

THE OCTAGON

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



Photo by Jeremy Palgon

TDs at MGs by the Bay

June 2008

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.

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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: Marty Ray, 831-475-6204, martyray@cruzio.com

MGB 1974-1980: Ed Adams, 510-483-6821

MGB V8 Conversion: Tony Bates, 408-666-6174, Tony@BatesFamily.net

MGC: Kent Leech, 925-253-9757, kent@kentleech.com

MG Midget: Mark Hertz, 925-757-2070, damhertz@prodigy.net

MGA/Coupe/Twin Cam 1955-62: George Steneberg, 510-525-9125

Z-Magnette Saloon: Eric Baker, 510-531-7032, mgpb36@yahoo.com

T-types: George Steneberg, 510-525-9125, j2george@pacbell.net

Pre-war Midgets-Magnas-Magnettes: George Steneberg, 510-525-9125

PA/PB Midget 1934-36: Eric Baker, 510-531-7032, mgpb36@yahoo.com

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COMMERCIAL ADVERTISING IN *THE OCTAGON*

Direct all questions about advertising to Mike Jacobsen at 415-333-9699 or MikesMuseum@yahoo.com. 2008 rates are: monthly (yearly): full page \$25 (\$240), half page \$18 (\$175), third page \$12 (\$120), business card \$8 (\$75).

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

MGOC FINANCIAL INFORMATION

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

MAKING CONTRIBUTIONS TO *THE OCTAGON*

Your stories, photos, tips, questions, and anything MGOC-related are always welcome in *The Octagon*. Please make your contributions by the 20th of the month preceding the issue in which you want them to appear. Please email all contributions to mgowners@gmail.com or send them to: MGOC, 7230 Silver Lode Lane, San Jose, CA 95120.

RECRUITING MEMBERS FOR THE MGOC

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

Forthcoming Events

MGOC Events in bold

Jun. 1-8 – **British Car Week**

Jun. 7 – **Wine Tour**, Sonoma, Andy Preston

Jun. 7 – **Hayward Field Meet**, Mini Owners of America SF

Jun. 8 – **Tour to Mission San Antonio's Fiesta BBQ**, PBSCC, Warren Pierce

Jun. 22 – **Palo Alto Concours d'Elegance**

Jul. 6-10 – **GoF West**, Monterey

Jul. 31 - Aug. 3 – **Rendezvous 2008**, Cottage Grove, Oregon, **Club T MG**

Aug. 8-10 – Monterey Pre-Historic Races, Laguna Seca

Aug. 11-12 – **Carmel Concours on the Avenue**

Aug. 16 – **South Valley Wine Tour and BBQ**, Morgan Hill, Bill Hiland

Aug. 15-17 – **Monterey Historic Races**, Laguna Seca

Aug. 17 – **Pebble Beach Concours d'Elegance**

Aug. 30 – **Annual Picnic**

Sept. 6-7 – **British Car Meet and Tour to the Sea**, Brisbane (formerly Palo Alto)

Sept. 28 – **Danville d'Elegance**

Oct. 18-19 – **Cal Autumn Classic**, Morgan Hill (formerly San Juan Bautista)

From the Editor...

There are times when I really enjoy this job. Admittedly, sometimes when I'm putting *The Octagon* together at 3 am, it is not my favorite task. Nevertheless being editor has placed me squarely at the center of our little club, which has afforded me the opportunity to get to know many of you.

A pleasant result of this is that I often get the first look at humorous and oftentimes frustrating tales of woe. Though these stories often involve the phrase "dumb previous owner" and some sort of censored swearing, they are also empathetic testaments to the lengths we're willing to go to for the sake of our beloved little British cars. An example of just such a story is Warren Pierce's included tale of a supposedly two hour long project (page 18).

Another nice feature of my position is the window it provides into the rich and varied lives that our club members lead. From what I've seen, it would appear that we are as quirky a bunch as our cars.

These quirks commonly manifest themselves in the form of tongue-in-cheek emails I receive now and again. For example, when I asked Mike Jacobsen to write an article about the Woodland British Meet, he replied:

Let's see...

It was really hot, maybe 100 degrees. I drank a lot of water. There were a bunch of cars there that were made overseas. I think everyone there belonged to a club of some sort. Did I mention that it was hot?

