

MGOC Octagon
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UPCOMING CLUB EVENTS

General Meeting & 'Natter, Nov. 11 th (Thurs.)	23
South Bay 'Natter, Nov 26 th (Fri.)	23
MGOC in Christmas Parade, Dec. 4 th (Sat.)	13
MGOC Holiday Tea, Dec. 11 th (Sat.)	5

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Dan Neu leads Dennis Cox & Son at Sears Point, October 10, 2004. Photo by professional photographer John Fulton. See page 8.

November 2004

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 2004

President: Bob Stine, 650-349-5128, RAStine@rcn.com

Vice President: Randy Grossman, 510-483-3171, r.m.grossman@comcast.net

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

Secretary: David Wright, 510-653-3831

T Register Director: Jim Carlson, 408-257-9976, mgjim@att.net

Activities Director: John Hunt, 925-299-9006, Huntsails@worldnet.att.net

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

j2george@pacbell.net

Membership Development: Bob Stine, 650-349-5128, RAStine@rcn.com

OCTAGON Editor: Dan Shockey, 408-923-3927, MGmogul@earthlink.net

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

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. Carburetters: 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. 2004 rates are: monthly (yearly): full pg. \$25 (\$240), half page \$18 (\$175), third page \$12 (\$120), business card \$8 (\$75).

All ads expire on Jan. 1st, and fees for a partial year will be pro-rated to that

Natter & Noggin with Club Meeting

Nov. 11, 2004 (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, Nov. 26, 2004, 8 p.m.

Join us for an informal gathering in the South Bay. We'll meet at a fun British Pub. Our attendance has been good and we're trying the Britannia Arms on DeAnza just north of Hwy 85, between Cupertino and San Jose. The pub's parking lot fills up on Friday evenings but we can park together in the business lot across the side street (Fallen Leaf Lane), if necessary.

The Britannia Arms, 1087 S. DeAnza Blvd., San Jose, (408) 252-7262

Directions: From Hwy 85 south of I-280, take the DeAnza exit and go north. Make a U-turn at the 2nd light. The Pub will be on your right. Try the lot in front of Galaxy Lighting. If we're not there, check the business parking lot north of Fallen Leaf Lane.

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 at MGmogul@earthlink.net

1978 MG Midget: Engine has 3k miles since rebuild, paint job in great shape, the top is brand new, and the car just passed the smog test. Spent \$10,000 in the car. Have all the receipts. Asking \$4500 Non-member Dave Bohler at: lawrence.bohler@verizon.net

1967 MGB/GT: In Pleasant Hill, Ca. 2nd owner. Has Weber carb, dual point dist. Carpet is new. 124k miles, the engine was done at 100k miles. Light yellow. \$2850. Non-member Tim Burman, timphoto@comcast.net

1969 MGB/GT: Blue & black. Interior in great shape. Chrome wire wheels, new exhaust system & battery. Original California car. \$2,800. SSTS member Ben Lenci (510) 651-0505, bilenczi@comcast.net

1969 Sprite: in Novato. 2nd owner. Garaged 3 years ago. In very good shape. Joyce Kleege at 415-898-2636. (Info from member Bob Luebbert)

1968 MGB/GT. New paint. Rebuilt with many new parts. \$6,000. Also '79 MGB. I bought it from the original owner, original paint, no dents. Spoked wheels and only 49,500 miles. \$3,000. Many new and used parts. Member Vic Earnest. (650) 578-8977. Cell: (650) 678-0712 toptech@pacbell.net

1971 MGB/GT: Original tan paint, original interior in good condition. Stored for 12 years. Rebuilt engine. \$1,500. Also have rebuilt MGA 1500 engine. Member Tom Plemons, (650) 321-5025 gema4@sbcglobal.net

'53 TD Parts: complete rear end, two front shocks, 5 painted 60-spoke wire wheels (15") with new tires. Member Bob Luebbert, 510-276-0365 luebbert@spade.net

Wanted: MGA 1600 or MGB 1800 engine. MGB overdrive transmission. Member Don Davis. fstcobra@hotmail.com. (408) 358-9744.

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.

