

MGOC Octagon
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UPCOMING CLUB EVENTS

Swap Meet at O Connor s, Aug. 7 th (Sat.).....	7
MGB Clutch Replacement, Aug. 7-8	6
General Meeting & Natter, Aug. 12 th (Thurs.)	23
KTEH Volunteer Night, Aug. 14 th (Sat.)	16-17
T Register Picnic, Aug. 15 th (Sun/)	13
Tour to Santa Cruz, Aug. 21 st (Sat.).....	8-9
South Bay Natter, Aug. 27 th (Fri.).....	23
MGOC Annual Picnic, Aug. 29 (Sun.)	4-5

INSIDE THIS ISSUE

Calendar of Events	3
MGOC Annual Picnic.....	4-5
From the President; Clutch Replacement.....	6
Brit Car Swap Meet at O Connor s	7
Tour to Santa Cruz	8-9
<i>The Drip Pan</i> — As the Wheel Turns; Good Shape.....	10-11
10,000 Miles in a TD	12
Peninsula T Register Picnic	13
Hardly My Birthday Present	14
North Coast Extravaganza!	15
New Members	16
KTEH Volunteer Night.....	16-17
July Minutes	18-19
Event Photos; NorCal NAMGAR Formed	20-21
Classified Ads	22

THE OCTAGON

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



Photo: Marty Rayman



Randy & Melissa Grossman on the Bay/Winery Tour, July 24, 2004

August 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

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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: 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. Carburettors: Marty Ray, 831-247-5863, martyray@cruzio.com

Bodywork: Bill Weissberg, 510-658-4335, 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

August 12, 2004 (Thurs.), 8 p.m.

The Englander Sports Pub & Restaurant
101 Parrott St., San Leandro, 510-357-3571

We're still hoping to hear about David Wright's trip to Australia!

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 August 27, 2004, 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 recently had a line-up of seven MGBs.

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

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

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

Attention!!

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

Andy Schank, 510-236-5232

Classified Ads

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

Wanted: tube-type rear axle assembly (with bolt-on hubs). Member Patrick Kaye, twopatz@greaterbaynet.com, (415) 897-9651 (Novato)

Wanted: tube-type rear axle assembly (with bolt-on hubs). Member Ron King, (408) 226-6036, ronking@sbcglobal.net (San Jose)

1969 MGB-GT: Totally rebuilt body shell with title that has rebuilt axles (wire wheels) and steering installed, is painted on the inside and the outside is prepped for paint. Rust has been eliminated and the shell is nice and straight. Ready to paint. All panels are flat. Shell is undercoated completely. A few hundred dollars for the incredible amount of work that has gone into this car.

1967 MGB-GT: Wire wheel car. No motor or transmission. Interior is fair, serviceable. Fairly easy to turn into a running car. The shell is essentially rust free and straight, with a few rough edges. A few hundred dollars is my asking price.

Parts for MGB 64-69+: many used and a few NOS. Motors, heads, manifolds, radiators, transmission, suspension, wheels/tires, gauges, electrics, alternators, generators, starters, brakes, glass, body sundries, and more. Member Marty Ray, Santa Cruz, 831-475-6204 or 831-247-5863 cell or martyray@cruzio.com

1978 MG Midget to good home with just over 50k miles. Sitting for 14 years. Engine turns over. Body is in decent shape with a little rust under floor mats. If a school auto shop could use it as a project car I would donate it. Bob Marshall of Martinez, CA, robertm@BWCMTG.com

1973 MGB/GT Just rebuilt engine, brakes, seats, etc. Overdrive. Good body, paint & tires. Originally Black Tulip color but now medium purple. Sat indoors since 1981. \$3800.00. Member Dan Shockey, (408) 923-3927, DPShockey@earthlink.net

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 DPShockey@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 MGOC web site)

