	
Lapel Pin — 1/2" by 1" enameled metal MGCC badge		\$6.50	
Outside Window Decal — 5" by 5" brown & cream MGCC logo		\$1.00	
Inside Window Decal — 2" by 3" brown & cream logo; reads Member		\$1.00	
Inside Window Decal — 2" by 3" brown & cream logo; reads Member and Marque of Friendship		\$1.00	
Round Mug — British Racing Green with gold MGCC logo and rim		\$10.00	
MGs by the Bay; MGs at Jack London Square Regalia			
Dash Plaque — 2005, blue on silver MGA Coupe		\$2.00	
Dash Plaque — 2004, maroon on gold MG TD		\$2.00	
Dash Plaque — 2003, black on white Midget & MGOC logo with red text		\$2.00	
Dash Plaques — 1995 through 2001		\$2.00	
T Shirts — See note 3 below.		\$5.00	Note 3
Total Amount Enclosed			

Notes:

1. Jackets are special ordered though we try to keep a selection of sizes available. These are generally delivered at an event or meeting. Please indicate sizes: Small through XXL.
2. MG Car Club regalia are affected by the exchange rate. Prices therefore are subject to change.
3. Leftover T Shirts from our May event are available at this special price at the event in May and at Palo Alto in September.

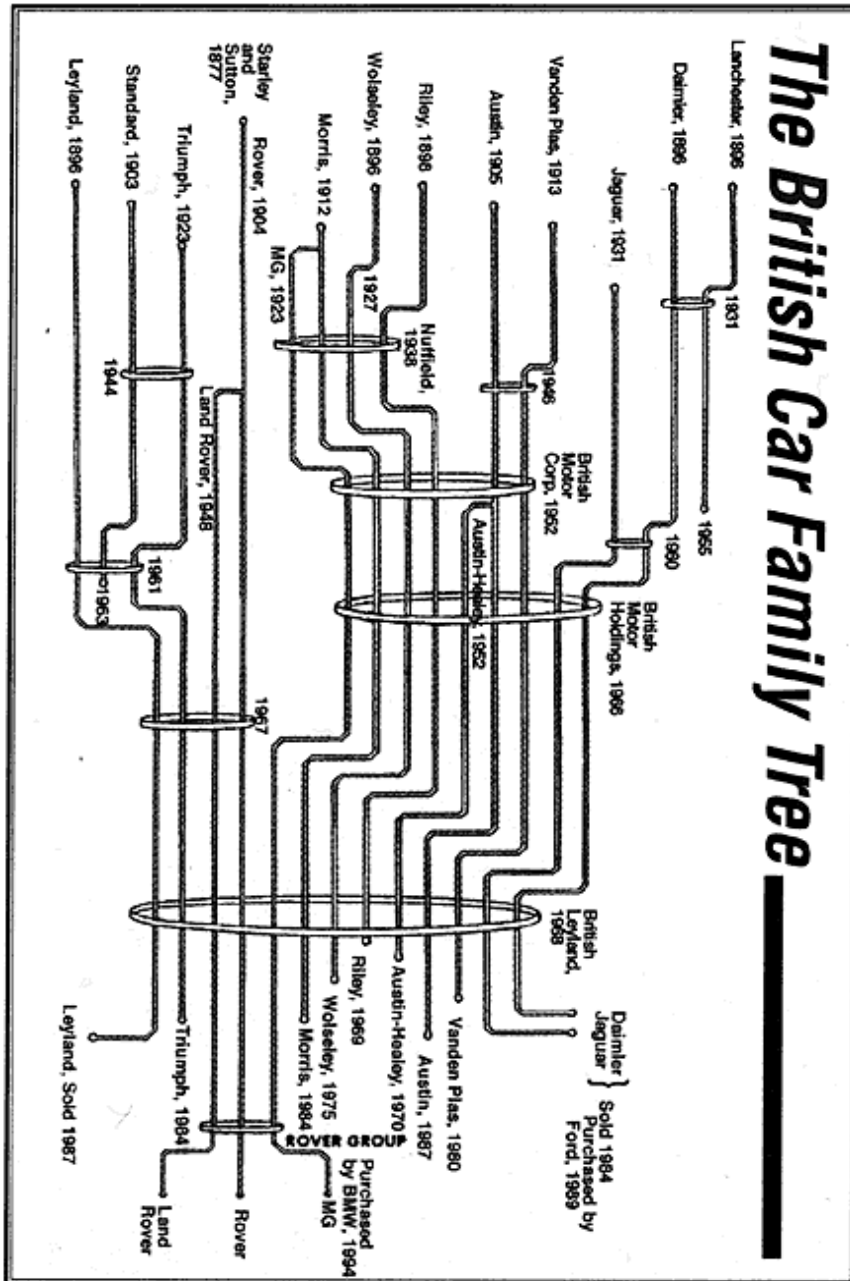
Ship To label — please print!