Every Sat. – Donut Derelicts, Mtn View, Martinez, see page 11

Nov. 11th Thurs) – **Club Meeting & Natter**, see page 23

Nov. 21st (Sun.) – MG Swap Meet, Fullerton, see below

Nov. 20th (Sat.) – Classic Chevy's Show & Toy/Food Drive, page 13

Nov. 26th (Fri.) – **South Bay Natter**, see page 23

Dec. 4th – **Los Gatos Holiday Parade**. Bill Hiland, see page 13

Dec. 11th (Sat.) – **MGOC Holiday Tea**, Milsap's, Alameda, see page 5

Jan. TBD – **MGOC Annual Dinner**

July 7-10, 2005 – NAMGBR Annual Meet, Olympia, Washington,
www.MG2005.com

July 11-15, 2005 – GoF, California Central Coast, Buellton

MG Swap Meet

Sunday, November 21, 2004

Fullerton, CA

Largest U.S. all-MG parts exchange. General admission: \$5. Vendors: \$20

Located: College Park, College of Communications, 2600 E. Nutwood Ave., Fullerton, CA (across the street from Cal State - Fullerton)

Directions: Near 91/57 interchange. Exit Nutwood Ave, off the 57 freeway. Head west. Turn left onto Langsdorf Dr.

Lodging: Closest (across the street) is Fullerton Marriott, 714-738-0288

Info: John Seim, 949-786-5697, kingseim@earthlink.net

Anyone want to share a ride with Dan Shockey?

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Wine Tour Report

We had about eight cars from the club on this fun event. Jack Ford led us to Half Moon Bay after filling us with donuts and coffee at his home. The TR3 of Triumph club president Bob Kinderlehrer broke down and had to be towed home, much to Bob's embarrassment. (It was a minor assembly issue with the fuel pump; operator error, Bob says.) We went to the Obester Winery where we chatted while waiting in line to fill our bottles with discounted wine. (2002 Cabernet, "Foghorn Red") Then we headed to the British Pub for lunch. Fun day and good wine for the cellar. Thanks, Jack!



Viggo, Vern and Jack filling Jack's MGB with wine. Shockey photo.

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MGOC Regalia Order Form

Description	Qty	Each	Total
MG Owners Club Regalia			
Pennant – Red "MG Owners Club", cream canvas, 9.5" high by 17" long		\$10.00	
Grille Badge – MGOC logo, 4" high, mounts with one stud through grille		\$30.00	
Patch – 3" diameter, embroidered black MGOC logo on white		\$6.00	
Grille Badge – Peninsula T Register, two mounting holes at bottom		\$35.00	
Patch – Peninsula T Register, Various sizes (Old design)		Call	
MG Car Club of England Regalia			
MG Car Club Grille Badge – 3" dia., mounts with studs through grille		\$45.00	
MG Car Club Grille Badge – 3" dia., mounts with bracket to badge bar		\$45.00	
Key Fob – Black leather fob with cloisonne MG Car Club logo		\$10.00	
Lapel Pin – 1" by 1" enameled metal MGOC badge		\$6.50	
Outside Window Decal – 5" by 5.5" brown & cream MGCC logo		\$1.00	
Inside Window Decal – 2.5" by 3" brown & cream logo; reads "Member"		\$1.00	
Inside Window Decal – 2.5" 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 at Jack London Square, T-shirts also available			
Dash Plaque – 2004, red TD		\$2.00	
Dash Plaque – 2003, large size, red and black on white, MG Midget		\$2.00	
Dash Plaque – 1995 through 2002, price each		\$2.00	
Poster – 2004, features a red TD		\$5.00	
Poster – 2003, Collage of all previous posters plus MG Midget		\$5.00	
Poster – 1999, features a blue MGB roadster and the JLS History Walk		\$5.00	
Poster – 1998, features a yellow MGB/GT with the yacht Potomac		\$5.00	

Total Amount Enclosed

"Ship To" label – please print!

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Phone number in case we have a question about your order

Ordering Information

- ◆ All prices include tax, and shipping is FREE! Some items are stocked from England and may have a long lead time; we will notify you if the delay will be more than three weeks.
- ◆ Make checks payable to "MGOC" – sorry, but we cannot accept credit cards or cash.

Send orders to:

MGOC Regalia, 5518 Thomas Ave., Oakland, CA 94618-1752

Corte Madera Tour: This has been cancelled. The business is not prepared to do the tech session at this time.

Dec. 11, Holiday Tea: Dan reported that he has received a flier for the event from John Milsap. See page 5 in the Octagon.

Jan. TBD, Annual Dinner: We agreed that it is time to start looking for a restaurant for this event. It should be in the Oakland or Berkeley area this year. Nina agreed to check into the Hotel Mac (used in 2003), Spenger's, plus 1 or 2 other places. Inputs are welcome.

