

# 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 Ken Gittings

Viggo Riddersholm's MGA Coupe at the Brisbane British Car Meet

## October 2009

# 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

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

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**Photographer:** Jeremy Palgon, 510-378-1821, [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 MG models.

**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:** Mark Hertz, 925-757-2070, [damhertz@prodigy.net](mailto:damhertz@prodigy.net)

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

**Z-Magnette Saloon:** Eric Baker, 510-531-7032, [mgpb36@yahoo.com](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. Carburettors:** 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). 2008 rates are: monthly (yearly): full page \$25 (\$240), half page \$18 (\$175), third page \$12 (\$120), business card \$8 (\$75). All ads expire on January 1, and fees for a partial year will be pro-rated to that date. Deadline for ad materials is the 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*.

## MGOC FINANCIAL INFORMATION

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

## MAKING CONTRIBUTIONS TO *THE OCTAGON*

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

## RECRUITING MEMBERS FOR THE MGOC

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

## MGOC.ORG

Upcoming events, MGOC history, photos, membership forms, *The Octagon*, and helpful links are posted on the Club Web site at <http://mgoc.org>.

# Forthcoming Events

### MGOC Events in bold

Oct. 1-4 – **NAMGAR West 2009**, MG 'A' Classic Vintage, Rohnert Park

Oct. 11 – **Jimmy's Old Car Picnic**, Golden Gate Park, San Francisco

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

Dec. 5 – **Holiday Tea**, San Francisco

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# From the Editor...

Sometimes I struggle and strain for a lede. Often, in the course of editing, a topic calls to me. Not so this month. So, feeling uninspired and having grown weary of staring at a blank screen, I'm abandoning all art and artifice by jumping right into the contents of this edition.

This month, I'm pleased to present a handful of new contributions from familiar sources. Our MGOC East correspondent, Dan Shockey, checked in with an update from Illinois. After touring to Wisconsin (with two other MGOC members) for GoF Central, he confirms that the hobby is alive and well in the Midwest (page 10). Marty Ray offered up another in his series of technical articles. This time he walks us through replacing the rear end seals on an MGB (page 14). Ken Gittings, responding to a request, provided some nice photos of the Brisbane British Car Meet (page 16). And our cub reporter, Samantha Lee, filed a wonderful report on the Annual Picnic (page 12).

In other news, NAMGAR West 2009 begins shortly. A handful of MGOC members have worked hard to ensure that it will be a great event. If you have some free time, why not make a day trip up to Rohnert Park for the tour or the show. It's free and everyone is welcome, whether you have an MGA or not.

The weekend after NAMGAR West is Jimmy's Picnic in Golden Gate Park. A departure from the usual British only affair, this event attracts a wide variety of people and vehicles.

Shortly after that is the annual California Autumn Classic, now in its second year Morgan Hill. The response to the new location was overwhelmingly favorable last year, and I expect the show will only get better this go round.

And on the horizon is the Holiday Tea, scheduled for December 5. Mark your calendar, and plan on getting in the holiday spirit with the MGOC.

Jeremy Palgon

## MG

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# President's Ponderings...

## So Much to Do

Well, it seems we're ready to host the NAMGAR West 2009 regional car show later this week. We have terrific tours and events scheduled and are looking forward to a wonderful autumn weekend in the wine country. If you have some spare time or happen to be in the North Bay on Saturday morning, please stop by during the car show, say hello, admire the cars, and meet the owners.

Rather surprisingly, my September Ponderings generated a variety of responses. I'd like to personally thank those of you who attended our last board meeting or sent me emails mentioning my column as a primary reason for your messages. I have heard you and look forward to others contacting me (or other board members) with their thoughts and comments.

Interestingly, I've also heard from presidents of other MG clubs (most of them sharing the frustration I expressed last month). Though I can't seem to make sense of it, active member participation seems to be a common problem. The president of a small club in North Carolina (with only thirty-five members) told me it is always the same ten or twelve people who show up for their events, while others never attend.

