



THE OCTAGON



Newsletter of the M.G. Owners Club
The Northern California Centre of the M.G. Car Club



Since 1957!

Nov. 24 - MG Parts Exchange

Dec. 7 - Holiday Tea

Jan. 19 - Champagne Brunch



**On the road to Rio Vista. George & Marcia just ahead. Mike at left.
Photo by Thuy Nguyen**



November 2019

About *The Octagon* and the MG Owners Club

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 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 MG 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 2018

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CLUB ADVISOR PROGRAM

Feel free to call these members, who have volunteered to help with purchase, repair, and restoration of various M.G. models, etc.
MGB 1962-74: Steve Lilves, 415-924-3173, slilves@sbcglobal.net
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MGB V8 Conversion: Tony Bates, 408-666-6174, avbates@yahoo.com
MGC: Kent Leech, 925-253-9757, kent@kentleech.com
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Direct all questions about advertising to Mike Jacobsen at 415-333-9699 or MikesMuseum@yahoo.com. 2005 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. Please email all contributions to magnut_dan@hotmail.com or send them to: Dan Shockey, 10 Willis Rd., Scotts Valley, CA 95066.

RECRUITING MEMBERS FOR THE MGOC

Have you helped recruit any new members lately? The club roster is available from Steve Kellogg upon request.

MGOC.SF.ORG

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

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Holiday Tea Party

Saturday, December 7
115 Pinehurst Way
San Francisco

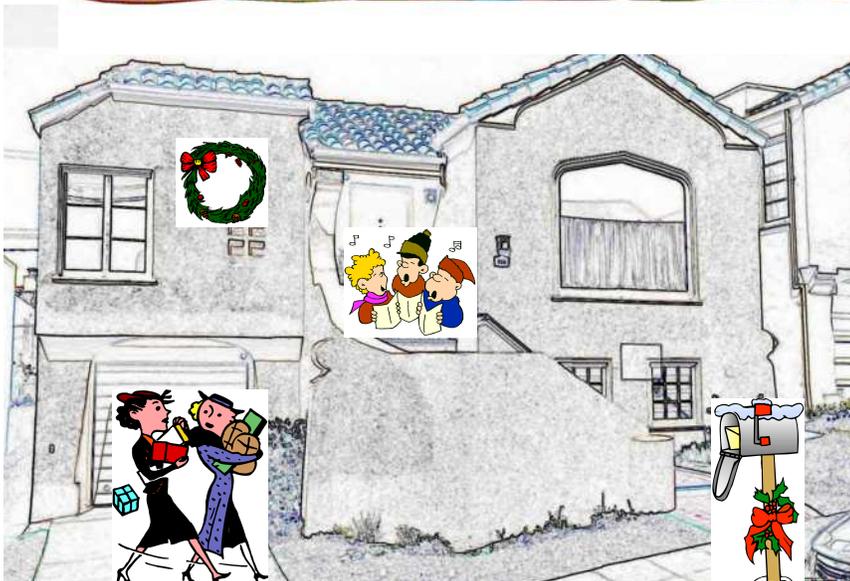


Come to the annual Holiday Tea for food, tea, and possibly even coffee and soft drinks. Bring a snack to share, your favorite tea, and even your favorite teapot to brew in.

When: 1pm to 4pm, with an MGOC meeting at 12:30pm.

Where: 115 Pinehurst Way, SF, 94127 – cross street Kenwood.

We will be collecting new, unwrapped toys for the MGOC's annual holiday toy drive. Please bring a toy if you can.



Mike & Elaine

From the Editor

I am writing in the dark. It's true. We are under a power cut. Well, I do have a candle burning. But the newsletter must out! I've got a couple hours before bed and need to use the time. Frustratingly I see lights on just a few doors away and the whole street lit up two blocks away. The next-door neighbor has lights shining but I think he may have a generator.

We had a good tour to the Western Railway Museum. Thanks, Mike! Lots of good folks and good fun. Be sure to plan on the Holiday Tea. 2019 is winding down.

Not much new to report on my MGs. The MGA ran perfectly so no news is good news sometimes! The weather was not hot so we got home less worn out. I got back my rev counter from repairs in England (quite a reasonable cost) and got a new speedometer cable, both for the PA. The stout cable is mounted in metal sleeving and looks built for a (1930s) tank. I got the PA out for those three events in a week in August and found that neither gauge worked! But I drove without. Speeding is not a problem usually though one guy claimed I was at 65 on highway 17. (Must have been downhill.) Things start to shake and roar long before I reach red line.