NEW BUSINESS

Cable Car Barn Tour: Mike reported an offer by member Paul Valles to host some MGs at the Cable Car Barn in San Francisco on a Sunday afternoon. We can squeeze about 10 MGs directly into the Barn. Paul can give us a back-scenes tour. Mike will talk to Paul to see if we can arrange this event.

More Tech Sessions: Dan suggested that we start planning additional tech sessions for the winter months. Hilary Reddy (MG Garage in Kensington) has offered to do a "For Ladies Only" session on living with a British car. He has had requests from ladies for a session apart from the men. There is also interest in carburetor rebuilding and other more advanced topics.

OLD BUSINESS

Club Jackets: There is still interest in getting jackets made with the club logo. We are not sure what quality, type and price range would be of best interest. Inputs welcome.

JLS updated "Cookbook": Guidelines for the putting on of a Jack London Square type car show. Bob Stine, Mike and Randy agreed to work on this.

JLS Car Show Sites: George and Dan reported on their meeting with Brian Lee of the management group for Jack London Square. Results: (1) We have the option of either using the parking lot as we did last year or of going back to the prior arrangement. There are no other areas open to us. (2) Re-construction in the Spaghetti Factory building has begun and will still be in progress next May with the two major restaurants there closed. Dan expressed concern that if we use the parking lot, this construction would separate us from the Square. (3) The cost to us is unchanged (\$1000). (4) We may rent a fork lift and move the large planters if we wish. This may allow us to park cars closer together and not be so spread out. (5) We set a (tentative) date for Saturday, May 7. This is the day before Mother's Day and a week before the Dixon All-British and Moss Buttonwillow events.

Other sites under investigation are Crissy Field in San Francisco and the San Leandro Marina. Car shows are held at the parking lot near the Warming Hut. However the woman responsible for Crissy Field events has not returned Dan's phone calls. We need to decide on event location by the November meeting. PR will need to start going out to get into calendars in major publications.

JLS Awards: The costs of awards from Randy's investigation would add several hundred dollars to our costs. Dan proposed that we delay a vote on this until we know where we are holding the event and what our costs will be.

The meeting was adjourned at 8:40 p.m. The next business meeting will be held on November 11th (Veteran's Day).

2005 OFFICERS

We forgot to create a committee to make nominations for officers. Since the meeting, Mike and Dan have taken this on. Suggestions and volunteers welcome!

Respectfully Submitted,
Dan Shockey



MGOC Holiday Tea Saturday Afternoon, December 11, 2004

The Holiday tea will be at Esther & John Milsap's home in Alameda. Please join us on December 11th from 1:00 p.m. to 4:00 p.m. for an afternoon of swapping MG stories and holiday cheer.

Please bring a dessert or hors d'oeuvre to share. And, if you happen to have a favorite tea, bring that along, too. We will have sodas and other things to drink.

Our address is 1819 Ohlone St., Alameda. If you are looking on Map Quest or something like that, our street is a new street and is not listed yet. Use the intersection of Buena Vista Ave & Paru Street. We are just one block after (or before) Paru St. (See directions below.)

R.S.V.P. (only if coming) to: Esther or John Milsap

Home Phone: (510) 749-9167

Email: ebmjem@earthlink.net

From the North:

Take 80 South to the Broadway / Alameda exit. Follow the signs to Alameda. Go through "the tube" to Alameda. When you exit the tube, the road splits. Stay in the left lane and continue over the hill to Buena Vista Ave. Turn left on Buena Vista, you will pass one traffic light. Go past the warehouses and you will see some new homes on the left. The first street is OHLONE ST.

From the South:

Take 880 North to the 23rd Street exit. (Watch out, it is right after the 29th St. exit.) Follow the signs to Alameda. You will go over the freeway and into Alameda over the Park St. Bridge. Stay in the right lane and turn right on Buena Vista. (Shell Gas Station on the corner.) Continue on Buena Vista. You will pass two traffic lights. We are the third street past the second traffic light (Grand Ave.) Turn right on OHLONE ST.

From the East:

Take 24 to 880. Take the 23rd St. exit. Continue on 23rd and go over the Park St. Bridge and continue as above (from the south).

From da Ed...

Greetings, MG fans. The election is nearly upon us so we can get back to important things, like MGs and events. We still have our own club elections to hold! I haven't heard from Bob Stine yet so will put in a column myself. The Club has had a busy couple months but things are slowing for the holidays and the winter months. We must get some tech sessions scheduled so let us know your ideas. And think about events for the new year.