Aug. 5-8 — Rendezvous, Bend, OR, Area clubs caravan, See *MayOctagon*

Aug. 7th (Sat.) — **Swap Meet at O Connor Classics**, Santa Clara, page 4

Aug. 7-8 — **MGB Clutch Replacement** at Bob Stine's, see page 6

Aug. 12th (Thurs.) — **Club Meeting & Natter**, page 23

Aug. 13-15 — Monterey Historics, Laguna Seca

Aug. 14th (Sat.) — **MGOC KTEH Pledge Drive**, Bob Wall, pages 16-17

Aug. 15th (Sun.) — **MGOC T Register Picnic**, see page 13

Aug. 21st (Sat.) — **MGOC Santa Cruz Tour**, Bob Wall, pages 8-9

Aug. 29th (Sun.) — **MGOC Annual Picnic**, Fern area, Tilden Park, page 5

Sept. 12th (Sun.) — **All British Meet, Palo Alto, MGOC Caravan**

Sept. 18th (Sat.) — **MGOC Winery Tour**, South Bay/Peninsula, Jack Ford

Oct. 2-3 — MGOC North Coast Weekend, Dave Newhouse, page 15 **

Oct. 10th (Sun.) — **MGOC Track Tour, Sears Point, CSRG Fall Frolic;**
David Wright, with Morgan Club

Oct. 16-17 — **Autumn Classic**, San Juan Bautista, MGOC & SSTS Caravan

Oct. 30-31 - **MG Corral at Laguna Seca Vintage Races**, See *June Octagon*

Nov. TBD — **MGOC Corte Madera Tour** (Combine with below?)

Nov. TBD — **MGOC Tech Session**, Corte Madera BritishGreenbrae

Dec. 11th (Sat.) — **MGOC Holiday Tea**, Milsap's, Alameda

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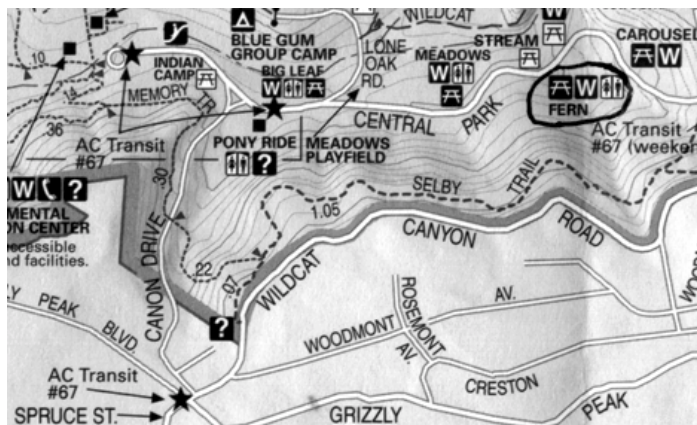
MGOC Annual Picnic

Sunday, August 29, 2004

Tilden Park Fern Picnic Area

11:00 a.m. and Thereafter

Join a large gathering of club members with their MGs and other cars at the ever-popular Annual Picnic, this year held at large and scenic Tilden Park located above Berkeley. Tilden is one of the original regional parks, opened in 1936. Attractions include the restored merry-go-round (located next to our picnic area) and the small-scale steam train. There are also pony rides and the Little Farm for children and the Botanic Garden for everyone.




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NorCal NAMGAR Chapter

Formed - 1978

Newsletter #3, May 26, 1978

The MGA Club, formerly the great expectation of a few wild-eyed Bay Area owners, is henceforth to bear the illustrious title, The Northern California Chapter of the North American MGA Register. On May 8, 1978, our as yet rather loose-knit organization was admitted to NAMGAR, a country-wide affiliation of over 800 members in whose resources, prestige, and permanence we can now share. Interested owners are invited to become members and to participate in a well-established effort. (author unknown, but probably J.R. Boye)

Annual dues in 1978 were \$13, of which \$10 went to NAMGAR for their monthly national newsletter and official dash plaque and \$3 went to the local club. The group was very active until the mid-1990s when too many key members had moved away or retired from MG life. It yet lives, however, in the many active members of the MGOC who were a part of the NorCal NAMGAR group: Leslie (Young) Ashmore, Allen Benson, Tyane & J.R. Boye, Dorothy & John Brookman, Mike Jacobsen, Paula & Dave Lion, Joyce & Bob Manina, Bev & Tom Morgan, Greg Paulsen, June & Gene Roberts, and Dan Shockey & Nancy Shane. I can recognize NorCal NAMGAR traditions that have been brought along.

Holding the Peninsula T Register picnic at Huddart Park reminds me of the good times we had there focused on the MGA. The big event for the MGA Club was the annual Monterey GT, a regional NAMGAR GT held during the Monterey Historics each August. The very first one was held in 1979. Twelve Bay Area MGAs participated along with many other cars from Southern and Central California, Washington, New Mexico and Texas! We had a nice MG corral at the track and about three dozen good folks at the Saturday evening dinner that year.

