

# 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 Falgon

A string of MGs embarking on an MG2007 Tour

# January 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.

## DIRECTORY of MGOC OFFICERS for 2008

**President:** Sam Gearhart, 510-530-2267, [swg3@comcast.net](mailto:swg3@comcast.net)

**Vice President:** George Steneberg, 510-525-9125, [j2george@pacbell.net](mailto:j2george@pacbell.net)

**Treasurer:** Mike Jacobsen, 415-333-9699, [MikesMuseum@yahoo.com](mailto:MikesMuseum@yahoo.com)

**Secretary:** Randy Grossman, 510-483-3171, [r.m.grossman@comcast.net](mailto:r.m.grossman@comcast.net)

**Registrar:** Tom Balutis, 925-330-6584, [tbalutis@aol.com](mailto:tbalutis@aol.com)

**T Register Director:** Jim Carlson, 408-224-3992, [mgjim@comcast.net](mailto:mgjim@comcast.net)

**Corresponding Secretary:** George Steneberg, [j2george@pacbell.net](mailto:j2george@pacbell.net)

**Membership Development:** Bob Stine, 650-349-5128, [rastine@rcn.com](mailto:rastine@rcn.com)

***The Octagon* Editor:** Jeremy Palgon, 510-378-1821,

[alistaircookie@gmail.com](mailto:alistaircookie@gmail.com)

**Commercial Advertising:** Mike Jacobsen, 415-333-9699,

[MikesMuseum@yahoo.com](mailto:MikesMuseum@yahoo.com)

**MGOC Historian:** John Hunt, 925-299-9006, [huntsails@comcast.net](mailto:huntsails@comcast.net)

**MGOC Photographer:** Jeremy Palgon, [alistaircookie@gmail.com](mailto:alistaircookie@gmail.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:** Marty Ray, 831-475-6204, [martyray@cruzio.com](mailto:martyray@cruzio.com)

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

**MGB V8 Conversion:** Tony Bates, 408-666-6174, [Tony@BatesFamily.net](mailto:Tony@BatesFamily.net)

**MGC:** Kent Leech, 925-253-9757, [kent@kentleech.com](mailto:kent@kentleech.com)

**MG Midget:** Kingsley Klarer, 707-226-1955

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

**Z-Magnette Saloon:** Eric Baker, 510-531-7032, [mgpb36@yahoo.com](mailto:mgpb36@yahoo.com)

**T-types:** George Steneberg, 510-525-9125, [j2george@pacbell.net](mailto: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](mailto:mgpb36@yahoo.com)

**S.U. Carburetters:** Marty Ray, 831-475-6204, [martyray@cruzio.com](mailto:martyray@cruzio.com)

## COMMERCIAL ADVERTISING IN *THE OCTAGON*

Direct all questions about advertising to Mike Jacobsen at 415-333-9699 or [MikesMuseum@yahoo.com](mailto:MikesMuseum@yahoo.com). 2007 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. 1<sup>st</sup>, and fees for a partial year will be pro-rated to that date. Deadline for ad materials is the 10<sup>th</sup> 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 20<sup>th</sup> of the month preceding the issue in which you want them to appear. Please email all contributions to [alistaircookie@gmail.com](mailto:alistaircookie@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 Tom Balutis upon request.

# Forthcoming Events

### MGOC Events in bold

Jan. 5 – **Annual Dinner**, The Van's in Belmont, Bob Stine

Jan. 26 – **Planning Meeting**, Bob Trencheny's New House, Danville

Mar. 15-16 – HMSA Vintage MG Races, Laguna Seca

Jul. 6-10 – GoF West, Monterey

## **FREE** Parts & Accessories Catalogs

### Choose From These Catalogs:

- Austin Healey
- MGA
- MGB & MGC
- AH Sprite & MG Midget
- Sunbeam Alpine & Tiger
- TR2 TR3 TR4 TR4A TR250
- TR6
- TR7 & TR8
- Spitfire & GT6

Order Toll Free  
7 Days A Week

**1-800-255-0088**



Order Catalogs & Parts Online at

**www.VictoriaBritish.com**

# From the Editor...

A Very Merry Unbirthday! To me? To you.

Now statistics prove that you've one birthday. Imagine just one birthday every year. Ah, but there are 364 *Unbirthdays*. Precisely why we're gathering to cheer.

—So sang the Mad Hatter and the March Hare in Disney's version of *Alice in Wonderland* (in a scene adapted from Lewis Carroll's *Through the Looking Glass*).

With each passing of any seemingly significant, though relatively arbitrary, man-made date, it has become the entrenched custom of our culture to take stock of ourselves, reflect on the past, and consider the future. We have a further tendency to prize certain round number dates, for example a year or fifty years.

