

MGOC Octagon
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THE OCTAGON

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



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Shockey Photo

More Great Events Planned for 2004! MGs at Jack London Square, 2003

January 2004

About *The Octagon* and MGOC...

The M.G. Owner s Club, formed in 1957, is the Northern California Centre of the M.G. Car Club, formed in England in 1930. The Peninsula T Register is a register of the MGOC and was formed in 1973. We receive two copies 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. Owner s Club. Opinions expressed in *The Octagon* are not necessarily those of the MGOC, its members, or Board of Directors.

DIRECTORY of MGOC OFFICERS for 2004

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

Vice President: Randy Grossman, 510-483-3171, r.m.grossman@attbi.com

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

Secretary: David Wright, 510-653-3831

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

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

Corresponding Secretary: George Steneberg, 510-525-9152,
j2george@pachbell.net

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

Octagon Editor: Dan Shockey, 408-923-3927, magnut_dan@hotmail.com

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

CLUB ADVISOR PROGRAM

Feel free to call these members, who have volunteered to help with purchase, repair, and restoration of various M.G. models, etc.

MGB 1962-74: Felix Wong, 510-226-7721 home, mgoc@felixwong.com

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

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 1953-58: Marty Ray, 831-247-5863,
ray_marty@yahoo.com

M.G. 1100 Sports Sedan 1962-67: Lora Lerner, 831-464-3795

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

Lucas electrics: Marty Ray, 831-247-5863, ray_marty@yahoo.com

S.U. Carburetters: Marty Ray, 831-247-5863, ray_marty@yahoo.com

Bodywork: Bill Weissberg, 510-658-4335, weissber@slip.net

Natter & Noggin with Club Meeting

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

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

Driving Directions:

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.

Details:

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, 8 p.m., January 30, 2004

Join us for an informal gathering in the South Bay. We ll meet in a lamp-lighted courtyard setting. Not crowded and with restaurants right there. Look for us at McHart s Pizza if you don t see anyone with their cars. Bring your interesting cars and bring some friends. We ve had a good turn out lately.

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 Vallico 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 11 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 magnut_dan@hotmail.com.

MG TF Hard Top and curtains. Good condition. Unique accessory and especially valuable to those who d rather not get their hair mussed on long drives. \$375/obo. In San Jose. Member Don Nelson at (408) 202-0702 or DonaldN@Pacbell.Net

1977 MGB, original 50,000 miles, previously owned by three California responsible adults, including myself. Original paint Harvest Gold or Snapdragon Yellow with Autumn Leaf interior. Service records; passed smog. Fair price would be between \$5,900 and \$6,900. See it to believe. Ellis Brenner, 650-341-5497; BrennerCPA@Worldnet.att.net

1972 MGB. In restoration. The body and paint are completely done. Panasport wheels and new tires. All new interior (not installed). The engine and trans are installed. Includes nearly everything you need to finish it. More than \$12k invested. Asking \$5k. Non-member andy.ramm@comcast.net

1972 MGB, project car needs restoration. New convertible top, wire wheels, fair body with no rot. Runs but has been sitting a long time (garaged). The car is located near Placerville. Tom Hacker, 530-400-1516 cell, 530-622-1903 home, Silverfish@yahoo.com

Wanted: Nice condition open XK-120, XK-140, or XK-150. Member Dean Spielman, 815-235-1448 (now in Illinois), spielmana@yahoo.com (Note corrected email address)

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 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 magnut_dan@hotmail.com.

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.

Membership

We are looking forward to seeing everyone at future meetings and events of the MGOC and having your stories, photos, and tips printed in *The Octagon*. The club roster is available from Mike Jacobsen upon request.

Calendar of Events

MGOC (which is us!) events are in **bold** type.