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

Ordering Information

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

From the MG 'A'nnouncer, March 1994



Music to My Ears

By Bob Trencheny

One of my favorite things to do is get in the car, listen to music and drive. But after discovering the lack of CD storage in the MGB I knew I had a problem. While my BMW normally had fifteen to twenty CDs in the glove box or door pockets, there was no way to store anything near that in the MGB. My son Robbie, being the real techie in the family, suggested I try the Apple iPod and iTrip I had never used in the car before.

I was reluctant at first because I don't like carrying a \$200 gadget in a car I can't lock. But after getting over that problem the iPod was my newfound music machine. With the iTrip FM transmitter from Griffin Technologies attached, the 1000 songs on the iPod are available in top-down quality stereo.

The iPod is very simple to load with music from your home computer. The iTrip tunes to one of the unused FM stations on your FM car radio. After that, the iPod tunes in like any other station. The music sounds good and is always in the palm of your hand. The set-up requires the use of iTunes music software on your home computer to catalog all your music. This will take up some room on your home computer. There are several models of iPods available and Apple has recently updated the product line. Prices run from \$199 for the iPod Nano which will hold 1000 songs to \$399 for the iPod that holds an incredible 60,000 songs! The iTrip sells for around \$50 depending on the model of the iPod. There are plenty more accessories like cases and power cords but they are not required.



All that is needed is the iPod and the iTrip. The smallest iPod Shuffle is not compatible with the iTrip which is required for in-car use. But regardless of the model or the size of the hard drive in the iPod this is the best way to take your tunes with you when you are out for a beautiful Sunday drive.



William Shaw

(415) 924-1450

36 Industrial Way
Behind Cost Plus
Greenbrae, CA 94904

From da Ed

November, 2005

One of the things I wanted to do when I took over as editor of the *Octagon* was get the club to make better use of the Internet and technology in general. I started slowly by introducing a few more web links to the newsletter. Now I want to ask all club members to do me and the whole club a favor. Go to the web link at www.frapppr.com/mgocbayarea and select the Add Yourself button. Then put in whatever information you want about yourself, your car, and your zip code. This will neatly plot all of us on a map so we can see where our members are located. You can also subscribe to the map to see when another club member adds their

information to the map.

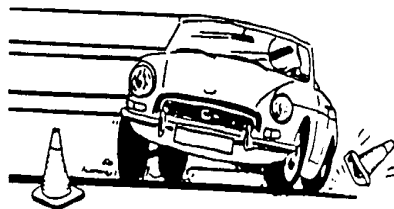
My other bit of technology this month is the article on the Apple iPod and the iTrip. These two gadgets will make your drive even more musical. Take a look at page 5 for the all the details on this holiday gift.

Remember that Randy and Melissa Grossman are hosting the MGOC Holiday Tea on Sunday December 12. After that there is only the Boxing Day Run until after the New Year except for the monthly Natters.

For the New Year, we are planning the Annual Dinner for late January or February somewhere on the Peninsula. Hope to have more details for you in the January *Octagon*.

Wishing everyone a happy and healthy holiday season!

Let's Ride,
Bob



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).....		Scall	

BRAKES : sleeved and rebuilt

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

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© by Dwight Allen



Annual Dinner: This should be held on the Peninsula this year. Bob Stine to check on restaurants.

OLD BUSINESS

NAMGBR MG 2007: Meeting minutes for Nov. 5 available. Dan to send email list of interested members to Mike. Next meeting will be before the Holiday Tea at 1 p.m., Dec. 11. (At the Englander) Ask Jennifer if we can post the meeting minutes on the club web site.

