

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



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A selection of MGs at the Annual Picnic. Photo: Bob Trencheny

September 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

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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, mgbp36@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 (\$240) half page \$18 (\$175) third page \$12 (\$120) business card \$8 (\$75)

Natter & Noggin

with Club Meeting

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

The Englander Sports Pub & Restaurant

101 Parrott St., San Leandro, 510-357-3571

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

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

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

South Bay Natter & Noggin

September 30, 2005, (last Fri.) 8 p.m.

Join us for an informal gathering in the South Bay. We'll meet in a lamp-lighted courtyard setting. Not too crowded and with restaurants right there. Look for us at McHart's Pizza if you don't see anyone with their cars. We once had a line-up of seven MGBs.

This is the Marketplace Shopping Center next to Long's Drugs at 19732 Stevens Creek Blvd. It is right across from the Sears at the Vallco Shopping Mall. It is just off I-280 at Wolfe.

Directions: Take the Wolfe Rd. exit from I-280 and turn west. Turn right on Stevens Creek Blvd. Turn left at first light.

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

Attention!!

Have your MG painted by a fellow sports car lover with 14 years experience. High quality rubbed-out polyurethane finish at reasonable cost. I do bodywork, rust repair, and welding. Fast turn-around time. References and examples of my work available. Call for an appointment for a free estimate.

Andy Schank, 510-236-5232

Classified Ads

Ads are free to MGOC members and \$6.00 per month for non-members. Please send copy (and check **made payable to MGOC** if a non-member) to MGOC, 601 Greylyn Drive San Ramon, CA 94583-4189. Members may also email ads to the Editor at Tbobx@aol.com

1957 MGA roadster: HDK43-27602. Rebuilt engine and transmission. New master cylinder, rear brake cylinders, tires, radiator, carpets & door panels. Painted BRG. \$11,000 obo. Member Mike Zinns, mzinns@sbcglobal.net, Martinez, 925-228-6286

WANTED: SU HS6 carberettors for my 1969 MGC. Member Kent Leech (510) 504-0634 kent@kentleech.com

1974.5 MGB: Rubber bumpers, twin carbs, 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.

Wanted: MGB/GT (about a 70) in good condition (not mint). Non-member Vickey, vickeycarle@earthlink.net

1968 MGB: Primrose yellow, new black top. Runs good, body in very good condition. Can e-mail pictures if interested. Asking \$6,800.00. Car is located in Los Altos Hills. Non-member Neal Rayborn, blkoak@pacbell.net

1976 MGB: Convertible for sale, great condition, many new parts, top, etc. \$4,800. E-mail for pics: aghergich@vzavenue.net, 831-899-8463 Non-member

1973 Midget: New restoration. Body stripped and painted (red). 70,000 miles. New brake and fuel systems. All new interior, and hood. \$7000. Non-member Harold DeMoss, Oakland, (510) 658 4327, cumbria@juno.com

1978 MGB: Good running order. \$4,500 Non-member Angelo Barry, bluemoonpaper@earthlink.net

MGA Parts: Roadster doors, transmissions, axles, drums, 1500 engine, Midget differential (use for TD). Non-member Jim, San Jose, (408) 298-4151 evenings.

MGB Hardtop: Distinctive & attractive. Parts still available. \$450. Questions and offers contemplated. Member Eric Baker (510) 531-7032

All ads expire on Jan. 1st, and fees for a partial year will be pro-rated to that date. Deadline for ad materials is the 10th of the preceding month. The MGOC makes no claims as to the reputation or quality of work performed by businesses advertising in *The Octagon*.

MAKING CONTRIBUTIONS TO THE OCTAGON

Your stories, photos, tips, questions, and anything MGOC-related are always welcome in *The Octagon*. Please make your contributions by the 15th of the month preceding the issue in which you want them to appear. The editor's address is: Dan Shockey, 3219 Mabury Rd., San Jose, CA 95127. Or, you may email contributions to MGMogul@earthlink.net

RECRUITING MEMBERS FOR THE MGOC

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

Forthcoming Events

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

Every Sat. — Donut Derelicts, Los Altos, Martinez

Sept 8th (Thurs.) — **Club Meeting & Natter**, page 23

Sept 10-11 - **Palo Alto All-British Meet**, Tour & Swap Meet, page 4

Sept. 17th (Sat.) — Air Systems Car Show, San Jose History Park, Bilhiland, see page 12