- Every Sat. — Donut Derelicts, Mtn View, Martinez (see MGOC web site)
- Jan. 10th (Sat.) — **Annual MGOC Dinner** see pages 8-9
- Jan. 17th (Sat.) — **MGOC Tech Session** — **Auto Bodywor**Rohnert Park, see page 13
- Jan. 30th (Fri.) — **South Bay Natter**, see page 19
- Jan. 31st (Sat.) — **MGOC Planning Meeting**, 10am, see page 5
- Feb. 12th (Thurs) — **MGOC Meeting and Natter** see page 23
- Feb. TBD — **First of the For Dummies Tech Sessions**, Mike Jacobsen
- April 17th (Sat.) — **Mt. Hamilton Drive** Bob Wall
- May — VARA/Moss British Extravaganza, Buttonwillow, MGOC Caravan?
- May 15th (Sat.) — **MGs at Jack London Square** info on page 18
- June 20th (Sun.) — Hayward British Car Meet
- Oct. 9-10 — **MGOC North Coast Weekend**, Dave Newhouse, see page 18

More to come as we lay out the calendar for 2004

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New Members

Michael Romo of Tiburon has a 1967 MGB-GT that he purchased this past April. His folks gave him a brand new 1968 BGT upon his graduation from college. He kept it until 1979 when he bought a house and has missed it ever since. Michael saw a gorgeous MGB at the Hillsborough Concours and couldn't stop thinking about it. He has pulled his MG apart for restoration and is deciding the color for it. His three sons are excited about the MG as well. Michael is interested in shows, drives, and tech sessions.

Bill Malmstrom of Sunnyvale is a former SFPMGTR member that was "recruited" by Mike O'Connor. He has a '55 TF 1500 that he's owned for 21 years. It is a right hand drive car. Earlier they had a '54 TF that was left-hand drive. The '55 was purchased from O'Connor's but has been parked since the Palo Alto GoF. Before then it had taken them as far as the GoF in Santa Barbara. Bill is having remodeling done to their home and needed it out of the garage so this is a good chance to have O'Connor's put it on the road.

Welcome to the MG Owners Club!



Steneberg J2, McClure PA Airline Coupe, Jack London, 2003, Shockey



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Director of MG Sport & Racing Kim Johnson said The MG XPower SV, which combines high reserves of power and motor racing safety features, is a true race car which has been built for the road. It can either lead on the track or cruise along the King's Road. It is the ultimate MG.

Former F1 driver Mark Blundell said The MG XPower SV is aggressive and raw, and at the same time stylish and refined. I have driven many of the world's top sports cars and this car is in the same league. From the unique sound of the exhaust to the precision steering the MG XPower SV has all the qualities I look for in a sports car.

The MG XPower SV lineup starts from £75,000 and will be available through a network of specialist XPower dealerships, or directly from the MG Sport & Racing factory.

(Rover has also launched its V-8 powered, rear-drive saloon and estate cars, the ZT and ZT-T 260. Called the ultimate antidote to an anodyne world.)



*Should we try period dress for an event in 2004? (Cornish Run, 14 Sept 2003)
Come to the planning meeting on Jan. 31 or send your ideas to a club officer.*

MG XPower Sports Car on Sale from November 1, 2003

"The Race Car Built for the Road"

MG Sport & Racing has today announced the sales launch of the MG XPower SV, a car which catapults the Company into competition with the best of the world's performance vehicle manufacturers.

The entry level model is powered by a 320 hp 4.6 litre all aluminum quad cam V8 engine which propels the MG XPower SV to 60 mph in 5.3 seconds and on to a top speed of circa 165 mph. Automatic and higher powered SV-R versions will be available next year. Customers can also specify the engine from the 225 mph MG ZT-T Bonneville rated at 765 hp (and beyond if required) which will give top speeds of well over 200 mph and suitably electrifying acceleration.

The first class performance of the SV is complemented by its distinctive interior. In keeping with the vehicle's sporting heritage both front seats are specified with full inertia four belt harnesses, which are lockable for serious driving by the flick of a switch. Each cabin is trimmed with the customer's choice of six leather finishes. Competition seats and fascias are available in a combination of leather and Alcantara allowing each vehicle to be uniquely personalized.

