

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



UPCOMING CLUB EVENTS

MG Brakes Tech Session, Mar. 5 th (Sat.)	7
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Mike Jacobsen and Bob Stine in Action at the Clutch Tech Session. More Tech Sessions Soon! Lift Available to Borrow. Chuck Harvie photo.

March 2005

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 2005

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CLUB ADVISOR PROGRAM

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

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

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

MGB V8 Conversion: Tony Bates, 408-666-6174, Tony@BatesFamily.net

MGC: Kent Leech, 925-253-9757, kent@kentleech.com

M.G. Midget: Kingsley Klarer, 707-226-1955

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

Z-Magnette Saloon: Marty Ray, 831-247-5863, martyray@cruzio.com

T-types: George Steneberg, 510-525-9125, 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

S.U. Carburetters: Marty Ray, 831-247-5863, martyray@cruzio.com

Bodywork: Bill Weissberg, 209-835-0428, weissber@slip.net

COMMERCIAL ADVERTISING IN *THE OCTAGON*

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).

Natter & Noggin with Club Meeting

Mar. 10, 2005 (Thurs.), 8 p.m.

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

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

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

The Englander is an enjoyable place where we have our own cozy room. The food is good so bring your appetites.

South Bay Natter & Noggin Friday Evening, Mar. 25, 2005, 8 p.m.

Join us for an informal gathering in the South Bay. We'll meet at a fun British Pub. Our attendance has been good and we're trying the Britannia Arms on DeAnza just north of Hwy 85, between Cupertino and San Jose. The pub's parking lot fills up on Friday evenings but we can park together in the business lot across the side street (Fallen Leaf Lane), if necessary.

The Britannia Arms, 1087 S. DeAnza Blvd., San Jose, (408) 252-7262

Directions: From Hwy 85 south of I-280, take the DeAnza exit and go north. Make a U-turn at the 2nd light past the highway. The Pub will then be on your right. Try the lot in front of Galaxy Lighting. If we're not there, check the business parking lot north of Fallen Leaf Lane.

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

Attention!!

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

Andy Schank, 510-236-5232

Classified Ads

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

1978 MG Midget. Novato, SSTS members Dave and Peggy Bohler, (415) 897-4915, peggybear2000@yahoo.com

1976 Restored MGB. Moving to Texas. 51k miles. Major engine work was completed in 2002. Repainted its original Flamenco color in 2002. New car top. New clutch master and slave cylinder. Passed SMOG in January, 2005. Garaged for most of life. 50th Anniversary edition emblem. Asking \$6500. Non-member Bill @ (925) 846-3148 (home) or (510) 501-3548 (cell). bbenjamin429@yahoo.com

1968 MGC GT. 6 cylinder rebuilt engine. Neat interior. British racing green. \$5,000. Non-member Ed Adams, Oakland (510) 849-2833. (Not the Ed Adams in the MGOC.)

MGB Weber conversion intake manifold – Cannon “801,” circa 1982, for a single 45DCOE. Includes carb. mounting studs/nuts, throttle-shaft cable adapter tab, anti-vibration washers. \$40.00 – you pick up in central San Francisco. frank.pohl@netzero.com

1947 MG TC Correct TC in glossy Cream with Moss Motors green leather interior and trim. TC engine block increased to 1500 cc by Mike Goodman with MG TF SUs. This jewel will climb Highway 17, south from San Jose to Santa Cruz, in fourth gear! Receipts for over \$23k. Less than 2,000 miles on engine. Price \$22,950.00 Firm. Member Bill Webb, billsoquel@comcast.net

1953 MG TD to sell. Body and Interior mostly restored. Engine worked on extensively. Beige with brown fenders. Asking about \$12,000. Non-member Sandy Lauren (friend of member Eric Baker), 510-444-4044, slauren813@yahoo.com

Parts for MGB 64-69+: many used and a few NOS. 3-main motors, heads, manifolds, radiators, transmission, suspension, wheels/tires, gauges. Member Marty Ray, Santa Cruz, 831-475-6204, 831-247-5863 cell or martyray@cruzio.com

FREE Parts & Accessories Catalogs

Choose From These Catalogs:

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- MGA
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- Sunbeam Alpine & Tiger
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- TR7 & TR8
- Spitfire & GT6

Order Toll Free 7 Days A Week
1-800-255-0088

Order Catalogs & Parts Online at
www.VictoriaBritish.com

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 MGmogul@earthlink.net

RECRUITING MEMBERS FOR THE MGOC

Have you helped recruit any new members lately? Bob Stine (650-349-5128) is in charge of new member recruitment and can send you flyers. The club roster is available from Mike Jacobsen upon request.