By Dan Shockey



MGA Picnic at Huddart Park, 1985. At right, Leslie Young makes a point to Bev Morgan. Shockey Photo



Overlooking Bodega Bay, July 24, 2004. Photo: Marty Rayman



Bob Shook & his MGA at Hayward. Took 2nd at Hayward and 1st in class at Chico. Photo: Dave McCann



William Shaw

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36 Industrial Way
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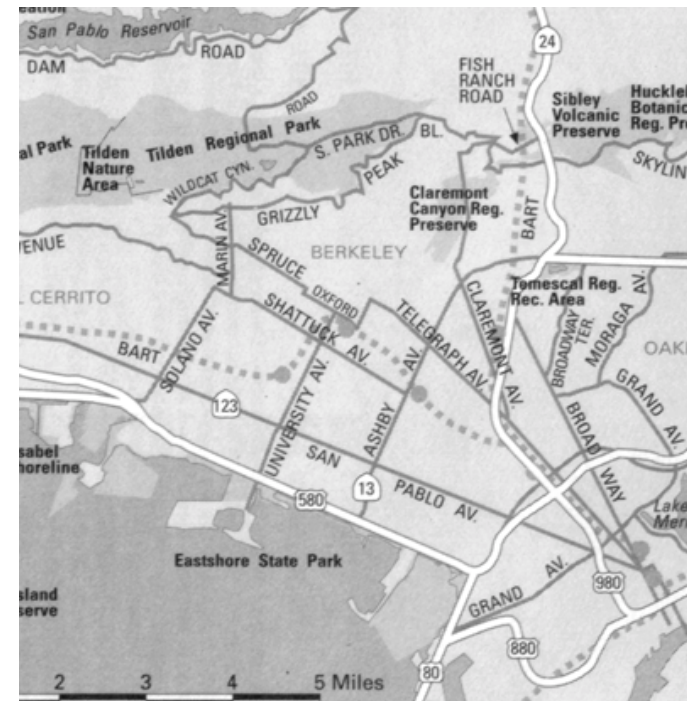
The main attraction will, of course, be all the shining MGs in the Fern Picnic area. (See map.) As usual we'll have a popular car vote by class and nice awards. We'll raffle off prizes left over from JLS, too.

We'll have BBQ's glowing hot. **The club will provide charcoal and soft drinks. Bring your own food and other beverages.**

Directions to the Park:

From I-80, take the University Ave. exit. Follow University east until it ends at the UC Campus, then turn left onto Oxford. Follow Oxford to Rose St, then turn right onto Rose. Make an almost immediate left onto Spruce St., then follow Spruce for quite a bit until it ends at a 4-way stop. Go straight through the stop sign, then make an immediate left onto Canon Dr. Follow Canon to the bottom of the hill, and you will be in Tilden park.

Turn right on Central Park Dr. and travel about 0.5 miles to the Fern picnic area on your right. The parking is immediately on your left as you enter the picnic area.



More info: David Wright, 510-653-3831

From the President's Desk

The summer weather is finally here. Isn't it great! August promises to be a busy month for our club members. Be sure to look at the upcoming events in this issue of the *OCTAGON*. I missed the July membership meeting because I'm a member of the personnel board for the city of San Mateo and we had a hearing that night. I understand our Vice President Randy Grossman did an excellent job of officiating over the meeting.

I've done a considerable amount of traveling by air during the last couple months, so I haven't had much time for the MG. On August 7-8 (come after the swap meet if you wish), Mike Jacobsen and I are planning to work on the replacement of the clutch on my 1968 MGB. At a later date, we'll replace the clutch in his MGA. If anyone would like to help (or just watch to see what you can learn) feel free to contact Mike or me; we'd be happy for the company, help and good ideas!

I hope you're all enjoying the opportunities this good weather provides and hope to see you at our next event.

Bob Stine
rastine@rcn.com
650-349-5128

Join us at the Annual Picnic!



MG

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

SHOCK ABSORBERS: Front Rear

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Great Graten Tour led by
Naomi & Marty Rayman.
Esther Milsap in MGA.
Kelsey's in TD.
Photo: Dave McCann



Old Business: Alternate Locations for the Jack London Square MG Show

Several possible locations for future MG shows are being studied. These studies are driven in part by the fact that several years of heavy construction are upcoming at the Square. This work will likely use up the parking area where this year's MG show was held.