A couple thoughts I'll share after hearing from you. Some longer standing members have expressed a "been there, done that" feeling and have little interest attending the same traditional events they've participated in for years. Accordingly, they are more selective in what they attend or they have simply lost interest in the Club's activities.

Some of the newer Club members, on the other hand, unaware of the "traditions" associated with particular club tours or events, expressed their concerns over being thought of as a newbie or an outsider. What are those traditions? The truth is that even those of us who've been Club members for some time might not know. Join us on a ride, ask about the traditions, and we can all learn from the veterans.

As I noted above, I hear you and I sincerely appreciate the feedback. I assure you the board will address the comments I've received. For our veteran members, send us some of your new ideas – things you might enjoy and things that will re-kindle your participation. We're always looking for new things to do. Newcomers, I assure you we'll not treat you outsiders. We look forward to meeting and getting to know you.

I must say that six or seven years ago I didn't even know the MGOC existed. I joined and have thoroughly enjoyed my membership and the friends I've made. I look forward to making many more. I invite you to come on in, get involved, enjoy the fun, and get motoring with us!

Regards,  
Sam Gearhart

## *Adventures in California's Wine Country*



## **October 1-4**

NAMGAR West is just a few days away. We're looking forward to the event, and want to let everyone in the Club know that you can participate too, even if you don't have an MGA or Magnette.

The NAMGAR West Wine Country tour is a no-cost event that anyone can come along on. You just need to provide your own picnic lunch, and be at the south parking lot of the Doubletree Sonoma Wine Country Hotel by 9 am Friday, October 2. You can also attend the car show on Saturday the 3<sup>rd</sup> for free. However, participation in the car show is display-only unless you register for the event. Directions to the hotel are available at: [NAMGARWest2009.com](http://NAMGARWest2009.com).

We welcome your participation, and hope to see you on the Wine Tour, at the Car Show, or both! Come on out for a great time and a chance to meet some MG owners from out of the area.

Any questions? Send a note to [Info@NAMGARWest2009.com](mailto:Info@NAMGARWest2009.com).

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## **Dues Are Now Past Due**

If you've forgotten to send in your membership dues for this year, this is your last chance to renew.

Please send a check for \$20 made out to MGOC to:

320 B Monterey Blvd, SF, CA 94131.

Don't miss any editions of *The Octagon*, renew today.



# Jimmy's 21st Annual OLD CAR PICNIC



## **SAN FRANCISCO 2009** **Speedway Meadow Golden Gate Park** **Sunday, October 11, 2009** **Sunrise to Sunset**

Jimmy's Annual Old Car Picnic started in 1988 when classic car-loving friends got together in Golden Gate Park. It has since grown into the largest and longest-running show of its kind in San Francisco and includes cars, trucks, and motorcycles of all types, as well as a good number of oddballs...

For a \$30 donation, which includes admission and other goodies, participants can park on Speedway Meadow's lawn. The money raised benefits the SF Recreation & Park Department's Adaptive Recreation Programs for the developmentally disabled.

All people with good attitudes, who can appreciate all different kinds of cars, are welcome. Jimmy's Picnic is about having fun, checking out the cars, and enjoying the day! All this – and helping out folks with disabilities too!