Well, this new year brings the 50<sup>th</sup> Anniversary of our lovely little club to a close. And what a 50<sup>th</sup> year it was! A year full of tech sessions, tours, dinners, overseas visitors, friends, MGs by the Bay, and, of course, MG2007.

But I propose that there's no reason that we ought to celebrate or appreciate our 51<sup>st</sup> year any less. After all, only one year can be our 50<sup>th</sup>. Why rest on our laurels when we have a never ending string of *Unanniversaries* to cheer?

Let's embrace the momentum of last year, point our sails (or windscreens) in the direction of whatever merriment we desire, and make it happen. Let's make this year an Unanniversary to remember.

So let's get to it. Chop-chop. Plan an event. Lead us on a tour of your favorite drive. Take us to new and out of the way places. Or reconnect us with the familiar places of our past. Teach the less than technically inclined among us how to tune our little British motor cars. Whatever it is that you'd like to do, let's get out and do it.

And speaking of things to do, this month we bring you suggestions and tips for winter car projects. Member Marty Ray offers his thoughts on MGB Dash Refurbishing. Don't be too discouraged by the lengthy list of Tools for Your Workbench offered up by Bob Stine, you won't really need (or do) all of those things. And once again I've included panoramas. Given the available space, and, as you might imagine, no shortage of photographs, I present another panoramic look back at MG2007. A very merry Unanniversary to you!

Jeremy Palgon

## SAN PABLO EUROPEAN



SERVICE · DIAGNOSIS · REPAIR    EUROPEAN · JAPANESE · HYBRIDS

**BERKELEY**  
1519 SAN PABLO AVE

**510-524-1036**  
[www.sanpabloeuropean.com](http://www.sanpabloeuropean.com)

# President's Ponderings...

Welcome fellow MG enthusiasts to 2008 and another new year of motoring fun and excitement. As we say goodbye to 2007, I'd like to thank the Past President Bob Stine and Vice President Nina Barton for all of their hard work throughout 2007. In addition, well deserved thanks go to Jeremy Palgon, our new *Octagon* editor – what a great job he's doing – as well as to Bob Trencheny for all of his past efforts as editor.

As the newly elected President of the MGOC, let me take this opportunity to introduce myself. I am a resident of Oakland, a long-time MG owner and enthusiast, and have been a member of MGOC for the past few years. To earn the money necessary for the maintenance and upkeep of my MGs, I work as an independent construction consultant for a variety of law firms and insurance companies in San Francisco and throughout the western United States.

While 2007 was filled with anticipating, planning, and attending MG2007 and the annual NAMGBR convention we hosted, activities for 2008 have yet to be planned. Be sure to join us at Bob Trencheny's home in Danville on January 26, 2008 when we will be holding a planning meeting for the year's upcoming events. As many of you know, we have a new board of directors for this year which includes myself as President, George Steneberg as Vice President, Treasurer Mike Jacobsen, and Secretary Randy Grossman. While Mike Jacobsen has been wearing two hats as Treasurer and Registrar, Tom Balutis has recently agreed to wear the Registrar hat.

In looking forward to the upcoming year, I have to admit to being excited by the prospect of MG2008 which will be held June 26 through 29 and is being hosted by the Philadelphia MG Club in Valley Forge, Pennsylvania. Having grown up just a stone's throw from Valley Forge, I am very familiar with the great MG roads and attractions in that area. Although I've not yet decided, I have to admit I'm quite tempted to drive across the country just to experience driving those great roads in my MG instead of my parent's Ford station wagon.

In the coming year, I hope you will all participate in and enjoy the many activities our Club will be holding. We have more than 250 members and we live in one of the most scenic areas in the country. Given that we're all MG enthusiasts, one of my goals as the President this year is to inspire even greater participation in the Club's many events.

As always, I am open to comments and suggestions through my phone, e-mail, or carrier pigeon. My phone number and e-mail address can be found elsewhere in this newsletter; if you find a carrier pigeon, I'll be very interested since I've yet to receive a message that way.

Regards,  
Sam Gearhart

# MGOC Annual Planning Meeting

**Saturday, January 26, 2008**  
**9:00-11:00 am**

Bob Trencheny's NEW House  
[1518 Colchester Street](#)  
Danville, CA  
925-984-2472

Please RSVP by January 23.

Come to the meeting with your ideas and plans for drives, meetings, events, and tech sessions. The MGOC Executive Committee has proposed moving MGs by the Bay to a new location. If you want to have input please be at the meeting.

---

---

## Last chance to sign up for the MGOC Annual Dinner

**Saturday, January 5, 2008**  
No-host Cocktails at 6 pm  
Dinner at 7 pm

**The Van's**

**Restaurant on the Hill**  
815 Belmont Ave  
Belmont, CA

<http://thevansrestaurant.com/>  
650-591-6525

Choice of:

New York Steak, Roasted Salmon, Fettuccine con Pollo, or Broiled Chicken

**Only \$40 per person**

Please RSVP to Bob Stine at [rastine@rcn.com](mailto:rastine@rcn.com)  
or 650-349-5128 by January 1.

