

MGOC Octagon
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UPCOMING CLUB EVENTS

Club Meeting & Natter, Aug. 11 th (Thurs.).....	23
South Bay Natter, Aug 26 th (Fri.)	23
Palo Alto Brit Meet, Sept. 10-11	4

INSIDE THIS ISSUE

Calendar of Events	3
Palo Alto British Car Meet	4
Clovis British Round Up.....	5
From the Editor	6
Air Systems Car Show; Palo Alto Concours Report	7
June Lake Junket	8
Fiction Contest Results	9
<i>The Drip Pan</i> – GoF West Report.....	10-12
GoF Winners; MG 2007 Update	13
Meeting Summary; MG vs. TR	14
Winning the Burnt Spark Plug.....	15-17
Sonoma Wine Tour Photos	18-19
MG Sale to Nanjing	20-21
Classifieds	22

THE OCTAGON

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



Dan Shockey Photo



George Steneberg and his J2 at the GoF West Car Show, July, 2005

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

Natter & Noggin

with Club Meeting

August 11, 2005 (Thurs.), 8 p.m.

The Englander Sports Pub & Restaurant

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

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

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

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

South Bay Natter & Noggin

Friday Evening, Aug. 26, 2005, 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!!

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Andy Schank, 510-236-5232

Classified Ads

Ads are free to MGOC members and \$6.00 per month for non-members. Please send copy (and check **made payable to MGOC** if a non-member) to MGOC, 3219 Mabury Rd., San Jose, CA 95127. Members may also email ads to the Editor.

Wanted: MG 1600 or 1622 engine for a friend with a TVR. 408-358-9744, Member Don Davis, fstcobra@hotmail.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 Bake. (510) 531-7032

FREE Parts & Accessories Catalogs

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

MAKING CONTRIBUTIONS TO THE OCTAGON

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

RECRUITING MEMBERS FOR THE MGOC

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

Forthcoming Events

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

Every Sat. — Donut Derelicts, Los Altos, Martinez, page 7

Aug. 11-14 — Rendezvous, Yachats, OR, SSTS caravan

Aug. 11th (Thurs.) — **Club Meeting & Natter**, page 23

Aug. 13-14 — Pre-Historics Vintages Races, Laguna Seca

Aug. 19-21 — Monterey Historics, Pebble Beach Concours, etc.

Aug. 20th (Sat.) — Tune and Spoon, SSTS, Skip Kelsey, (925) 846-3356

Aug. 26th (Fri.) — **South Bay 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, Bill Hiland,

www.asifoundation.org

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

Sept. 24 or 25 — **MG Corral & Track Tour** ~~Cancelled~~

Sept. 24th (Sat.) — Newark Car Show, Community Center Park,

www.Newarkdays.org

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

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

Oct. 1st (Sat.) — **Novice TSD Rally**, Redwood City start. Info next issue.

Oct. 2nd (Sun.) — San Diego British Car Day, (760) 746-1458

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

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

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

Oct. 22nd (Sat.) — **Corralitos Tour** Bob Wall — **Now Scheduled!**

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**. Grossmans

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.

Call for information: 310-392-6605; e-mail: rfeibusch1@earthlink.net




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Artist illustration of proposed new MG sportscar. From *Road & Track*



Pre-crunch PA & TDs on Gimmick Tour, GoF West. Shockey photo



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MG ROVER GROUP SALE OF ASSETS TO NANJING

Joint administrators have announced the sale of the assets of both MG Rover Group and its engine producer, Powertrain Limited to Nanjing Automobile (Group) Corporation. The sale concludes a three month process following the collapse of MG Rover in early April.

"Nanjing has indicated its intention to relocate the engine plant and some of the car production plant to China, to retain some car production plant in the UK and to develop an R&D and technical facility here.

However, it expected to employ up to 2,000 British workers and produce at least 80,000 MG saloon and sports cars within 5 years, and develop a research and development facility. "We believe for the first time in many years we'll bring a specific focus to the MG brand. All engines will be made in China, and final assembly will be in the UK, which account for the 2,000 jobs," a Nanjing spokesman said.