Sept. 18th (Sun.) — Livermore Tour, SSTS Guidry's, (925) 455-8539

Sept. 24 or 25 — **MG Corral & Track Tour**, Laguna Seca — **Canceled**

Sept. 25th (Sun.) — Wine Tour Healdsburg, ARR, John Taylor

Sept 25th (Sun) — Car Show at Ironstone Winery, Murphys

Sept 30th (Fri.) — **South Bay Natter**, page 23

Oct 1st (Sat) — **TSD Rally**, Redwood City, sponsored by Carlsen Porsche

Oct. 7-9 — June Lake Junket. SSTS, page 8

Oct 7-9 — TC Conclave, ARR, Sequoia Park

Oct 8-9 — Clovis British Car Roundup, page 5

Oct 15-16 — **Autumn Classic**, San Juan Bautista, billmeade@charter.net

Oct. 22nd (Sat.) — **Corralitos Tour** Bob Wall, page 20

Oct. 23rd (Sun.) — Del Monte Forest Rally, Pebble Beach Sports Car Club,

Open to all, MGOC member Warren Pierce, wdp389@pacbell.net

Nov. 5th (Sat.) Fall Foliage Tour, Glen Ellen, SSTS, Scardamaglia's

Nov. TBD — **Pierce Manifolds Tour**, Dan Shockey

Dec. TBD — **MGOC Holiday Tea**, Grossman's

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Order Toll Free 7 Days A Week
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Order Catalogs & Parts Online at
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THE BRITISH CAR MEET

EL CAMINO PARK, PALO ALTO

September 10th & 11th

SUNDAY CAR SHOW - SEPTEMBER 11th

Join your British car friends for a smashing day at the park. Daily drivers, vintage racers, street rods & works-in-progress are as welcome as concours quality restorations. British food, jazz, toys, and fun. There will be no pre-registration. Cars will be placed on the field at about 9am, and the fun goes on all day. The registration fee is \$25 per car at the gate. Spectators attend for free.

SATURDAY SWAP MEET - SEPTEMBER 10th

This year we are adding a FREE swap meet for British car owners provided by O'Connor Classic Autos in the car park outside their shop, 2569 Scott Blvd. in Santa Clara. The meet will go from 7am - 11am. This will give people the chance to do both the swap meet and the tour.

SATURDAY BACKROAD TOUR - SEPTEMBER 10th

The TOUR TO THE SEA starts at El Camino Park in Palo Alto - the same place as the Sunday Car Show. We will be sending cars off between 9:00am and 11:00am. No cost. A map will be provided. The tour ends at Cameron's Pub in Half Moon Bay.

The MGOC will meet as usual on the 11th at 9:00 a.m. at the Sears parking lot at the corner of El Camino and San Antonio. Or meet us at the event site.



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MGOC Jackets Available

In stock now!



John Milsap has worked with a vendor to arrive at a very attractive MG Owners Club jacket. It features a red and white embroidered logo on a black jacket trimmed in tan. We took a large number of orders at *MGs by the Bay*. We ordered some extras so can deliver immediately. If you ordered one, you can pick it up at a meeting or event. Let John know you'll be there.

Ordering info:

Cost: \$60.00 each

Sizes: Small, Medium, Large, XL, XXL

Delivery: Price assumes hand delivery at a meeting or event.

To order: John Milsap, (510) 749-9167, ebmjem@earthlink.net



MGOC Grille Badge



SF Peninsula T Register Badge

Corralitos Drive

Saturday, October 22, 2005

It's time for another play in the twisties day. This time we're going to Corralitos near Watsonville. While there, we'll stop at The Corralitos Market and Sausage Company. You can also pick up a sandwich in their deli for lunch while we're there. After we leave here, we'll go driving through a beautiful stretch of road that leads us toward Watsonville (and Gene DiCicco's place for those of you who have been there). Along the way, we'll make a quick stop at a fresh produce stand that should still be open. Grab some fruits and veggies to go with the meats you bought in Corralitos.