Designed by a team led by Peter Stevens, whose previous designs have included the McLaren F1, the MG XPower SV benefits from state of the art technology. Central to the car's DNA is a finely tuned chassis designed along race car principles bonded to a lightweight carbon fiber body with an integral rollover cage.

The chassis and carbon body are both constructed in the heartland of the Italian supercar industry. Final vehicle assembly takes place at MG Sport & Racing's newly established HQ at Longbridge, Birmingham by a dedicated team of skilled craftsmen.



MGOC Planning Meeting & NAMGAR GT Decision

Saturday, Jan. 31st, 10 a.m.

Continuing another MGOC tradition begun last year, we have decided to be more organized and make a concerted effort to map out our year's events ahead of time. This should allow us to pack in more things and be sure to cover all geographical areas and interests.

The club will provide pizza and soft drinks for lunch. We are to meet at Activities Director John Hunt's home in Lafayette.

After lunch we will briefly discuss the proposed NAMGAR GT to be organized by the MGOC and possibly held at Asilomar on the Monterey Peninsula in 2007. We will decide whether we have enough interest to take on this task.

Feel free to come for just the morning or afternoon planning.

Info: John Hunt, (510) 843-5912, Huntsails@worldnet.att.net

Address: 629 Burton Drive, Lafayette, (925) 299-9006

Directions:

- Take the Hwy 24 East / Walnut Creek. (Or go west from 680.) Go through tunnel and past town of Orinda.
- Take Central Lafayette Exit.
- At stop sign, turn right. Select middle lane.
- At Light, turn left onto Mt. Diablo Blvd.
- At next light, turn right onto Moraga Rd. Pass three lights. At 4th light, turn left onto St. Mary's Rd.
- Go past 1st stop sign (Don't turn onto this part of Glenside). At 2nd stop sign, turn left onto Glenside Dr.
- Next stop sign, turn right onto Burton Dr. We are the third house on the right, number 629.

Don't Miss the Free Lunch!

Bob Stine Elected President!

By a very close decision — less than 200 votes — long-time MGC member Bob Stine of San Mateo was elected club president for 2004. After all the campaign mud-slinging, most members breathed a sign of relief that the long race was over. Stine's campaign manager reported that on the stressful election night, the President-elect went to bed at his usual 9pm and slept peacefully. Some members wondered aloud if Mr. Stine can deliver on his campaign promises. A full crankcase in every MG seems an impossible dream.

Other officers elected this past fateful month include Vice-President (incumbent) Randy Grossman of San Leandro, Mike Jacobsen in the crucial

Treasurer & Registrar position, and David Wright as Secretary. Dan Shockey will continue as Editor (though he is always willing to share or pass along the exalted duties). John Hunt will continue as Activities Director. The other appointed positions will be reviewed by the new leadership team.

President Stine has a beautiful, bright red MGB roadster that has won awards at Jack London Square and other events. Bob is retired from his work as an airline mechanic and gained fame as a labor union spokesman for United Airlines.

Bob also owns a PT Cruiser and has been known to help those folks get organized for club activities, too.

Contact Bob at 650-349-5128 or RAStine@rcn.com.



On this Rainy Saturday

By Felix Wong

On this rainy Saturday, Sharon and I went to have lunch with fellow MG Owners Club members at Alice's in Woodside, California. We had passed by this historic restaurant many times during bicycle rides, but this would be our first time actually eating there.

After having a nice lunch from the menu replete with items such as The Ducati [French toast] and Triumph [a turkey burger], MGOC members gathered for a group shot in front of some of the cars. (See December *Octagon*.)

At this meeting I returned Mike Jacobsen's orbital buffer, which Mike had graciously lent me a couple of months ago. But where am I going to put it? Mike asked, since the box was too big for the trunk in his MGA and the passenger seat was needed for his guest...