I am dressing as Mr. Toad for Halloween. As above but with a toad/frog mask. Not sure how well it will come out. Hope you can enjoy life and your MGs. Poop poop!

All the best,

Dan

My hero, the lovable Mr. Toad



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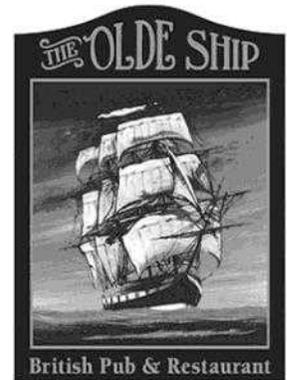
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**46th ANNUAL
VINTAGE MG CLUB OF
SOUTHERN CALIFORNIA
ALL MG PARTS EXCHANGE**



Sunday, Nov. 24th 2019. 8 a.m. to 12 noon.

Largest U.S. All  Parts Exchange

**Location: The Olde Ship
1120 W. 17th Street, Santa Ana, CA 92706
(829 D1) (South side of 17th Street. Near Bristol Street)**

Near 5/22/57 interchange. Exit Bristol St. off the 5 S freeway. Exit 17th Street off the 5 N Freeway.

Restaurant Open!

ADMISSION:

General: \$ 5.00

Vendors: \$20.00

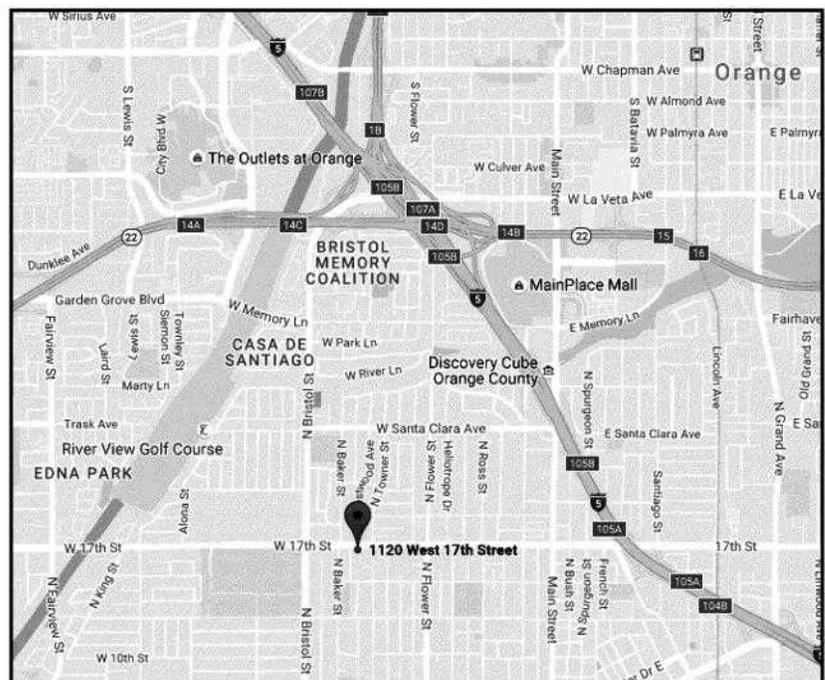
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Please visit our Vintage MG Club of Southern California website: www.VintageMG.com

Member Notes:

The age of the paint on my TF is off by 10 years. It was repainted in the early 1980's. (And I spelled his name wrong! – Dan) - Dave Zempel.

With regard to the optional fuel level indications for T series cars that I reported on last issue, the following reply was sent:

Personally I have relied on an organic optio-spherical assessment utilised through the refuelling aperture. This solution has the advantage of being "original," does not rely on carrying a stick or any other non original equipment and is relatively reliable.