New Meeting Place: We voted to return to the Englander for the December meeting. Dan to make a reservation.

Support for New Orleans MG Club: Subject dropped.

Dash Plaques: Mike said that we can get a 14% discount on these for our MGs by the Bay event by ordering early. We decided to just put May, 2006, and MGs by the Bay on them and get them ordered soon.

NEW BUSINESS/EVENTS

Officer Election: Dan, Nina and Mike all volunteered to repeat. We nominated Bob Stine for President. Need to post candidates in the *Octagon*.

The meeting was adjourned at 9:35 p.m. The next business meeting is to be held Dec. 8, 2005, at the Englander.

Respectfully submitted,
Daniel Shockey, MGOC Secretary

Jim Griffin & Son
British & European Car Repair

GERALD GRIFFIN
PHONE 650/589-7619



FAX 589-7635

1261 SAN MATEO AVE., SAN BRUNO, CA 94066

Minutes of the MGOC Business Meeting Nov. 10, 2005

The meeting was called to order at 8:13 p.m. by President David Wright. Also present were: Dan Shockey, Bob Trencheny, Mike Jacobsen, Ken Gittings, George Steneberg, and Bob Stine.

Treasurer's Report: Club account balances are very healthy. We are at our annual peak due to renewals. We need to open a separate checking account for MG2007.

Registrar's Report: Mike has dropped non-renewal members. We now have 261 total paid members. 200 are regular members, 12 are Corresponding, and 49 are auxiliary members (spouses, children, etc.)

Secretary's Report: October Minutes accepted as printed. Get-well card sent to Nina. Nina missed the meeting due to her MG being repaired.

Regalia Report: David presented some ideas for our 50th anniversary special regalia: key fob, cap, belt buckle, mugs, embroidered patch, and golf shirt. We will ask the membership for suggestions and for artwork ideas. Suggested source: cafepress.com. (Bob Stine returned a borrowed grille badge.) Mike now has three quotes or estimates for a new order of grille badges. Best two follow. (1) Triple C, for over 100, set up of \$300 plus \$15 to \$20 each. (2) Prior source (Hazelhurst), set-up fee plus \$21 (100 qty.) or \$26 (50 qty.) The motion was made to buy new badges. An amendment was proposed to change the badge. The preferred method was to cut away some of the white background. The amendment was tabled until we can get a quote.

Octagon Report: (Bob Trencheny) For MG2007 minutes, we will do a brief summary and perhaps post them elsewhere. We have a new advertiser: San Pablo European in Berkeley.

PAST CLUB EVENTS

Mt. Diablo Tour: This was a lovely event. Great turn out. Thanks, Bob T.

Corralitos Shopping Run: Good turnout for this one, too. Spectacular roads and weather. Thanks, Bob W.

UPCOMING CLUB EVENTS

Pigeon Soup Expedition: (See separate report.)

Holiday Tea: Date set for Sunday, December 11, at 2:00 p.m. This will be at the Grossman's home in San Leandro.

Martin Hveem Automobile Restorations	
Tel: 510 524-6450 Fax: 510 524-6452 1520 Schwab Street Red Bluff, CA 94080 martinhveem@earthlink.net	Classic & Antique Restoration Service Repair

Useful Tools

Eight-Point Sockets

Maybe you've never counted the number of flats in a socket, but since most nut and bolt fasteners have six sides, most sockets have six or even twelve flats, or points. Six-point sockets securely grasp the fastener and allow you to apply lots of torque, while twelve-point sockets will fit on a fastener in twice as many positions as a six-point, giving you more flexibility in tight spaces.

So if most fasteners have six sides, why would anyone need an eight-point socket? Surprisingly enough, there are a few four- or eight-sided fasteners on an MG. The infamous 1-⁶¹/₆₄" bearing retaining nut on an MGA rear axle has eight sides, for example, and the rear brake adjuster on an MGB has four sides. An eight-point socket is the perfect tool for the brake adjuster because it is much less likely to round-off the adjuster if the adjuster is difficult to turn. They also fit lag screws and four-sided stove bolts, in case you work on really old hardware.

The small set of 3/8" drive eight-point sockets I have came from Sears, and carry the Craftsman numbers 44345 through 44341 by sixteenths of an inch. Other tool suppliers also sell them. Besides, how many tools are there that fit MGs and old ironwork both?