And then he proceeded to write me a proper article (included on page 14).

So it would seem that we MG Owners are an eclectic lot. I was pleased to make the acquaintance of a number of you at MGs by the Bay, and I look forward to meeting the rest of you. So if you see me at an event sometime in the future, come say hi. I'd love to hear your story.

Jeremy Palgon

MG

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President's Ponderings...

That Dang Carbon Footprint

I am all for clean air and, having grown up and worked for years in and around the industrial Northeast (Philadelphia, Pittsburgh, and Detroit), I have seen with my own eyes the vast improvements to air quality made in the past 40 years. I presume that any of you native to California, particularly the Los Angeles basin, might similarly recall the constant pall over many cities.

What does that have to do with MGOC, you ask?

According to State of California statistics there are 24 million cars and trucks registered in the state, driving a collective and astounding 825 million miles every day. Specialty Equipment Manufacturers Association (SEMA), a group supporting the collector car hobby, estimates that there are 500,000 vintage or collector cars like ours on our roads and in our garages - a small and shrinking percentage of California's vehicle population. As you probably know, many of our club members have pre-1976 cars which are currently exempt from smog testing.

Two things happened recently that make me wonder how soon we will get dragged, kicking and screaming, back into the testing program or be targeted in some other way. First, in Sacramento, a Senate Committee defeated Senate Bill 1549 that would have repealed the existing smog-check exemption by mandating that, effective January 1, 2009, any pre-1976 car being re-registered to a new owner would become subject to the biannual smog tests. Buy a collector car and get a smog check headache in the bargain. That bill specifically targeted the Central Valley but there were indications that other areas of the State (like Los Angeles, San Diego, and San Francisco) were considering its adoption if it cleared Committee and was brought to the floor. The second, just this week the Bay Area Air Quality Management District (AQMD) imposed a new carbon tax on all local companies based on their "carbon footprint" and the amount of carbon dioxide they emit. That includes the cars and trucks a company uses and one wonders when the AQMD or California Air Resources Board might take aim at individuals and our little polluters and impose some special tax on us.

Two weeks ago we held our annual MGs by the Bay car show and, if you are like me, you marveled at how meticulously we all strive to maintain our cars. Although we had a few "daily drivers", I would venture to guess that most of us only drive our MGs a couple thousand miles a year. Not much when you consider that 825 million miles vehicles travel every day. Sadly, no matter how hard we try, our cars have their own carbon footprint and we can do little to lessen it except by driving less or not at all. For now it seems we are safe and with MGs by the Bay kicking off the summer touring season, it's time for all of us to take to the roads and highways and enjoy our cars. It might not be long before we lose that opportunity... all because of that dang carbon footprint.

Regards,
Sam Gearhart

Sonoma County Wine Tour

Saturday, June 7

By Marla and Andy Preston

We hope you can join us for this year's Sonoma County tour, which will take a different route from previous years. We will be meeting at the MG2007 hotel venue, the Doubletree Hotel in Rohnert Park. Starbucks coffee and bathrooms are available in the hotel.

We'll be heading out to the spectacular Napa Valley for our first stop and then back into Sonoma Valley for lunch. Our route will take us over Crane Canyon through Glen Ellen and then over Trinity Road, which boasts one of the most breathtaking views in the area as you descend into the Napa Valley.

Our first stop will be at the [V Marketplace](#) in Yountville for a 30 minute break. The 138 year old marketplace (originally the Groezinger Winery) offers upscale specialty shops, galleries, restaurants, and, most importantly, bathrooms! There's also a wonderful coffee and pastry shop across the street.

We will continue our tour along the [Silverado Trail](#) (established in 1852) through the [Stags Leap](#) appellation and pass by numerous famous wineries on our way to our lunchtime destination. Lunch will be at the [Viansa Winery](#) and Italian Market Place which is above the Sonoma Valley on a hilltop overlooking 90 acres of waterfowl reserve.

You can buy freshly made wood fired pizzas, hot barbequed sandwiches, or a variety of Italian panini sandwiches. A delight all by itself, the Italian Market hosts two wine tasting bars for anyone who wants to do some wine tasting (only \$5). There is plenty of outdoor seating with live music, and wine is also available by the glass. Viansa is close by the Infineon Racetrack (Sears Point), so there's easy access to Hwy 37 and Hwy 101 for heading home.