# Annual MGOc Toy Drive

By John Hunt

The annual toy drive has just past its second successful year. This year we gathered over 40 toys, which was wonderful. Thanks go out to a few leaders in our club that helped make it happen. On the planning front we had Randy Grossman, Michael Jacobson, and Bob Stine. These guys really took the ball and ran with it. With out them, this year's drive would not have happened. Hats off to them! Santa's sled this year was Bob Trencheny and John Hunt. I dropped the toys off at the Orinda Fire Department two weeks ago.

Going forward, it would be great if we could make delivering the toys a group event. Perhaps, we could tie dropping the toys off with a tour and lunch somewhere? Of course, the person leading the tour needs to be driving a roadster with the top down and dressed as Santa. I have to say one of my best MG event memories is driving behind Bob Stine and Randy Grossman, watching all the smiles they generated in their Santa suits as we drove to drop the toys off last year. There is no question we need to bring this part of the tradition back for 2008. I hope everyone had a wonderful holiday season and best wishes for 2008!



**Shadetree Motors, Ltd.**  
**MG PARTS  SPECIALIST**

Retail - Wholesale  
 Discount Pricing  
 Authorized Moss Motors  
 Parts Distributor  
 MC/VISA/AMX/DISC.

Tel. & Fax (925) 846-1309  
[www.shadetreemotors.com](http://www.shadetreemotors.com)  
 3895 Mammoth Cave Court, Pleasanton, CA 94588  
 email: [kelsey@shadetreemotors.com](mailto:kelsey@shadetreemotors.com)

## Attention!!

Have your MG painted by a fellow sports car lover with 15 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 are available. Call for a free estimate.

**Andy Schank, 510-236-5232**



**O'CONNOR  
CLASSIC  
AUTOS**



***MG TRIUMPH  
AUSTIN-HEALEY***

**TOLL-FREE ORDER LINE**

**1-888-346-3647 (FINE-MGS)**

408-727-0430 VOICE/408-727-3987 FAX

2569 Scott Blvd. Santa Clara, CA 95050

**mg@oconnorclassics.com**

**www.oconnorclassics.com**

## **PARTS DEPARTMENT**

We have a large inventory of new, used and rebuilt parts, and will help you make the best choices for your car. We will be happy to answer questions and provide information to help with your repair or restoration. We are an authorized distributor for Moss Motors products and will provide you with their catalog to assist you in ordering from us.

**1-888-346-3647 (FINE-MGS)**

**O'CONNOR CLASSIC AUTOS**

**We are THE source for MG parts!**

***FREE GROUND SHIPPING ON ORDERS OVER \$100***

## **REBUILD PROGRAM**

If you are involved in a major repair or restoration, this program offers a substantial benefit. Place an initial parts order for \$2000 or more and receive a 10% discount off the published prices for new parts. Subsequent orders of any size will receive the discount for one year. During sale periods, your orders will receive the sale discount, or 10%, whichever is greater.

**Monday thru Friday, 9 to 5. Other hours by appointment.**

*Free Shipping Applies to Orders in the 48 Continental States*



# MG and Rover to be Reunited

By Bob Trencheny

MG and Rover, which were separated in 2005 when the MG Rover Group collapsed, are expected to be reunited on Boxing Day by the two Chinese companies that now own them. The merger is expected to lead to several new MG models.

Currently the Shanghai Automotive Industry Corporation (SAIC) owns the property rights to the MG models while Nanjing Automobile Corporation (NAC) owns the tooling and machining equipment to manufacture the cars, and the rights to the MG name. Both SAIC and NAC are state-owned companies, but it has taken until now for the Chinese government's Assets Supervision and Administration Commission to engineer a merger between the two.

NAC is being taken over by SAIC, China's largest car manufacturer, which is also in joint ventures to produce Volkswagen and General Motors vehicles in China. Although the new company has not been officially named, some in the automotive press are referring to it as "Chinese Leyland", as a nod to the old manufacturer of MG cars, British Leyland. The old MG factory at Longbridge is still expected to produce the MG-TF, however production has been delayed until March or April of 2008. There is still hope to sell the cars in the US.

In an odd twist, the new company may not be able to use the Rover name on its new cars as Ford now owns the rights to the Rover name. The brand name is believed to be included in a deal by Ford to sell Land Rover and Jaguar. Ford hopes to sell the two manufacturers as a single unit, most likely to Tata Motors of India.