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MG Rover Trouble in China

(Mon 31 Oct 05)

The two Chinese companies most closely involved with the fortunes of MG Rover are having trouble finding common ground when it comes to production in their own country. Shanghai Automotive Industry Corporation (SAIC), which could not be persuaded to buy the whole company earlier this year, nevertheless owns the intellectual property rights to the Rover 25 and 75, and to several of the engines. But it failed to buy Powertrain, the MG Rover division which has the production facilities to build those engines. That went instead to Nanjing Automobile, which also intends to build MGs even though its rights to do so are not entirely clear.

Engineers from Nanjing are already in Longbridge, dismantling the production line for shipment back to China. SAIC, meanwhile, is building a new engine plant near Shanghai and says it doesn't need the one owned by Nanjing. The rivalry is intense, and it dates back to well before the MG Rover discussions. In 2001, SAIC tried to buy Nanjing to gain new manufacturing capacity, but the government of Jiangsu province (part-owner of Nanjing) decided it didn't want to sell. Nanjing attracted new investment and became a much more serious competitor to SAIC.

The two companies officially deny they are negotiating, but a Nanjing executive has hinted that talks may be going on behind the scenes. We don't have anything to announce to the press, he said. The time is not yet ripe to make a public announcement. These matters are very delicate. I believe you understand my meaning.

(Source: *Automotive News Europe*)



Our Fearless Tour Leader Bob Wall

Photo by Dan Shockey

MGOC Corralitos Drive

by Dan Shockey

On Saturday, October 22, Bob Wall led us on an invigorating drive over the Santa Cruz Mountains to the tiny town on Corralitos north of Watsonville. There were twelve MGs participating plus two new Minis. (Minutiae?) The roads were really fun and uncrowded. On a drive with Bob, I get my rare fill of sports car curves. It is a fairly long run down past Santa Cruz when you take the back roads. The weather was perfect too.

Corralitos is made up of primarily a market and sausage maker. Besides sausages of many interesting flavors, they also provide smoked meats. We were able to park nearby, all together, and lunch at a couple picnic tables in the town triangle. To complete our shopping, the group stopped at a produce market near Morgan Hill after we crossed over Hecker Pass back towards San Jose. Thanks for another fun drive, Bob.



Scenic stop on the Corralitos Drive

Photo by Dan Shockey

MGOC Officers Nominated

At the meeting on November 10th, MGOC officers for 2006 were nominated. The nominees are: Bob Stine, President; Nina Barton, Vice President; Dan Shockey, Secretary; and Mike Jacobsen, Treasurer.

MGOC Ballot 2006

<u>Position</u>	<u>Nominee</u>	<u>Write in</u>
President	Bob Stine	_____
Vice President	Nina Barton	_____
Secretary	Dan Shockey	_____
Treasurer	Mike Jacobsen	_____

All members are encouraged to vote at the December meeting or by sending a ballot to George Steneberg 9 Pomona Ave. El Cerrito CA 94530. Votes must be postmarked by December 8th 2005.

MG2007 and MGOC 50th Anniversary Logo Contest

With MG2007 planning getting underway one of the first things we need is a logo. The logo will be used on everything from the web site to regalia to t-shirts to awards. The MG2007 committee is looking for a graphic designer to put together the logo. The club would like to include Bay Area landmarks like the Golden Gate Bridge or the vineyards of the Sonoma Valley. If you know a graphic artist who wants an opportunity to help out the club please contact the *Octagon* editor at Tbobjx@aol.com. If we receive multiple designs, the graphic artist who provides the winning design will receive regalia with the logo.

The club also wants to design a new MGOC logo for our 50th Anniversary in 2007. A logo with the club dates 1957-2007, 50th Anniversary and incorporating the existing MGOC logo as seen on the cover of the *Octagon* would be ideal. Again, if you know a graphic artist who wants an opportunity to help out the club please contact the *Octagon* editor at Tbobjx@aol.com. If we receive multiple designs, the graphic artist who provides the winning design will receive regalia with the logo.

