

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

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Photo: Dan Shockey



Celtic Festival, June, 2004, MGs of Steve Reed and Bob Luebbert.

July 2004

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 is a register of the MGOC and was formed in 1973. 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 2004

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

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MikesMuseum@yahoo.com

CLUB ADVISOR PROGRAM

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

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

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

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

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

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

Pre-war Midgets-Magnas-Magnettes: George Steneberg, 510-525-9125

PA/PB Midget 1934-36: Eric Baker, 510-531-7032, mgpb36@yahoo.com

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

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

COMMERCIAL ADVERTISING IN *THE OCTAGON*

Direct all questions about advertising to Mike Jacobsen at 415-333-9699 or MikesMuseum@yahoo.com. 2004 rates are: monthly (yearly): full pg. \$25 (\$240), half page \$18 (\$175), third page \$12 (\$120), business card \$8 (\$75).

Natter & Noggin

with Club Meeting

July 8, 2004 (Thurs.), 8 p.m.

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

We re still hoping to hear about David Wright s trip to Australia!

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 July 30, 2004, 8 p.m.,

Join us for an informal gathering in the South Bay. We ll meet in a lamp-lighted courtyard setting. Not too crowded and with restaurants right there. Look for us at McHart s Pizza if you don t see anyone with their cars. We had a line-up of seven MGBs in May.

This is the Marketplace Shopping Center next to Long s Drugs at 19732 Stevens Creek Blvd. It is right across from the Sears at the Vallco Shopping Mall. It is just off I-280 at Wolfe.

Directions: Take the Wolfe Rd. exit from I-280 and turn west. Turn right on Stevens Creek Blvd. Turn left at first light.

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

Attention!!

Have your MG painted by a fellow sports car lover with 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 DPShockey@earthlink.net.

Mechanic s Creeper The Bone Rough Rider. Rolls over dirt, gravel and broken pavement. This one is in great shape and priced to move at \$100.00 (\$140.00 new). Call member John Hunt (925) 299-9006.

1967 MGB For sale. Good condition. British racing green. Interior, black leather, needs repair. Rust-free body. New tires, front brake pads, fuel pump. Odometer reads 82,985 miles. Previous owner was mechanic. Roll bar. Hardtop and soft top both in great condition. Asking \$5,500 OBO. Call Jillian at (415) 613-3434 and leave a message. jillian@jrudman.com

Wanted : MGA 1600 MK II or 1600 Roadster Call MGOC member Jim Stone (415) 454-7701, (eves), (510) 549-2929 (day). JStone@elsarch.com

1973 MGB/GT Just rebuilt engine, brakes, seats, etc. Overdrive. Good body, paint & tires. Originally Black Tulip color but now medium purple. Sat indoors since 1981. \$3800.00. Member Dan Shockey, (408) 923-3927, DPShockey@earthlink.net

Wanted: tube-type rear axle assembly (with bolt on hubs) that they'd like to sell. I'm putting a Rover 3.5 V8 in my '66 B Roadster and since I'll be running a Camaro 5 speed, the standard 3.90:1 gear ratio will work out just fine. Member Patrick Kaye, twopatz@greaterbaynet.com, (415) 897-9651 (Novato) Founder of the North Bay B s!

Wanted: tube-type rear axle assembly (with bolt on hubs). Member Ron King would also like to find one to replace the faulty unit under his MGB. (408) 226-6036, ronking@sbcglobal.net (San Jose)

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 DPShockey@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.