Forthcoming Events

MGOC (which is us!) events are in **bold** type. SSTS: Sorry Safari Touring Society, ARR: Abingdon Rough Riders

Every Sat. – Donut Derelicts, Los Altos, Martinez, page 20

March 5th (Sat.) – **MG Brakes Tech Session**, Andy Preston, page 7

March 12th (Sat.) – **Radiator Tech Session**, John Hunt, page 7

March 12th (Sat.) – **MGs in St. Patrick's Parade**, Dublin, page 14

Mar. 20th (Sat.) – **Santa Cruz Tour & Garage Sale**, Marty Ray, page 5

Mar. 25th (Fri.) – **South Bay Natter & Noggin**, page 23

Apr. 2nd (Sat.) – **Detailing Tech Session**, Bill Hiland's Shop, Mike Jacobsen, page 8

Apr. 16th (Sat.) – **MGOC Mt. Hamilton Tour**, Bob Wall, page 9

Apr. TBD – **Tech Session**. Jim Carlson's home, Saratoga

May 1st (Sun.) – Hillsborough Concours

May 7th (Sat.) – **MGs by the Bay** (San Leandro Marina) – MGOC, page 12

May 14-15 - Moss British Extravaganza at Buttonwillow

May 21st (Sat.) – Steinbeck Country Wine Open House

May 22nd (Sun.) – **Dixon British Car Meet**

June 3-5 - Wine Country Classic Vintage Races, Sears Point, **MG Caravan & Corral** (Sun.)

June 11th (Sat.) – **Celtic Festival at Ardenwood Farms**, Fremont, MG Display

June 19th (Sun.) – **Hayward British Car Meet**

June 24-26 – **MGOC Crater Lake Tour**, Randy Grossman

June 26th (Sun.) – Palo Alto Concours

July 7-10, 2005 - **NAMGBR Annual Meet**, Olympia, Washington, Local clubs caravan, James Brown, www.MG2005.com

July 11-15 - **GOF West**, See February *Octagon*, www.gofwest.com

July 12-16 – **NAMGAR GT-30**, Michigan, Mike Jacobsen driving!

Forthcoming Events (continued)

Late July – **North Bay Wine Tour**, Marla & Andy Preston
 Aug. 7th (Sun.) – **MGOC Annual Picnic, with Poker Run**, Peninsula
 Aug. 11-14 – **Rendezvous**, Yachats, OR, Area clubs caravan
 Aug. 12-14 – **Monterey Historics**
 Sept 10-11 - **Palo Alto All-British Meet**
 Sept. 24 or 25 – **MG Corral & Track Tour**, Laguna Seca, (Tentative)
 Oct 15-16 – **Autumn Classic**, San Juan Bautista
 Oct. TBD – **Bob Wall Tour**
 Oct. 23rd (Sun.) – **Del Monte Forest Rally**, Pebble Beach Sports Car Club,
 Open to all, MGOC member Warren Pierce, wdp389@pacbell.net
 Nov. TBD – **Pierce Manifolds Tour**, Dan Shockey
 Dec. TBD – **MGOC Holiday Tea**, Grossman's