From here, we'll head out to Highway 152 and head towards Gilroy. We'll turn before we get to Gilroy though, because it's time to play some more, so we'll drive Uvas Road back toward San Jose. Along the way, we'll pass three reservoirs with some pretty good bass fishin'. We'll make the last stop at another produce stand in south San Jose. Hopefully it will still be open that time of year, but even if it isn't, this is the end of the shopping trip. From here you can get on Highway 101 to get home, or we can go play a little more on the way to Highway 85.

Things to consider: This is not a drive for the faint-hearted, or those prone to car sickness. Even though we won't be going flat-out fast, it's still winding mountain roads nearly all the way. Also, once we get onto King Canyon Road, it gets a might bumpy, so make sure you tighten down every nut, screw and bolt you can find (and even some you can't). Rough road, but the views make it well worth the drive. We might even make a stop at a roadside waterfall if there is room for all of us. We'll be driving through everything from deep, dark redwoods to eucalyptus.

Things to bring: Cameras, binoculars, ice chests (coolers), jacket or sweater (especially those of you with rag tops).

Who?: Anybody with a British car (the more the merrier)

What?: Cool drive to Corralitos

When?: Saturday, October 22nd

Where?: Meet at Cupertino Corporate Center 2601 Saratoga-Sunnyvale Avenue (De Anza Boulevard?) just west of Highway 85. Gather at 9:30, leave at 10:00. Take 280 or 85 and get off at De Anza Boulevard and head for the hills.

Why?: Because it's fun

Weather?: If it's raining a lot, forget it (some of the roads might be washed out). Otherwise, the drive is on.

For more info, call Bob Wall - (408) 739-2373 (Home) or (408) 205-4334 (Cell)

Or send an e-mail to bob_wall@yahoo.com

BRITISH CAR ROUND UP

October 8 & 9, 2005

Old Town Clovis, CA

All British car owners are invited and encouraged to enter the third annual "British Car Roundup" celebrating the fast growing British Car hobby in the Central San Joaquin Valley of California. This will be the only, British Car only, display of British Cars in the Central Valley between Los Angeles and Sacramento and it only happens once a year. October weather is always superb in historic and beautiful 'Old Town' Clovis, California!

This is a FUN event with very nice Entrant's Choice Awards.

This is not a "trailer queen" competition so all British cars in any condition are welcome. We do have lots of trophies based on entrants only voting. We also have a contest of who will have the best OIL SPOT on paper under their car! Points are also given for style!

Door prizes for participants will be given away all day long.

The Fall "Clovis Antique & Collectables Fair" will also run for six blocks just north of our event. Stroll through the many Antique shops, dine at the downtown restaurants or street food vendors.

Saturday morning we will lead a tour for lunch in the Sierra Foothills. We have arranged for discount hotel accommodations at the John Jay - Clovis Cole Hotel - Best Western and the University Inn for our out of town participants. You can get hotel information at the link above. Make your reservations early. With only 56 rooms the Best Western Clovis Cole Hotel will fill months in advance!

http://clubs.hemmings.com/clubsites/valleybrits/2005_BritishRU.htm

A Benefit for the "Clovis Valley Nature & Education Center"

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

August 13, 2005


I am still a little amazed how quickly this MG bug has bitten me and my family. As I sit here and write this first editor's column on an August Saturday night I stop and realize I have owned my MGB only 23 months and been a club member for exactly one year. And despite this, various members of the family have made it to two club picnics, four club meetings, and MG or British Car Meets at San Leandro, Palo Alto, Hayward and Dixon! On top of that, today I was under the MGB trying to find something knocking and checking the location of the clutch bleed valve. Last week the clutch pedal went _ way down before the clutch disengaged. Uh oh. The reservoir was very low. I topped it up with fluid and everything worked but it feels a little spongy. And tomorrow I may take a spin around Mount Diablo to map out a drive for a future club event.

I attribute much of the MG bug to my Dad. When he was young and single he owned a black 1952 MG-TD with red interior. Twenty years later, a family man driving boring cars, I can still remember him saying on more than one occasion he wished he had dismantled the TD and put it away in the attic. The fact he wanted to keep the MG and not the XK-140 he owned later said a lot for the fun of driving the MG.

My son Robbie is also an MGOC associate member. He has helped sell regalia at Palo Alto last year and MGs by the Bay this year. I expect he will be working the tent at Palo Alto again this year. He is almost 14 and hasn't driven the MG yet, but that day is coming.