Sourced from:

[http://business.timesonline.co.uk/tol/business/industry\\_sectors/engineering/article3086606.ece](http://business.timesonline.co.uk/tol/business/industry_sectors/engineering/article3086606.ece)

---

---

## Coming Soon



## Complete MG Restoration Center Under One Roof

*Put your MG on the road again...*

# MGB Dash Refurbishing

By Marty Ray

Many of our cars will have some unsightly aspects of the dashboard or the upholstery surrounding the cockpit. Refurbishment is a great winter project and the results are rewarding because they are constantly within view when driving the car.

For post 1968 cars, I think the best plan would be to replace the entire molded dash front, after removing the dash complete, removing all the gauges and other items. There are these top covers you glue on, to cover over the inevitable cracks in the top. I once owned a '69 GT and the dash was perfect until a crack literally appeared overnight. Anyhow, I just don't think these top covers will produce the same overall improvement, especially because you really want to remove all the gauges, clean and polish (or replace) the glass and chrome, clean the gauge faces under the glass, etc. You also want to make sure that everything else is functional, especially the heater controls, which are notorious for being stuck or not functioning properly. The complete molded dash front is available, but I have not tried replacing one. Hopefully by following the directions a nice job can be made of it. I bet that careful use of a heat gun and having a lot of clamps handy would be useful tips for this job.

Last winter I refurbished the dash, top crash pad roll, gauge fronts, heater controls, glove box, door top cap upholstery, and rear cockpit top edge trim on my '67 roadster. Some of these items are the same on post '68 cars, so I'll mention them below. The early dash really is easier to work with – easier to remove, and relatively easy to refinish.

For supplies, basically all you need is a can or two of wrinkle finish paint, a heat lamp, some automotive primer, and a metal treatment. You may wish to replace some gauge chrome trims, glass pieces, heater control knobs, etc. Try to save the old ones, or get better old ones, if you can – the reproductions leave something to be desired. Rechroming old gauge trims would of course be possible if you wanted to take that route. In case you don't know it, the gauges are supposed to have thin o-rings between them and the dash – these are available from Moss.

The basic steps in the process are: remove the complete dash (the most difficult part of this is getting the long temperature probe snaked back through the firewall), remove the crash roll, take out all the gauges and other components, and carefully store and label all the parts. This includes removal of the chrome strip on the glovebox door, as well as the tiny chrome buttons that mark the position of functions of the heater controls. These tiny buttons, and a few other items behind the dash (such as the turn signal lamp components) are not in the Moss catalog and are not readily available. These details are some of the more difficult aspects of the refurbish process and I am not sure if a chrome plater would be able to rechrome the tiny buttons, or manage to do anything with them without losing them. I have not seen these NOS (New Old Stock) but they are certainly in the factory parts book and do have a part number, as do all components of the dash. I was careful to save these tiny buttons but installed a

substitute of some tiny brass bolts. For the turn signal parts, I was able to save the originals except I replaced the amber plastic with some light tint welding helmet lens material.

At this point you would have the bare metal dash and the glovebox door. If there are any dents, or any holes drilled that should not be there, this is the time to weld them up, repair dents, and the like. For some of us, it might be easier to just get another dash from a parts car. If you did this, the extra dash could be prepared in advance, and be ready to install, making the project that much easier. This is actually what I did. After any metal work that is needed, the dash can be bead blasted clean (or stripped with chemicals, and then bead blasted). I suggest, as with any other steel that you are refinishing, that a metal treatment be used – this gets down in the tiny pits, chemically converts all the rust, and preps the surface to allow better adhesion of primers. The active ingredient is phosphoric acid, which converts iron oxide (rust) to iron phosphate, a more stable compound that is black in color. After this has dried, apply a nice coat of primer (preferably a light colored automotive type). Rustoleum makes a reasonable one. You can also buy professional SEM products in spray cans at some auto paint stores.

The application of wrinkle finish is a bit tricky, and you may wish to practice on something sacrificial before you try this on your dash. However, good results can be achieved by following the directions on the can, but also by the following tips. A heat lamp is really what you need – applying this close to the surface will help the wrinkles to appear. This can be as simple as one of those rectangular halogen work lights sold in many stores. A heat source that blows air, like a heat gun, is not what you want. I have achieved good results by using the sun on a hot day, combined with a heat lamp; but in the winter time you may not have such great sun. If you apply two to three thick coats of the paint, with proper delay (which is known as “flash off”) between coats, you can then begin to go over the surface with the heat lamp to help the wrinkle appear. You can use the lamp over the whole dash, or you can observe the surface carefully and use the lamp more in areas where you think the wrinkle is not going to be uniform or seems to be slow to appear. I have found that by applying the lamp you can actually see the wrinkles appear before your eyes and thus you can control where they appear and how much by careful application of the lamp. If you have applied the paint per directions, the wrinkles will eventually appear by themselves, but this takes some time, and it seems to be better to help them along using the lamp. After you are satisfied with the wrinkles and their uniformity, allow the paint to thoroughly dry before reassembly.