MGOC Marin Group Forms

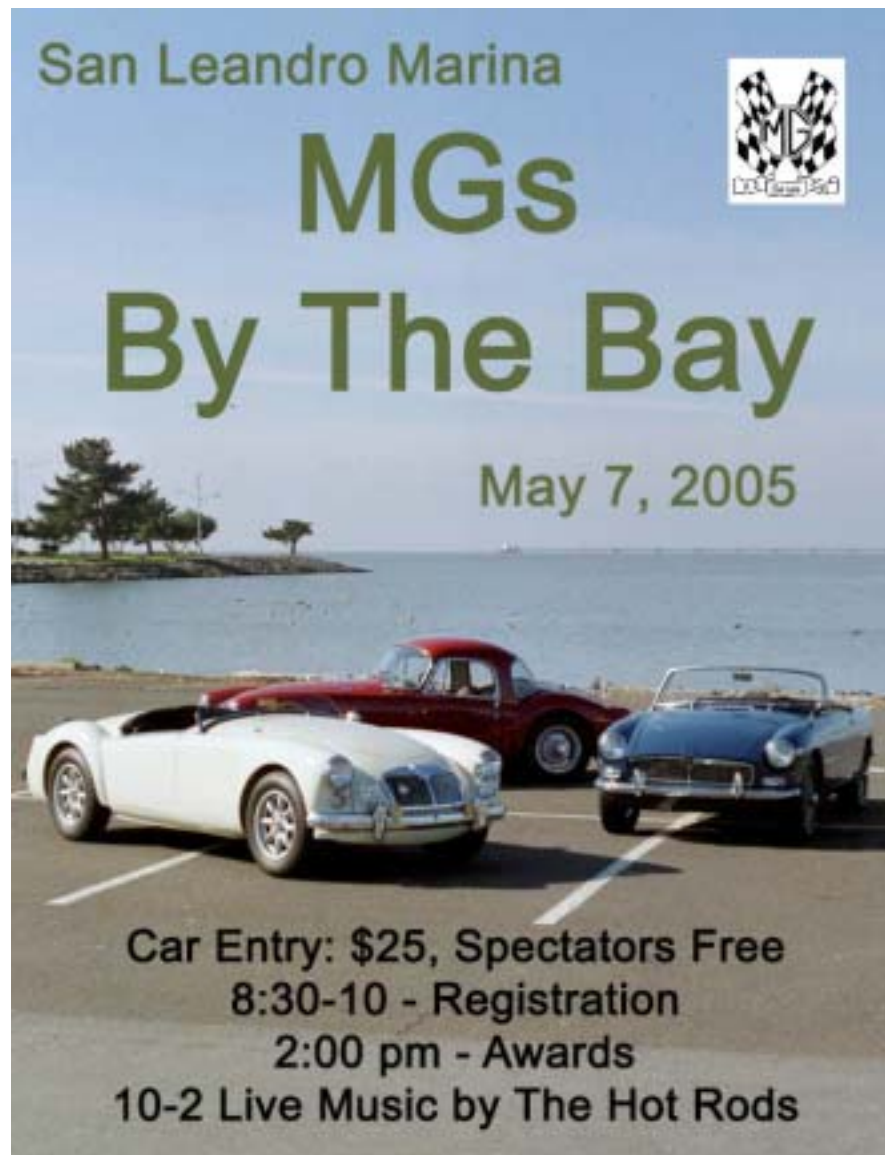
The MG Owners Club, Marin Chapter, will enjoy a cold beer and bangers, exchange ideas on MG ownership and meet each other. The new group first met on Monday, February 21st, 7pm, at the Mayflower Inn, 1553 Fourth Street, San Rafael. Tel 415.456.1011. According to MGB/GT owner Ken Smith the Mayflower has a nice selection of beers and a warm atmosphere combined with good food. This will be a chance to meet fellow MG owners. Any input is gratefully accepted on future locations, time and dates.

Info on the Mayflower Inn: www.mayflowerpub.homestead.com

Meeting Info: Dennis Gray, gray44@pacbell.net, (415) 929-3951



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San Leandro Marina

MGs

By The Bay

May 7, 2005

Car Entry: \$25, Spectators Free
 8:30-10 - Registration
 2:00 pm - Awards
 10-2 Live Music by The Hot Rods

Tell everyone about our all-MG show. If you can place a poster, call or email Dan Shockey. See also registration form on pages 12-13. We are getting lots of interest and enthusiasm. Seven sponsors have signed up. We'll have nicer awards, plenty of space and be gathered together in a beautiful site on the Bay.

and after I lived there for several years). The bridges in the Bay Area have tolls in one direction (away from the East Bay and toward San Francisco). This makes it convenient, if you're staying in the East Bay to pay the toll on the Bay Bridge; spend time in the City; cross the Golden Gate Bridge; spend time in Marin; and cross the Richmond-San Rafael Bridge to return to the East Bay. I've done this for years. Up until this trip I'd never paid to cross the Golden Gate Bridge (yes, I'm cheap). It turns out that it is worth going south across the GGB, even if there is a toll in that direction. The view of the City is spectacular.

After crossing the bridge, we continued down through the Presidio and the Park and through the western part of the City, picked up I-280, cut across I-380, and then continued down US101. We needed to stop in San Jose so a friend of mine could help me install a temperature gauge. (I thought it might be useful going through Arizona.) That took an hour or so, and then we continued on down US101 to Gilroy (avoid Gilroy in an open car unless you like garlic) and took CA152 out to I-5.

If you ever find yourself out in the middle of California around lunch or dinner time you might see if you are near exit 333 along I-5. The road is CA198 going between Coalinga, Lemoore & Hanford, and there's a place right off of I-5 called the Harris Ranch. This is absolutely the best beef for quite a number of miles in any direction. I think it's about 200 miles from both LA and San Francisco (in different directions), so it's hard to justify unless you're already going from one to the other. They also now have a hotel and an airstrip on site, so either of those might make it a more attractive proposition. That, and they move the feedlots several miles away!

After dinner we continued south and ended up staying in Ontario, CA. There's a reason for that particular place to stop, but I'm trying to keep this story short (yeah, that's a joke). Tuesday morning we got up and headed for Phoenix and a pair of Miata seats. In case you are ever inclined, allow me to strongly suggest that August is not the best time of year to be driving through southern Arizona. A couple of years ago I drove around southern Utah and northern Arizona in early September. It rained. A lot. I complained about that quite a bit, and actually was worried that it might occur again. Be careful what you wish for, they say. Yes indeed... This Was Worse. There were no clouds at all (actually there were a few clouds, but they were staying out of the way of the sun for some reason; and they were small, so they wouldn't have done much good anyway). It was around 105 in Phoenix. We drove through over 100 degree weather for three or four hours.