I don't foresee any major changes for the newsletter. I think Dan has done a super job pulling it together every month. I do read *The Octagon* online and skip the paper copy. You may notice a few more hyperlinks in the electronic version to give you more access to information available online. In my view the club newsletter is the voice of all the club members, not just the editor and the MGOC Officers and so we welcome articles, pictures and ideas from members. This is definitely our space, not my space. As the new editor of the newsletter I want to bring the same enthusiasm that Dad had for the MG.

Let's Ride, Bob

	
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Club News

You might have heard that Dan Shockey's PA had a run in with an SUV while in Buellton for the GoF. MGOC Club president David Wright was in the passenger seat at the time of the accident. David's nose landed squarely on the ignition key as the PA's radiator landed on the SUV's bumper. David is completely recovered while the PA is still being repaired. Bill Webb sold his green/yellow TC recently. It is on its way to Japan as I write this. Don't even think about taking Randy Grossman's reserved parking spot in front of the Englander Pub in San Leandro. James Brown is now doing custom clutch repair on club sponsored trips. Ask Randy Grossman for details on this too. Bob Trencheny met club member Chuck Rooks outside Starbucks in Pleasanton on 15 August. Chuck was looking over Bob's 73B. Chuck has moved from the Bay Area to New York but now resides in Southern California. He was in Pleasanton on business. The club is hosting MG2007. We are looking at dates in late June or July but not July 4th weekend. The Sorry Safari Touring Society has generously offered to help us put on the event.

If you've got an item to contribute to this column send it to me at Tbobbx@aol.com.



	
<i>British & European Car Repair</i>	
GERALD GRIFFIN PHONE 650/589-7619	
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An MG is Born

The Complete Restoration of a 1974 MGB

Auto-fanatic Mark Evans is heading to his workshop once more as the eighth *Is Born* television series gets underway. In this brand new ten-part series — which premiered in the UK in July — Mark and his side-kick Pete reunite to restore the ultimate English sports car, the MGB, as *An MG Is Born*.

Mark has chosen a 1974 MGB Roadster to be the star of this series — one of the last of the chrome bumper models manufactured. Across just ten episodes Mark will be completely stripping and repairing or replacing every single component on the car. He fully restores and up-rates the original B Series 1800cc engine, cuts out and replaces the sills, the boot, the floor, all four wings and both doors, finally paints the car in James Bond Silver and refurbishes the interior in sumptuous red leather.

The world's largest one-make car club, the MG Owners Club, based in the UK, is testament to the popularity of the MGB. With inserts from MG club events and classic car track days this will be a series that will appeal not only to classic car fans but to the hundreds and thousands of men and women who own these classic British sports cars..

The series will also include visits to the British Motor Heritage factory where parts for MG cars are still made, as well as featuring interviews with MGB owners in the regular *Me and My Car* slot. The series will also feature a brief history of MG — particularly pertinent considering recent events at Longbridge. <http://anmgisborn.com/default.php>

Martin Hveem Automobile Restorations	
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MGOC Annual Picnic at Coyote Point

by Dan Shockey

The 2005 Annual Picnic was held a little early and on a Saturday this year. Attendance was a bit lower than usual, perhaps as a result. I counted 16 MGs and about 25 people cast ballots for the car show. Mike Jacobsen reserved a picnic site for us at Coyote Point, just south of SFO. We were close to the cars and a bit above them. We were able to get the cars together despite the rather crowded parking lot. We had a few raffle prizes, too.

We had a nice mix of MGs including two Magnettes but no (later) Midgets this year. Joyce and Stuart Locke took Best of Show with their black TD Midget though Carol and Al Schick came close with their back-on-the-road-again BRG TD. The MGA class was won by Viggo Riddersholm with his red Coupe while James Brown's red roadster — with the new cross-flow head — took the MGB group. The Saloon class was won by Mik Jacobsen's Mquette. The First Timer's award went to Ezequiel Trivino, here from Spain, and his lovely Old English White MGA Roadster.

Next year we will picnic on the other (east) side of the Bay. If you have a suggestion for a location, let an officer know.