My 1935 MG PA motor is coming together slowly. I found I had a bent exhaust valve so decided to do a partial rebuild of the head. The block and crankcase are all assembled. I hope to start the TD engine rebuild soon. In the

meanwhile, a club member gave me a 1958 MGA Coupe. Don't be envious – several others turned it down. There is more rust than paint on it but it is fairly straight. I chased off 3 black widow spiders so far. I'll get it sand-blasted and see what we have.

The couple who still held the title for the Coupe are interesting folks. They restored MGs as a hobby business, with about 250 passing through their hands over the years. Rusty did the mechanical, body and paint work while Mary made and installed the interiors. I suspect they saved many of the MGs from the scrap yard. They also raised 8 children. Hardy stock, these Californians.

If you hear of an event that interests you, let us know and we'll pass the word along. Is there interest in hosting a large, national meet in the future?

Happy Thanksgiving.

Dan



MG

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

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Minutes of the MGOC Business Meeting, October 14, 2004

Meeting was called to order at 8:05 p.m. Present were Nina Barton, Dennis Gray, Randy Grossman, Mike Jacobsen, Dan Shockey, Ken Smith, George Steneberg and our newest member Ken Gittings.

The Minutes of the September meeting were accepted as printed.

Treasurer's Report: Mike Jacobsen reported on the current balances. They are high at present due to recent dues receipts.

Secretary's Report: The Secretary was absent. (Out of the country.)

Registrar's Report: The membership stands at a total of 236 members. This is down from 265 last month due to non-renewals (or not-yet-renewals.) This is a good percentage of renewals.

Regalia Report: No report.

Octagon Report: Dan reported that he welcomes advice and inputs.

PAST CLUB EVENTS

Oct. 2-3 North Coast Tour: Randy reported on the great time we had on this event. Thanks to Dave Newhouse and to Scott Crawford for inviting us and for all the planning and preparation. Seven cars drove up together while others met us there. We had about 20 people at the excellent dinner. A special ceremony was held to light Mike's wreath mounted on the grill of his Magnette. Mike needed photos of it for the national *MGA!* magazine. The view from Dave's hot tub is magnificent.

Oct. 10, Track Tour at Infineon Raceway (Sears Point): Dan reported on the success of this event. We had 24 member cars on the track and folks really enjoyed themselves. Since we shared the event with the Morgan club, the track seemed crowded. We could consider doing this by ourselves if given the opportunity next year. We were more organized this year with tech inspections, a more substantial driver's meeting, two leader cars, and a post-session recap meeting. Mike is to send \$500 to CSRG.

UPCOMING CLUB EVENTS

Oct. 16-17, Autumn Classic at San Juan Bautista: We discussed the possibility of a tour down to this event.

Continued on page 20

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Peter Applegate at Sears Point. Photo: John Fulton



The *Lighting of the Wreath*. North Coast Tour. Paul Valles, David Wright, Dave Newhouse, Mike Jacobsen & Randy Grossman. Shockey photo.

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Sears Point Track Tour Reports

Dan, a HUGE thank you for putting together the track time at Sears Point. What a great year to have had the opportunity to drive the track at Laguna Seca and now Sears Point. I never imagined that I could ever get out on a track in my own car and what a great thrill to be able to do it at speed. Both Helen and I did not stop smiling all the way home. Now all she talks about is putting a supercharger on her GT and learning more about late apex and late, hard braking. You put a huge effort into making these events wonderful and also for turning out *The Octagon*. Your time and dedication is immensely appreciated.

Thank you again,
Paul Holzhauser and Helen Polkes.

(The appreciation is very welcome but many folks are involved in making a good event.)

We had a good track event yesterday. There were 24 cars from our group on the track plus several members who were there but not on track at noon. We got a good long session, 30 minutes or more. It looks like we will pick up a couple new members as a result of the event. There were two couples who each ran two MGs.

Vic Earnest brought along a friend who is a racing instructor. Tom Morgan also ran at noon so we had two leaders to follow to learn the racing line. Dennis Cox suffered from a dead alternator and his car died on the track a couple times. But he got in 8-10 laps and had a blast anyway. To get home, he borrowed an alternator from member Scott Brown who took it off his MGA race car!