(Continued next month)

New member
Joel Johnson at
Sears Point last
October.

Photo: Dan
Shockey



Santa Cruz Tour & Garage Sale! Sunday, March 20, 2005

Get this date marked on your calendars. Long-time member Marty Ray is known for the great tours he plans and leads. We'll meet in the South Bay and tour to Santa Cruz over the fabulous roads of the Santa Cruz Mountains.

Marty has a British Pub in mind for our lunch stop. But first we'll stop by Marty's place to see his projects and the garage full of MG good stuff he has for sale. Come tour with the Master.

When: Sunday, March 20, Meet 9:30 am to 10 am. **Depart 10 am**

Where: Lark Ave. exit from Hwy 17 in Los Gatos. Directions:


Take the Lark Ave. exit and turn right (**west**). Take the first right (at stoplight, about 1/2 block) and turn immediately into the pleasant parking lot at the corner of Lark and Oka Rd.

There are gas stations on the **east** side of 17 on Los Gatos Blvd. and also fast food south on Los Gatos Blvd. from Lark.

Lunch: Britannia Arms, Aptos, About 1:00 p.m. You are welcome, of course, to bring a lunch and find a nice picnic spot instead.

Bring: Full tank of gas; Money for parts & lunch (or picnic lunch); Hat to hold onto!





William Shaw

(415) 924-1450

36 Industrial Way
Behind Cost Plus
Greenbrae, CA 94904

From da Ed...

We jump right into the MG year with three tech sessions in the next month plus a tour and possibly a parade. I am still waiting to hear whether we are in the parade. (See page 14.) We planned to do one tech session per month but slipped in an extra. With the 1935 MG running now, I am eager for some driving events. I am still fighting some issues with it but it seems to be running well. The newly strong oil pressure is causing things to leak.

The Annual Dinner was, as always, a great time to celebrate the club, the year gone by, and our ongoing friendships. We didn't plan to have a guest

speaker but we found out that Shirl and Ray Watson ran into the Mille Miglia re-creation event in Italy and they were kind enough to share a little of that with us.

Congratulations to Sharon & John Hunt for winning the coveted Burnt Spark Plug Award in recognition of John's fuel system trials at the MG Reunion at Laguna Seca. The Eric Baker Beer Stein award went to Bill Hiland for his efforts in saving abandoned MGs.

Randy Grossman has everyone charged up to make our *MGs By The Bay* event a big success. The site location change seems to have given the event the boost it needed. Sam Gearhart and Randy have signed up seven event sponsors. We are working out how to get all the logos in the poster and T-shirt designs. We are spending more on nicer awards as well. Lots of new stuff this year so make plans to attend.

Hope to see many of you soon. Get your AAA membership and hit the road in your MG in 2005.

Dan'el

seats in Phoenix, and I figured I could just go by there on my way east and pick them up. I made these plans before I knew I was going to be dragging my father along (I mean on my wild out of the way seat buying excursion, not on the trip in general; he volunteered for that much), but as the seats were a birthday present for him, he didn't complain too much. So the route included San Francisco, Los Angeles, Phoenix, Flagstaff, Grand Junction, and Omaha (more on that later). And it nominally started in Seattle, as we had been there just the day before leaving Albany.

So starting the actual trip (instead of the warm-up trip the day before), Sunday morning we were headed for the Oregon Coast on US20. We got out to Newport, Oregon and then headed south on US101. If you've never driven on the Pacific Coast, there are few places that aren't worthwhile. There are some times of the year that can be foggy, but this wasn't one of them. I've been fortunate enough to drive all of the Pacific Coast (in an MG) from Del Mar, CA (north of San Diego) all the way up and around to Olympia, Washington (US101 has no northern end; look it up; I've got pictures of US101 East and West signs, but not from this trip). We had lunch in Coos Bay and ended up a couple of hours north of the Bay Area Sunday night in Ukiah, CA.

Monday morning we continued down US101 and stopped at the north end of the Golden Gate Bridge. I've been spending time in the Bay Area for many years (before



Dave McCann's father with the cross-country MGB.