Bridge Point Shopping Center in San Mateo: Bob Stine is looking into this and will report further at the August meeting.

San Mateo Marina: Randy Grossman & Bob Stine looked into this and found that the site was OK but it had only two nearby restaurants and they were both expensive.

Parking Lots at SBC Park, San Francisco: New member San Gearhart is also Giant's season ticket holder and kindly offered to look into the possibilities at this location. (Other sites including Lake Merritt in Oakland and locations in Alameda are also under investigation.)

New Business

MGOC event insurance is now arranged through our membership as a registered chapter of NAMGAR.

The requirements for chapter membership of NAMGBR were discussed. Mike Jacobsen is making inquiries.

The Meeting was adjourned at 8:53 p.m. The next Business Meeting and Natter will be held on August 12th.

Respectfully submitted,

David Wright, Secretary, MGOC

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Minutes of the MGOC Business Meeting Held on July 8, 2004

The Meeting was called to order at 8:01 p.m. Present were: Randy Grossman, George Steneberg, Ed Adams, Mike Jacobsen, Sam Gearhart and David Wright.

The minutes of the June meeting were accepted as read.

Treasurer's Report: The Club remains solvent. Mike Jacobsen reported the current balances of the accounts.

Secretary's Report: The secretary was present and reported that he received a check from Jack London Square to reimburse the Club for a parking fee mistakenly collected from a participant at the JLS event.

Registrar's Report: At this time the Club has a total of 262 members in four categories — Regular, Auxiliary, Corresponding and Associate. One Corresponding member recently purchased an MGB and converted to a Regular membership. It is membership renewal time. To date, 120 members have renewed.

Regalia Report: Two MGOC grill badges sold last month.

Upcoming Club Events:

The July 24th Sonoma Coastline and Wine Country Tour was discussed. This tour will be led by Andy & Marla Preston. Refer to page 5 of the July OCTAGON for details.

The August 7th O Connor Classics British Swap Meet was discussed. This is O Connor's second annual Swap meet and will be held in the parking lot in front of O Connor's shop. There is no fee for vendors or shoppers, so bring your parts and/or cars for sale. Refer to page 4 for details.

August 14th MGOC KTEH Pledge Drive Volunteer: This activity involves answering the phones for the TV station KTEH (Channel 54, PBS). The shift that the MGOC would be working is from 7:00 to 11:00 p.m. (changed from the afternoon shift). Bob Wall is the organizer of the event and would welcome your support. Refer to pages 16-17.

August 21st Santa Cruz Tour: To be led by Bob Wall, this tour will feature some great roads and beautiful scenery and will finish at the Santa Cruz wharf. Refer to pages 8-9 for full information.

August 29th MGOC Annual Picnic: This event will be held at the Fern Picnic area in Tilden Park, Berkeley. Refer to pages 4-5 for full details.

Martin Hveem Automobile Restorations	
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British Car Swap Meet!

Saturday, August 7, 2004

O Connor Classics in Santa Clara

8:00 a.m. until Noon

(Vendor set-up open at 7:30 a.m.)

Join us for the second annual Swap Meet to be held in the parking lot of O Connor Classics. We have missed the swap meets that were held at Mini Mania and this is one attempt to replace them.

We will close off the part of the lot directly in front of O Connor's for parts vendor vehicles, tables and cars for sale. Spaces will be on a first come, first served basis, available beginning at 7:30 a.m. There is plenty of parking for shoppers in the lots close to O Connor's.

We are specifically inviting the area MG clubs and O Connor's customers but feel free to bring parts for any British cars.

Vendors: bring tables, or you can sell from your car or pickup. We will make space for trailers. **There is no fee for vendors or shoppers.** O Connor's will provide coffee and donuts!

Directions: 2569 Scott Blvd., Santa Clara. From 101, take the San Tomas Expy. exit South. Turn left on Scott. Cross Central Expy. O Connor's will be on your left after you go through the next light at Walsh Ave.

For questions: Brian O Connor at (408) 727-0430 or Dan Shockey at (408) 923-3927

Co-Sponsored by O Connor Classics and the MG Owners Club with the SF Peninsula T Register

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Santa Cruz II Redwoods Tour

Saturday, August 21, 2004

An MGOC Event

All British Cars Welcome!