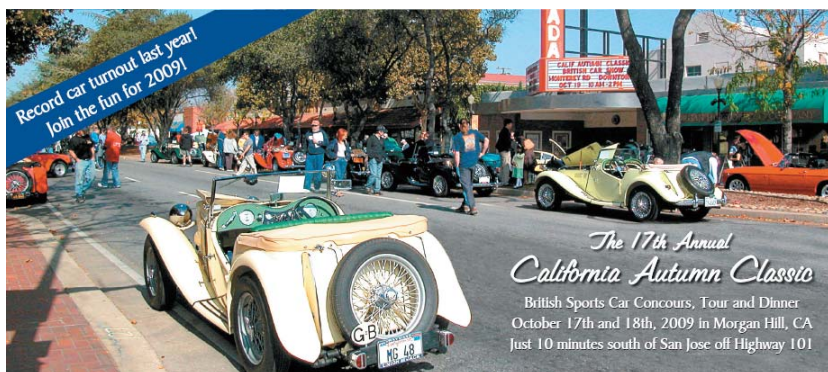
Bring your family! Bring your camera! Bring a picnic lunch or BBQ! Rat rods, lowriders, perfectly restored cars, historic vehicles, clunkers and beaters, motorcycles, race cars, fire trucks, cars that only go out on Sundays, all kinds of customs, steamboats, and more are welcome!

As a true native San Franciscan event, Jimmy's Picnic welcomes everyone with a good attitude! (But please leave your mini-motorcycles at home!)

**All vehicles must enter Speedway Meadow heading East on JFK Drive. You may enter Golden Gate Park (and turn onto JFK) from either 30<sup>th</sup> Ave. (from Fulton St.) or from the Great Highway at Ocean Beach.**

**Contact:** 415-386-2572 or [info@jimmyspicnic.com](mailto:info@jimmyspicnic.com)

**More Information:** <http://www.jimmyspicnic.com>



# California Autumn Classic

## Saturday & Sunday, October 17 & 18

Now at a new, larger venue in Morgan Hill, the California Autumn Classic brings back the nostalgic fun of relaxed, friendly sports car club events of the 1950's and 60's. All classic British sports cars (2-seaters and their jumpseat derivatives) are invited to participate. There will be 26 silver trophies for all marques. The event will be held on the main downtown street of Morgan Hill. There are many restaurants to choose from for lunch and many quaint shops to enjoy.

The weekend starts off with an afternoon backroads tour on Saturday at 2:00 pm. After returning, everyone is invited to gather for a welcoming dinner in Morgan Hill. The car show opens at 8:00 am on Sunday morning, with awards at 1:30 pm.

### CAL AUTUMN CLASSIC 2009 REGISTRATION

Name: \_\_\_\_\_ Passenger: \_\_\_\_\_

Address: \_\_\_\_\_ City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: (\_\_\_\_) \_\_\_\_\_ Club: \_\_\_\_\_

Email Address: \_\_\_\_\_

Car Make: \_\_\_\_\_ Model: \_\_\_\_\_ Year: \_\_\_\_\_

Coupe or Convertible: \_\_\_\_\_ First time attending? \_\_\_\_\_

If you have won 1st in our past 2 events, please check here to be placed in the "Winners Circle" Class \_\_\_\_\_

Registration for the Saturday Tour is \$10 per car (includes champagne and fruit refreshments). The Saturday Dinner is \$24 per person (beverage, tax, and tip included, choice of four Italian dinners, vegetarian option). The Sunday Concours is \$35 per car (late registration after October 5 is \$50).

Register me for the Saturday tour \$ \_\_\_\_\_

The Saturday dinner \_\_\_\_\_ people = \$ \_\_\_\_\_

Car Registration \$ \_\_\_\_\_

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# MGOC East Report

## GoF Central

**By Dan Shockey**

On September 14, three members of the MGOC, former California members now residing in Illinois, gathered to caravan to the GoF Central (Gathering of the Faithful) event in Sheboygan, Wisconsin. I drove my TD to the home of Amanda and Dean Spielman in Freeport, Illinois. Dean and Amanda led the way by secondary roads to Sheboygan, bypassing busy Chicago and Milwaukee roadways. We arrived in time for the first-timers show that evening. The sun dropped during the show – days are shorter in September – but it was neat to see the cars drive off with their lights on.