Dennis reported that some folks got excited and did some passing in corners. The track was little crowded with the Morgan Club. Perhaps we can get a session of just MGs next time. We gave the group a more thorough instruction session and also had a debriefing session after the event. We did a tech inspection checking each car. We should have some teaching props for next year, showing the track, what a late apex is, where

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We arranged for a pro photographer to take shots of the cars on the track. I also took shots as folks roared by the pit lane and will send these to Jennifer for the web site. George got some photos, too. Club member Bev Morgan sang two national anthems, for Canada and the USA.

People are eager to do it again next year. (More photos page 18.)

Dan Shockey

Photographer info: Website: <http://www.xcgphoto.com> (John Fulton) Event name: CSRG Charity Ride, MG-Morgan Noon Ride. Click "Order online," then click "Noon Ride," then you should see a photo of a white GT. Click on the photo and you should see a bunch of photos. You can click "page up" and it will step through the pictures.



Dara Bank joins the fray at Sears Point.

Photo: Dan Shockey

Welcome New Members

Robert & Dara Bank of Sausalito have joined. Robert has a '67 MGB he's owned for 25 years, and Dara has a '72 BGT she's had for two years. This is from the application: "Robert raced SCCA from 1973 to 1982 with TR3s, TR4s and MGBs. Dara switched from TR4A to MGB/GT (and never looked back)." Dara and Robert each took their MGBs to the track tour at Sears Point.

Christine Geehrer of Alameda has joined. She got the packet at the All-British meet. Her significant other actually picked up the packet and said she had to join. They'd just gotten a '79 MGB then. (See note on page 16.)

A new/old member is Ken Gittings. He was a member years ago. His mom, Harriet, was very active in auto-crossing and other sportscar events in the Bay Area. Ken's first car was an MG 1100 and his third car was an MGB. Ken's current car is also a green MGB.

Craig Roderick of San Jose has a '77 MGB that he's owned for three months. He said he found us after an Internet search. (See article page 15.)

Also Bill Weissberg renewed his membership. He wants to continue to be the Club bodywork advisor. He wrote that at his new house in Tracy, he has a large garage with a lift, and room to create a paint booth.

emotionally ready to take more than a \$1000.00 loss.

Do you have any suggestions or know of anyone within the club who may? Thanks for your help.

(*A few days later...*)

Never in my wildest dreams did I expect to get such a supportive response. As to my time situation, I don't have a limit. I am willing to wait a year if it will save me money. Currently the car is still parked at Hillary Reddy's garage in Kensington. I do have AAA coverage that includes a 100 mile free towing service. I live in Alameda but unfortunately, I do not have a garage to work on it.

Again, many, many thanks for your support. I actually met club members at the British Palo Alto Car Show. The people I met were a very rare bunch indeed. Virtually everyone I spoke to proceeded to inform me of their horror stories of breaking down, costly repairs, etc. The strange thing was, they spoke of these incidents while simultaneously smiling. I walked away thinking MG owners have a incredible coping mechanism in place. It's as if they suffered from the "my child can do no wrong syndrome." No matter how terrible the stories were, each person just accepted it as par for the course. I don't know, as much as I love the lines of the MGB, I don't think I will ever fit into "the bleeding heart steadfast, my MGB can do no wrong" type of girl.

Perhaps being able to drive it more than 30 miles before it conks out on me may change my mind. I can most definitely say that those Brits certainly make better fish & chips than they do car wiring. :-)

Christine

I think the rest of the club will enjoy Christine's comments. If you are willing and able to help out or provide moral support, let me know. Perhaps we can help turn Christine into that "MG type of girl." – Dan



William Shaw
(415) 924-1450
36 Industrial Way
Behind Cost Plus
Greenbrae, CA 94904

Hooked on Sportscars

I purchased my MGA about 16 years ago. It was a rust bucket living behind my friends barn. It was supposed to be a one year "driver" restoration. One thing led to another, and it ended up being a 12 year ground-up concours restoration. I forgot that I owned the car until I received calls periodically to send more money. It has the original 1500 engine that has been rebuilt to a stage 3 racing engine bored out to 1800cc, complete with a LeMans cam. The engine was built by Bob Yarwood. I have shown it in various concours over the last 4 years but I'm getting tired of detailing it. I will continue to show it twice a year just for fun.

It was shacked up with fellow member Dave Newhouse's MGA for about 10 years as they were both restored by the same person, Ken Jenkins.

My first car was a 1959 TR3A I purchased for \$600 in 1971 and I've been hooked on sportcars ever since. My wife is Cindy and we have two daughters, Betsy and Laura. We live in Davis.