More MGs at the Club Picnic. Photo: Bob Trencheny

June Lake Junket

aka Goodbye God, I'm going to Bodie

This is a 3 day 2 night scenic fall tour of the High Sierras. Some of the highlights will be June Lake-considered by many to be the crown jewel of the Eastern Sierra, Mono Lake, and the ghost town of Bodie covering approximately five hundred miles during this weekend. We will be driving in high altitude so make sure your cooling system & brakes are in good working order.

Date: October 7-9, 2005
 Meeting time: 8:00 Coffee & bagels departing at 8:30
 Meeting place: Sindicic Home
 448 McLeod St., Livermore

We will be spending both nights at June Lake.

After going up and researching accommodations Rod, Sue, Michael & I fell in love with the Double Eagle Resort & Spa, June Lake. (760) 648-7004 www.DoubleEagleResort.com We talked to the owners and they have two bedroom cabins that two couples could share. They run \$287.00/night with a 15% discount if we book a minimum of 6 cabins which brings the price down to around \$122.00/ per night per couple. Mention SSTS when making reservation.

Additional accommodations are across the street at Whispering Pines, a motel room at \$89.00/night and 1 bedroom cabin \$130.00/night 1-800-648-7762 www.discoverwhisperingpines.com.

RSVP to Michael and Mary Sindicic — 925-606-0355

A Sorry Safari Touring Society Tour. Everyone welcome.

Race results from the 32nd annual Rolex Monterey Historic Automobile Races

Class 1B 1947-1955 Sports Racing & Production Cars under 2000cc: Dennis Aker of Shoreline, Wash. in a 1954 Pete Lovely Pooper nipped Bill Perrone of Huntington Beach in a 1955 Porsche 550 Spyder; the victory margin was one-thousandth of a second; Don Martine of Pacific Grove made a last-lap, Turn 10 pass in his 1950 MG TD to place fourth.

Wire Wheels and Towing

Except for very short distances DO NOT tow your wire wheel equipped car backwards.° Due to the design of the knock on hubs nuts towing the car backwards will loosen the nuts.° The nuts will fall off and so will the wire wheels. From MGOC member John Hunt

NAMGBR MG 2007: The North American MGB Register has offered to let us host their 2007 annual convention. John Milsap asked Dan Shockey to head up the start-up committee temporarily, since he is moving. We agreed that we do not want to do the event the week of July 4, 2007. Dan will contact the Doubletree for other options and finalize things with NAMGBR.

Club Canopy: Mike Jacobsen made the purchase and it is stored at Sam Gearhart's. We will see it at Palo Alto.

Business Cards: These have been popular so Mike Jacobsen will get another 500 made. These will be available at Palo Alto.

NEW BUSINESS/EVENTS

Charity Event for 2006: Randy Grossman proposed that we investigate hosting a charity event. One suggestion was a rally with the winners choosing which charity gets the money. A motion was accepted for Randy to investigate opportunities.

Novice TSD Rally: Bob Stine brought info on a rally hosted by the Porsche Club. This is being billed as a First Timer's event with no tricks. This is a Time-Speed-Distance (TSD) rally that costs only \$5 to enter. It will start at Carlson Porsche dealership in Redwood City on Oct. 1 and run to Gilroy. We agreed to make this an MGOC event. Come try it!

Drive Around Mt. Diablo: Bob Trencheny proposed to lead us on a tour of about 60 miles, perhaps near Halloween. (Costumes optional.) Sounded good to us.

The meeting was adjourned at 9:25 p.m. The next business meeting is to be held Sept. 8, 2005.

Respectfully submitted,
 Daniel Shockey, MGOC Secretary



Minutes of the MGOC Business Meeting August 11, 2005

The meeting was called to order at 8:05 p.m. by President David Wright. Present were: Dan Shockey, John Milsap, James Brown, Mike Jacobsen, George Steneberg, Bob Trencheny, Randy Grossman, David Wright, Eric Baker, David Newhouse, Sam Gearhart, Ken Gittings, Bob Stine and Jim Carlson. This was a large group!

Treasurer's Report: Club account balances are very healthy.

Registrar's Report: Renewals are coming in. (Members, don't forget to renew!)

Secretary's Report: No report.

Regalia Report: David Wright reported that we are down to five MGOC grille badges, three Peninsula T Register badges and no MGCC badges. We have lots of pennants and clings. We agreed to continue the process to order more MGOC badges. Mike Jacobsen will seek additional vendor quotes. (A motion was accepted to this effect.)