The deal follows the collapse of MG Rover under debts of 1.4 billion pounds, with the loss of 5,000 jobs after the carmaker was forced to close its production plant at Longbridge in central England. A source familiar with the situation said Nanjing's purchase price was between 50 million pounds and 100 million pounds.

The new owners of MG Rover announced a deal with a British team of designers to develop a new range of cars. The Nanjing Automobile Group said it had reached an agreement with the GB Sports Car Company to collaborate on the next phase of its plans.

Nanjing facts: Founded in Jiangsu in 1947; China's oldest carmaker; Makes cars, trucks, buses; Has 16,000 employees; Previous Fiat partnership; Hopes to sell 300,000 vehicles by 2006

UK Enthusiast Comment: Big mistake and a big disappointment that the last great name in British car manufacturing has gone to the Chinese. I had hoped MG at least would stay British and I thought the UK group bid would have been much better, certainly longer term, for employment in the UK.

More importantly it is a great loss of British technology in giving away the K series engine. It still is one of the most advanced engine designs available today and has years of life left in it which was being assured by the efforts of Powertrain over the last few months busy developing the next generations. I was privileged to be part of the development team right at the start of the K and on and off over the latter years so have a high regard for its designers.

I currently run a ZT-T and a TF finding both great fun and trouble free. I won't be hurrying to grab a Chinese version though!

Geoff Calvert, Warwickshire, United Kingdom

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 Ed

August 10, 2005

Greetings, Fellow Enthusiasts, I am writing my last editor column for now. Club member Bob Trencheny of San Ramon is taking over. He will have the able assistance of his son Rob and of member Bryan Embrey of Fremont. I need a break and am very grateful to Bob for taking this on. Our goal is have at least two editors who can spell each other and lots of folks contributing. It appears that I may instead spend a lot of time with the NAMGBR event for 2007.

We have had to cancel the track tour. The incident where two guys were killed when their big Healey rolled over at Buttonwillow spoiled it for the rest of us, as

expected. (They had helmets but no roll bar. It was a lunch time track tour similar to what we have done in the past.) That leaves a hole in our schedule — though there are plenty of other things going on. We will add another event for this fall. Your inputs solicited!

I towed my PA to a body shop today for a repair estimate. Dan Neu came along for moral support. It is really sad to look at. I was pleased to see David Wright healed up at the Picnic. (See the GoF report for details of our mishap.)

We had a good time at the Annual Picnic. Photos on that and other recent events in the next Octagon. Though I guess that is up to Bob T. now!

We picked up a new advertiser, my wife Nancy Shane. She has begun a new career as a financial advisor. I hope it is in order to better support me and my hobby but she has questioned the investment value of rusting MGs.

Hope to see most of you at Palo Alto.

Dan el

MG

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One of Many Winery Stops. Photo: Betty & Joel Johnson



A Good Time at the Annual Picnic. More next issue. Stine Photo

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Sonoma Wine Tour Photos



Lovely at Bodega Bay. Photos by Dan Shockey



Tim Thresh and Dan Hampshire at Bodega Bay

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SAVE THE DATE!

**WE'RE BACK ON THE ROAD AGAIN AT
"HISTORY PARK"
and OUR MOTORS ARE RUNNING!**



**AIR SYSTEMS
15th CAR SHOW
&
FAMILY FUN-FEST**

Saturday, September 17, 2005

Palo Alto Concours Report II

Greetings,

A slight correction to the piece Don Davis wrote for the July *Octagon* issue about the Palo Alto Concours: my name is Mark Lambert, not Mark Taylor. The concours was a lot of fun, although because Randy Grossman was up at Crater Lake, mine was the only MGA present. Don's MGB (dodgy Panasport wheels and all), several MG-TDs, and a lovely supercharged MG-TC down from Cotati rounded out the MG contingent. At the awards presentation, an attractive young woman helped my 8-year-old son out of the car and gave him a rose, thus finally convincing him that the MGA is a neat car with some utility as well.

Although it's always fun talking to spectators and other car owners at a concours, I have to say my favorite event of the summer has been the San Leandro meet. There are usually no more than a handful of MGs at a concours, so seeing such a large number of them at San Leandro is a real treat. And there's something about getting together with a bunch of fellow MG nuts, talking about the cars and their stories, that just makes for a great day.