When and Where: Meet at the [Doubletree Hotel](#) in Rohnert Park, located off Golf Course Drive at [1 Double Tree Drive](#) at 9:30 am.

Contact: Andy Preston, 707-795-3480, andypreston@sbcglobal.net

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Saturday, June 7, 2008
Cal State University, East Bay (Hayward)

Event starts at 9:00 AM
Awards at 2:00 PM

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All restorations, daily drivers and works in progress are welcome in the show. Join us for a fun, low key day of cars, parts, English food and fellow car crazies!

SWAP MEET

- Oldest continuous British Car Swap Meet in the Bay Area.
- Now open to European & Japanese parts.
- Lots of space to spread out.
- "Parts, Project & For Sale Cars" welcome in Swap Area.
- "For Sale" signs allowed on Show cars.

FEATURES

- Door prizes
- Marque awards by popular vote
- Event momentos
- British food



Contact: Nick Becker, 925-932-7886, becker2226@astound.net

More Information and Map:

<http://www.haywardfieldmeet.com/>

and

http://www.moasf.com/2008_HFM_FLYER.htm

Nacimiento Rally to Mission San Antonio's Fiesta BBQ Sunday, June 8

The Pebble Beach Sports Car Club cordially invites you to join them on a tour through the Salinas Valley to [Mission San Antonio](#) for the annual Fiesta BBQ. Come enjoy a traditional oak-fired barbeque offering of chicken or tri-tip beef dinners. Dance to music provided by local bluegrass, rock, and Mariachi bands. Buy a homemade dessert, enjoy a glass of beer or wine, visit with local artisans whose wares will be on display, and join in the fun of kid's games. This is a real community-oriented family event that's not to be missed!

When and Where: Meet in front of the Eckhart's at [22170 Berry Dr.](#), Salinas at 10 am.

Cost: Under \$10 for the BBQ at the mission, and the strawberry short cake is the best around!

Remember: You will need to bring current vehicle registration, proof of insurance, and your drivers license to enter Fort Hunter Liggett where the mission is located. If you don't have this you probably won't get in!

Contact: Warren Pierce, 831-726-2827, wdp389@pacbell.net



June 1-8

It's British Car Week. Get out there and drive!

British Car Week is an annual British car driving awareness week for promoting British cars on a world-wide basis. Participants don't need to travel very far for this event, because it takes place in their own community.

This is a calling for all owners of classic British cars to get together with other car owners in their own communities and kick tires, tell stories, answer questions, and have a good time.

Best of all, you'll have the chance to show your car off to the general public who rarely, or in many cases never have the opportunity to get a real life close up glimpse of these extremely interesting automobiles of days gone by.

GoF West



Monterey Bay, California July 6 - 10

GoF West is the name of a regularly held “Gathering of the Faithful” MG owners in the Western United States. Although GoF West is usually centered around pre-1956 MGs, the organizers of this GoF West would like to stress that all MGs, and MG people, are welcome.

This year, GoF West will be just a pleasant drive down the coast from us in beautiful Monterey. As residents of the San Francisco Bay Area, I’m sure we’re all aware of the many wonders of the nearby Monterey Bay Area.

Nevertheless, it bears repeating that Monterey County, the setting of many of John Steinbeck’s novels, is home to three Missions, Cannery Row, a Maritime Museum, great seafood, shopping, and, of course, the world famous Monterey Bay Aquarium.

And let’s not forget the astoundingly beautiful California coastline, and the wildlife that inhabits it. There’s the windswept beauty of the cypress trees dotting the shoreline beside the curving roads, crashing waves, and resting harbor seals. And just a short drive away is scenic 17 Mile Drive, Pebble Beach, Carmel, and the jewel of the California State Parks system, Point Lobos.

Of course, there will also be a wide variety of MG events. In addition to the car show, the organizers, including our very own Stuart Locke, have planned a full schedule of tech sessions, model displays, rallies, dinners, and funkhana for our enjoyment.

GoF West will be returning to the Monterey Hyatt Regency, which, having just undergone a \$45 million renovation, should be much improved from our last visit there for GoF West in 1998. The organizers have managed to obtain the phenomenal (for Monterey) room rate of \$159 a night.