New member Bruce Alei

MGB Wiring Help Needed

Hilary Reddy suggested I get in touch with the club. I bought a '79 MGB about a month ago. I had it for three days before I ended up having it towed to Reddy's garage. It turns out it is going to need a wiring harness. Full or partial harness is still unknown. Bottom line, Hilary says it could cost up to \$2,000. I had not anticipated this when I bought the car. My inclination is to sell it as is or get the wiring repaired enough to get it started and then sell it and start over with a older and in much better condition MGB. Hillary thinks the car may be worth more if I sold it in parts. It has an overdrive which I am aware is a valuable component. Right now I am aware that I am going to take a loss for the car but I am not

Autumn Classic, San Juan Bautista

Rain kept the attendance down this year but there was a good showing of MGOC members. Marla & Andy Preston won the MGB category with their mineral blue 1967 MGB Roadster. Bob Shook took 1st with his silver MGA 1500 Roadster. The weather was great for the tour on Saturday and folks enjoyed some good roads in the hills above Gilroy and Hollister. Lots of good eating and socializing also is rumored to have taken place. (Photos next issue.)

Festival of Marques, Laguna Seca

Turn out for this SCCA vintage race event with support by Victory Lane magazine was disappointing. However we had about 15 cars present for the corral and track tour and there were similar groups also from the Porsche 356 and Mini clubs. There were lots of interesting race cars including several MGAs. Member Tom Morgan was breaking in a new motor for his MGA racer that is for sale. The weather, in late October, was very nice but could be an issue in growing this proposed annual event. We got two laps at noon behind a pace car but it was a thrill and gave many photo opps. (Photos next issue)

MG Tour to Crater Lake

Is there any interest in having a small group (5+ cars) for a weekend trip in the late spring or early summer to the Crater Lake Lodge in Oregon.? I'll coordinate it, but we would need to make reservations now, so I would like to see if there is sufficient interest.

Thanks,

Randy Grossman, r.m.grossman@comcast.net, 510-483-3171

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DRIP PAN

News and Articles from the Peninsula T Register

10,000 Miles in a TD - Update

by MGOC member Rick Malsed

In his 1952 MG TD and homemade TD-BT (Bedroom Trailer).

The trip started July 25th, from Seattle, Washington. The entire journey took about 3 months, passed through 40+ states and provinces and ended in Palm Springs, CA. Rick spends his summers in Seattle and winters in Palm Springs – so this was just the long way home. From his online diary:

9/3/04: Leaving the joys of Nova Scotia on the Atlantic Time Cat ferry out of Yarmouth brought forth a very magical MG treat. Barely settled into the recliner seat top side, I was approached by Charles Smith, henceforth known as Sir Charles of Chestertown (Maryland). First he amazed me by actually having seen The 10,000 Mile TD and our Travels with Maggie on the Milwaukee MG club's web site! Then came the creme de la creme of MG fellowship, in 2002 Sir Charles and his Lady Daniele traveled 10,700 miles around the USA and Canada in 84 days driving "Cecilia," their 1954 MG TF, ... and towing a homemade trailer, TOO!!! But no Maggie, and you can't sleep in his trailer ... so my record is safe.

9/4/04: Maine is mean, especially to MGs. The roads aren't the best, the drivers pull out right in front of traffic, dillydally along, and for the second time I got hit this time the MG by a clown backing up in a gas station dent and tweak in the fender just in front of the joint with the running board. And he had the balls to utter these first words after hitting me, "Why didn't you honk?"

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Looking forward to getting the car up and running and meeting more of you.

New member Steve Plath

1948 MG TC

1969 Jaguar E-Type FHC

I Joined a Cult

I did not start out to buy an MG. I had wanted a convertible for years, and finally reached a point (that my wife, Denise, refers to as mid-life crisis) at which I decided to do something about it without spending too much money. I convinced my wife to let me buy one for "just the summer." My first thought was to buy American heavy metal from the 60s – an Impala or a big Chrysler with engine displacement greater than 400 cubic inches.

I did a search for "conv" on Cars.com, and saw a 1977 MGB for sale locally. I immediately flashed back to 1971, driving with my best friend in his dad's 1969 MGB, along the Marin coast on a warm spring day. I decided to take a look at the car. The paint was oxidized and damaged from being kept under a plastic tarp, the carpets smelled of mold, the cockpit hardware was rusty, it showed signs of body rust from some time spent out of California, the entire car was dirty, and I could watch it drip oil. But I could still see what it had been and could be again. I was hooked.