Are You Ready For A Challenge? How about a drive from Cupertino to Santa Cruz. We did this a couple of years ago, and it was a blast. This is a challenging, but very scenic drive over the hill and through the towering redwoods. We will leave from Cupertino and drive through Saratoga, where we catch Highway 9. At the top, where 9 crosses Skyline, Highway 35, we will take a short break to let us get out and stretch a bit before the most challenging part of the drive. Also to show all of the motorcyclists what real fun in the hills is all about.

From there, we drive down the west side of the hill on 9 for a few miles until we get to the junction with Highway 236. Now the fun really begins. 236 to Big Basin is twisting, ups and downs. But damn, what a blast. We will then take another break at Big Basin State Park. From there, we will continue to follow 236 (nice, mellow road now) to where it rejoins 9 in Boulder Creek.

Now, we will stay on 9 until we get to Highway 1 in Santa Cruz, where will head north to Natural Bridges State Beach. We will stop for a few minutes for photo ops, and to catch our breath, then we re off again. This time, we will follow Cliff Drive all the way down to the wharf. Last time we did this, we had 15 cars and there were 15 empty parking spaces, all together. I can t promise this will happen again, but we can hope can t we?



On the Wharf, Picture from the last trip to Santa Cruz

They are looking for volunteers to sit around answering phones and watching TV. Last time it was British Comedy Night; this time it s musical: *Glenn Miller Spectacular*, *Broadway's Lost Treasures*, and *Yanni Live At The Acropolis*.

The last time, your MGOC group alone raised \$5,640 in pledges, and with matching contributions from various sources, we raised over \$11,000. YIPPEE!!

The Drawback?

1. I can t think of any this time unless you were planning to join the hordes in Monterey that weekend. I d rather spend it with a few friends.

The Benefits?

1. You will be helping to support public television.
2. They will feed us. Last time it was from Austin s Texas Barbecue.
3. We can get some airtime (wear your favorite MG shirt or jacket). We can hang our club banner from one of the tables.
4. It s fun.
5. Did I mention that you will be helping to support public television?

All in all, a chance to get some club recognition while helping our community. If this sounds like something you would be interested in, contact Bob Wall at (408) 739-2373 or bob_wall@yahoo.com. I need to let them know how many people to expect.

Here are just a couple of things you should know:

- Please make every attempt to arrive on time.
- Please park in the spaces allotted for KTEH. (Not at Sonitrol.) You will enter the building through the door marked "Staff and Volunteer Entrance." Please ring the bell if the door is locked and someone will let you in.
- The studio may be a little cold so it is recommended that you bring a jacket or sweater.
- Let us know if you need to leave early.

Directions:

In San Jose, from I- 880 just north of 101, take the Brokaw Road exit. Turn east on Brokaw and proceed to Ridder Park Dr. Turn right on Ridder Park and then left on to Schallenberger Road. KTEH will be on your right at 1585 Schallenberger Road.

- Bob Wall



New Members

Gordon Aune in Pleasanton had been looking for a TF. He found us through the web site. I did look at a TF and that is when I found out that I don't fit in it. So I have abandoned the T-series hunt and now am focused on a '67 MGB. I have restored three American cars from the 40's over the years. Am no longer looking for a fixer upper but just something to play with and do mild improvements. Thanks for the welcome.

Sam Gearhart has a 74 MGB (rubber bumpers, two carbs) that he has been fixing up for years. Sam volunteered to check on the feasibility of using a parking lot near Pac Bell, excuse me, SBC Park. I look forward to being an active member of MGOC. I'm set for the Bodega Bay / Sonoma tour this Saturday and I'm really looking forward to it. (More info on Sam's passion on page 14.)

Delicia Hegwood lives in San Francisco and has had her early edition '74 MGB for six years now. It's been custom painted and until recently I used it as my everyday car. Now with a Mini taking the day-to-day wear and tear I can work on bringing my MG to top show quality condition. Not married or have kids yet, though have a serious boyfriend who has never been to a car show...oh but he will! :)

Hey, Wanna Be On Television? MGOC Answers the Call(s)

KTEH, Channel 54, in San Jose, is having a pledge drive in August, and on Saturday, August 14th, we are going to do it again. This time it is from 6:00 – 11:00 in the evening again, but it's a *Saturday*. I originally had us down for an afternoon shift, but that one filled up too quickly with another group. Beats the hell out of sitting around the house watching the tube. You can be ON the tube.