I suggest you reassemble the gauges and other parts into the dash before installing it; this is how the factory did it. It's also why working on dashboards is always something of a pain. So this is your chance to make sure everything works!

Also, before you reinstall the dash, you may want to consider reupholstering the crash roll, door top trims, and cockpit surround. Reupholstering these areas is much easier with the dash out. Look for my article on reupholstering the cockpit next month.

Refurbishing your dash can take time, but with patience, persistence, and an eye for the overall effect as well as the details, the results can be very rewarding.

## Another Look Back at MG2007



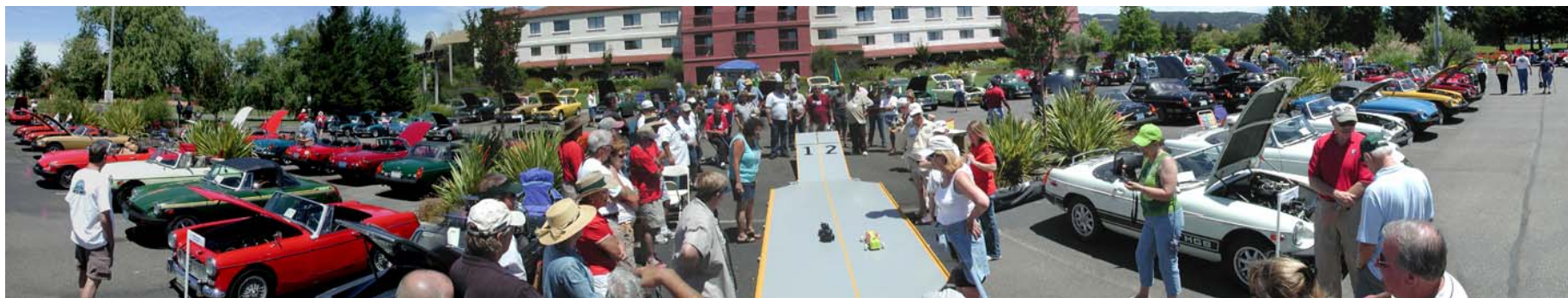
MGBs as far as the eye can see at the car show (above)

Photos by Jeremy Palgon



John Twist tunes member Mark Hertz' Midget at the Rolling Road Tech Session (above)

Valve cover races amidst a sea of MGs (below)





# Tools for Your Workbench

Setting up a new workshop? There is a lengthy list of tools you'll need. This list will help you get started:

**DRILL PRESS:** A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, splattering it against that freshly stained heirloom piece you were drying.

**WIRE WHEEL:** Cleans paint off bolts and then throws them somewhere under the workbench at the speed of light.

**HACKSAW:** One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

**BELT SANDER:** An electric sanding tool commonly used to convert minor touch-up jobs into major refinishing jobs.

**ELECTRIC HAND DRILL:**

Normally used for spinning pop rivets in their holes until you die of old age.

**SKIL SAW:** A portable cutting tool used to make studs too short.

**PLIERS:** Used to round off bolt heads.

**WISE-GRIPS:** Generally used after pliers to completely round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

**WELDING GLOVES:** Heavy duty leather gloves used to prolong the conduction of intense welding heat to the palm of your hand.

**OXYACETYLENE TORCH:** Used almost entirely for lighting various flammable objects in your shop on fire.

**WHITWORTH SOCKETS:** Once used for working on older British cars and motorcycles, they are now used mainly for impersonating that 9/16 or 1/2-inch socket you've lost.

**TABLE SAW:** A large stationary power tool commonly used to launch wood projectiles for testing wall integrity.

**AVIATION METAL SNIPS:** See hacksaw.

**HOSE CUTTER:** A tool used to make hoses too short.

## MG

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

<b>SHOCK ABSORBERS:</b>	Front	Rear
MGTC.....	165.00	165.00
MGTD & TF.....	165.00	60/95
MGA.....	89.95	69.95
MGB, MGC, Midget.....	89.95	89.95
HEAVY DUTY UPGRADE.....	10.00	10.00
SHOCK LINK (New or Rebuilt).....	\$call	

### **BRAKES : sleeved and rebuilt**

MGB, Midget caliper .....	\$85.00
MGA, MGC caliper.....	\$145.00
MGA, Midget twin master 1956-1967 .....	\$195.00
MGB, Midget master 1968-80.....	\$125.00
MGB brake booster servo.....	\$175.00
MGC booster servo.....	\$395.00
Cylinders sleeved only, brass or SS.....	\$40-75
Kingpin swivel axle rebushed.....	\$40-\$80
Front end a-arm (Midget).....	\$95.00