It needed me. My decision was validated when my young nephew's first reaction to the car was "Cool!" I've cleaned it up, and fixed some minor issues to make it more drivable. Now even my wife admits to kind of liking it, at least on sunny days.

My mother-in-law insisted that I get a roll bar, which I did. It makes a great towel rack in the garage. But I can truthfully answer that I got a roll bar for the car. My wife just rolls her eyes.

Somewhere along the line, reading various web sites, working on the car, and appreciating its design and quirks from an engineering perspective, I became committed to "preservation of the marque." My wife swears that I joined a cult and am having an affair with the high priestess, someone named MOSS, who always sends me oddly-shaped packages.

I drive the car a few times per week. Rather than doing a restoration, I am fixing what is defective or worn, doing most of the work myself, keeping it as original as I can.

I suppose if I had actually set out to buy an MG, I would have probably chosen a chrome bumper model. But rubber bumper cars need love too!

The guy I bought it from sold it because he's 85, and it became too hard to work on and get into. I've been thinking, if I keep it until I'm 85, the car will be over 60, and that nephew should be just about ready for a convertible...

New member Craig Roderick

San Jose

1977 Brooklands Green MGB Tourer

Escape Machine!

The stresses of life and the unfortunate things that often go along with it, had taken its toll on me. I needed an escape. So, I decided to take my '68 MG Midget for a ride. Driving down the highway, the top down, music playing, and the sun shining, has always been what I call my happy place. :)

However, on this particular day, it did a lot more. When I returned home (several hours later) I felt like a new person. Stopped worrying about things I could not change, thought positive about what was in store for my future, and felt better emotionally.

So now, when I start feeling a little down, I just get in my car and drive. My car is no doctor, but it has sure proven to be GREAT medicine.

MGOP member Kimey Burkdoll

My Passion for Brit Cars

I grew up in Kansas City, MO, in the 1950's and learned to drive in a 1958 Morris Minor convertible that my dad bought. I blame this for my long time passion for Brit cars. My first car out of college was an MG 1100 that I traded in for a brand new shiny BRG 1967 MGB GT. Wonderful car; drove it across the country a couple of times. Sold it in 1971 and was about to buy an MG TC when my head was turned by a 1936 Desoto Airflow. Sold the Airflow sometime in the late seventies and bought a 1961 Austin Healey 3000 Mk I.

Kept that for many years, but with two kids and not enough money I sold it around 1986 and didn't replace it with anything fun. In 2001 with both my boys (Jordan and Julian) driving on their own, I convinced my wife, Suzan, I needed a British car. So I bought a 1969 Jaguar E-Type Fixed Head Coupe. I had always lusted for an E-Type, but never thought I would own one.

After working on my wife for the last year and a half I convinced her I needed a second Brit car and finally bought a 1948 MG TC that I came so close to buying in 1971. The car was from Southern Cal and was originally exported to India. It found its way to Southern Cal in 1975 or '76 where it languished in a storage facility for 2 years. The PO bought it for back storage and had it restored. Unfortunately I am discovering that poor restoration and lack of driving left the car in much worse condition than I thought. Currently I have the engine out of the car for a complete rebuild (doing most of it myself), have found the petrol tank, fuel lines and carburetors full of gunk from old gasoline, the brake lines and master cylinder full of crud and some less than competent body work. So I have found myself a project which, as my wife reminds me, is what I wanted. At least the Jag is running.

I live in San Anselmo with my wife of 30 years, Suzan, and my two sons. I am a partner in a construction company based in San Rafael.

9/6/04: In Connecticut, New Jersey and New York today. Watkins Glen (GoF and big MG vintage racing reunion) coming up.

10/1/04: I'm in OK after 2 1/4 hours drive in the MO-ARK rain with the hood DOWN. Nova Scotia still the only 2 days hood-up in now 69 days on the road. I am ahead so added MO as state #41 I think ... road-rumminess is getting close now I'm sure!

10/3/04: About 350 miles till 10K. Heading into wind, rain, T-storms, and New Mex. Texas was a quick drive-thru!! Storm got me all turned around.

10/4/04: 10,000th mile!

10/11/04: Reached Sedona, AZ (Al Moss's High Country Tour). 11,012 Miles driven – Hood still down 100% USA miles. Amazing MGs here.

October 25, 2004, Palm Springs, CA: Three Month Anniversary of The 10,000 Mile TD's departure from Seattle. While the driving is over, the memories and stories are not. I just need a little rest, oil change and battery recharge (and brake light fix)!