Those who might consider using glass replacement technology for the organic version should be aware that readings become less reliable, if managed at all. One might even come to the view that they have "lost their marbles." - from Neil Blackham, Bedford, Bedfordshire



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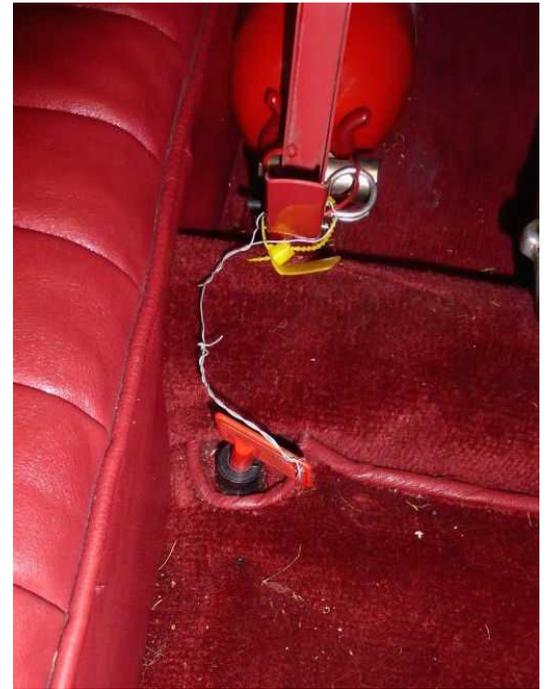
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I found this photo inside an MG showing both a fire extinguisher mount and battery shut-off switch conveniently mounted. Note that the removable key is wired to the fire extinguisher.



Dan with Saab donut spare:





President's Ponderings

Oct 29, 2019

As of the above date, Sonoma County is burning again. For the second year in a row fires are presently burning around Healdsburg, Geyserville, Windsor, and Calistoga. I hope that this isn't becoming the norm even with the power outages initiated by PG&E to help reduce potential fire risks. We live in Rohnert Park which is 25 miles south of the fires but have been without power, broadband and Internet for four days so far. I assume it must be part of PG&E's effort to reduce the load on overhead power lines and reduce the risk of sparks and the potential of fire during high wind storms; even though sub-divisions adjacent to us still have power. So it makes me wonder!

We have been fortunate to borrow a small camping generator from our daughter which is enough to power the fridge and boil a kettle of water. So we are the lucky ones and not among the 185,000 people who have had mandatory evacuation from their homes. Where do they go? All of the evacuation centers are full so people are just camping out in their cars in large parking lots everywhere.

The fires are predicted not to be under 100% containment until November 7 and even then the air quality could be very poor; so for the second time in a row I'm canceling the Sonoma Tour for this year. I really love the drive so will do it again earlier next year.

Thanks to Mike Jacobsen for organizing the Western Railway Museum tour which was a lot of fun. We've driven by the place many times on our way to Rio Vista and often commented that it would make a good place for a MGOC drive and tour and so it was. I was more than impressed with the entire setup which was far larger than I anticipated and our tour guide was a mine of information. It also so happened that it was one of the pumpkin patch weekends so we were joined by hundreds of kids on the train ride out to the pumpkin patch. It was great fun so many thanks to Mike!

The November edition includes candidates for next year's MGOC Officers; we are always looking for members who want to get more involved with the club so if you'd like to run for any of these positions please let me know and we'll add your name.

Now that the Sonoma Tour is cancelled the next event is the Holiday Tea at Elaine Chan's house in SF which is always delightful so I hope to see many of you there.

Take care and drive safely,

Andy

2020 Officer Nominees

President: Andy Preston, Incumbent

Vice-President: Kirk Prentiss, Incumbent

Treasurer: Marla Preston, Incumbent

Secretary: Mike Jacobsen, Incumbent

Please send your vote to Mike Jacobsen by Dec. 7 or vote at the club meeting at the Holiday Tea

320B Monterey Blvd., San Francisco, CA 94131-3141

Buyers Guide MGB from Hagerty Insurance

Thinking of buying an MG? Danny Hopkins, editor of Practical Classics Magazine, uses a beautiful 1975 MGB GT Jubilee edition to illustrate what to look for — including typical trouble spots — before you make a purchase. This is the latest in a series of videos we filmed during a recent visit to our UK offices.