Online Registration and Schedule of Events:

<http://gofwest.com/events.htm>

MGs by the Bay Awards

1 st Place TC	Dick Gronet's Red '48 TC
2 nd Place TC	Bill Webb's Dark British Racing Green '47 TC
1 st Place TD	George Steneberg's Almond Green '53 TD Mk II
2 nd Place TD	Joe Rubio's Red '51 TD Mk II
3 rd Place TD	Jeanne and Bob Haslam's Green '52 TD
1 st Place TF	Cindy Weiss and Terry Sanders' '55 TF 1500
1 st Place MGA ..	Mark Lambert and Rebecca Robinson's Black '62 MGA
2 nd Place MGA	Les Stuart's Black '60 MGA
3 rd Place MGA	Jennifer Steneberg and Dan Shaffer's Red '56 MGA
4 th Place MGA	Randy and Melissa Grossman's Red '62 MGA Mk II
1 st Place MGA Coupe	Mike Bauer's White '58 MGA Coupe
1 st Place Early MGB	Andy and Marla Preston's Blue '67 MGB
2 nd Place Early MGB	Gerald Martin's Iris Blue '65 MGB
3 rd Place Early MGB	Alan and Cynthia Cotton's Red '72 MGB
1 st Place Late MGB	Charles Schweiger's Black '79 MGB
2 nd Place Late MGB	Karla Rogers' Citron '74 MGB
3 rd Place Late MGB	Barbara Garrett's Red '76 MGB
1 st Place MGB GT	Don and Carol-Lyn Davis' BRG '67 MGB GT
2 nd Place MGB GT	Rod and Sue Schweiger's Yellow '67 MGB GT
3 rd Place MGB GT	Robert and Susan Milner's Green '67 MGB GT
1 st Place Daily Driver	Bob Trencheny's Green '73 MGB
1 st Place Midget	Kim and Craig Kuenzinger's Burgundy '79 Midget
1 st Place Prewar	Terry Sanders and Cindy Weiss' Burgundy '34 NA
1 st Place Saloon	Eric Baker's Two Tone Brown '57 ZB Magnette
1 st Place Special	Rick and Linda Bellew's Black '53 Arnolt TD
1 st Place Premier	Gary Kennedy's Black '55 TF 1500
Most Customized	Robert and Susan Milner's Green '67 MGB GT

In the valve cover race final, Robert Milner's chrome "Shock and Awe" racer beat Ken Gittings' arrow racer.

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MGs by the Bay



A view down the aisle: MGAs on your left, MGBs on your right

Photos by Jeremy Palgon



A handful of the many handsome T-series cars at the show

Woodland British Meet

By Mike Jacobsen

The new venue at the fairgrounds in Woodland was easy to reach, though far from the Bay Area. There were trees around the edges of the show field, which were appreciated in the unseasonable heat that Sunday. The swap meet area, just west of the show and adjacent to it, was in a small grove, so all the vendors (and shoppers) got to be in the shade.

There were several MGOC members present, but not all of us had brought a British car. Some came in air-conditioned comfort and were just looking, both at the show cars and at the swap meet area. Andy Preston and Les Stuart brought their cars straight from MGs by the Bay. Gary Kennedy's Premier-winning TF was also there.

Since MGs by the Bay was only a week before, I spent a most of my time looking at non-MGs. The original Mini with the lift-up front clip over its twin-cam Acura VTEC engine was quite entertaining, as were the less elaborate engine swaps. My choice for the Too Much Free Time Award goes to the fellow that turbocharged and fuel-injected his Bugeye Sprite, and then cobbled together a modern computerized engine management system for it. While still under development (that is, getting the bugs out) it was drivable and a lot of fun, the owner claimed. His current project was to get the tachometer to work with the modern ignition system, but until that was solved, he just plugged his laptop into the engine management system and displayed the engine speed on the laptop's screen.

I don't know how many cars were on the field, certainly over two hundred, but the variety was what was most impressive. There was a Mark V Jaguar, like the one Dad bought when I was 10, and a new Bentley Continental GT parked next to an Austin 7, making the Austin look like a carry-along spare for the Bentley. There was an XK Jaguar that looked as if it was wearing burgundy spats (I don't know how else to explain it) along its lower body panels, and an immaculate MGA Coupe restored from a near-basket case (I saw the car before work began, years ago).