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This is the end of the organized part of the drive. You can bring a picnic lunch and eat at one of the tables on the wharf, or enjoy the dining establishments on the wharf. When you are ready to leave, there are a lot of fun drives back over the hill. Highway 1 is a beautiful drive toward San Francisco, where you can catch a number of fun roads back to the peninsula. Or take Highway 17.

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

What? —Cool drive in the hills over to Santa Cruz

When? —Meet around 9:30, leave at 10:00

Where? —Meet at the Cupertino Corporate Center, 1601 De Anza Blvd. From Hwy 85, take the De Anza Boulevard exit and head toward the hills. We'll be just past Minton's Lumber on the right. Look for me with my sign out on the street. You can't miss it.

Why? —Because it's fun

Bring: Picnic lunch (optional), jacket, camera, binoculars, full tank of gas, and a copilot.



Classic Motorsports

VOL. 1


The New Magazine About Old Cars

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DRIP PAN

News and Articles from the Peninsula T Register

As the Wheel Turns 15 Tires for TDs, TFs and MGAs

Stuart Locke, Sunnyvale, California

(Member of the Peninsula T Register and the Sorry Safari clubs)

I wish to put radial tires on my 1952 TD at the same time retaining the gearing. What is recommended? I am told that old style VW Beetle tires are suitable. Can anyone advise? Len Smith

Len, your gearing has already changed unless you are still driving on the original Dunlop 550-15 tires. Those tires were 26.25 inches in diameter tall on our 4 rims. (Rim width is measured from tire bead seat to bead seat not from rim edge to edge.) Many years ago tire companies stopped making tires that tall for our small 4 rims. Tire companies do make a 185-15 and 195-15 that are 26 plus inches tall, but they require wider rims. You can get wider rims made. Custom and Commercial Wheels in Fontana, California, does this for old-style VW s. It solves their gearing problem.

This is why some TD & TF owners have changed the gears in the rear end. It is not quite the same as having the taller tires. Yes, radial tires are the safest. MG TD/TF and old style VW s ride and handle best with Michelin 165SR15 XZX, diameter is 25.4 inches. They are reliable and dependable. Tire dealers call them bullet proof. Carl Cederstrand swears by them. Coker Tire knows we

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The MG Owners Club Presents the *North Coast Extravaganza!*

October 2-3, 2004

Join fun-loving folks from the MG Owners Club on an overnight trip to Anchor Bay. Spend an evening on the coast watching the sun set with good friends, old and new. Several individuals and couples have already indicated they plan to make this adventure.

My house is in Anchor Bay in the Banana Belt on the ocean in south Mendocino County. The back roads are amazing and will be great for a run. There are multiple wine appellations as well as breweries that could be visited. Many car clubs go up Hwy 1 as it is a great destination. The best month of the year is October with warm weather, no wind and fog like other months of the year.

We will pick up fresh oysters at Sweetwater in Tomales Bay and later have a barbecue at my house. I have three acres so there s plenty of room for a group of MGs. I will also lead a club tour of some of the nice roads up there on Sunday morning before we head home. There may be time for some touring and sightseeing on Saturday afternoon, too.

Motels there are asking for two night stays due to the fact that it is a high-volume month for tourism. Camping is an option (my place or at a campground), and I have many friends who have offered to put people up for the night. Motels may get more flexible as the date approaches.

The Itinerary:

Meet in San Rafael at 9 a.m. Saturday morning, Depart by 10 a.m. My place is only about 100 miles from San Rafael.

Stop for fresh oysters (and other BBQ delights) at Sweetwater in Tomales Bay. Stop for lunch at historic Fort Ross.

Arrive at Anchor Bay mid-afternoon. Unpack or set up camp.

BBQ Party Saturday evening at my place on the ocean. Right now we're looking at barbecued oysters, steak, and perhaps corn on the cob.

Short tour & brunch Sunday morning

Head home by mid-day Sunday

Dave Newhouse, 510-248-3456 (work), 925-736-4996 (home). Email preferred: Dave.Newhouse@kp.org

Let Dave know you are planning to participate so he can plan the BBQ and arrange low-cost lodging for all of us. Lodging space may be limited so reserve a space right away!

Please RSVP if interested by August 31, 2004

Hardly My 50th Birthday Present

By new member Sam Gearhart

Okay, a little self bio about me and my car, and by the way, I've read a number of the past *OCTAGON* issues and seen the newbie profiles.... Here's mine, and if I'm too wordy (as is my habit), please feel free to edit at will!