Tuesday morning was the car show. There were nearly 100 registrations, although not all brought their MGs. I was up early cleaning the TD, something I never seemed to have time for while in California, but then I wasn't helping to organize this event. This looks to be my only MG meet of the year. My home-market (sold in the UK) TD was one of only two right-hand drive TDs among the 35 or so that were there. It was fun to see all the variations of equipment and accessories. I didn't buy much at the swap meet for once. I bought a steel pan made to fit beneath the rear shelf, above the rear axle, for hidden extra storage.

Dean and Amanda elected to leave their TD at home for this trip. They enjoyed the car show on the beautiful setting along the shore of Lake Michigan. Amanda visited with her daughter and granddaughter from Madison. The weather was perfect each day and some fall color was showing.



Dan ready to depart in his TD

Photo Courtesy of Dan Shockey



Three MGOC Members at GoF Central

Photo Courtesy of Dan Shockey

The gymkhana/funkhane was organized by an MGA and Midget couple who forgot about some MGs being right handed, but it worked out alright. The same Milwaukee MG group is helping to organize the NAMGAR GT to be held in Delavan, Wisconsin, next June. A large group of 10 T-series MGs drove down from Minnesota.

MG people are much the same everywhere, though I kept hoping to recognize people from the California clubs. It is tough to start over making new friends. We had a dinner for the pre-war MGs that Tuesday evening. A few of these folks I have gotten to know. There were some interesting pre-war MGs at the event: a replica racing M-type Midget, a newly restored J2, and a 4-seater L-type in its original police livery, black with blue wire wheels.

Wednesday was another early start for the tour and rally, then off to the Road America racetrack for some tour laps. It is a long and interesting track in a beautiful setting. We had 51 MGs on the track. With no driver's instructions, the group passed and bunched up; it was a bit hairy at times.

After the track tour, I drove the TD into the town of Elkhart Lake and drove the original raceway that used regular roads and went through downtown. That course was last used in 1953 when 100,000 spectators were present.

I took a different route home, passing Lake Geneva and again avoiding the freeways. The TD ran really solid with only a clutch adjustment and a quart of oil for the 700 miles traveled. The top stayed down all the way. Life is sweet when your MG runs well and you are heading for a meeting of kindred spirits.

The next GoF Central will be on Lake Erie in Ohio, and will also be the NAMMMR annual meet of pre-war Midgets, Magnas, and Magnettes. I need to do some work on the P-type to have it there. I hope I can also attend the NAMGAR GT.

# MGOC Annual Picnic

By Samantha Lee

We went to the MG picnic at Ching camp. We saw most of our friends, about 20 people came. We had BBQ for lunch and talked about car stories. ~~We~~ couldn't bring <sup>the car</sup> because it was still at the shop. Jeremy could not bring

his car either because he broke down also. So Stephanie took some pictures but they were blurry. We were able to see the ocean and a view from our picnic site. After, we went to the Ching camp village and saw the shrimp junks and got to go on it.





Stephanie and Samantha Lee at the Annual Picnic

Photo by Felix Lee



The scene at the Annual Picnic

Photo by Sam Gearhart

# Replacing MGB Rear End Seals

By Marty Ray

Sometimes a job is easier than you think it will be. It had been years since I changed rear end half axle seals, and I think the last time it was on a 3/4 floating type axle (also called banjo). But on my new GT, as some of you saw at the last tech session, there was clearly a leak coming from inside the left brake drum. Prior to the tech session I had decided that most of this was due to leakage from the axle seal, regardless of whether some small amount was due to wheel cylinder leakage. I recalled that on this later type of axle, the semi-floating or tube or Salisbury type axle (installed on all GTs and some '65-'67 roadsters), you need to remove the brake plate to get at the bearing housing to remove the seal. As a result, I hesitated to do the job as the hydraulics would need to be disconnected. When I planned the job, I assumed that I would replace both wheel cylinders and all three brake hoses, in addition to replacing all fluids with new DOT 4 Castrol LMA (low moisture absorption) fluid.