Cheers, Mark Lambert

Derelicts' Gathering

Bob Wall reports that there has been a large and varied turn out for this Car Guy Thing. Meet between 8:30am and 10am every Saturday morning. The bookstore/coffee shop is on the ground floor of the red brick Los Altos Town Crier Building between Main and State Streets. There's parking in the State Street parking lot as well as in front of the bank next to the Town Crier.

Gary Anderson, Editorgary@aol.com (Founder of *British Car* magazine)

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. **Please make your hotel reservations ASAP since they are limited due to the Fall Color season.**

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 — so we can give you information about meals.

A Sorry Safari Touring Society Tour. Everyone welcome.

Photo: Jonathan Buckley



Pulling the engine at the Tech Session. Full report next issue.

sort of problem with my fuel system. I told them that I was rear-ended last year and then the light bulb went on!



Dan's tow dolly, John's BGT and Dave McCann in person.

The old Bs had a fuel vent in the tank and the new ones have a fuel vent in the cap. When they fixed my car, they put in a new model tank, instead of the old style tank. Since I had no vent, when the gas got to a certain level a vacuum would form which in effect cut off the flow of gas to the engine. To test this theory, we took the gas cap off and the car started right up! To correct this problem, they drilled a hole in the back of the gas cap which created a vent and I have had trouble-free motoring ever since!

Due to this touring adventure, I was awarded the Burnt Spark Plug award, which goes to the MG Owners Club member who had the most interesting and challenging mechanical issue and road trip of the year. I am very happy and proud of winning. It has two spark plugs mounted on top of a pedestal that was struck by a blow torch, hence, burnt spark plug. Then mounted in the center on the base is a monkey (grease monkey to be exact) who is wearing a helmet and goggles with a wrench in his hand standing on top of a radiator...very cool indeed!

Notes: This all took place at the HMSA vintage races and MG Reunion in March, 2004. Note that John steered the MGB while his wife pushed. At Laguna Seca, John's MGB broke down on the steepest part of the hill to the track. My BGT had a time pulling it up the hill. Dave McCann gets the credit for discovering the tank was un-vented. It hissed when he removed the gas cap. — Ed.

Member Service Referral

Sam Gearhart reports good service on his MG at Foreign Auto Service in Hayward. Dave Pelton is the operator and he is on Foothill Blvd. off I-580. Phone: (510) 886-2266.

Winning the Burnt Spark Plug (Continued)

at high noon where once again the B ran like a champ!

Photos by Dan Shockey



John gets up close with his fuel pump in the mist at the track.

Driving home to San Francisco got off to a good start. All was well until we hit Seaside and the car cut out again. With a new fuel pump I was at a loss as to what to do. All of a sudden, a white MGB GT passes us right by flying down the freeway at 80 mph. Then the same car pulled over and backs up a quarter mile along the freeway to my car. Seeing the Octagon spirit alive and strong made my day. Somehow we managed to get the car going again and got it off the freeway to a gas station.



Help from Bob Wall and Dennis Cox

We ended up leaving the car over night in Seaside at a Chevron station since there was no mechanic on duty until Monday. That night I called Dan Shockey (President of MG Owners Club for 2004) who lives in San Jose for advice. He stepped up to the plate and volunteered to tow my car from Seaside all the way up to Lafayette, which is over 100 miles. Fellow club member Dave McCann drove down with him to help out. They got the MG back home with no problems. They both decided that I must have some

Bulwer-Lytton Fiction Contest 2005 Results

Submitted by Felix Wong and Bryan Embley, both of Fremont

"As he stared at her ample bosom, he daydreamed of the dual Stromberg carburetors in his vintage Triumph Spitfire, highly functional yet pleasingly formed, perched prominently on top of the intake manifold, aching for experienced hands, the small knurled caps of the oil dampeners begging to be inspected and adjusted as described in chapter seven of the shop manual."