Watch the video at:

<http://www.hagerty.com/Articles-Videos/Articles/2015/02/03/MGB-Buyers-Guide?>

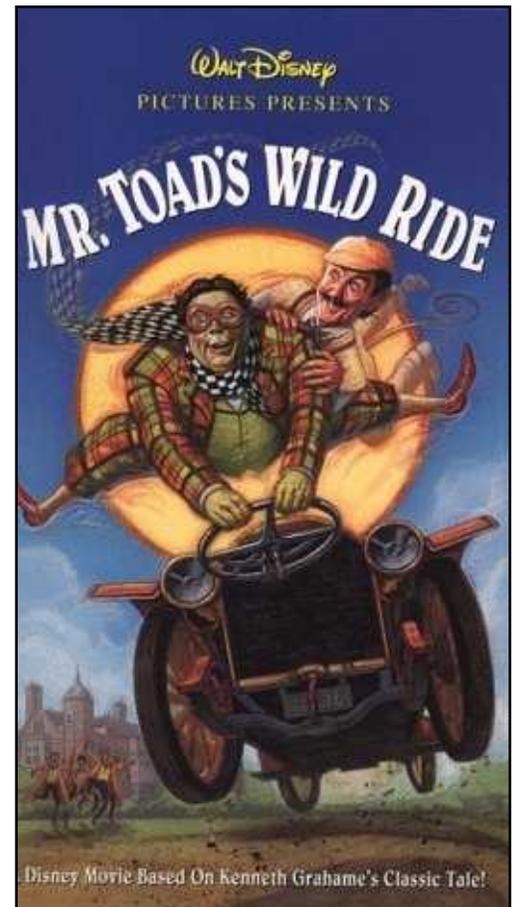


More Mr. Toad. Read ***The Wind in the Willows*** if you haven't. Read it again if you have. William Horwood has written some good sequels.

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Tour of the Western Railway Museum

October 19, 2019, by Mike Jacobsen

There was a good selection of cars at the Lafayette starting point for the drive to Rio Vista: an MGA roadster (Mike Jacobsen & Elaine Chan) & two coupes (Marla & Andy Preston, Thuy & Dan Shockey), two MGBs (Toby Foster), one TD (George Steneberg & Marcia Crawford), and a modern Mini (Rich Geisner), plus a few non-English rides (Barbara Tapp, Patti Brennan).

Since the main tour was to be at the Museum, the drive was a "shortest route" affair. It was a journey of dwindling lanes. We started on an eight-lane Interstate, and then went up to ten lanes near Concord before working our way back down to four

lanes in Antioch. After that it was two lanes all the

way, including the high bridge over the Carquinez Straits and the levee road (Highway 160) along the Sacramento River. The last time the MGOC made this trip was in 2002, and the toll then for the Antioch Bridge was \$2. That seems like a bargain compared to the \$6 it is now.

At Rio Vista, we crossed the river again and headed northwest to the Museum. Upon arrival we met up with the Prestons from the North Bay and Patti Brennan, who'd driven in from Stockton.

The Western Railway Museum is located miles from any town. This suits them just fine, as it gives them miles to operate their trains and streetcars. The Museum sits along the original right of way of the Sacramento Northern, an electric railroad that went from San Francisco, over the Bay Bridge to Oakland, and then approximately along the route of present-day Highway 24 to Walnut Creek. From there the line angled northward, going to Sacramento and reaching as far north as Chico. But before we rode any trains, we had a private tour of a couple of the car barns.

Our docent was Ted Miles, a long-time volunteer at the Museum. We spent over an hour wandering between rows of



Thuy Nguyen



Thuy Nguyen

streetcars as Ted explained where the various pieces of rolling stock came from, why they were significant to the Bay Area, and how they'd been restored or preserved. No one was able to ask a question that Ted couldn't answer. Some of us of a certain age could remember riding on a few of the preserved streetcars back when they were in regular service and crossed the Bay Bridge on the lower-level tracks. Not to date anyone, but those tracks were removed in the late 1950s.

Photo: Elaine Chan



After the tour it was time for lunch. Many of us ate by the Museum Cafe, but a few folks brought picnic lunches and ate in the park in the center of the Museum grounds. Then it was time to "take a car" out to the pumpkin patch.

A Halloween-themed carnival had been set up about three miles south of the Museum, and of course the way to get there was to take a streetcar. The carnival was a madhouse of kids, all having a great time. For those of us that didn't want to have our faces painted or try our luck at the various games, there was still the ride back to the Museum to enjoy. There's just something special about riding through the countryside in a vintage vehicle, whether it's an antique streetcar or an antique road car like our MGs. If you missed the tour, you can always go out later - the Museum is open almost all weekends.



Photos at the Museum by Thuy Nguyen

Great sky!





All Aboard!

On the Pumpkin Express

You could ride the tram car to the Pumpkin Festival.