After a drive to warm the oil, I drained the rear end, placed the car on jack stands on one side, and removed the rear wheel. I loosened the nuts holding on the brake drum and removed the cotter pin from inside the wire wheel hub, which miraculously had been installed with future removal in mind. In many cases this cotter pin has been installed with only a view to keeping it in place and not with a view to future removal. I have sometimes had to use a cutting tool, down in the hole inside the hub, to cut away enough of the pin to finally remove it. In this case, due to the kind action of some prior worker, it was easy to remove.

I then loosened the large nut that holds the wire wheel hub on. For this it was necessary to use the brake adjuster to lock the brake down; the parking brake could not hold the torque needed for removal of this large nut. Then I removed the brake drum, which was easy because I had already done it before (when I inspected the brake). I disassembled the brake shoes, springs, retainers, and such to get all the mechanical components (except for the parking brake levers) out of the way.

For adjusting the brakes and removing the retainers, I used two very useful tools from a Lucas/Girling brake tool set I bought on eBay. If you find a set of these tools, I suggest strongly that you buy them; they are well worth having. I think the set came with four or five tools in all.

With the mechanicals removed, I used a large puller to pull off the hub. At first it refused to budge when pressure was applied with the puller. Of course, it wanted to turn; so you could only apply so much torque to the puller screw. However, using my lead wire wheel knockoff hammer, I whacked the inner lip of the hub a few times and all of a sudden the hub let go with a big "pop". It then proceeded to fall on the floor along with the puller.



At this point I could see the seal and the inner cone holding the hub, which also acts as a sealing surface for the seal. I wiped all around the area to clean it. Using a small pry bar, in the two cuts in the conical portion of this cone, I was able to move it some. I worked it back and forth encouraging it outward, and finally pulled it out.

At this point I grabbed my seal puller tool. If you don't have one of these I strongly recommend it. Using this, I was able to remove the seal. This meant that the brake back plate, and more importantly, the hydraulics, did not need to be taken apart to complete this repair. I was pretty relieved at this point.

I then cleaned the area and installed the new seal, tapping it into place using the lead hammer in combination with a piece of wood. I then carefully cleaned the cone sealing surface part and, noting that there was some discoloration and potential damage on the sealing area, I used 600 grit sandpaper to smooth it out. I oiled up this area and gently put the cone back in place. Then I cleaned and reinstalled the hub, with the outer cone and the nut (which you can't tighten at this point).

After that, I made a trip to obtain some fresh gear oil and some brake parts cleaner. I used the cleaner to clean the inside of the drum, the springs, and, most importantly, the shoes (paying special attention to the friction parts which would tend to soak up the leaking oil). I saturated these several times, hoping to draw out and remove any soaked in oil. If this fails to work, you need new shoes. In this case it seemed more or less satisfactory. Allowing everything to dry, I reinstalled the brake mechanism and the drum, hand tightening the drum retaining nuts. I used the adjuster to lock down the brake, so I could tighten the drum nuts plus the hub nut. The hub nut needs a very high torque, and I did not actually measure this. I just tightened it as much as I could using a large breaker bar, then kept going until I reached a point where the cotter pin could be inserted. Reinstalling this pin with a view to future removal, I then made a preliminary brake adjustment. This is better done with the wheel in place of course.

At this point I was basically done, and all that was needed was to reinstall the wheel and put new gear oil into the axle. This axle holds .85 Liter or about 28 US fluid ounces, a bit less than a quart. Basically, with the car on a flat floor, you keep putting in fluid until it comes out the bottom of the fill hole. Then you stop. The later axle holds less than the earlier one.

Finally, it is worth checking the axle breather, because when these get clogged up the resultant pressure can force oil out the seals. So now the brake hydraulics job has been postponed until later. I can first see if the new seal holds.

This same job on earlier axles is completely different: Although you can do it without removing the backing plate at all, the sealing surface for the half shaft seals is a part of the axle case and not so easily repaired if it becomes damaged.