"My car, my father, and the continent beyond." Photo: Dave McCann

(Continued on page 20)

MG

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

SHOCK ABSORBERS: Front Rear

MGTC.....	165.00	165.00
MGTD & TF.....	185.00	60/95
MGA.....	79.95	59.95
MGB, MGC, Midget.....	79.95	59.95
HEAVY DUTY UPGRADE.....	10.00	10.00
SHOCK LINK (New or Rebuilt).....	\$call	

BRAKES : sleeved and rebuilt

MGB, Midget caliper.....	\$75.00
MGA, MGC caliper.....	\$145.00
MGA, Midget twin master 1956-1967.....	\$185.00
MGB, Midget master 1968-80.....	\$125.00
MGB brake booster servo.....	\$175.00
MGC booster servo.....	\$395.00
Brake & Clutch cylinders brass sleeved.....	\$40-75
Kingpin swivel axle rebushed.....	\$40-\$80
Front end a-arm (Midget).....	\$75.00

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Cross-Country to Virginia, Part II

by MGOC member Dave McCann

The job I was doing in Corvallis, Oregon, ended. The best project around looked to be in Richmond, Virginia. Now I find myself in Richmond and things are good. I had originally planned to flat tow the MG (my white '64 MGB) behind my truck, but my father suggested that he fly out and drive the truck and I could drive the MG.

My schedule wouldn't allow too much leeway, but the timing was right to allow one final excursion on the West Coast. The last Saturday in August is the annual open house for the LeMay Collection. His wife and children have kept the collection going, and while they have started selling cars (parts cars and cars in need of significant restoration) they have also continued to buy cars. They, and the LeMay Foundation they put together, have opened part of the collection to guided tours and they are in the process of building a Museum in downtown Tacoma to house some of the collection. Once a year however, they open up not only the part of the collection housed at the Marymount Academy, but also the family's house. The party goes on all day, and they have buses to shuttle people from one location to another. There is really no way for me to adequately describe the collection, but I've got pictures so ask to see them sometime when I'm back your way. Or go see it for yourself, if you can get up that way.

Getting back on track, my father flew into Seattle the morning of the LeMay party and I drove up and picked him up. We spent several hours looking around; he shot video; I took pictures; and then we drove back to my empty apartment in Albany. The movers had packed and loaded the day before, so all I had left was my computers and couple of inflatable beds (they're very comfortable, and they pack well). We packed up the remaining stuff that evening and the next morning, and then set out for the Oregon coast.

The route we were to take is not what you might first expect, based on our starting and ending points. However, earlier this year I'd put Miata seats into the '64 MGB. The car is largely unmolested, and I originally intended to keep it original as possible. My current plan is not to do anything that can't be undone. I got the seats from a friend and he made adapter plates for them, so they bolt to the existing holes in the MG. (My, it's just that easy to get off track.) The Red MG in Ohio also needed seats, and it's far easier to justify modifying that car. So I found a pair of pristine Miata

Martin Hveem Automobile Restorations	
Tel: 530 529.6450 Fax: 530 529.6452 1520 Schwab Street Red Bluff, CA 96080 martinhveem@earthlink.net	Classic & Antique Restoration Service Repair

3 More Tech Sessions for Dummies!



① MG Brakes Overhaul Saturday, March 5, in Rohnert Park

We'll be going through the brakes on the MGB of new member Troy Wetzel. Troy is a young man who founded an internet MG club, the Safety Fast Club. His club efforts have been supported by MGOC members. His MGB is off the road due to a stuck caliper and other brake issues. Come learn about brake work and have a good time with The Guys. (Gals welcome, too.) Come for part of the day or stay all day and learn it all!

Time: Saturday, March 5, **9:00 a.m.**

Place: Andy Preston's home garage, Rohnert Park (see directions below)

Foodstuffs: Coffee and donuts provided; pizza for lunch provided

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 three 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, (707) 795-3480, prestons@sonic.net

Contact Dan Shockey or Andy for possible ride sharing.

② One 'Rad' Tech Session Saturday, March 12, 10:30 a.m.

Tech Session on Radiators and Cooling Systems

Replace radiator & discuss care, maintenance, & trouble shooting. Cooling issues and how the system works in general.

Date & Time: Saturday March 12th at 10:30 a.m.

Location: John Hunt's Garage at 629 Burton Drive in Lafayette (925) 299-9006. Directions below. Any questions please call!

Lunch: Pizza & Beer will be provided

Continued on next page

One 'Rad' Tech Session (continued)

Directions:

- Take the Hwy 24 East to Walnut Creek. (Or go west from 680.) Go through tunnel and past the 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. It's the third house on the right, number 629.

Don't Miss the Free Lunch!

③ Detailing Tech Session Saturday, April 2, 10:00 a.m.

Bill Hiland has offered up his large warehouse for a work day on detailing our cars. Mike Jacobsen will complete the cleaning & detailing tech session he started last year. A professional painter will give tips and a demonstration of buffing out scratched and sun-baked paint.

There's plenty of room to bring your cars and work on them indoors. Bring your MG or other car. Try out the Dry Wash product line.

Date & Time: April 2, 10:00 a.m. to 3:00 p.m.