I grew up in Southeastern Pennsylvania outside a small town. My first car was a 1963 Corvair with no reverse gear. My best friend had a 66 Austin Healey Sprite... Needless to say, his Sprite was our choice whenever we went into town to tour High Street — the place to be on Friday nights! At least in his Sprite we could parallel park without pushing the car backwards into a space as we did when we were in my Corvair! We'd often share driving duties and take trips to the Jersey Shore or up to the Pocono Mountains — more often than not in the Sprite and that was my introduction to British cars. Years passed; I went onto family cars and a career while my friend went through Corvettes, Camaros, GTO's and other Muscle Cars.

In late 1988, while living & working in Stockton, I noticed a little MG in an apartment parking lot with a For Sale sign on it... \$1,300 as is. Recalling my earlier experience and enjoyment driving and riding in the Sprite, I called. I met the fellow that owned it and bought it that afternoon. He was a student at Cal and was (trying) to use the MG as a daily commute vehicle between Stockton & Berkeley. That wasn't working and when it stranded him for the umpteenth time out in the Delta, it was time to sell.

I borrowed a moniker (from another friend) and nicknamed it Hardly as it hardly ever ran — oh, I'd get it going and then something else would happen and it would sit. A few years later, I set out on a plan to have it road ready by my 50th birthday. I scoured junk yards from here to there, found a hood in Hayward and drove back to Stockton with it jammed in behind the seats — what's a rearview mirror for? Found a luggage rack near Modesto etc. Over the next couple years I had body work and paint done, mechanical work so it ran a bit more reliably, all with my 50th birthday marching ever closer.

During intervening years, after a variety of life changes and an employer bankruptcy, thus unemployed, I formed my own company and moved to Oakland where I now live and my company is based. After registering non-op for smog issues in 2001, 2002 and into 2003, I decided that if I was to fulfill my goal it was time to do so. Extensive electrical & mechanical work that took a couple months and finally in early May I had Hardly re-upholstered and re-topped.

I got it back two days before my 50th Birthday! Frankly, I think I've put more miles on Hardly in the past two months than I did in the previous 15 years. I love driving it and look forward to many more years doing so. I'm not much of a mechanic and look forward to learning a lot from fellow members and to participating in Club activities.

Hope that you are on the tour on Saturday so we can meet and chat. If not, maybe we can catch up at the picnic in August. — Sam

all want and use these 165SR15 Michelin XZX tires, so they bought up the exclusive rights here in the USA. Only available from them \$124 each US. Maybe in Europe you can buy them for less. I have friends who have bought other brands, didn't like the way they made the TD handle, took them off and bought Michelin's XZX. Voila.

Many tire companies like Dunlop, Continental, and Pirelli have stopped making 165R15 and 165-80R15. Goodyear's subsidiary Kelly/Springfield does make 165R15 under different names. \$35 — \$49 US. Goodyear Republic Ultra Metric, Kelly Metric, Cooper, Lee, Pep Boys, etc. Firestone, LeMans Metric, Gillette, etc. Most tire stores don't stock them, but they can order them. I would stay away from Dayton. It is 1.75" too short at 24.5 diameter. Most of the others are 25.4 inches diameter at 26 psi. As you know tire rubber breaks down with age even if the tread still looks good. After seven years it is an accident waiting to happen. So buy new tires.

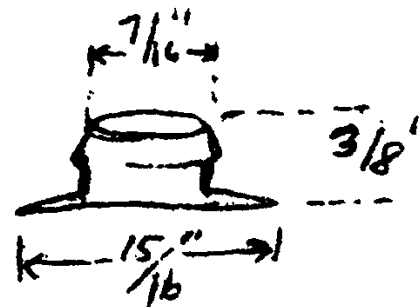
Keeping Your MG in Good Shape

By Stuart Locke, Sunnyvale, California

I noticed my tube valve stems being cut and chafed by the rim on my MGTD disc wheels. After closer examination I noticed the tubes sold nowadays have a thinner diameter valve stem that the hole in the rim. I asked around at several tire and auto stores for a collar or bushing. They all looked at me like I was crazy and gave me negative answers.