# Brisbane British Car Meet

Photos by Ken Gittings



A Panther Kallista alongside a Midget



Perusing an MG



A row of Minis

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

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# MGOC Business Meeting Minutes

## September 10, 2009

The meeting was called to order by President Sam Gearhart at 7:09 pm. Also attending were John Bertolotti, Randy Grossman, Mike Jacobsen, Kim & Craig Kuenzinger, Dave McCann, Bob & Edith Shaheen, George Steneberg, and David Wright.

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

Treasurer's Report: The only recent bill was for the production costs for the May through August issues of *The Octagon*.

Registrar's Report: 288 members total: 213 Regular, 61 Auxiliary, 0 Associate, and 14 Corresponding. 18% of the current membership has yet to renew for the coming year.

Secretary's Report: Absent.

Corresponding Secretary's Report: Nothing to report.

The Octagon: Discussed resuming membership interviews for the newsletter. Suggestion to send a survey to the membership via email asking what they'd like to see changed, comments on events, what would it take to get them to participate. Randy Grossman will prepare a draft survey.

Regalia: David Wright donated an MGOC antenna banner to Roy & Bridget the Midget. A motion was made and passed to have the Club absorb the cost.

Web Site Update: Traffic Statistics re: MGOC Eye on the Bay. Bob Trencheny sent out a link for all the site's access statistics. Very interesting, especially search results. We will ask Bob to make a presentation at the next meeting.

### Past Events

MGOC Annual Picnic: About 20 people attended. The weather was warm and the fishing was good – the son of a family sitting nearby caught a 22" bass. Sam Gearhart sent the boy's father a picture of his son holding the fish. After the picnic several people went down to the old village site where a Chinese junk was moored for display.

### Upcoming Events

NAMGAR West 2009: October 1-4 in Rohnert Park.

Status: The event will be much smaller than planned. Our estimates were based on approximately one-third of the MG2007 attendance.

Participation: We have 18 registrations, while 50 were expected.

Financials: Andy Preston renegotiated our hotel contract to reduce our block of rooms from 55 to 20, and thereby reduce our liability. We will probably lose money on the event, but the potential loss is now an order of magnitude less than before.

British Car Meet & Tour: September 12 & 13 in Brisbane. Some members will go on the Saturday tour, some to the Sunday show, and some will try to attend both. Mike Jacobsen will lead the Club tour from Tanforan Shopping Center to the show on Sunday.

Danville D'Elegance: September 27 in Danville. Some members will be working the event while others will be exhibiting. Craig Kuenzinger described the setting & layout and strongly endorsed the event.

Jimmy's Old Car Picnic: October 11 in San Francisco's Golden Gate Park. An annual run-what-ya-brung show, with all models accepted.

California Autumn Classic: October 17 & 18 in Morgan Hill. No one present said they'd be attending the Saturday drive or banquet, though several people are attending the Sunday show. The consensus was that the new location was better than the previous site in San Juan Bautista.

### **Old Business**

Regalia Inventory Sheet: Mike Jacobsen developed an inventory control sheet and gave David Wright a proof.

Jack London Square: Sam Gearhart had a further report. He said there was much new construction, including a market modeled on that of Seattle's Pike Place Market. Cars would be scattered around the facility, so that announcements would be difficult. Brian Lee of JLS said they would waive the site fee. Sam will write a letter to Brian Lee thanking him for his time, but letting him know we will not be returning to JLS.

MGs by the Bay: For the Danville site, Craig Kuenzinger noted that we need to rearrange the parking, improve the signage, and a few other things. He also said that we're invited back for 2010.

### **New Business**

Holiday Tea: Randy Grossman & Elaine Chan both volunteered their homes for this year's Tea. Mike will check with Elaine about the first weekend in December; Randy & Melissa will be the backup site. Either way Mike will let Jeremy know a date & location in time for the October *Octagon*.

Annual Dinner: Should be on the Peninsula this year. Several sites were discussed. Sam will investigate some of the possibilities.