### **CARBURETORS: COMPLETE REBUILDING**

*Disassembly, cleaning, bodies rebushed, new throttle shafts, jets, needles, float valves, gaskets, Flow bench tested.....* \$415.00/pair

### **CARB BODIES REBUSHED:**

*Prices shown are for Exchange or Yours Rebuilt . Core charges apply if items are ordered prior to (and are refunded after) our receiving your old unit. S/H \$4.00-\$8.00 per item. FREE CATALOG. [www.applehydraulics.com](http://www.applehydraulics.com)*

## **APPLE HYDRAULICS**

1610 Middle Road, Calverton, NY 11933  
631-369-9515, FAX: 631-369-9516

**Toll Free 800-882-7753**

Visa, MasterCard, COD. Free Catalog

**HYDRAULIC FLOOR JACK:** Used for lowering an automobile to the ground after you have installed your new brake pads, trapping the jack handle firmly under the bumper.

**EIGHT-FOOT LONG YELLOW PINE 2x4:** Used for levering an automobile upward off of a trapped hydraulic jack handle.

**TWEEZERS:** A tool for removing wood splinters and wire wheel wires.

**E-Z OUT BOLT AND STUD EXTRACTOR:** A tool ten times harder than any known drill bit that snaps neatly off in bolt holes thereby ending any possible future use.

**RADIAL ARM SAW:** A large stationary power saw primarily used by most shops to scare neophytes into choosing another line of work.

**TWO-TON ENGINE HOIST:** A tool for testing the maximum tensile strength of everything you forgot to disconnect.

**CRAFTSMAN 1/2 x 24-INCH SCREWDRIVER:** A very large pry bar that inexplicably has an accurately machined screwdriver tip on the end opposite the handle.

**TROUBLE LIGHT:** The home mechanic's own tanning booth. Sometimes called a drop light, it is a good source of vitamin D, "the sunshine vitamin", which is not otherwise found under cars at night. Health benefits aside, its main purpose is to consume 40-watt light bulbs at about the same rate that 105mm howitzer shells might be used during, say, the first few hours of the Battle of the Bulge. More often dark than light, its name is strangely appropriate.

**PHILLIPS SCREWDRIVER:** Normally used to stab the vacuum seals under lids and for opening old-style paper-and-tin oil cans and splashing oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads.

**STRAIGHT SCREWDRIVER:** A tool for opening paint cans. Sometimes used to convert common slotted screws into non-removable screws.

**AIR COMPRESSOR:** A machine that takes energy produced in a coal-burning power plant 200 miles away and transforms it into compressed air that travels by hose to a Chicago Pneumatic impact wrench that grips rusty bolts which were last over-tightened 30 years ago by someone at Ford, and instantly rounds off their heads. Also used to quickly snap off lug nuts.

**PRY BAR:** A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 cent part.

**HAMMER:** Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts adjacent the object we are trying to hit – or thumbs, whichever are closer.

**MECHANIC'S KNIFE:** Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on contents such as seats, vinyl records, liquids in plastic bottles, collector magazines, refund checks, and rubber or plastic parts. Especially useful for slicing work clothes and fingers, but only while in use.

This humorous article from [JumboJoke.com](http://JumboJoke.com) was submitted by Bob Stine, who caught wind of it at Randy Cassingham's weird news site, [ThisIsTrue.com](http://ThisIsTrue.com).

# CALL STATE FARM<sup>®</sup> DURING ABNORMAL BUSINESS HOURS

I'm available even after 5pm. Get your FREE car insurance quote, find out which discounts you qualify for and purchase a policy any time of the day or night.

**Get a FREE car insurance quote - save up to 35%**  
**Call my office 24/7**



**Marilyn Wong, Agent**

Insurance Lic # 0734082

Bus: 650 286 8100

[www.marilynwong.com](http://www.marilynwong.com)



**LIKE A GOOD NEIGHBOR, STATE FARM IS THERE.**  
*Providing Insurance and Financial Services*

State Farm Mutual Automobile Insurance Company (not in N.J.) State Farm Indemnity Company (N.J.)  
Bloomington IL. Insurance and discounts subject to qualifications.



## POPULARITY CONTEST: WHO WON?



### Who else!

Of the 28,000 auto-wise readers polled by *Car & Driver* magazine, 27.5% named VW the "Best Economy Sedan." Some 18% nominated our MG Sports Sedan.

Well of course! The winner had a 12-year head-start on us. Result: Volkswagen is owned by 1,364,639 U.S. drivers. MG's Sports Sedan has improved the scene for approximately 20,000... thus far.

Owner ratio: 68.2 to 1. Preference ratio: about 3 to 2.