Blackhawk Museum Tour and Mount Diablo Drive

By Bob Trencheny

On October 30th the MGOC toured the beautiful Blackhawk Automobile Museum and then took a fifty-mile tour, circumnavigating Mount Diablo. The day started with club member cars parking on the plaza in front of the museum. It was a wonderful morning with TC, TD, Midget, MGA and MGB models represented on the plaza. After two hours of mingling and waiting the group entered the museum for a tour of the spectacular collection of cars. The highlight of the tour was the group of three Alfa Romeo BAT concept cars from the 1950s. They had recently been on display at Monterey in August.



Three Midgets at the Blackhawk Automobile Museum

Following the museum the group of about 15 cars started the drive around Mount Diablo, weaving its way slowly through Danville, Alamo and Walnut Creek before finding the open roads to the east of Concord, where we regrouped for the remainder of the drive. After passing through Concord and Clayton the pace quickly picked up, until reaching the famed Morgan Territory Road, named for John Morgan. Morgan came to California and claimed the land now known as the Morgan Territory in the 1840s. The road is beautiful and winding but not well maintained. Luckily only one members low-hanging racing exhaust snagged on the goat trap road.

After driving for close to two hours we stopped for a picnic lunch at the trail head of the Territory on a beautiful fall day. After lunch and exhaust repairs we were back on our way for a fast descent down to the valley floor and back towards the museum.

DRIP PAN

News and Articles from the Peninsula T Register

Boxing Day Run Monday, December 26, 2005

Come join us for this traditional scenic run through Sonoma County on the day after Christmas. Lunch stop at great restaurants planned.

If it rains drive something civilized otherwise the fun-mobile!

Meet on the Square in downtown Sonoma at 9:30 a.m. Depart 10:00 a.m. Gather on the north side opposite the Cheese Factory.

Wendell is active in the Morgan Club but we in the MG Owners Club (and Sorry Safari Club) are also expressly invited.

RSVP (preferred but come anyway) to Wendell Bain by December 18, 2005 (707) 795-0260, email: wbain@sonic.net

Come join the fun!

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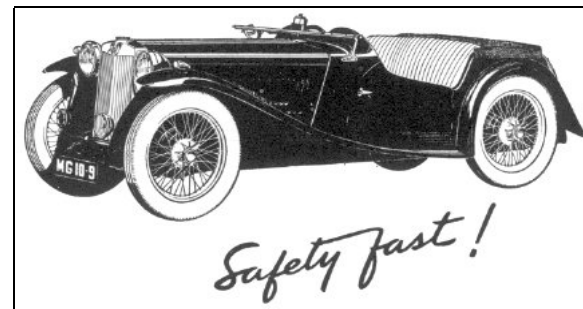
MG Museum in our Backyard

By John Hunt

The next time you're thinking about visiting the Monterey Bay area, consider staying at Martine Inn in Pacific Grove. Bon Appetite said, One of the eight best B & Bs in Historic Homes and Country Inn Magazine said, One of America's top 12 B & Bs. Now those are good reasons to check it out; however what puts this place over the top is that it is owned by Don Martine who is a famous M.G. aficionado and collector.

As a matter of fact, he has an M.G. museum that features vintage MGs, gas pumps, auto posters that are open to guests. Among the cars on display is a 1929 18-80 MK I, Speed Model Grand Tourer and a 1950 MG TD Von Neumann Special roadster, the only 1963 MG 1300 Sedan factory race car made to name a few.

Martine Inn 255 Oceanview Blvd, Pacific Grove, CA 93950 (800) 852-5588. The web site is <http://www.martineinn.com>.



The Cars We Own

MGOC members own at least 312 MGs.

Arnolt TD — 1	J2 — 1
MGA — 44	MGA Cpe — 6
MGA Mk II — 6	MGA MkII Dlx — 1
MGB — 120	MGB V8 — 2
MGB/GT — 35	MGC — 2
MGC/GT — 1	Midget — 12
PA — 1	PB — 2
TA — 1	TB Tickford — 1
TC — 9	TD — 49
TD Mk II — 1	TD Spec. — 1
TF — 8	TF 1500 — 1
Y — 1	YA — 1
YT — 1	ZA — 1
ZB — 1	ZB Varitone — 3

I also decided on exchanging the dual SU carb set-up for a single HIF6 carb. So I began hunting on eBay again for a carb. I had won the carb on eBay and I purchased the necessary parts from Advanced Performance Technology. I was ready for another performance improvement to install once the engine and transmission were re-installed.