Felix Wong Photos



Problem solved! Mike took everything out of the box, rearranged things in the trunk, and flattened the box. It was quite entertaining to watch. And if anyone needs to do a wax and polish along the coast...

In this pic you can see the MGs, Morgan, and my Alfa. (See December *Octagon*). All of the British cars took off for the drive through the back roads to see the Pigeon Point Light House Annual Light-Up. Unfortunately, Sharon and I could not join in the drive as we had to go to Planet Granite for the Cranberry Crank (climbing competition in Belmont), but at least this made it more acceptable to be driving an Italian car here, I suppose. :)

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MGC brake master.....	\$175.00
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New Events: Holiday Tea - This Saturday Dec. 13. There will be a short NAMGAR-GT meeting about hosting an event.

Annual Dinner - The Van s. Cocktails at 7PM, dinner will begin at 7:30 Cost will be \$35.00. We will use the Tea Room on the main floor because it is the only handicapped-accessible location. The maximum for this room is 42 persons and any overflow will be given a table nearby in the restaurant. Get your reservations in early! 18 people have already reserved. It was approved that the President will be given \$10 per person to spend on mementos for outgoing officers.

Event Planning - January 31st 10AM. Location to be announced.

Technical Sessions for new mechanics - Working on dates and locations for these. First one may be in January or February. Look for more info to follow.

Mendocino Event and Barbeque - Dave Newhouse has offered his place in Mendocino county, near Jenner and Sea Ranch for an Oyster feed in October of 2004. There are many nice B and B s to stay in up there and also the possibility of renting houses at Sea Ranch for members to stay in. Dave will organize a drive up the coast, meeting in San Rafael. More info later.

Old Business:

Jack London Square - Date set to May 15, 2004. There is a parking lot near the Old Spaghetti Factory and the waterfront area where we could keep all the cars together and enjoy a more cozy atmosphere than we have in the past. We will try it this year, and count on member feedback after the event to tell us whether they like the new location or the old, more spread out one better. We can accommodate more cars this way and the entire event may be more accessible to everyone. Looking to appoint a Director for this event, or set up a committee to oversee it.

Club Insurance - covered under NAMGBR policies.

New Business:

Club Jackets - Cathy Storm has looked into the price of procuring MGOC jackets for the club. Blank jackets cost from \$25 - 50 dollars and stitching is \$.50 per 10,000 Stitches. The club patch is around 6000 stitches. We would also be able to have the names monogrammed onto the jackets. We are considering offering this to members.

Clings - Bob Stine has looked into procuring vinyl clings which we could attach to windows of our cars and peel off easily without damage to paint or windows. They have been put on hold, as there seems to be more interest in jackets.

New Officers - Congratulations to Bob Stine, our new President, Mike Jacobsen, continuing as Treasurer, Randy Grossman, continuing as Vice President, and David Wright, our new secretary. Welcome them at the Annual Dinner!

Next meeting will be at the Annual Dinner, January 10, 2004



Bob Stine's MGB at left. Bob is bashful and sensitive about his height. Close-up of Bob at right. Shockey photos.



By J.R. Boye for the NorCal NAMGAR club's (now part of the MGOC) first newsletter, May, 1978. Thanks, J.R.!

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The MG Owners Club Annual Dinner at The Van s Restaurant, Jan. 10

Please join us at The Van s, 815 Belmont Ave, Belmont, (650) 591-6525, for this grand occasion. Use it as an excuse to get dressed up one more time and socialize with friends you don t see all the time.

Join us beginning at 6:30 p.m. (no-host bar available) with dinner at 7:30 p.m. and program afterward. We will introduce you to this year s incoming officers and talk about events for the Club as well.