Photos: Thuy Nguyen and Dan Shockey



A Patti Brennan sighting! Past President of the MGOC.

That's Elaine's local tram below. It wasn't in operation so she had to ride home with Mike.

Pics: Elaine Chan



Review of Danville d'Elegance Car Show

by John Hunt, Lafayette

Each September the Danville d'Elegance Foundation hosts its annual car show to raise funds for Parkinson's research and patient care. Since 2004, this event has raised over six million dollars for a great cause.

We have a number of connections to this event in a number of ways. Legendary race car driver Phil Hill has attended and supported this event in the past. He has a long history with MG. Phil won his first race in an MG TC at Carrell Speedway in 1949 which help launch a very distinguished racing career which included three wins each at LeMans and 12 Hours of Sebering. He was also the test driver of experimental MG, EX-181 at the Bonneville Salt Flats. This car is also known as "Roaring Raindrop". There is a lot of fire power in it, it has a supercharged MGA twin cam engine that produced 290 HP. In 1959, Phil set new records, passing Stirling Moss's times in the same car achieving 257 mph vs. Moss's 246 mph. Over the years, Phil has given back to the motor sport community in a number of ways, such as being a judge at the Pebble Beach Concours d'Elegance 40 times. In his later years, Phil got Parkinson's disease. He passed away in 2008 and is remembered as a great driver who was a gentleman and a wonderful ambassador to motor sport.

At this year's event, there were three MGs: a red 1952 MG TC from Danville, our member Ken Grittigs and his 1967 MGB GT and a 1964 Frontline Racing MGB from England with a Mazda RX-7 motor and transmission, a brilliant blend of old and new. There was a wonderful wide cross section of cars to enjoy. Among them was a 1952 OSCA MT4 and a 1955 Austin Healey 100-S. I met the daughter of the owner who did a frame up, bolt by bolt restoration. She did 100% of all the work and it took 9 years to complete. On the British side, there were a number of Jaguars, Aston Martins, Land Rovers, etc.

Our club has a number of connections to this event. Kimberly and Craig Kuenzinger from our club have won a number of times with their MG Midget. We are fortunate to have a number of members who own and drive mint condition MG cars. It would be great to see double the number of MGs next year and have six MGs join the show! There are a number of reasons why to enter a car and/or just attendee the show: We have a wonderful connection to the show, it's a great cause and it's a lot of fun seeing other cars and mixing with the crowds enjoying vintage iron.

Above: 1955 Austin Healey 100-S

Left: Ken Grittigs winning a car care kit

Right: 1952 OSCA MT4

Photos by author





When MG Ruled -

Brooklands race track, reputedly 28th April 1934 which ties up with the 200 mile international trophy race



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British Fall Classic Was a Great Success!

The eighth Annual British Fall Classic car show held downtown Morgan Hill on Sunday, October 13th was a great success! Thanks to everyone who participated, our wonderful volunteers, and of course our sponsors! (from Bill Hiland)

Congratulations to our winners:

Best of show: Charles Zaskorn 1964 MGB

Patrick Ray	Aston Martin	2012
Richard Mango	A-H 100	1956
Russell Corvese	A-H 3000	1960
Irv Kovalik	A-H 3000	1967
Greg Trewin	A-H Sprite	1959
Ian Crayford	Caterham	2004
Pete Snyders	English Ford	1966
John Couch	Jaguar XK	1953
David Jensen	Jaguar XKE	1965
Tom Chavez	Lotus 23B	
David Smith	Europa	1969

Thomas Tallone	MGA	1959
Carl Biagi	MGBGT	1972
Jack Ford	MGTD	1953
Russell Leong	Morris Mini	1968
Austin Kilburn	Rolls Royce	1991
Ronnie Demer	Tiger	1967
Bob Kinderlehrer	Triumph	1949
Greg Bailey	Spitfire	1974
Raymond Lacy	TR3	1957
John Linney	TR4	1964
John Schmidt	TR6	1974

Winners' Circle special award: Marissa Flagiello, 1955 Austin Healey 100

Thanks to our sponsors: Title sponsors: Ladera Grill Restaurant and On the Road Again Classics. Silver sponsors: Heritage Bank, Guglielmo Winery, and Montebello Investments, Martin Baggaglio.