Octagon Report: The August issue is very late (again). However, we have a new Editor, Bob Trencheny. David Wright wanted it noted that the newsletter is a very important part of the Club. It is the Club to many members. Welcome, Bob!

PAST CLUB EVENTS

Annual Picnic: Nice event with a good spot and wonderful weather. We should reserve a place earlier next year when it will be in the East Bay.

Wine Tour: A great job by Andy and Marla. We had eleven cars out for super roads and weather.

Midget Tech Session: A low turnout for this event. Perhaps a busy time of year. May have a second session to put the new engine into the MG.

GoF West: George related info about the event challenges.

Crater Lake Tour: Randy Grossman gave a summary of the tour. Randy's MGA clutch mechanism came partially apart but James Brown was able to engineer a fix using a stick from alongside the road. It got Randy home.

NAMGAR GT30: Mike made it there in his MGA but had to fly home to not miss work. There were 180 MGs.

UPCOMING CLUB EVENTS

Track Session: CSRG informed us that they cannot let us do these sessions. This is due to the fatal accident at a similar event at Buttonwillow last year. (The owner of a replica Cobra was showing his friend what it would do and rolled the car, killing them both.) We will replace the event with a novice TSD Rally. See below.

Palo Alto Brit Meet: We will bring our new canopy, sell \$5 T-shirts (Jack London Square and San Leandro) and sign up new members as in the past.

OLD BUSINESS

Club Jackets: John Milsap reported that the initial orders have been filled. He has a few left we can sell at Palo Alto. We will hold off ordering another batch until after Palo Alto.

Continued next page

MG2006 — 2,000 MGs Present?

by Tom Metcalf

The next big event that MGers will be looking forward to is the All-Register Meet that will be held June 22-25 in Gatlinburg, Tennessee. The

roads are superb for MGing in the area as is the scenery. There are well over 1,000 MGs expected and a neat, clustered hotel group to house the people relatively close together in this quaint Smoky Mountain village should give it a terrific atmosphere.

The huge car show will be on Friday with Saturday set aside for touring the area and the banquet.

MG2006 will be the annual meet for the following national organizations:

NEMGTR, NAMGAR, NAMGBR, AMGCR and NAMMMR.

See www.MG2006.com

MG

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

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Mike makes one-way trip to NAMGAR GT-30

Yes, I drove to Michigan for the annual NAMGAR GT. (That's the North American MGA Register's Get Together, for those of you without MGAs.) You don't appreciate how quick it is to traverse California west to east until you try it with something larger, like Wyoming or Nebraska. Still, I got there in three and a half days, thanks to the Interstate system. Of course, thanks to the Interstates, it all went by pretty quickly too, but because of a new job I didn't have much time to spend traveling.

The GT was based in Mackinaw City, at the top of Lake Michigan. The area is a popular vacation destination, and there are many bustling lakeside resort towns. Well, during the summer they're bustling. I'm told that during the winter the snow gets more than ten feet deep and the ice is so thick on Lake Michigan that you can drive on it. But it was bustling when we were there.

We included hundreds of folks with about 170 MGAs and a couple dozen other English cars. We overflowed the host hotel and took additional rooms in other places nearby. The first event of the GT was the car show, held in a park next to the lake. Having the show as the first event is great, because after the show everyone was free to enjoy the tours and other planned drives without having to worry about keeping their car clean. (cont pg 13)

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MG to Return to States While Austin-Healey Revival Fades Away

Date Posted 08-11-2005

BIRMINGHAM, England Austin-Healey won't be making a comeback as part of the revived MG sports car operation, but MG will definitely return to the U.S. in the future.

GB Sports Car Co., the company partnering with Nanjing Automobile in reviving part of the collapsed British automaker Rover's U.K. plant, originally hoped to use the Austin-Healey nameplate to build expensive sports cars, positioned above MG and pitched against Porsche. But Fraser Welford-Winton, managing director of GB Sports and former head of Rover's engine-making subsidiary, said the idea had been dropped following discussions with Nanjing, the Chinese company that won the battle to buy MG Rover's assets. Instead, the focus will now be on the MG brand; a plan to build sports cars and large sedans on part of Rover's Longbridge factory is being drawn up.