Where: SemiSpares, 1855 Dobbin Drive, San Jose, CA 95133

Directions:

- From 101 in San Jose, exit at McKee and head east *
- At 2nd light east of 101, turn left (north) on King Road
- Go thru one light and turn right (east) at the next street, Dobbin
- Go almost to end of Dobbin. Turn left at the second SemiSpares sign.
- Look for the MG sign and go to the back of warehouse.

(* From I-680, go west on McKee to King and turn right.)

← Coffee & donuts provided. Options for lunch. →

Southeastern T Register Searchable CD

Newsletters & tech articles, 1975 to 2003 complete. Only \$15 which includes shipping. Order from Don Harmer, 3926 Harts Mill Ln., Atlanta, GA 30319. Highly recommended by 'TA Terry' Sanders.

Clutch Install Tech Session Report

by Chuck Harvie

(February 6th 2005, Bob Stine's home garage) We made a lot of progress but Murphy's Law showed up several times throughout the day. We started at 10 o'clock and stopped when it started getting dark and the wind got cold. The end result of our efforts was that the engine was installed.

I brought my camera but ended up only taking one photo. (See front cover.) Mike is at the tool box. Two other guys from the club showed up. One has a TD, and the other has an MGA.

You can check with Bob and Mike about all the numerous things that slowed us up but here are just a few of the little things that we ran into: We had difficulty removing the crank pulley nut. Even an air impact gun couldn't budge it. Bob was able to finally get it using a very long breaker bar. Bob needed to remove this so he could replace the front seal which he thought was leaking. We did not have a puller to remove the crank damper so Mike went home to get his and stop off at the local hardware store to pick up some missing bolts for the mounting the tranny to the engine.

When installing the clutch Bob couldn't locate his clutch alignment tool. After searching all over for it he finally found it in the tool drawer where he first started to look. It was buried in a corner. It was a little difficult to slip the engine into the engine compartment, we had to stop and readjust the hook position on the chain twice. Once we had the engine in and sitting on the mounts we had some difficulty getting the engine mount bolts in because the holes were not aligned up very well. Eventually we got them all in and the nuts started. Then Mike noticed in the maintenance manual that the spacer plate, which we installed on the right engine mount, needs to be on the left side.

Mike started tackling the oil cooler and hooking things up around the engine while Bob and I were under the car trying to install the cross member for the tranny. It was putting up such a fight that we decided to leave it alone for a while and moved onto the drive shaft. The last straw came when a zerk fitting broke off the forward u-joint. That is about the time we decided to call it a day.

Rolling Auto Show

Member Dan Neu reports an opportunity in the South Bay to drive lots of exciting new cars. I believe this occurs March 17 to 20. The link for the GM event where you get to drive all their new cars and their competitors cars is: www.autoshowninmotion.com. Check it out!

Annual Dinner Report



Nearly 50 members and their guests had a good time at the 2005 Annual Dinner. Above Ray Watson regales Gerald Martin about his 2004 driving exploits on the Mille Miglia in Italy. Below, Gerald checks the veracity of Ray's stories with Shirli. Also present are Gerald's wife and long-time members Lance Klokkevold and his wife. Lance admitted that he was MGOC Activities Director in 1959! The MGOC turns 50 in 2007.

Photos: Bob Stine



Mt. Hamilton Drive “Down The Back Side”

Saturday, April 16, 2005

Are you ready for an MG challenge? Wanna get over the tax day blues? How about a drive from San Jose, up Mt. Hamilton Road (State Route 130) to Lick Observatory, picnic lunch and possibly a tour of the observatory? Then it's down the hill on the backside.

This is not a trip for the faint hearted, and your car should be in good mechanical condition, as there are no services once you leave the Santa Clara Valley until we get down on the other side. However, the rewards can be magnificent. Bring cameras and binoculars.

The drive to Lick Observatory is challenging, as it is a little over 20 miles (365 turns) of some of the coolest (i.e.: narrow and winding) roads in the Bay Area. There are hairpin turns, wide sweeping curves and lots of uphill, (then downhill on the way down the backside). Lick Observatory is 4200 feet above sea level. The views from the road and the observatory alone make the drive worthwhile. Once there, we will take a break at Lick Observatory, have lunch, and perhaps get a tour. This will also give our poor little machines a chance to cool down. We have made this trip a few times now, including a couple in the spring, and everybody has loved it.

Then, it's down the backside of the mountain through Lolli's Junction and on into Livermore. Another 50+ miles of outstanding roads for our cars. The wildflowers may be in bloom in the meadows, so we might also make a couple of stops for photo ops. We will drive through Livermore to Highway 84, then head west. This eventually turns into Niles Canyon Road, another cool drive, although not very challenging. We will end the drive in the historic little town of Niles. This was the movie capitol before Hollywood. Some of the earliest westerns were filmed in and around Niles. We'll stop for refreshments at Bronco Billy's Pizza Place.