I gave it one last try and walked into Arrousez Tire Service. I asked Duane at the counter and he said, How many do you want? (20 cents each) He said every good tire store uses these rim hole bushings to install tubes in older car rims with large holes. They reduce friction, guide and restrain the valve stem. He gets them from Borg Tire Supply. In a TD or TF with disc wheels, the reason for tubes, in a 165SR15 tubeless tire, is if you go around a sharp corner real fast in tubeless tires, the tires can have sudden loss of air.

So you should have tubes (with rim hole bushings) in tubeless tires. Use radial tubes in radial tires. Standard tubes will wear out quickly in contact with radial tires.



Rim Hole Bushings

10,000 Miles in a TD Club Member is On His Way

A member of the MGOC, Rick Malsed, will be taking a three-month, 10,000 mile, 39 state and province trip later this month in his 1952 MG TD. The Milwaukee and Greatlakes MG Motorcar Group will be hosting several web pages on Rick's trip. (See below.) Rick's trip is being sponsored by Moss Motors and by Magellan Navigation Systems. There will be pictures, write ups, maps, routes and where is he now information.



The trip started in Seattle, WA, goes to the Northeastern US, turns south, and then west, ending in Palm Springs, CA. I've been on test runs including to GoF West (it's already on my web site — see below) so I may have to track. We look forward to coming back in October to Palm Springs, CA. and doing many events with the club in '05. I would especially enjoy a tour to Sonoma. We'd be there, check out the El Dorado hotel right on the square, and we'll do Jack London and Fremont, too.

GoF West 2004 pictures, cars folks, winners are already on the ROTR web site. Pictures, maps, reports, stories... it's all gonna be there from Maggie and me to you!

Rick's grill badge collection has grown to 400 and includes both the MGOC and Peninsula T Register badges.

www.mg3club.org/rickontheroad.htm

Rick Malsed, Seattle

Pokorny TD at Towe Museum

Due to a lack of good storage, I took my Dad's MG TD to Sacramento today and put it on display at the Towe Auto Museum. It's a pretty nice museum, not a lot of British cars though. There is one nice Jag and that's about it, other than my TD. It should be happy there; it's got a pretty good spot right next to AJ Foyt's first racecar. I think it will be in good hands and can be enjoyed by others until I can get enough space to bring it home.

Hopefully I can make an event sometime this year (though probably not with the MG).

Todd Pokorny of Fremont

Peninsula T Register Picnic Sunday, August 15, Noon to 5pm *All MGOC Members Invited*

The picnic will be held at Huddart Park near Woodside. Everyone is invited to attend with any MG (or without). (And also come to the MGOC annual picnic in Berkeley on August 29. See pages 4 & 5.)

The coals will be ready at 12:30 for those who want to cook something. The plan is bring your own lunch; meats to grill, vegetables, etc. (I will probably grill some zucchini); and your own alcoholic beverages if desired. The club will provide charcoal, water, and soft drinks. If you want to wait until the last minute to buy food, there is a deli and grocery store in the little town of Woodside.

We plan to secure one of the "drop-in" areas and pull a few tables together. We will leave a note where we are with the ranger station at the park entrance. **Ask for the MG club picnic.** I (Jim Carlson) am going to try to get the OAK area as this has tables close to parking and has good shade. The second choice is the MADRONE area.

You can find a map of Huddart County Park on the web at www.evols.org/maphuddartpark.htm. The address is 1100 Kings Mountain Rd. Woodside, CA 94062. The entrance to the park is about 3.2 miles from Highway 280 and is well marked with signs.

Directions from Highway 280: Turn west on Woodside Road, Hwy 84, through the community of Woodside. Turn right onto Kings Mountain Road. Stay right at the fork and continue on Kings Mountain road to the park entrance. The park charges a \$5.00 fee per car for parking and entrance to the park.

Please RSVP if you plan to attend by August 14 to Jim Carlson at 408-257-9976 (or mgjim@att.net) — but come anyway!

Park History: The Governor of Spanish California granted the land, later called Rancho Canada de Raymundo, to John Coppinger, an Irishman who had become a naturalized Mexican citizen. This 12,545-acre rancho contained Huddart Park.

In 1850, the California Gold Rush was booming, and the demand for lumber to build San Francisco resulted in extensive logging operations in the rancho area. Richard's Sawmill, built in 1853, operated just outside the present park boundary. From this mill, Richard's Road led down the mountain. A park trail follows the route of this old road.

The Woodside Store, built in 1853, was at the hub of activity during this early logging boom since about 15 sawmills were within five miles of its door.