So what else is new—apart from

the MG Sports Sedan's extraordinary run at the leader? Just about everything that's packed into our bountiful Bundle from Britain:

- leg, hip, shoulder, head, *living* room for 5 (5 adults, not elves)
- a race proved 1100 c.c. twin carburetor engine that makes you a present of 30 m.p.g.
- front wheel drive that has Detroit wondering...worrying...working
- exclusive Hydrolastic® Suspension, a cushy admixture of alcohol and water that makes

metal springs and shocks old hat — spirited, sportive goodies like bucket seats, fade-free disc brakes, 4-speed shift

Congratulations, you lusty, close-fisted 18%.

As for you, VW, wait 'til next year.



FOR OVERSEAS DELIVERY AND OTHER INFORMATION, WRITE: THE BRITISH MOTOR CORP., HAMERS, INC., DEPT. Q-10, 7360 GRANDVIEW, RIDGEFIELD, N.J.

# Nigel Shiftright Keepsake Ornament



Nigel Shiftright...a name to recall in the annals of motoring sport!

In fond memory of Nigel's creator, San Francisco Chronicle cartoonist and MG enthusiast Phil Frank, sculptor [Ben Cordsen](#) proudly presents a keepsake pewter ornament depicting Nigel waving goodbye to Frank who sadly passed away in September of this year.

Sculpted with the approval of Phil's family, the artwork is offered for the first time to those enthusiasts and discerning buyers of memorabilia longing for a trip down Flapping Bonnet Lane, perhaps to gaze upon that famed and feared MG TC, the "Shiftright Special" that lives in the pages of [Road & Track](#), Nigel's media home.

Nigel, his hand firmly on the wheel of the Special, is waving to Phil through his Brooklands screen where everything in life is always right. The back of the keepsake ornament is marked, "Nigel Shiftright bids Phil Frank a fond & happy heavenly motoring. 1943-2007."

All profits from sales of this ornament go to the Yosemite Association, the not-for-profit educational organization dedicated to the support of Yosemite National Park, one of Phil's favorite spots in the world (and the summer home of another of his creations, the do-good ranger Farley).

The ornament is 4 5/8" long x 2 1/2" high. Cast in the USA in lead free fine American pewter with antique finish, this ornament comes individually bubble packed and complete with a Yosemite green ribbon. If desired, the hanging loop may easily be clipped and the ornament used for a stunning dash plaque.

You can purchase the Nigel Shiftright keepsake ornament from sculptor Ben Cordsen online via [Ebay](#) (search for [Nigel Shiftright](#)) for \$12.95 plus \$1.30 shipping.



# *Collins* Classics

Professional  
SERVICE • REPAIR • RESTORATION

by

**Tom Collins  
&**

**J.R. Boye**

(Formerly with O'Connor Classics)

**MG**  
**Austin-Healey**  
**Triumph**  
**BMC**

609 California Drive  
Burlingame, CA. 94010  
(650) 685-4477  
[collinsclassics@comcast.net](mailto:collinsclassics@comcast.net)

# Minutes of the MGOC Business Meeting, December 13, 2007

The meeting was called to order by President Bob Stine at 8:00 pm. Also attending were Sam Gearhart, Randy Grossman, Mike Jacobsen, George Steneberg, Bob Trencheny, and David Wright.

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

Treasurer's Report: Made by Mike. Club finances are fine.

Registrar's Report: Mike reported 204 regular members.

Secretary's Report: Made by Randy. Nothing new to report.

Corresponding Secretary's Report: Made by George. Nothing new to report.

Regalia Report: A box of the regalia is with Sam.

The Octagon: Jeremy got the December *Octagon* out on time. Comments that it was a nice job. December issue has just gone up on the web site.

Web site: George reported that his phone number is wrong on the web site. Bob Trencheny will correct. Otherwise, it is up to date. Web site has the ability to provide email addresses for club officers. This will be discussed at the February meeting.

## Past Events

Holiday Tea in San Francisco: This event went well and was attended by about 20 members and spouses.

Toy Drive: Toys brought to John Hunt's house. John delivered them to a fire station (we hope).

## Upcoming Club Events

Annual Dinner: at The Van's on January 5, 2008. 17 members have signed up so far. Bob needs firm numbers for planning. Members are urged to contact Bob if they are coming.

Annual Planning Meeting: January 26, 2008, 9:00-11:00 am at Bob Trencheny's new house.

## Old Business

Election of Officers: Pres.-Sam Gearhart, V.P.-George Steneberg, Treasurer-Mike Jacobsen, Secretary-Randy Grossman – Elected by acclamation.

NAMGBR Insurance: to protect Officers from lawsuits resulting from performance of duties: Liability insurance through NAMGBR for club and its officers. The policy has \$2,000,000 in coverage. We now have this. There is also Directors liability and officers insurance covering such issues as misuse of funds, defamation of character, and failure to comply with the ADA requirements.