Thanks to the 3,377 visits to the ROTR web site since it opened in July!
Rick

Maggie & Me and MG Makes Three



Maggie and MaGgie in Arizona.

Photo: Rick Malsed

Derelicts' Gathering

Let's try the coffee shop/bookstore in Los Altos on Saturday mornings for a car gathering. (Replaces the meeting at Krispy Kreme in Mountain View.) Arrive sometime between 8:00 and 9:30 and park in the rear. The coffee shop is just at the intersection of Main and State Streets in the Los Altos Town Crier building next to Citibank. Park on the State Street Side.

Let's see if there's any interest in doing this on a regular basis.

Gary Anderson (Founder of ***British Car*** magazine)

I'll bring the white Jaguar MkII or the blue/white Healev.

The following article was published in Gas Engine Magazine. That is a magazine for antique gasoline engine and tractor collectors. Here is the "GEM" article by spark plug collector Donald McKinsey. Sent and edited by Bill Traill of San Jose, a machine shop operator and restorer of antique engines. It relates to the spark plug problems reported by Mike O'Connor. (See February, 2004, Octagon.)

Get the Right Plug

By Donald McKinsey

I find there needs to be a lot of enlightenment about spark plugs. I am the reference for obsolete plugs for the Champion Spark Co., Autolite, and AC. I handle their customer service referrals for obsolete spark plugs and I talk to their service personnel on a regular basis.

First, let's define the problem with the modern spark plug. When automobiles became computer controlled, the spark plugs no longer had to have the bottom of the insulator glazed; a saving in manufacturing cost. Modern cars have fuel injection, and the computer will not put enough fuel in the cylinder to flood it. The computer says, "I will not put any more fuel into the engine until it fires." Then, it fires the cylinder with 40,000 volts. If something happened to the computer control and too much fuel was injected into the cylinder, the engine floods, and the vehicle will not run right until you have replaced the plugs.

What has happened is the trash gasoline that has been forced on us contaminates the spark plugs because they are not glazed on the bottom. Now, our old engines do not have computer control, and if your carburetor is running rich or you flood the engine, the same thing happens. The bottom of the insulator, where it fires the engine, becomes contaminated and becomes junk, and the point or magneto ignition does not have 40,000 volts to try to fire the spark plug.

The solution is to find spark plugs that were manufactured prior to the time they quit glazing the bottom of the insulator.*

If you are fortunate to have old type glazed insulator spark plugs, clean them with WD-40, kerosene, diesel fuel or anything that will not remove the glazing. In any case, do not sand blast or bead blast these spark plugs as the glaze will be removed.

No glaze + modern gasoline + flooding = ruined plugs

* This may be one reason that electronic ignitions help our cars. (Higher spark voltage) Another solution is to always carry a spare set of new plugs and be prepared to replace them. Be sensitive to rich-running and flooding conditions and their effect on new plugs. Does anyone know if glazed plugs are available? – Dan



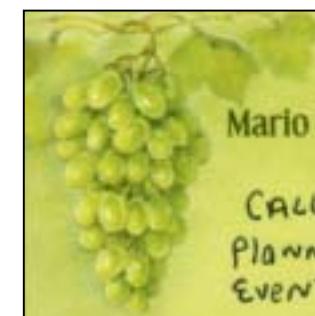
Join us in the

Los Gatos Christmas Parade Saturday, December 4, 2004

Member Bill Hiland invites MG folks to bring their classic cars to Los Gatos for the Children's Christmas & Holiday Parade. Sponsored by the Los Gatos Lions Club and the Los Gatos/Saratoga Recreation Department. The low-key event begins at 11:00 a.m. and travels a short route through Los Gatos. Call or email for final meeting instruction, time and place. Costumes and decorations are optional! (Email or call Dan Shockey.)

Classic Chevy Toy / Food Drive Car Show Saturday, November 20 2004

For fifteen consecutive years the San Jose Classic Chevys has organized a car show / toy & food drive, rain or shine. All proceeds from this charitable event benefit the charities. Food donations will go to Bethel Church's Heartbeat Pantry. The show will be held at Bethel Church, 1201 S. Winchester Blvd. in San Jose. The show is free to the public, and open to all makes, models and years. There is no pre-registration required. The entrance fee for each vehicle is a new toy and non perishable food item. Typically the show draws 200-300 cars. Along with the cars, and donation station, the show features raffles and a grand prize of 3 days, and 3 nights in Reno for Hot August Nights. A waffle breakfast, hot dogs, soda, and sweat shirts will also be sold.



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