The conversion kit arrived from Rivergate with detailed instructions. I was very impressed with the quality of the parts and materials. Down to every bolt, cap screw and washer, everything needed was in the kit. The transmission then arrived well packaged. So now the hard work was to begin.

I spent many weekends at my brother's house, going page by page through the instructions for adapting the Datsun transmission to Midget engine plate. The only modification needed was to drill the Datsun bell housing to accommodate the Midget starter. There was also some very minor grinding that needed to be done. With the driveline loose from the car, I had the new Datsun yoke pressed onto the car.

I called on Ed again for help on the re-installation. The transmission and engine went back into the car as easily as it came out. There was jostling, pulling, pushing and the normal prying to get the engine back in. Then it settled in nicely. I added new hoses, upgraded a few parts and prepared for the next upgrade. I installed the rebuilt HIF6 carb and manifold.

Now the time had arrived to start her up. The car had to be jumped because it had sat so long. The car fired up with a few minor adjustments to the carb and the Midget was idling. I hesitantly sat in the car and shifted through the gears. They were all there. What a great feeling to know I was able to accomplish a project like this.

With Ed still helping out, it was time to go for a drive. So off we went through the residential area, trying to stay close in case something went clang. We hit all the gears and even hit 5th gear on a nice short country road.

Now that winter has arrived, the car will sit under a cover and may come out on a nice Sunday. But I know the summer is just around the corner and I will be attending those MG meets and will be doing my share of MG club drives. The car now is really a joy to drive.



Pigeon Point Lighthouse Trip An Enlightening Experience

By Andy Preston

Randy Grossman, aka our Captain of Fun, took a risk and organized one of the last tours of this year, on November 12. This was an afternoon event that included a late lunch or early dinner and then a visit to the Pigeon Point Lighthouse. We assembled in a park and ride lot just outside Woodside and to Randy's delight and surprise there were 11 cars, including several newcomers. (Randy previously moaned to Dan that no cars ever turn up for his events). I think Bob Stine has pictures of the recent members.

We headed off, through Woodside, and drove on some great winding roads. We passed through La Honda and stopped in San Gregorio at the famous San Gregorio store. This old wooden structure looks like it dates back to the stage coach days. It has an eclectic mix of merchandise as well as a wooden bar, where you can buy booze or coffee. I bought a couple of more hats and so did other people. The blue grass band was just striking up as we headed out. The weather was wonderful, clear and sunny but chilly as we approached the coast. The next stop was at Duarte's in Pescadero, where Randy had made reservations for 20, and there were 20 of us. Randy recommended the artichoke soup, which many of us had, and it was delightful. He also recommended the Olallieberry pie which I heard was also fantastic.

The group thinned out and about six of us headed out to the lighthouse around 5:00. Parking was crazy and we had to park about a mile away from the lighthouse, which at least helped us walk off the food. I'm guessing there must have been over 300 cars parked along the loop road. The lighthouse itself is quite spectacular and this year was the 133rd anniversary lighting of the original glass Fresnel lens. At 6:00 the lighthouse keeper turns off the modern spotlight and all is dark. He lights the five wicks that illuminate the lens and suddenly

bright rays of light emanate in all directions from the top of the lighthouse. It reminded me of that final scene in E.T. when the spaceship comes down to rescue E.T. and the whole screen is filled with this brilliant light. After 10 minutes the light starts to rotate and streaks of light cut through the darkness.

Thanks to Randy for organizing the trip and I look forward to doing it again next year.

Photo: Jeremy Palgon



Minutes of the MG2007 Meeting

November 5, 2005

Attending: Tom Balutis, Mike Jacobsen, Dave McCann, John Pesek, Bob Trencheny, David Wright

Meeting Purpose: Further review of MG 2007 plans, review of work accomplished to date, assign tasks.

EVENT DATES: NAMGBR has accepted our offer to host MG 2007 and approved the dates of July 17-20 (Monday through Thursday).