Menu Choices for Dinner

1. New York Steak — Prime sirloin cooked to preference. Served with garlic mashed potatoes & saut ed vegetables
2. Salmon — Wild roasted salmon fillet, mesquite broiled & seasoned with lemon/butter. Served with Jasmine rice Picasso and saut ed vegetables
3. Fettuccini Con Pollo — Strips of smoked chicken, sun-dried tomatoes & green onions combined with a garlic cream sauce over fettuccini noodles
4. Stuffed Chicken Breast — Boneless breast stuffed with Italian sausage, mozzarella cheese and draped with a tomato herb sauce. Served with herbed rice and saut ed vegetables

Each with fresh-baked sourdough bread, ice cream and coffee

Up to two drinks* included per person

Price: \$35.00 per person

* Wine, beer, mixed drinks, or nonalcoholic beverages

RSVP: We need to give The Van s advance notice on the number of guests we expect. Please RSVP to Bob Stine ASAP. Note that our room is for 42 persons. Reserve early!

RSVP and check to: Bob Stine, 3215 Llano St., San Mateo, CA
94403-2009, (650) 349-5128

You may also e-mail Bob at: RAStine@rcn.com and bring a check to the dinner, payable to **MGOC**, or send one to the address above.

We are keeping the price per person to \$35.00. The club will provide drinks with dinner (up to 2 per person) and meet all costs above \$35.00.

Guest Speaker Added!

MGOC member Felix Wong had a trip of a lifetime this past summer. His trip was largely focused on the bicycle race in which he participated, Paris-Brest-Paris, from August 18 to 22, 2003. (762 miles from Paris to Brest and

Holiday Tea - Dan Hampshire is looking for volunteers.

Annual Dinner - The Van s. Cocktails at 7PM, dinner will begin at 7:30
Cost will be \$35.00

Technical Sessions for new mechanics - Working on dates and locations for these. First one may be in January or February. More info to follow.

Old Business:

Jack London Square - Date set to May 15, 2004. We will meet with Brian to consider other possibilities for the show. He has a few ideas for where we could go to keep all the cars together.

Should we set up a committee for Event Management?

NAMGAR GT - 8 people responded to Randy Grossman's e-mail Is this enough participation to meet? Will review later.

New Business:

Club Insurance - Should we consider purchasing insurance for the club? We will check to see if we are covered under NAMGBR or NAMGAR policies.

Next meeting will be December 11.

Minutes of the MGOC General Meeting — December 11, 2003

Meeting called to order at 8PM. Members in attendance were: Ed Adams, Nina Barton, Scott Crawford, Randy Grossman, Mike Jacobsen, Dave Newhouse, Dan Shockey, George Steneberg, Bob Stine, Cathy Storm, Jim Storm, and David Wright.

Treasurer s Report - Healthy balances in checking and savings.

Secretary s Report - Minutes recovered and read. Approved as read. Will submit for *Octagon* with December minutes.

Registrar s Report - 219 total members. This breaks down to 169 regular members, 3 associate members, 10 corresponding members, and 37 auxiliary members.

Octagon Report - Due to the thinness of the paper used, we have been able to send 6 sheets for the one ounce mail rate. We will continue this.

Regalia Report - Nothing has been sold or purchased.

Old Events:

Pigeon Point Light-up - At least 14 members in 8 cars attended. The lighting of the light is spectacular. You can see the light for 26 miles out to sea.

Minutes of the MGOc General Meeting — November 13, 2003

Meeting called to order at 8PM. Members in attendance were: Nina Barton, Randy Grossman, Mike Jacobsen, Dan Shockey, George Steneberg, Bob Stine, and David Wright.

Treasurer's Report - Healthy balances in checking and savings. Member renewals and sales of regalia account for this. To date, no bill for the Track Day at Sears Point has been presented.

Secretary's Report - Problem with minutes on my home computer. Trying to recover.

Registrar's Report - 219 total members. This breaks down to 168 regular members, 3 associate members, 10 corresponding members, and 38 auxiliary members.

Octagon Report - Was late this month, but no early events

Regalia Report - 3 MG Car Club Grille Badges purchased. Filled one order for a pennant.