Dan McKay, Fargo, ND

A 43-year-old quantitative analyst for Microsoft Great Plains is the winner of the 23rd running of the Bulwer-Lytton Fiction Contest. A resident of Fargo, North Dakota, McKay is currently visiting China, perhaps to escape notoriety for his dubious literary achievement.

His entry, extolling a subject that has engaged poets for millennia, may have been inspired by Roxie Hart of the musical "Chicago." Complaining of her husband's ineptitude in the boudoir, Roxie laments, "Amos was . . . zero. I mean, he made love to me like he was fixing a carburetor or something."

An international literary parody contest, the competition honors the memory (if not the reputation) of Victorian novelist Edward George Earl Bulwer-Lytton (1803-1873). The goal of the contest is childish simple: entrants are challenged to submit bad opening sentences to imaginary novels. Although best known for "The Last Days of Pompeii" (1834), which has been made into a movie three times, originating the expression "the pen is mightier than the sword," and phrases like "the great unwashed" and "the almighty dollar," Bulwer-Lytton opened his novel Paul Clifford (1830) with the immortal words that the "Peanuts" Beagle Snoopy plagiarized for years, "It was a dark and stormy night."

The contest began in 1982 as a quiet campus affair, attracting only three submissions. This response being a thunderous success by academic standards, the contest went public the following year and ever since has attracted thousands of annual entries from all over the world.

Runner-Up: "When Detective Riggs was called to investigate the theft of a trainload of Native American fish broth concentrate bound for market, he solved the case almost immediately, being that the trail of clues led straight to the trainmaster, who had both the locomotive and the Hopi tuna tea."

Mitsy Rae, Danbury, NE

More info: <http://www2.sjsu.edu/depts/english/2005.htm>

Dept. of English & Comparative Literature
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DRIP PAN

News and Articles from the Peninsula T Register

2005 GoF West Report

by Dan Shockey

There were several of us that drove down to the event this past month. It was the Gathering of the Faithful (GoF), featuring the older MGs (prior to 1956) and the even older owners of most of them! Nice to go somewhere and be considered one of the young guys. I helped Bill Hiland get his 1950 MG YA sedan ready for the event. The painter disappeared so I did the bodywork and painting with help from Bill. The doors had lots of problems so we thought to repair those and paint the lower body in Old English White, make it two-tone: strawberries and cream. I painted the white portions the Friday afternoon before we left on Monday morning.

The event was in Buellton and Solvang a little north of Santa Barbara and not far from the coast. It was ranch country but there are many vineyards now. The Santa Ynez Valley was featured in the recent movie *Sideways*. I reserved a room at the very nice Motel 6 that was very near the Marriott

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Winning the Burnt Spark Plug

by John Hunt

The drive down to Monterey from San Francisco was wonderful, free of traffic with clear blue sky along the way. We were in charge of the Sebring Celebration dinner at Tarpy's Road House Restaurant in Carmel so we decided it would be best to check out the place before the event and make sure everything was properly set up. Just before we headed up the hill to the restaurant, out of the blue my 1971 MGB GT cut out. I managed to pull it off the road. Being perplexed as to the source of this trouble, I popped the bonnet to take a look. Just then I saw a MG T Series car driving down the road going the opposite direction. So I waved at him but he just drove right by. Even if he didn't understand how MG engines work, he could have at least have pulled over for moral support. Looking discouraged, my wife informed me that he (the MG that drove by) probably thought I was waving him on, instead of waving him in. That thought made me feel a little bit better about my MG brethren.

I got on the cell phone and called Triple A Automobile Service and they sent out a truck. The first thing the guy said, was "Do you have gas?" I thought to myself, "How insulting, implying that a sports car aficionado like myself is incapable of monitoring the fuel level!" I said, "Yes," and he said, "Well trace the fuel line." In doing so we discovered that the fuel pump is located behind the rear wheel. He took a out a wrench and banged on the pump a few times. Then he instructed me to hop in the car and fire her up and Voila, it started right up.

He told me that often old cars have fuel pumps that have points, and when the points get old and worn they no longer connect. A temporary trick is to hit the pump to get the points to go again for a bit and connect. We were back on our merry way!