A popular accessory this year was an old overnight case, preferably leather and with a bunch of hotel and resort stickers plastered on it, strapped to the luggage rack. You can even buy reproduction stickers now! This may replace chrome wire wheels as the coolest dress-up accessory for your car.

I don't know if anyone from the MGOC won an award, as I left at noon to get out of the heat. Did I mention it was hot? It was steamin'! It's also another example of why having a show by the Bay is a good idea. Hopefully they'll have cooler weather next year.

Editor's Note: Two MGOC members, Mark Hertz and Les Stuart, won awards. Photos on page 15.

Photos by Jim Hill

Mark and Debbie Hertz' Midget took third place in class at Woodland



Les Stuart's MGA also took third place in class at Woodland

The Second Annual Cecil Kimber Run

By Randy Grossman

The second annual Cecil Kimber run most certainly enjoyed wonderful weather, unlike last year when we traveled through the rain and fog to inaugurate this tour.

On Saturday, April 26 we met at my house and after some coffee, donuts, and lively conversation, including the annual Cecil Kimber prize question, we headed off on our run through the hills. There were seven cars in our tour, including George Steneberg in his beautiful TD. The sunny and warm weather made for a pleasant drive. We all stopped at the overlook on Grizzly Peak for a group photo and marvelous view of the entire Bay Area. On a clear day it is possible to see four bridges, but the fog limited the spectacle that day. During this stop we were approached by a Scottish gentleman who was leaving the next day to return to his home across the pond. He fondly spoke of the MG days of his youth as he admired our cars. Everyone who chose to take the steep journey down Marin Avenue into Berkeley completed the journey without any mechanical mishaps. Our day ended with a fine pizza lunch at Zachary's.

Oh, and by the way, no one correctly answered the annual Cecil Kimber trivia question provided by our club historian, John Hunt. So no prize was awarded. See if you know the answer: What did Cecil Kimber and Carroll Shelby have in common? Come to the next monthly club meeting and find out!



The tour pauses to take in a view of the Bay

Photo by Bob Stine

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On the Road Again

Great News!

Lawrence Farmer - with 45 years experience as a mechanic on British autos, working at Morris Garages, British Leyland, and the competitions department at Abingdon - has joined *On the Road Again* as our lead mechanic...

And

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A Two Hour Project?

By Warren Pierce

What started off as a quick two hour head change turned into multi-day project! My black MGB roadster had been running badly at idle, but seemed to run alright at higher rpm. I thought, “Hmmm, dead cylinder at idle? Valves!” With the history of stuck valves on the car, a head change seemed like a great idea (especially since I had an aluminum head sitting on the shelf). I also needed to replace the radiator mount as it was split and getting worse with the engine shake.

Wednesday after work, I commenced work. I had the head removed in forty-five minutes. Then I spent thirty minutes cleaning the Permatex off the block (the previous mechanic had glued the head gasket down) and reinstalling the head studs that came out when removing the head. One hour and fifteen minutes into two hour project.

The installation of the new head gasket, head, rocker assembly, and first torque of head took a mere twenty minutes. One hour and thirty-five minutes into project.

Then I discovered that all mounting studs for the intake, exhaust, and water goose neck are coarse thread in the new aluminum head and fine thread in the old head. So I spent the next hour searching through parts bins for studs. I eventually found some (I still had to buy others), installed the intake/exhaust gasket, and remounted the header with only two studs (thirty minutes). Three hours and five minutes into two hour project!

After work on Thursday, I tried out some new studs I bought at Orchard Supply for the exhaust/intake...and they were too short! *&%^\$#@!!! So I headed back to my spares junk and came up with rusty old studs, which I then cleaned (and dressed the threads with a die). Time including installation in the head: one hour.

I then mounted the intake and carburetor from my MGB GT, as they have a known history (the intake is a Pierce manifold). After installing the water gooseneck and fuel and vacuum lines to the carb (dropping washers and nuts multiple times), I discovered that the vacuum line for the brake booster was jury rigged on the old manifold and won't work on the new intake. So I searched every brass fitting I could scrounge up and found that the threads are British pipe and not standard. Won't work! *&%^\$#@!!! So I reinstalled the jury rigged fitting, attached a new throttle cable to the carb, and found that the cable fitting won't work on this carb. Since both are Webers, what's up with this?