MGOc Events:

Carlson Tech event - Nice turn out.

Impromptu Tech session - Bob Wall's clutch

Pigeon Point Light-up - Meet at Alice's at 1 PM. Drive to Pigeon Point by 3 PM.

San Juan Bautista - Moved to send the organizers \$100.00 for sponsorship next year. MGOc had a nice turn out, however, there were fewer members participating than last year.

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back!) The event cars were provided by the MG distributor in France and Felix photographed other interesting cars.

Felix has agreed to do a brief PowerPoint presentation of his trip and the challenges and cars he encountered.



Man carries bike!
Felix arrives in Paris dragging his bicycle case a mile to the hotel.

Photo from Felix.

Directions

Coming from 101

Take Ralston Avenue. Go WEST on Ralston

Turn RIGHT on El Camino.

Go NORTH on El Camino for about 3/4 mile
(Go past the 2nd signal — Davey Glen Rd.)

First LEFT after Davey Glen is our road — Belmont Avenue

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DRIP PAN

News and Articles from the Peninsula T Register

Favorite MG Model

By Rod Schweiger

From the *Drip Pan*, September, 1991

I think that I always wanted an MG car as far back as I can remember. Born immediately after WWII, I am on the leading edge of the Baby-Boomer generation and a little too young for the T series MGs when they were new. When I was old enough to be aware of cars, at age ten or twelve, there were many clean used T series cars running around and I always thought they were great. The MGA was on the market then and I loved to go to the Imported Car Show at Brooks Hall in San Francisco every November and sit in the English cars. I liked the MGA. It had a great body style that looked to me as good as a Corvette. By age sixteen I had my eye on a black and white TD in the local gas station. It was for sale at the sum of \$400. I had the money but I couldn't talk my father into letting me buy it. My father was a diesel mechanic and bought a new DeSoto every ten years. We only used the family car for special occasions, he taking public transportation nearly everywhere. To his way of thinking, I didn't need a car; I could ride Muni for 15 cents. If I did, I didn't need one of those crazy foreign jobs, that I, or worse he, would be working on all the time.

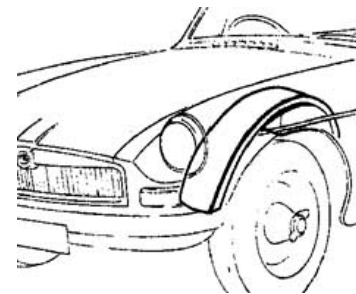
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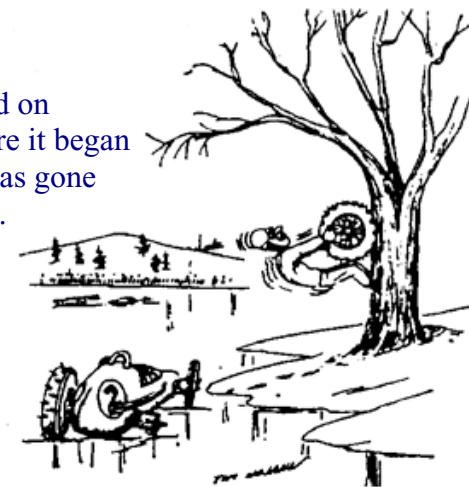


A few additional notes on the liners to give you a complete picture. They do not inhibit access to the shock absorber. The only real negative I have found is that when I am going down hill at a fairly good speed and take a hairpin quickly, the resulting compression of the front spring allows the tire to rub slightly during the turn. I am running oversize tires, 175R14, and the problem is easily eliminated by taking the turn a little more slowly. I have never noticed a problem during any other type of driving. The last note is on installation. It did take me about two hours on the first one as I carefully felt my way through the process. The second one then went on in about 30 minutes. Once mounted they are easily removed in about 30 minutes (including jacking and wheel removal) and the screw holes in the fender lip are virtually invisible. Remounting takes a bit longer because it is a pain locating the holes for the two screws at the back. I mention this in case someone wanted to remove them for a car show, or if access to the rear of the headlights or parking lights is needed.