THE WIND MACHINE

/ November 2019



Meet at 9:30 for 10:00 AM departure from the parking lot at Bodi's Java Hut. 3803 East Castro Valley Blvd, Castro Valley

We will be doing a rambling tour along winding roads and thru rolling hills and dales and a menagerie of animals to Del Valle Regional Park in Livermore, followed by wine tasting and then lunch at Gare' Winery. Keep an eye out for horses, cows, sheep, goats, wild turkeys, deer, owls and turkey vultures and who knows what else. Entrance to Del Valle Park is \$6.00 per car or a CA State Park Pass.

This tour is hosted by Jim Brady and Jeanne Haslam.

Please RSVP by November 8th to Jeanne (eghaslam@gmail.com) or 510-521-4183.

See you then!!!

MGOC members welcome!



Keep Planning for 2019 ...



FALL - WINTER

MGOC Sonoma Tour, Nov. 9, Andy Preston - Canceled!

Fall Foray, Jim Brady, SSTS tour, Friday, Nov. 14

Pub Night, On the Road Again, Nov. 15

MG Parts Exchange, Santa Ana, CA, Nov. 24

MGOC Holiday Tea, San Francisco, Dec. 7



2020!

MGOC Annual 'Champagne' Brunch, Moss Beach Distillery, Sunday, Jan. 19

MGOC Planning Meeting, January

NAMGAR GT, Colorado Springs, June 1-5 , combined with the NAMMMR national meet

GOF West, June 29 - July 2, Welches, OR, MGOC caravan, Plan to drive with us!

Photos: Thuy Nguyen

Pub Night! Nov. 15, Dec. 13

On The Road Again - Morgan Hill

16840 Joleen Way, Unit G4

Our next Pub Night of the season will be Friday, November 15th. Please join us for an evening of fun and fellowship!

Please bring some wine or beer to share and we will provide snacks.

By Bill & Mary Hiland



GOF West 2019, Prescott, Arizona

By H. Garcia, **Arizona Club**

(H. shown at right)

I have asked H. Garcia to provide a recap of the GoF West -2019 Event held in August at beautiful Prescott, AZ. H. was our site coordinator and worked closely with the GoF Steering committee. I would like to take this opportunity to thank all of the volunteers from our club, the Arizona MG "T" Roadrunners and the Mile High British Car Club for their great job in putting this great event on. I received numerous positive comments from the attendees. Great job volunteers. Take it H. – Dave Boyer

On Friday morning, August 16th GOF West 2019 - Prescott came to a close, bringing with it an end to a year's worth of planning and hard work by several local British car clubs. During the week, volunteers from The Arizona MG T Roadrunners, Mile High British Car Club and our own Arizona MG Club worked to put on a first-class event that was enjoyed by MG enthusiasts from as far away as Minnesota and Oregon.

The event kicked off on Monday with a first timer's car display consisting of 13 different MGs ranging from MG TDs to rubber bumper MGBs. The display took place on the beautiful patio of the Prescott Resort & Conference center overlooking the town of Prescott below.



Tuesday morning was the day of the big car display. GOF West working with local liaison Joe Pendergast was able to secure the closure of Goodwin St, the southern side of historic courthouse square. Cars began gathering at 8am for a show that was enjoyed by many members of the public. Voting was conducted by registrants of the event and tallied to be later announced at the awards dinner.

Tuesday afternoon featured the first technical session, conducted by AZ MG T Roadrunner member Doug Pelton, owner of From the Frame Up. This discussion centered on tips for a successful restoration. Opposite this talk, there was also a session on creating your own dyed scarf.

On Tuesday afternoon several club members were alerted to the fact that it was former club president George Bean's birthday. An impromptu dinner was planned, and 16 club

members/co-drivers were gathered at the Raven Cafe in downtown Prescott. After dinner, cupcakes were enjoyed by all on the patio back at the resort.

Wednesday morning was the Rallye. 26 MGs set off on a drive around town lasting about 90 minutes. Trouble from the route included stories of a car running out of fuel, and a flat tire. In addition, one car lost a clutch and was unable to continue. Although it was a warm day, participants enjoyed a challenging set of



GOF West (continued)

questions and plenty of scenic views. On Wednesday afternoon George Bean held a tech session on wiring in MGs, focused on "keeping the smoke in the wires." His well-organized session included plenty of audience participation and left attendees with a wealth of new information on how automotive electrical systems work. Opposite George's session was a tea party that was also well attended.