**Next Meeting and Natter**: 7 pm on Thursday, October 8, 2009 at The Englander.

The meeting was adjourned at 8:10 pm.

Submitted by Mike Jacobsen.

**Request Electronic Delivery of *The Octagon***  
 Get *The Octagon* faster and in color,  
 while saving trees and club funds.

Email Mike Jacobsen at [MikesMuseum@yahoo.com](mailto:MikesMuseum@yahoo.com) to switch.

# Classified Ads

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

## Cars for Sale:

**1953 MG TD.** \$28,000. Purchased in 1972 with a possible racing background. Completely rebuilt in early 2000 and raced since then two or more times per year at Infineon and Laguna Seca. Toured with several sport car clubs in the Wine Country. Contact Member Ferdinand at [ferdinands@att.net](mailto:ferdinands@att.net).



**1972 MGB** roadster. \$10,000. Complete engine overhaul done by Jim Griffin & Son. Neptune blue with tan interior - new tires, all new brakes, new wheels, stainless steel exhaust, tube shock kit, new fuel pump, upgraded to early style SU carbs. Fresh paint and carpets, new soft top, comes with tonneau/boot covers and trunk carpet kit installed. Can not be duplicated at this price. Contact Gerald (650) 875-3979 or Erin (650) 274-2413.



**1977 MGB** with 54,000 original miles, overdrive transmission, original "Sandglow" paint and autumn leaf interior. Well maintained by third owner. Price \$5,900. Contact Member Ellis at [Bovet177@gmail.com](mailto:Bovet177@gmail.com).





**1948 MG TC.** Total frame off original restoration completed end of 2006, 2k miles since. Regency red lacquer with tan hood, interior, and spare tire cover. Winner of numerous concours (3 firsts and one 2nd at Hillsborough, Palo Alto, and MGs by the Bay). Installed Shorrock late 1940s supercharger last year. Stainless steel exhaust, 4 new Dunlop tires and tubes. Car is perfect in every way. Asking \$39k. Can be seen as it is garaged at my home in Woodside. Contact Member Dick Gronet at (650) 529-1716 or [dgronet@netzero.com](mailto:dgronet@netzero.com).



**1957 Magnette** complete car with many extras. Garaged for 18 years and recently restored, all it requires is reassembly. The engine is excellent. Spares include a good set of carburetors, windshield wiper motor, red pre-cut (in England) upholstery, a full set of MG hubcaps, and many other things. \$6,000. Contact Member Judith at (510) 232-3859 or [wulfwoman2003@yahoo.com](mailto:wulfwoman2003@yahoo.com).

**1949 MGTC** British racing green, right hand drive in excellent condition. \$35,000. Contact Member Larry at (415) 999-2362.

**1980 Triumph TR8** Platinum Silver. 86k miles. \$12,000. Contact Member Frank Oglesby at (775) 322-5179 or [flogles@sbcglobal.net](mailto:flogles@sbcglobal.net).

### Parts for Sale:

**MG TD parts:** complete working **transmission** with rubber remote cover and metal transmission cover, **drive shaft** with u-joints, **rear end** with axles, **front and rear shocks**, and miscellaneous transmission parts that I picked up in case I needed to do a rebuild. I'm selling these items because I've upgraded my 1953 TD to a Moss Motors 5-speed transmission, MGA rear end, brakes, and rear springs. \$2200 OBO for all. Contact Member Bob Luebbert at (510) 276-0365 or [r.luebbert@sbcglobal.net](mailto:r.luebbert@sbcglobal.net).

**MGB-RD 1.8 Engine** with associated parts, 1969, Engine number 18V890AEL006643. Age/Mileage unknown. I have converted this MG to electric drive, so I don't need the engine or the 4 speed (no-OD) transmission. I'm including the carbs, distributor, plugs, air pump, alternator, radiator, oil radiator, etc. Four speed transmission (no overdrive) also available. Runs well - check youtube - search for "MGengineSale". \$849 OBO. Contact Member Mike at (408) 431-1728 or [mikesdocuments@yahoo.com](mailto:mikesdocuments@yahoo.com).