Overall, I am very pleased with them and they seem to work great. I now have a certain peace of mind when I drive in the rain, knowing that the rust monster as been hindered in his work.

J.R.R. Tolkien wrote:

The Road goes ever on and on
Down from the Door where it began
Now far ahead the Road has gone
And I must follow if I can.



Accessory for Wet Weather

By Carl Gwyn, Sacramento Valley M.G. Car Club

I want to suggest an accessory that I have used for the past six years for folks who drive their B s year round.

Up until two years ago, my '68 MGB was our second car. I commuted to and from work daily and drove it in all conditions including snow. I noticed that it started developing a little rust in the standard places behind the front wheels and in front of the rear wheels. After a little research and some inspection, it seems that one of the main contributors to this situation is water incursion from the front wheels. On my car I found that the seals around the splash panels were very hard and in some places no longer made contact with the outer skin of the fender. I replaced these, and then found that I could not replace the upper section without removing the fenders (if I am wrong on this, someone please correct me). Furthermore when I reinstalled the splash panels I saw that there is always a gap where the seals are held away from the fender by the seam where the top and bottom fender skins are joined. I was in a bit of a quandary as to what to do because I wanted to stop the spread of the rust but figured any attempts at trying to seal water out with silicone or other products would just result in sealing moisture in due to condensation or other undiscovered leaks.

Then one day I was paging through the Moss Catalogue and came across Front Fender Well Liners, Moss part #457-415. These plastic liners look very much like the ones found on modern cars and completely cover the inside of the fender protecting the splash panels as well as the back of the headlights and parking lights. I was very ambivalent about purchasing them because installation requires drilling holes in the lip of the fender, and I hate the thought of drilling holes in my car. However, the realization that the rust was making holes anyway moved me to action.

Installation was reasonably straightforward. I first drilled four holes in the lip of the fender and mounted the outside of the liner. They come with a nifty S-shaped gasket that protects the fender quite well. Two more screws through holes drilled on the inside, while pushing up on the bottom of the liner to put a slight pressure on the lip gasket, completed the installation. However, be careful and check the inside of the engine compartment to make sure that nothing vital is mounted on the reverse side. I filed off the washers on the fender lip so they would not protrude and painted the screws and washers black to disguise them even more. The result was that the liners are virtually invisible unless you bend over to look inside the wheel well. No one has ever noticed them until I have purposely pointed them out. There is plenty of room at the back and front for the body to breathe and installation of front mud flaps (no additional holes required) has provided complete protection of the splash panels.

When I finally did browbeat my father into letting me buy (not buying for me) a car, it was a very mundane four-year-old Ford Falcon. I didn't finally get my hands on an MG until I was twenty-two years old and moved away from home. I roomed with a friend who had a beat up MGB/GT. I drove it some and liked it enough that I bought a used MGB roadster. Though it was sometimes a love/hate relationship, the MGB was a very fun car. When shopping for the MGB I toyed with the idea of buying a TD, a good one was about the same money. I just didn't think I could drive one as an only everyday car. I didn't work on the MGB then because a TC owner I knew would work on my MGB for almost nothing. His TC was rough, but had a fresh engine he had rebuilt. I drove his TC once and that experience eliminated the TC from ever being a consideration. After my MGB, the TC felt like a horse and buggy, and all over the road. If I ever bought a T series it would have rack and pinion steering like the MGB. The TCs in those days were not restored like the ones you see today. Those rough TCs always looked to me wispy and about to self-destruct compared to a TD or TF.