The next day we went to the track at Laguna Seca to watch the vintage races and participate in a noon track tour where my B ran like a champ.

That evening there was a dinner honoring the drivers of the 1964 Sebring team. After the dinner friends of ours, Mike Jacobson and Bob Stine, volunteered to follow us back to our inn in Mike's MG Mquette. We almost made it, then all of a sudden as we turned into Carmel by the old Mission the mighty B cut out. We tried a few love taps on the fuel pump with no luck. So my wife and friends pushed the car while I ensured that my baby was safely driven.

The next day, the car magically started so I was able to make it to the track for Sunday's festivities. It ran faultlessly all the way and stopped working at the entrance to the race track. There a parade of MGs passed me by and I got a tow into the pit area.

If you are going to have your car break down, the best place is at a race track. You have plenty of parts, tools and advice. Fortunately, one of the guys in the car club happened to have an extra fuel pump in his trunk. In less than a half hour I had installed a new pump and was ready for the track tour

July (No) Meeting Summary

The following is a very brief report of club activities at the July 14, 2005 meeting. Bottom line, there was no meeting.

We regrettably understand that Dan Shockey was involved in some sort of accident, at or returning from GOF West. We hope that all is well and that Dan and his car are all okay. With Randy unavailable, Mike at GT-30, etc. there was no real chance for a true meeting. David and Nina were also unable to attend.

Dan called Ed Adams to ask that he go to the Englander this evening to alert other members of those problems and to postpone the meeting. Ed & I had a beer and waited 1/2 hour to alert others. When leaving John Milsap came in so we 3 chatted and exchanged what news we had.

John & Sam discussed getting a caravan together to go to Andy & Marla's North Bay Wine Tour on Sunday July 24, 2005. We thought it might be convenient for East Bay Area members (Alameda, Oakland, San Leandro, etc.) to meet and caravan up to Rohnert Park. We discussed meeting at the Denny's in Emeryville the morning of the tour.

Sam Gearhart, Oakland

MG vs. Triumph

Submitted by John Hunt

Here's an interesting excerpt from *Safety Fast* Magazine from April, 2005, regarding: MG vs. Triumph. So many factors are at play in the emotional world of sports cars but for any objective analysis of any volume product, the final judgment is the numbers of actually produced and sold.

Taking production figures for all the models built from 1953 to the end of 1980, MG produced some 900,000 sports cars against Triumph's 500,000.

No question, MG got it right and is the people's Sports Car!



George's J2 at left; Shockey PA in center. GoF West 2005

where the event was held. There was a McDonalds in between and a Bakers Corner restaurant on the other side (nice for a good breakfast).

David Wright in his MGB vintage racer and Jim Carlson with his newly restored BGT joined me for the drive down. We had some adventure getting there driving with an MG TC and a 1937 MG large convertible. There were also another TC and PA on trailers. We took a minor road (Hwy 25 through Hollister) that was very scenic but rather slow and we got stuck with some road work. I still have gravel on the trailer. I took my 1935 MG down on the trailer. George Steneberg trailered his 1933 MG J2 but left ahead of us. His tow vehicle broke down about half way there. AAA towed his truck to a shop but left him with the trailer and MG at a rest area. We (the caravan) stopped to see George and decided I would take my trailer on to the event and come back for George's trailer, unless someone came along and offered to tow him down. No one did so David and I went back about 100 miles to get him and got back to the motel at midnight.

The car show was on Tuesday at a large winery with a very nice grass field. We had a good display of the pre-war MGs, about a dozen. We had a nice tour there and back on the wonderful back roads. We also had tech sessions back at the hotel. It was all fun and I learned a lot.

On Wednesday we went off on a "gimmick" rally/tour of the area. We had to answer questions and find differences between photos in the instructions and the actual object. We ended up coming through Solvang during the noon hour, around 1pm. We were cruising slowly through town looking about. The two vehicles in front of me, a minivan and an SUV, stopped for a pedestrian in a crosswalk but I didn't see them stopping and was not able to stop before slamming into the back of the van. The impact pushed the van into the SUV.