Meet: 10:00 a.m., Saturday, April 16, 2005

Place: Alum Rock Plaza parking lot, near the corner of Alum Rock and Capitol Ave, just east of I-680, San Jose. Look for me with my sign. Also accessible from Hwy 101.

Bring: Picnic lunch, camera, binoculars, and full tank. (Fast food available at meeting place.)

Want more info? Call Bob Wall at (408) 739-2373 bob_wall@yahoo.com

All cars welcome! Last year a couple of Porsches, a Daimler SP250 and a few Datsun roadsters came along for a total of 20 cars. Let's try for more this year. It will be an adventure.

DRIP PAN

News and Articles from the Peninsula T Register

TD Seating

Aches & Pains and Warren's Lament

by Carl Cederstrand, Reprinted from *The Drip Pan*, 1/98

(Originally printed in *The Clattre Chattré*, the Classic MG club)

Warren's story of his accumulated aches and pains, after his trip to the Park City GoF, struck a sympathetic response in me. My TD initially had a similar effect on me when I was in my twenties. For someone 6'6", the seating in a stock TD is very uncomfortable for journeys of any distance.

I purchased my TD in the early '50s, rebuilt the engine, and then immediately drove from the University of Illinois to Washington, D.C. Both parents and in-laws lived there. The handling was so superior to any vehicle I had ever driven, that I drove straight through to D.C., slapping the outside of the door and singing songs all the way.

When Joan and I got out of the car, 700 miles later, I felt like someone had been beating me with a baseball bat. I had aches, pains and numb

Welcome New Members

Joel & Betty Johnson live in Hayward. They have a '70 MGB they've owned for four years, and a '69 GT that they got nine months ago. Betty and Joel have already attended a few MGOC events including the track drive at Sears Point last fall.

William (Bill) Webb of Soquel has a gorgeous 1947 MG TC that he acquired last November and a '74 Porsche 911S that he's had for twenty years. Bill also has a second TC for sale. (Long story – see Classifieds.) He learned about us from O'Connor's.

Troy Witzel of Mountain View has joined the MGOC with his '67 B roadster he's owned for eight years. Troy writes, "The B is my first and only British car, but the British car gene runs in my family. My father once owned an MG 1100 and my grandfather has owned several XJ Jaguars. I've had a passion for British (and all other) cars since well before I had a driver's license. In addition to my B, I own a '64 Cadillac Fleetwood. Quite a different driving experience between the two!"

"I bought the B as my daily driver back in college to replace my aging Chevy. I shopped all sorts of roadsters and sports cars from British to Italian to Japanese, and decided on an MG for its timeless styling, reputation for reliability, and parts availability. It served me very well for a while as an only car, but eventually I had a need to carry more than one passenger and two bags of groceries. Now I use the car for fun weekend trips and events as often as possible."

Troy has attended a handful of MGOC driving events and tech sessions in the past few years. In 2002 he started the Safety Fast Club, the Bay Area all-MG driving club, and shares many members with the MGOC.

Old Member Update

Thanks for the latest *Octagon*, it sure does brighten my day to read about the goings-on in the Bay Area. I received the latest issue of the NAMGAR magazine and noticed that you acquired a '59 coupe. Congratulations, I would be interested to know the story behind it.

I am nearing the completion of my '58 coupe. I might have mentioned this at the tech session at Andy's house last January. By the way, your advice on painting was very helpful on this project. I believe I was able to pull off a decent job (doing the welding, bodywork and paint myself) as a result. With this car, I elected to go the vintage rallye replica route in the restoration. One might say that my main reason for this was to cover for some of the rough edges on the restoration! But that's okay, I enjoyed the whole project and I hope people won't scrutinize it too closely.

In other news, there is a chance this year that I will be able to relocate back to the East Bay. When I do, I will be sure to let you know to put me back on the active list.

From Tom Balutis, Pittsburgh, Pa.

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7. Supporting Modifications

With the seats taken care of, there are several other modifications I would make to produce a cross country TD. Change the ring & pinion to 4.3/1. Fit Michelin XZX 165 x 15 radials. Fit a stabilizer bar (anti-roll bar) to the front. Add heavy thermal insulation under the floor mats and over the fire wall. Re-core the radiator with a 93 tube core instead of the original 63 tube core (Craig C1-SF-1818 with metric serpentine fins). Finally, either change the fan to a modern multi-blade unit (many Japanese fans have the identical bolt pattern) or add an additional stock blade to the existing two blades.

With all these changes in place, you can motor across country in comfortable equanimity. The TD, rides smoothly, steers beautifully, and no longer revs its engine to death. When the ambient air rises above 100, both occupants and engine remain at an acceptable operating temperature.

(The seats ramps and similar mods also work well for other MGs, especially MGAs. – Ed.)