T Series MGs at Jack London Square, 2001, Shockey Photo

When I met and married Sue, I was still driving the MGB that had 110,000 miles on the clock and was getting tired. The decision had to be made to either sell or restore. If I was going to restore an MG it made sense to restore the one I always wanted: So the search for a T series MG began. Looking to buy a TD or TF was very frustrating. On at least one occasion, I showed up at a prearranged meeting to look at a TF only to see one man counting out money over the hood of the car to another gent. SOLD! I finally got a line on a 1952 TD through casual conversation at a wedding. After about four months of negotiations I towed the car home and began what was to be a four-year restoration that it needed badly.

After twenty years of MG ownership, I have had TDs, a TF, a Y, an MGA and three MGBs. Which is my favorite model? Many of the pre-war cars are great, but not really drivers, or out of the reach of my pocketbook. The TF is a beautiful car, but is a bear to work on and I can't see through the

windshield; the top bar is in my line of vision. The MGBs are fun and I still like the MGA. The body is beautiful from any angle and it's a great road car.

Whenever I drive any of my other MGs and I return to the seat of the TD I always feel that I have returned home. I like that long hood and the bucket head lamps, and I can't get enough of that wonderful exhaust note. If I were limited to owning only one MG, I would pick the TD over any other model. The TD satisfies all my needs as MGs are concerned. The TD is my favorite model of MG.

Since this was written, Rod has restored and drives a racy Sprite. (See photo in December Octagon.) How does it compare, Rod? Anyone else want to state their reasons for their favorite MG model? — Dan

You may by all means reprint my article. I have not changed my opinion in the ten or so years since I wrote it. The Sprite is a fun little car that needs no fussing over. Just put gas in and drive it. All cars have their own personality, and the Sprite is very much like a TD: not too powerful, great handling, and lots of looks and thumbs up from strangers. — Rod

From the Editor

A Winter's Solstice

The title of the CD my sister gave me fits my mood just now. Not merely the middle of winter but its third meaning: furthest or culminating point; a turning point.

The editor job this month starts at this furthest point, that time long before warm sunshine returns to California, when I'm not so eager to emerge. (It is a verb, isn't it?) Two new MG books have helped; and I enjoy driving the MGB almost daily.

Greetings to you in this Year of our MG 0081 (since the Year of our Lord 1923). It is pleasant to contemplate that the cycle of year will again bring us sunny-warm MG events. (Lord willing.)

But winter has its charms — cozy pubs and pizza huts, garages stacked with cars all apart, newsletters read by the fireside hot.

I'd like to pass along some Irish New Year toasts, slightly modified:

- May the skimpy hood above us never fall in, and may we friends soaked below never fall out.
- In the new year, may your stops along the road always be extended in friendship, and never in want.
- May you be poor in breakdowns, rich in MG friendships, slow to get angry at RVs, quick to come to MGOC events; but rich or poor, quick or slow, may you drive nothing but happiness from this day forward.

New Year's Cheers,

Dan el

Tech Session on Bodywork Saturday, Jan. 17, 2004

Andy Preston will be hosting a tech session on bodywork on his 67 MGB, at his home in Rohnert Park. Tech session will start at 9:00, and last as long as you want. Andy will provide coffee and donuts for breakfast and pizza and beer for lunch.

He is doing a bare metal restoration on his car and hoping to do everything including a repaint in his garage. If you have any experience or want to learn about bodywork, please drop by. Dan will be bringing his welding equipment, stud welder and body tools. If you have any body tools please bring them with you.

We will be trying to achieve some of the following work tasks:

- Paint removal
- Sanding, with straight line and dual action sanders
- Stud welding and dent pulling
- Welding
- Bodywork pulling
- Bondo & body putty
- Wet sanding & block sanding
- Painting

Directions:

- Take 101 north from San Rafael for 35 miles
- Exit on West Sierra and turn right towards Cotati
- Continue straight at traffic lights onto East Cotati Ave
- Obey speed limits in Cotati; citations are their main source of revenue
- Turn left on Snyder Lane after 3 miles
- Turn right on Rosana Way after one block
- Take fourth street on left; Rebas Way (a cul-de-sac)
- Andy's house is 7305 Rebas Way