Not to be deterred, I drilled out the fitting hole and attached the cable (dropping the world's smallest cotter pin into the black hole in the process, never to be seen again!). I got a new pin and finished cable attachment. Finally I adjusted the valves and installed the valve cover. Time: approximately two hours. Six hours into two hour project!!

On Friday I installed a new radiator mount, re-tapped two stripped mounting nuts, and replaced a heater hose. Time: two and a half hours.

Then I filled the radiator and realized that I forgot “install water temp sending unit” on my list of things to do. After installing the sender, I started the engine and ran it up to operating temperature. The valve cover was puking oil everywhere; so I tightened the cover and the leak slowed. I started to change the oil, but the filter wouldn’t come off. I used the “belt trick” to remove the filter, finished up the oil change, cleaned the valve cover, and replaced the gasket and grommets. Time: one hour.

I took a break to let the engine cool. Back at it at 10 pm, I re-torqued the head and reinstalled the valve cover (thirty minutes). Ten hours into two hour project!!!

I drove the car on the Pebble Beach Sports Car Club Wine Tour on Saturday. At the starting point, I checked the engine and the valve cover was puking oil again. So I tightened it with a wrench instead of my fingers, which fixed the leak. Now the car runs great. Life is good!



Cecil Kimber Run

Photo by Bob Stine



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MGOC Business Meeting Minutes

May 8, 2008

The meeting was called to order by President Sam Gearhart at 7:14 pm. Also attending were Eric Baker, Nick Becker, Randy Grossman, Mike Jacobsen, Craig and Kim Kuenzinger, Bob Stine, Bob Trencheny.

The April minutes were approved as printed in *The Octagon*.

Treasurer's Report: We have approximately \$1,000 less than last month, mostly because of MGs by the Bay expenses. Recent bills include show tees, event permit, dash plaques, and awards. Still waiting on the Porta-Potties bill, about \$375. Also paid the Annual Picnic reservation fee.

Registrar's Report: One renewal received.

Secretary's Report: No new communication.

Corresponding Secretary's Report: Absent.

The Octagon: Everything OK. The May issue was posted to the web site late.

Website: Up to date.

Past Club Events

Mt. Hamilton Tour

Cecil Kimber Run

Upcoming Club Events

MGs by the Bay: 42 pre-registered. Registration packets will be made tonight.

Sonoma County Wine Tour: by the Prestons, June 7, 2008. On schedule.

Old Business

Amend Prior Motion to Increase Cost of Flowers for David Wright:

Amendment made and passed to increase this amount from \$50 to \$65 to cover the cost of flowers purchased.

MGCC 50 Year Award: We received our award for being a regional centre (MGCC spelling) of the MG Car Club for fifty years. We will display the award at MGs by the Bay.

Board Member Insurance: No report – still waiting on NAMGBR to confirm.

New Business

Re-visit GOF West Cardboard Issue: Cardboard will still be offered to GOF organizers for sale as per the motion in April.

Discuss Registrar Replacement: Position is open due to Tom Balutis's move out of the area, and we are looking for applicants. Mike Jacobsen will take over in the meantime.

Next Meeting and Natter: 7 pm on June 12, 2008 at The Englander.

The meeting was adjourned at 7:50 pm.

MGs by the Bay registration packets were assembled after the meeting.

Submitted by Randy Grossman.

Oil for Our Classics

By Jeremy Palgon

For some time now, there's been growing unrest in the classic car community in response to the reduction of zinc dithiophosphate (ZDDP) in most engine oils. Oil manufacturers have gradually reduced the amount of the anti-wear additive ZDDP because it can damage and reduce the effectiveness of catalytic converters and release pollutants into our atmosphere. Unfortunately, with the reduction of ZDDP came a correlated spike in the number of new cams damaged during the break-in period following an engine rebuild.

As many people have discovered the hard way, break-in of any rebuilt flat-tappet engine requires special lubrication due to very high pressure building where the lifter and the lobe of the cam connect. ZDDP in the oil is supposed to react with the iron on the surface areas of the cam, separating the cam and lifters, thus minimizing wear to those parts. William Petitjohn of Lubrication Specialties Corporation explains:

ZDDP and other extreme pressure additives are surface modifiers. They modify bearing and journal surface characteristics to allow lubricants to develop more "oiliness" (an old term) or lubricity and reduce the tendency to scuff and gall under heavily loaded boundary lubrication situations.