St Patrick's Day Parade Update Saturday, March 12, Dublin

The Celtic Games organizer failed to get us in the San Francisco parade. They have downsized the event this year. She has gotten us into the parade in Dublin however, on Saturday, March 12. This may be more convenient for many folks. I am not sure how the day change will affect folks who had signed up. We had three TDs plus hopefully my PA, and interest from others. Call or email right away if you wish to participate. There may also be room for a couple passengers.

Dan Shockey, MGmogul@earthlink.net, (408) 923-3927



appendages that continued into the next day. Joan's only complaint was that she was distressingly cold during our drive through the night. It was July, I was wearing a T shirt and short pants. I thought the cool night air felt wonderful after our roasting during the day. I had fitted a pair of Brooklands Aero Screens – what else could one possibly want? This was before I understood that most ladies lack body temperature control (thermostats).

After our return to Illinois, I initiated a series of seating modifications. These modifications continued for several years and have been quite successful. Even now, as a septuagenarian, I can comfortably drive all day. This is what I did to make the seating tolerable.

1. Inclined Seat Ramp

First and foremost was to cut two sets of inclined (triangular) seat ramps. After raising the front of the seat, by two inches, my weight was now supported by my bottom and the backs of my legs. This provided a tremendous improvement in comfort. I no longer had to endure a novocain'ed rump and I could relax my right leg. These triangular ramps are 2" high at the front and taper down to 1/8" at the rear.

2. Smaller Steering Wheel

With the front of the seat raised by two inches, the stock steering wheel rubbed against my legs. The smaller wheel clears my legs by 3/4".

3. Removed Pedal Extensions

The factory fitted pedal extensions to the brake and clutch pedals. An additional 1 1/2" in leg room can be obtained by removing these extensions. I also removed the accelerator 'roller and rod assembly' and shortened it so that the roller moved forward into the same plane as the repositioned pedals.

4. Seat Back Padding

The back of the seat was modified to provide support for the small of my back. This was accomplished by adding an appropriate block of foam to, and in between, the existing coil springs. Foam blocks were added to both driver and navigator positions.

5. Seat Back Bracket

Originally, the back of the seat was fitted with a slotted bracket that allowed the back to follow the seat forward and also vary the inclination. I replaced the adjustable bracket with a fixed bracket that firmly anchored the back of the seat in its most rearward position. This provided a secure seat back that never moves.

6. Alternate Drivers

What do I do when someone considerable shorter than 6'6" needs to drive the TD? No problem, it takes five minutes to undo the long leg configuration. The original pedal extensions are always carried in the car along with the slotted back brackets. These parts, rebolted in their original positions, reconfigure the cockpit for shorter drivers. Since the seat now rests on triangular ramps, the seat rises as it moves forward. The seating has been improved for both shorts and tall!

Continued on page 14



The MG Owners Club

presents

MGs by the Bay



Saturday, May 7, 2005 at the San Leandro Marina

This annual event is a gathering of MGs from across Northern California.

The show opens at 10:00 a.m., rain or shine, with trophies awarded at 2:00 p.m.

Same-day registration will open at 8:00 a.m.

Featuring: Music, raffle prizes, contests, trophies, food & drink, plus more!

Awards: Judging is by popular vote, with trophies awarded for Best of Show, Best Unrestored, Premier (from previous winners), and for every class, with classes determined according to the number of cars registered by May 1, 2005.

Entries: All MGs are welcome, from daily drivers to complete restorations. The \$25 entry fee includes a dash plaque and an event T-shirt. Additional cars registered to the same owner are \$10 each, which includes a dash plaque only. All cars must arrive by 10:00 a.m. sharp! This is necessary to allow for proper placement of the cars. If you arrive late, we **cannot** guarantee placement of your car with others in its class.

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Return the portion below with the entry fee. Photocopies of this form are acceptable.

One form is required for each MG registered.

Mail before May 1, 2005 to:

MGs by the Bay
320 B Monterey Blvd.
San Francisco, CA 94131

For information call:
415-333-9699 or 408-923-3927

Please Print:

Name: _____

Address: _____

City: _____

State: _____ Zip code: _____

Daytime phone: (_____) _____
or Email address: _____

MG model: _____

Year: _____

Body style: ☐ Coupe ☐ Roadster

☐ Saloon ☐ Race car

☐ Other: _____

T-shirt size: ☐ M ☐ L ☐ XL ☐ XXL

Has this car ever won First Place in its class at MGs at Jack London Square? ☐ Yes ☐ No

Release: Neither I nor my heirs will hold the MG Owners Club or the City of San Leandro liable for any loss, damage, or injury done to me, or my party, while engaged in this event or traveling to and from this event.

Signature: _____ Date: _____

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Make check payable to: **MGOC**

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