Wednesday evening was the annual auction dinner, which helps provide funding for the following year's GOF West event. Several Arizona MG Club members went home with MG related finds from rare books to stained glass art to tools and car parts.

Thursday was packed with events, beginning with simultaneous valve cover racing, an autojumble, a Funkhana, and a carless Funkhana. The valve cover races took place indoors on a warm day in Prescott.

For the uninitiated, a Funkhana is a series of short events testing the skill and patience of a driver and his navigator. The carless Funkhana is a similar event which can be entered solo or as a team, but obviously without the vehicle. The morning's events were well attended and enjoyed by all.

After a lunch break a summary Advisory Council meeting was held to let all attendees speak their mind about what they enjoyed, and what they thought could be improved. There were few complaints from the crowd, and many positive comments about the week's events. To close the Advisory committee meeting new members of the GOF West steering committee were solicited. AZ MG Club Vice President H. Garcia was nominated by fellow club member Ginny Martin. H. was duly elected to the steering committee and will help advise future GOF events.

The last event of the day was the big awards dinner. A beautiful array of trophies were provided thanks to the hard work of Ken and Ginny Martin. Over 90 awards were given out in many classes across the week's worth of events. Please check the GOF website in the coming weeks for a full list of award recipients, but among AZ MG Club winners were Dan Cook, Dave and Gretchen Boyer, Ken and Ginny Martin, Rich Flammang and Penni Putao, Don and Ginger Pottenger, H Garcia, and George and Delores Bean. Apologies if any other winners within the club were missed. The club also won the Monterey Cup for the most members attending, the AZ T Roadrunners

winning the San Diego Cup for highest percentage of members attending.

With the event at its end, the Arizona MG Club board and GOF local organizers would like to say a special thanks to all of the following volunteers for their efforts in putting together a very successful event.

Event Coordinators:

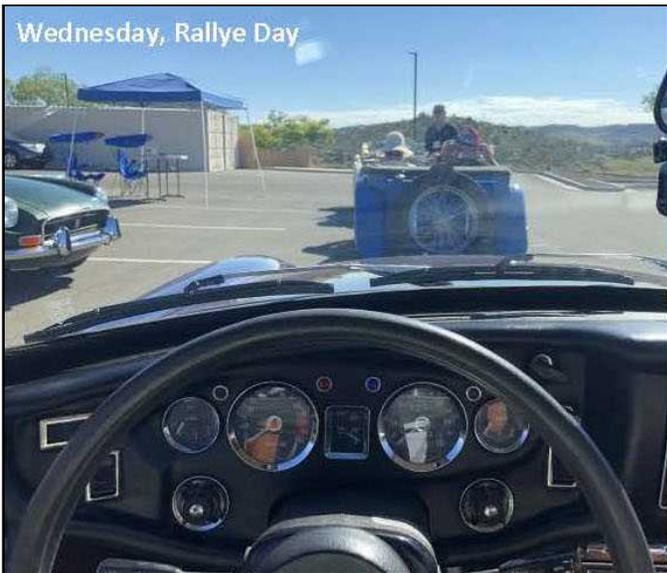
Auction item collection/coordination – Dave & Gretchen Boyer

Valve Cover Races - Don & Ginger Pottenger

Funkhana - John & Beth Pekala

Car Display - Rich Flammang & Penny Putao

Rally – H. Garcia



Air Conditioning an MGA

By Dan Shockey

This is "Part 1," I suppose. I haven't actually installed anything yet. I have done a lot of research and purchased a kit of parts. Many MGBs have been done and there are kits specifically for those models. The MGA is similar in terms of size, layout and engine mountings.

The impetus is the high heat level inside my MGA coupe. Roadsters are hot as well but with the top down or side-screens off, it seems to get away except for your right foot and leg (left leg for right-hand-drive models). As a result several coupes have been air conditioned, most often in hot and humid climates like Texas and Florida. (See Andy's notes on insulating an MGA in the August **Octagon**.) What makes this possible is the smaller and lower-power compressors and other components now made for smaller cars. The old American compressors were large and hungry for power.