EVENTS AND SCHEDULE: Tom Balutis produced a list of possible events for attendees. All potential events require more investigation and planning. Some events require leaders while others can be self-guided. Tom also pointed out that there are a substantial number of local cultural events every year. Once the 2007 events are known, we may be able to work in one of those if appropriate. We can also host a funkhana. Tech sessions were also considered. Tom will continue to research potential events.

REGALIA: We discussed show regalia items, availability, and productions schedules. NAMGBR claims that regalia sales are the major source of income at a show. Possible options include: printed T-shirt and collared shirt, dash plaques, lapel pins, badges, and mugs. Related to regalia are items for raffle & door prizes and a goodie bag for attendees. We need someone to take charge of this task. An event booklet for attendees was proposed. The booklet would contain the program & schedule for MG 2007, sponsor advertisements, a list of attendees, local maps for tours, a history of the MGOC, and other information useful for the attendees.

FINANCIAL MATTERS: We need to open a checking account for the event with an initial deposit of \$500. Mike Jacobsen will ask for permission to do this at the next combination Board & General Meeting on 11/10. NAMGBR will contribute a like amount. This is seed money for the event.

SUGGESTED COMMITTEE MEMBERS OR LEADERS

Activities/Events: Tom Balutis	Promotions: Dan Shockey
Financial: Mike Jacobsen	Hotel/Banquet Relations: Andy Preston
Donations: Open	Regalia: Bob Trencheny, possibly w/ John Milsap
Registrar: Mike Jacobsen	Webmaster: Open

WEB SITE: Dave McCann registered the domains www.MG2007.org and www.MG2007.net. We need to make the site active immediately following MG 2006. We need a webmaster that can design and implement the necessary pages. We may use the NAMGBR online payment system to let attendees to register and pay electronically.

NAMGBR ITEMS: The NAMGBR annual meeting is hosted at the location of the following year's annual event, by the club hosting the event. That means we must host the NAMGBR 2006 annual meeting at the Doubletree late next October. We need to determine the classes NAMGBR uses, both for register cars (MGBs and Midgets), and other English cars, so that we can anticipate awards. We also need to get the NAMGBR rules or guidelines for concours judging.

PUBLICITY: We will need event announcements, press releases, and a poster design for the event. We need to make a presentation for MG 2007 at the MG 2006 banquet.

NEXT MEETING: The next planning meeting is scheduled for Sunday December 11, at 1pm, at the Englander. This time and place was chosen to be just before the MGOC Holiday Tea, which is being held nearby. At that time we will discuss a more refined timeline for the event itself as well as for milestones leading up to the event, registration issues, and the establishment of formal committees.

Submitted by Mike Jacobsen

Anatomy of a Conversion

by Mark Hertz

We were at the last stop of our Sunday drive in my '74 Midget, when I knew something was up. I got into the car to pull out of the antique shop parking lot in Oakley, when I depressed the clutch pedal to shift into first gear; except there was no first gear. I was able to get it into second and limp home knowing full well that I would be under the car, again, to figure out what was up.

The summer had begun and I wanted to spend it doing MG stuff; like MG meets and drives, not repairing it. I purchased a new slave cylinder and bled the hydraulic system. But to no avail, there was still no clutch pedal resistance. I rechecked the slave cylinder, the plunger that held the piston rod had almost pushed out of the rear of the slave cylinder.

I knew then it was time for another clutch replacement. I was tired of doing this, as this will be my third on this Midget. I decided then to do a 5-speed conversion. I heard about how great the 5 speed is in the Midget. So I began to ask a lot of questions at MG meets and I called Rivergate 5 Speed to see what was available in their kit.

So onto eBay I went. I was familiar with eBay, since I check it every night for MG parts. I found a Datsun 5-speed transmission from So. Cal. and had won the bidding. From the same eBay seller I purchased a reverse light kit. Next, I needed to order the conversion kit from Rivergate. Now it was time to wait for parts to arrive and begin tearing the Midget down.

I got the Midget towed to my brothers' house in Clayton and was able to get help from fellow club member Ed Sigismondo to pull the engine and transmission. This went fairly easy as it always helps having a second person and an engine lift. We separated the transmission from the engine. Since I was still waiting for the transmission and conversion kit, I did some engine bay cleaning. *Continued page 14*

Club Trivia

Which MGOC member owns the most MGs?

Which member has the oldest MG?

See page 23 for answers

Attention!!

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