David hit his nose on the dashboard, right on the ignition key, it appears. His nose bled a lot so someone called an ambulance. The sheriff deputy and

ambulance got there very quickly, plus we were soon surrounded by shop owners, tourists and many club folks who saw the crunched MG. David was taken to the local hospital and had to get two stitches but he was fine and even went to the musical play that evening. (It was an excellent production of *Guys and Dolls*.)



Bill Hiland's YA at GoF Car Show. Shockey Photo

The cable brakes in the 1935 MG are weak by today's standards. They work okay but don't grab very quickly. I don't think it will lock up the wheels on pavement and there were no skid marks. My foot was sore so I must have been pushing the pedal pretty hard and we were not going very fast when we hit. There are no bumpers on the car (never were) so the tires and wheels took the initial blunt of the impact. After the tie rod bent then the radiator and front of the fenders went into the van's bumper. The impact crunched the radiator and sent all the water onto the ground. But it missed the frame and even the headlamps are fine. My side door was crumpled a bit and the seat back broke loose as the momentum carried everything along.

It could have been a lot worse. The pedestrian was very upset and likely scared by the impacts. She felt it was her fault. I didn't talk to the other drivers so don't know if they stopped very quickly or not. You could hardly see any damage on the van's bumper. We wore lap belts. I do not know where I could attach shoulder belts except perhaps to the spare tire holder.

The car is fully insured. The engine still runs and does not appear to be damaged. The frame looks fine, too. I got another tie rod at the swap meet at the event and a guy says he will sell me a grille shell cheaply.

David and I got the Hard Luck award at the awards dinner. We became celebrities and received an outpouring of sympathy. Jim and George won the Gimmick Rallye.

I drove home Thursday, taking George down to get his repaired truck. David and Jim drove back together. David had a charging problem with his MGB but stopped at Jim's home for a charge before continuing home. The 2006 GoF West will be in Welches, OR, near Mt. Hood. It will be held at the same resort hotel where we stayed for the NAMGAR GT in 2003.

Bay Area GoF Winners

Premier Class: Terry Sanders and Phil Frank, SA Tickford

TC, 3rd: Rick Storms

TD, 1st: Bob Luebbert

TD, Hon. Mention: Joyce & Stuart Locke

TF, 1st: Gary Kennedy

TF, 2nd: Elliot Sopkin

TF, Hon. Mention: Bill Angeloni

Best 50s Costume: Stuart Locke

Rally, Dead Last but Finished: Dick Deluna and Travis Ball

Hard Luck Award: Dan Shockey and David Wright

MG 2007 Update

The MG Owners Club has decided to apply to host the North American MGB Register national meet in June or July of 2007. The Sorry Safari club indicated they have a strong interest to encourage their members to attend and to host one event. The North Bay British Car Club has also offered support.

The next big step is to set the date with the Doubletree Inn in Rohnert Park. (www.dtsonoma.com) We will also get together to kick off the activities and assign tasks.

Latest from NAMGBR: Yes, we still think that the San Francisco Bay area will be a great location for the 2007 NAMGBR National meet. As we discussed during my visit, I think we will pull cars from all of California as well as many surrounding states. Your proximity to both southern California and Oregon and Washington makes it an easy drive for folks to make the trip. In fact, when I've mentioned that we've been discussing the Bay area for this event, folks from across the country have been very interested. — Tony Burgess, NAMGBR

North American MGB Register Receives Nuffield Cup

The North American MGB Register was informed by the M.G. Car Club at its 14th Annual Convention MG 2005 held in Olympia, Washington, that it is the winner of this award.

This year's convention was hosted by local NAMGBR affiliate club MG Car Club Northwest Centre, which is also an overseas affiliate of the M.G. Car Club. The event was well attended with MG enthusiasts coming from across the US and Canada. This MG extravaganza featured driving tours of the area surrounding Olympia, a trip to Mt Saint Helen's volcano, a run to a local auto museum containing hundreds of cars, a car show with both popular vote and concours judging and finally an awards banquet.

Next year's event- MG 2006 will be held in Gatlinburg, TN, as an All Register Gathering put on by NAMGBR, NAMGAR, NEMGTR, NAMMMR & NAMGCR.