**Electric Hoist** suitable for attaching to a sturdy rafter in a garage and lifting an engine out of a car. \$150. Contact Member Viggo Riddersholm at (650) 341-9064.

# ❖ MGOC Regalia ❖

Description	Qty	Each	Total
<b>MG Owners Club Regalia</b>			
50 <sup>th</sup> Anniversary Plaque – Black & white, 2" wide by 3" high		\$5.00	
50 <sup>th</sup> Anniversary Pin – Black & white, ¾" wide by 1.1" high, clutch back		\$5.00	
Club Jacket – Black & tan with embroidered MGOC logo (See note 1)		\$60.00	
Pennant – Red "MG Owners Club", cream canvas, 9½" high by 17" long		\$10.00	
Grille Badge – MGOC logo, 4" high, mounts with one stud through grille		\$35.00	
Patch – 3" diameter, embroidered black MGOC logo on white		\$6.00	
Cling – 3" diameters, black MGOC logo on white background		\$2.00	
<b>MG Car Club of England Regalia (Notes 2 &amp; 3)</b>			
MG Car Club Grille Badge – 3" dia., mounts with studs through grille		\$55.00	
Lapel Pin – ¾" by 1" enamelled metal MGCC badge		\$6.50	
Outside Window Decal – 5" by 5½" clear & white MGCC logo		\$1.00	
Inside Window Decal – 2½" by 3" brown & cream logo; reads "Member"		\$1.00	
<b>MGs at Jack London Square Plaques</b>			
Dash Plaque – 2006, black on silver MG ZB Magnette		\$2.00	
Dash Plaque – 2005, blue on silver MGA Coupe		\$2.00	
Dash Plaque – 1995 through 2003		\$2.00	
<b>Total Amount Enclosed</b>			

## ❖ Notes

1. Jackets are specially ordered, though we try to keep a selection of sizes on hand. These are generally delivered at an event or meeting. Please indicate size: Small through double extra large.
2. MG Car Club regalia is affected by the exchange rate, and prices are therefore subject to change.
3. Please note that while orders are shipped as they are received, some items are stocked from England and have a long lead time. If we run out of stock, we will notify you if the delay will be more than three weeks.

## ❖ "Ship To" label – please print!

Name \_\_\_\_\_  
 Address \_\_\_\_\_  
 City \_\_\_\_\_ State \_\_\_\_\_ ZIP \_\_\_\_\_  
 Phone number in case we have a question about your \_\_\_\_\_

## ❖ Ordering Information

- ◆ All prices include tax, and shipping is FREE except for jackets.
- ◆ Make checks payable to "MGOC" – sorry, but we cannot accept credit cards or cash.
- ◆ Send orders to:

**MGOC Regalia**  
**5518 Thomas Avenue**  
**Oakland, CA 94618-1752**

# Club Meeting Natter & Noggin

## October 8, 7 pm

The Englander Sports Pub & Restaurant

101 Parrott Street, San Leandro

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

(510) 357-3571

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

The food is good so bring your appetites.

### Directions to The Englander:

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

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



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MGOC Octagon  
If undeliverable please return to:  
7230 Silver Lode Lane  
San Jose, CA 95120

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## INSIDE THIS ISSUE

Forthcoming Events .....	3
From the Editor .....	4
President's Ponderings .....	5
NAMGAR West 2009 .....	6
Jimmy's Old Car Picnic .....	7
California Autumn Classic .....	8
MGOC East Report, GoF Central .....	10-11
MGOC Annual Picnic .....	12-13
Replacing MGB Rear End Seals .....	14-15
Brisbane British Car Meet .....	16
Business Meeting Minutes .....	18-19
Classified Ads .....	20-21
Regalia .....	22