## New Business

NAMGBR Insurance: Motion made and unanimously passed to buy insurance.

## Discussion Items

Pacific Coast Dream Machines: will occur in April. We have been invited to participate.

Dates and Times for Future Monthly Meetings: Sam wants to have meetings other than Thursdays. Weekdays are not good for him. However, if meetings were earlier, he would find it acceptable. Other idea is for bimonthly meetings. Motion made to move meetings to 7:00 pm on the second Thursday of each month. Seconded and unanimously accepted. Starting in February meetings will be at 7:00 pm on the second Thursday of each month.

Advertising in *The Octagon*: There was a discussion about advertising space in *The Octagon*. Nothing was decided. If available space becomes an issue the Board will revisit the issue.

Location for MGs by the Bay: No other areas suggested so San Leandro is still our venue.

**Next Meeting and Natter**: February 14, 2008 at The Englander.

The meeting was adjourned at 9:42 pm.

Submitted by Randy Grossman.

## Free Stuff

**Free: Four Rostyle Wheels**, fair condition, must pick up in the East Bay. Member Ken (510)791-8445.

**Free: Rubber Bumpers**, both front and rear, from 1976 MGB roadster, very good condition. Must pick up in SF. Contact Member Tom at (415)203-9160 or [thomasknapp@att.net](mailto:thomasknapp@att.net).



*Jim Griffin & Son*  
*British & European Car Repair*

GERALD GRIFFIN  
 PHONE 650/589-7619

FAX 589-7635

1261 SAN MATEO AVE., SAN BRUNO, CA 94066

# 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 [alistaircookie@gmail.com](mailto:alistaircookie@gmail.com).

## Cars:

**1972 MGB** – \$5950 – Mechanically sound ‘72 MGB with chrome bumpers, improved SU carbs, console, glove box, etc. Car runs great and is mechanically sound. It needs a little TLC. Minimal body work (garaged) and new paint will make it an outstanding classic! Most mechanical work done was by MG service of Kensington...receipts available. Serious buyers only please as you will not be disappointed. Please contact Member Tom Branca at [tbranca@peralta.edu](mailto:tbranca@peralta.edu) for info and pictures.

**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:** Four 14 inch MGB wire wheels. Contact Member Tom Morgan at (650)588-4960.

**Aftermarket MGB hardtop:** Flashy. Keep warm & dry! Member Eric Baker, Oakland, (510)531-7032.

**Wanted: MG TD Seat Slider**, Member Walter Kilik (408)996-0385, [wallylk@juno.com](mailto:wallylk@juno.com).

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

**For Sale:** Lots of parts for a ‘67 roadster: engine and non-OD transmission, windshield, exhaust, chrome, windows, electrical. Non-member Chantal (650)570-5350.

**For Sale:** Five steel wheels from 1976 MGB roadster, 4 with trim rings, \$40 OBO for all five. SU carbs, manifold, and heat shield for MGB, \$60 OBO. Pair of early MGB rear axle shafts with splined hubs for wire wheels, \$100. Map pocket with tan carpet, free. Black tonneau cover for pre-headrest MGB, some small repaired tears, good serviceable condition, \$50. Assorted right-angle speedometer drives, box-lot, \$5. Late-model MGB rear license plate holder with attached license plate lamps, \$10. I also have a bunch of FIAT 850 & 600 parts. Must pick up large parts in SF. Contact Member Tom at (415)203-9160 or [thomasknapp@att.net](mailto:thomasknapp@att.net).

# Club Meeting

## Natter & Noggin

### February 14 (2<sup>nd</sup> Thursday)

No Meeting in January

**New Time: 7 pm**

The Englander Sports Pub & Restaurant  
101 Parrot Street, San Leandro  
<http://www.englenderpub.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. 14<sup>th</sup> St. Travel 0.3 miles, and then right on Parrott Street.



Three's Company: an MG2007 caricature

Photo by Jeremy Palgon



MGOC Octagon  
If undeliverable please return to:  
320 B Monterey Blvd.  
San Francisco, CA 94131-3141

---

---

## INSIDE THIS ISSUE

Forthcoming Events .....	3
From the Editor .....	4
President's Ponderings.....	5
MGOC Annual Planning Meeting .....	6
MGOC Annual Dinner.....	6
Annual MGOC Toy Drive .....	7
MG and Rover to be Reunited .....	9
MGB Dash Refurbishing .....	10-11
MG2007 Photo Recap.....	12-13
Tools for Your Workbench.....	14-15
Popularity Contest.....	17
Nigel Shiftright Keepsake Ornament .....	18
Minutes .....	20-21
Classified Ads .....	22