Taking MG back to the U.S., where it has a strong following, is central to this plan, especially as GB Sports Car Co. is backed by American investors. However, the plan will be less ambitious than the one originally quoted by Nanjing, which envisioned selling 80,000 cars a year within five years. Production of the MG TF roadster is expected to restart next year.

Nanjing is still trying to resolve the intellectual property rights issue with rival Shanghai Automotive Industry Corp., which claims design ownership of Rover engines and cars.

What this means to you: Austin-Healey has a hard-core following, but does anybody under the age of 40 remember what one looks like? The last Austin was built in the 1960s, so it makes more sense to concentrate on MG, a brand that has remained in production.

MG Takes 3rd Place at Silverstone

8/14/05 — The RML MG Lola EX264 took 3rd place in the Le Mans Endurance Series at Silverstone today. In an eventful race that was run in very difficult conditions Tommy Erdos and Mike Newton did a fantastic job of keeping the No.25 MG in the race to claim their 2nd podium of the championship. Setting a flying lap of 1m38.722s in the morning's qualifying session Tommy had secured the LMP2 pole position and put the MG on the 4th row of the grid, ahead of two LMP1 contenders. With rain falling for the majority of the afternoon the race started in treacherous conditions which claimed many competitors on the first lap. Tommy, taking things cautiously, kept out of trouble and had climbed to 2nd position overall by lap six whilst maintaining the class lead.

Although running competitively the MG was no match for the LMP1 cars who were hot on its heels and Tommy was soon passed by the Audi of McNish and the Zytek of Kurosawa. He settled into 4th position and despite conditions deteriorating with the rain persisting he opened up a significant gap to his nearest class rival. With the safety car being deployed for the third time and many teams speculating as to whether the race should continue Tommy began to experience problems when he lost the paddle shift, quickly followed by a throttle delay. He commented 'I was stuck in 3rd gear and had to switch to manual gearshift which worked but then I had problems with the throttle delayed acceleration.'

The team quickly got the paddle shift working, blew out the water from the cockpit and changed the major electrical units in a bid to insulate them against the torrent of water on track. With four minutes lost Mike was to join the race in 15th position overall and 5th in class. The safety car was deployed almost immediately as he began his stint and he spent a challenging half hour keeping the MG in the running with an intermittent misfire.

The team's theory that the electrical problems would disappear once the race got underway were proved correct as the safety car finally came in and Mike was able to pick up the pace. He drove a superb stint to climb his way through the pack and was running 2nd in class when he was pushed into a spin at Woodcote. He amazingly made no contact with other competitors but had lost the clutch and was forced to pit.

The team carried out the final pit stop and Tommy was back behind the wheel to take the car to the flag. A short delay in restarting due to the clutch problems saw him join the race 4th in class and with under an hour of the race left he had to pull something out of the bag to claim a podium position. He did just that in a superb stint that saw him claw back the deficit to the 3rd placed Lola and take the position. He was gaining on the 2nd placed Kruse Courage and was sure to catch him when the checker flag came out early and the team had to settle for 3rd place in LMP2.

Phil Barker commented 'The drivers did exceptionally well in extremely difficult conditions, that at times were too dangerous to race in. We are disappointed to let another win slip through our fingers but I am delighted the team and drivers did such a fantastic job of keeping in the hunt for a podium, and the championship. Tommy Erdos commented 'It was hard work to keep the car on the circuit and the conditions at times were lethal. The team worked really hard to keep us in the race and I am pleased we managed to get another podium and secure more points for the championship.'

The best event was the trip out to Mackinac Island. (Here's a tip for you in case you ever get there yourself: The name is pronounced Mak-in-aw, just like the town, even though the island's name is spelled with a final 'c'.) When we got there, it was quite a change from our car meet mentality because no motor vehicles are allowed on the island. You walk, ride a bike, or use horse-drawn transport. All those horses vividly demonstrated why people in the 1900s thought that automobiles would end pollution in cities, since autos didn't require anyone to, um, sweep up after them.