Without sufficient ZDDP, the cam lobes and lifters may damage easily. I've heard many such stories of cam failure from our members. But all anecdotal evidence aside, the automotive industry has come to realize that this problem is all too real. Many camshaft suppliers have reported a huge increase in the number of new cams being sent back damaged. Furthermore, oil producers (such as Castrol) have acknowledged that they too have seen this emerging trend on older cars. In response, many of those companies have suggested tracking down a high performance racing oil with sufficient ZDDP for breaking-in a new engine.

However, there is no longer a reason to fret. The oil producers have finally responded to the cries of classic car hobbyists by returning ZDDP to many readily available oils. In the last few months I have received a number of emails mentioning that this oil or that has proclaimed that it will once again contain the desired quantity of ZDDP.

Here's a few such oils to look for on your local automotive store shelf: Castrol SYNTEC 20w-50, 76 High Performance Motor Oil 20w-50, and Kendall GT-1 High Performance Motor Oil 20w-50.

More about ZDDP:

<http://www.ttalk.info/Zddp.htm>

Classified Ads

Ads are free to MGOC members and \$6.00 per month for non-members. Please send copy (and check **made payable to MGOC** if a non-member) to MGOC, 7230 Silver Lode Lane, San Jose, CA 95120. Members may also email ads to the Editor at mgowners@gmail.com.

Cars for Sale:

1979 MGB, good black paint, aluminum wheels, does not have overdrive. Car is in San Jose. Contact non-member Cole at (408) 258-9450 home/message or colelucas53@aol.com.

Two '59 MGA Racecars and a big stack of parts. Contact Member Tom Morgan at (650) 588-4960.

1952 MG TD MARK II – \$18,000 – Frame off restoration in 1982. 9.5 on a scale of 10. Runs well with just over 6,000 miles since restoration. Ivory with green leather upholstery. MARK II refers to a limited number of TDs with the engine that eventually went into the TF (larger carburetors, dual fuel pumps, and a little more horsepower). Comes with all sorts of tools, cover, floor jack, stands, filters, spark plugs, etc. Contact Member Peter Applegate at (415) 383-0700 (Marin Co.)

Parts for Sale:

MGB LE Items: Top - \$200, **Tonneau** with headrest pockets - \$150, both OBO. **Two New Tires**, never mounted on wheels, make offer. Call Non-Member Roger Burr at (415) 265-4540.

Black Leather After Market Steering Wheel (with hub) for your '62-67 MGB/C. "Mountney GT" 14" with polished center spokes. Great condition. Victoria British part no. 15-580. Cost \$250. Sell for \$100 or decent offer. Contact Member Wayne Veatch at (415) 297-1807 or veatchlaw@mindspring.com.

Pair of early **MGB Rear Axle Shafts** with splined hubs for wire wheels, \$100. **Map Pocket** with tan carpet, free. **Sony XR-C300 Stereo Cassette Deck** with removable face in lightly used condition with remote CD controls built-in (remote changers not included), \$40. **FIAT 850 Spider Hard-Top**, excellent condition, \$250. Must pick up large parts in SF. Contact Member Tom at (415) 203-9160 or thomasknapp@att.net.

Four 14 inch MGB Wire Wheels. Contact Member Tom Morgan at (650) 588-4960.

Aftermarket MGB Hardtop. Flashy. Keep warm and dry! Member Eric Baker, Oakland, (510) 531-7032.

MGB/GT 5/8" Dia. Sway Bar. Member Ken (510) 791-8445.

Free:

MG TD exhaust and tail pipe, a bit scratched up, but like new, still have catalog number tags on them. Also **Muffler**, can't vouch for its age. Contact Member Don Davis at fstcobra@hotmail.com.

Club Meeting Natter & Noggin

June 12 (2nd Thursday), 7 pm

The Englander Sports Pub & Restaurant

101 Parrott Street, San Leandro

<http://www.englishpub.com/>

(510) 357-3571

The Englander is an enjoyable place where we have our own cozy room.

The food is good so bring your appetites.

Directions to The Englander:

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

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



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