There is more than one provider of classic car a/c kits. You can even buy kits on eBay or scrounge stuff from junkyards. These providers offer some flexibility in components and I think you could purchase a useable kit that way. The cost from eBay is about \$600, half the price of more specialized kits for our cars. I worked with a guy at Nostalgic AC Parts (NACKits.com) who was helpful in making recommendations. They provide a kit for early MGBs and another for later MGBs and can specialize them to your requirements. Later MGBs already have nice vents in the center of the dash, which work well along with a couple small vents added at each side of the dash. (See thoughts on air conditioning a MG T-series in the June **Octagon**.)

The kit I ordered is for an early MGB but with the following substitutions. They did not charge me any additional for the substitutions.

Different under-dash evaporator: I did not want to add vents in or attached to the MGA dash. What I chose was a unit like that sold for early Mustangs and other 1960s American cars. It blows cool air under the dash not through hoses. There was a smaller, similar unit sold for British cars. (See photos.) I wish someone made a copy of that evaporator.

Smaller Condenser: I think the one sold for the MGB may have fit but the expert recommended a slightly smaller unit, 10x18 rather than 11x19. This gave me space to

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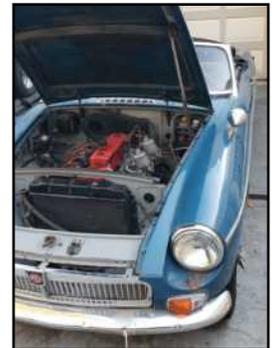
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mount the drier on the condenser. I have seen systems that placed this small component on the firewall but you save a connection by mounting to the condenser. (Their MGB systems have it mounted so.)

There was an option on types of hose connections. These must hold the system pressure. The expert recommended a new system good for at-home use. Andy bought a tool for using the standard connections. I hope he lets me borrow that. Jeff Stobbe plans to have his hoses fitted with connectors by a local shop. (Jeff is putting a/c in his MGB/GT with the Olds aluminum V8 conversion.)

There are many engineering fitment challenges. One is the mounts for the compressor on the side of the engine. They provide brackets to fit the MGB but there may be a little less clearance in the MGA. I expect to have to do a little shaving of these brackets.

I will also have to determine where to run the hoses into the cockpit and how to make the joint through the firewall. You either run the hoses through holes with grommets or install a connector. That might make fitment easier but means more connections. The other fitment issue is the radiator outlet. It works best to move the outlet to the left side and use an MGB thermostat housing elbow. That is because adding the compressor moves the alternator/generator higher on the engine and may be in the way of routing the top radiator hose. So I may have to find someone to move and re-weld that outlet on my new aluminum radiator.

I am thinking to hide some of the a/c system under the air intake hose that goes to the heater. The hoses could be hidden inside that intake hose and the front part might hide the drier in front of the radiator.

I didn't mention mounting the condenser to the front of the radiator. They may be clearance issues here that require some modification and fitting. A couple sites recommend a particular water pump and pulley that is the shortest. Andy reports that in his MGB, he sometimes has to turn off the a/c when sitting in hot traffic. That means as much airflow as possible must be provided. The addition of electric fan(s) is a minimum – and provided with the kit.

A major reason the MGA is so hot in the cockpit in the tight engine bay with poor circulation. The MGB has a more open engine bay and the lack of frame rails and braces helps, too. I plan to open up the inner fenders to let more air flow. One MGA racer told me that an air dam under the front creates a negative pressure area under the car drawing air from the engine bay. But that is less practical for a street car.

I also didn't mention that I am fitting a 5-main MGB engine at the same time. I believe that the extra power is essential for this conversion. Mildly boosting the power of a 1600cc MGA might be sufficient, especially in you live in the flatlands.



The 5-main MGB motor into an MGA is another conversion topic, one that has been covered elsewhere. Suffice to say that there are many options for this, too.

I have purchased parts for that conversion. I also have cleaned and painted the 5-main engine. The next step is to check out my spare transmissions to see if I need to go through one. Before I pull the MGA motor, I want to test fit the compressor mounts to see what trimming is required.

I hope to start the swap in late November and finish by May. (Note I didn't specify what year!) Wish me well!

Last page: Condenser set on tunnel for test for fit. Evaporator & drier at top. Kit of parts above. Original British car aftermarket unit in MGA at left. "Koolaire" Not that it is smaller and has side vents to cool those feet and lower legs.



Closeup of Koolaire unit by BMC at left. Evaporator mounted in MGA. It can be done! Note the radiator has the top inlet on the "wrong" side. You can see the generator mounted higher and in the way.

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