The island is home to fancy Victorian summer homes, some interesting geology, and a Revolutionary War-era fort that was later the country's second National Park, though it's now a Michigan State Park. But the best structure was the Grand Hotel, originally constructed more than a hundred years ago and added on to almost continuously since that time. The front porch, overlooking the Straits of Mackinac at the top of Lake Michigan, is 660 feet long. That should give you an idea of the size of the Hotel. It's one of the few remaining large wooden resort hotels from before the turn of the last century. The GT organizers had arranged for us to take High Tea at the Hotel, and hear a presentation by the staff historian. That sounds dry & boring, but it was in fact very entertaining. The stories from Prohibition alone were great, what with the US being dry, Canada wet, and the Hotel in between them on an island with lots of small coves.

Back on the mainland, there were several technical sessions for the mechanically inclined. One of the sessions was for the less mechanically inclined, or perhaps for those more inclined to worry when they hear a new noise. This session was chaired by John Twist, and involved driving your car up to him so he could listen & look at it while it was running. The most common diagnosis was one or both carbs set too rich, but one poor fellow was advised to trailer his car home — the crankshaft pulley was slipping on the nose of the crank for some reason.

The last night of the GT was when the Awards Banquet was held, in a hockey rink, appropriately enough for the area. Besides a great meal, they had a silent auction, a passel of raffle prizes, and awards from the car show. I received the Distance award (2446 miles), which I expected, since hardly anyone else is that crazy, but the car also won 4th place in the 1600 class, which surprised me. No one could remember the car winning Distance ever getting a pretty car award too.

The drive back was a lot shorter — only to Indianapolis. When I made my trip plans I thought the GT ended on Thursday night, but I was wrong and it ended Friday night. Since there was no way I could get back in two days (that new job again), I left the car at a friend's and flew back. I plan on picking it up and finishing the drive later next month. Or maybe I'll leave it there for the winter and then drive it to GT-31. We'll see how it goes.

MG 2007

The MG Owners Club has been selected to host the North American MGB Register national meet in June or July of 2007. At the August club meeting we agreed the Doubletree Inn in Rohnert Park would be the location. Now we need to finalize the dates and reserve the hotel. The club is considering several dates between late June and July. Most present at the meeting did not want to host around July 4th. Major considerations for selecting the date are NASCAR Races at Infineon Raceway and several local events in the Napa Valley. The Sorry Safari Touring Society and the North Bay British Car Club have agreed to help with the event. If you d like to review what we are proposing and help plan the event please call or email Dan Shockey. (See page 2.) We d like your suggestions and ideas. The MGOC will mark its 50th anniversary in 2007 and this event will be an invitation to the rest of the world to celebrate with us. (www.dtsonoma.com)



Air Systems Car Show

Saturday, Sept. 17, 2005, 2PM

This 15th annual event supports programs, scholarships and charities for the children of our community, administered by the Air Systems Foundation. It is held at the History Park (located in Kelly Park) of San Jose, a lovely restored town setting. Admission includes a full BBQ dinner plus lots of extras like ice cream and snow cones. It also a wide range of entertainment and fun things for the children plus a large array of interesting cars on display.

Antique and classic cars may be self-sponsored for \$250 which includes two free entries. Your car may also be selected to be sponsored by one of the many corporate sponsors. In that case, entry is no charge. Adult general admission (no car) is \$40 with kids ages 4 to 12 for \$10.00 and kids 3 and under, free.

More info: www.asifoundation.org

Coyote Run V

By the Porsche Club of America
Carlsen Porsche, Redwood City
October 1, 2005



Rallye Description: A Time, Speed, Distance Rallye. Beginners and first-timers will be given mileage or street names at most turning points. Rallye classes are Beginner, Novice, Expert-unequipped, and Expert-equipped.

The Rallye covers about 100 miles and will take approximately 4 hours to complete.

The Rallye is open to all cars, not just Porsches. Cost is \$15.00 per car. Registration opens at 8:45am. Driver/Navigator meeting at 9:30am. First-timer meeting at 9:45 and first car out at 10:01am.

Starting Location : Carlsen Porsche

From 101 take Marsh Road exit East. Turn left at the signal onto Haven Avenue. Meet at Carlsen Porsche, 3636 Haven Avenue, Redwood City.

For information: Call Co-Rallyemasters Larry or Greg Adams at (650) 345-2232 or OldCarNut@aol.com

The MGOC has made this an official event and encourages members to participate. It is a good rally for beginners and to see if we want to do more rallies.