Every Sat. — Donut Derelicts, Mtn View, Martinez (see MGOC web site)
 July 8th (Thurs.) — **Club Meeting & Natter**, Page 23
 July 12-16 — GoF-West in British Columbia, See May *Octagon*
 July 17-18 — American LeMans Race at Sears Point, See page 6
 July 24th (Sat.) — **MGOC Sonoma Tour** Marla & Andy Preston, Page 5
 July 25th (Sun.) — SSTS Sadie Hawkins Day, Santa Cruz Mystery Tour. Info & RSVP: Helen Hill, (510) 547-3750, helenwhill44@aol.com
 July 30th (Fri.) — **South Bay Natter**, Page 23
 July 31st (Sat.) — **MGB V8 Conversion Tech Session** Tony Bates, Page 7
 Aug. 5-8 — Rendezvous, Bend, OR, Area clubs caravan, See May *Octagon*
 Aug. 7th (Sat.) — **Swap Meet at O Connor Classics**, Santa Clara, Page 4
 Aug. 13-15 — Monterey Historics, Laguna Seca
 Aug. 14th (Sat.) — **MGOC KTEH Pledge Drive**, Bob Wall, Page 16
 Aug. 15th (Sun.) — **MGOC T Register Picnic**, See page 11
 Aug. 21st (Sat.) — **MGOC Santa Cruz Tour**, Bob Wall, Page 9
 Aug. 29th (Sun.) — **MGOC Annual Picnic**, Fern area, Tilden Park, Berkeley
 Sept. 12th (Sun.) — **All British Meet, Palo Alto, MGOC Caravan**
 Sept. 18th (Sat.) — **MGOC Winery Tour** South Bay/Peninsula, Jack Ford
Oct. 2-3 — MGOC North Coast Weekend, Dave Newhouse, Page 12 **
 Oct. 10th (Sun.) — **CSRG Fall Frolic, Sears Point**; MGOC Track Tour for children with cancer, John Hunt & David Wright, with Morgan Club
 Oct. 16-17 — **Autumn Classic, San Juan Bautista**, MGOC & SSTS Caravan
 Oct. 30-31 - **MG Corral at Laguna Seca Vintage Races**, See June *Octagon*
 Nov. TBD — **MGOC Corte Madera Tour** (Combine with below?)
 Nov. TBD — **MGOC Tech Session**, Corte Madera British Greenbrae
 Dec. 11th (Sat.) — **MGOC Holiday Tea**, Milsaps, Alameda

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British Car Swap Meet!

Saturday, August 7, 2004

O Connor Classics in Santa Clara

8:00 a.m. until Noon

(Vendor set-up open at 7:30 a.m.)

Join us for the second annual Swap Meet to be held in the parking lot of O Connor Classics. We have missed the swap meets that were held at Mini Mania and this is one attempt to replace them.

We will close off the part of the lot directly in front of O Connor's for parts vendor vehicles, tables and cars for sale. Spaces will be on a first come, first served basis, available beginning at 7:30 a.m. There is plenty of parking for shoppers in the lots close to O Connor's.

We are specifically inviting the area MG clubs and O Connor's customers but feel free to bring parts for any British cars.

Vendors: bring tables, or you can sell from your car or pickup. We will make space for trailers. **There is no fee for vendors or shoppers.** O Connor's will provide coffee and donuts!

Directions: 2569 Scott Blvd., Santa Clara. From 101, take the San Tomas Expy. exit South. Turn left on Scott. Cross Central Expy. O Connor's will be on your left after you go through the next light at Walsh Ave.

For questions: Brian O Connor at (408) 727-0430 or Dan Shockey at (408) 923-3927

Co-Sponsored by O Connor Classics and the MG Owners Club with the SF Peninsula T Register



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Golden Gate Racing Circuit

By Mike Jacobsen, (NAMGAR GT-9 was hosted by our club in 1984)

This is an excerpt from an on-your-own tour of SF that I wrote for GT-9. It should be checked to make sure that the directions are still accurate. For example, South Drive is now Martin Luther King, Jr. Drive.

0.0 Lincoln & 41st. Turn left and go into Golden Gate Park. Guess what? After the next stop sign, you're on a race course! The Golden Gate Road Race of the early 50s ran through the Park. The event was similar to the ones in Pebble Beach, Palos Verdes, Watkins Glen, etc. at about the same time. Let's turn a lap!

0.3 Chain of Lakes & JFK Drive. (This is the next stop sign.) Turn right — this is turn 7. About a tenth of a mile ahead is where the Start/Finish line was. We'll continue on through turns 8 & 1 to

1.5 JFK Drive & Transverse. Turn right — this is turn 2. (It's the next stop sign.)

1.7 Transverse & Middle. Turn 3 — a hard right.

2.4 Middle & Metson. Turn 4, a hard left, followed by

2.5 Metson & South (MLK, Jr.). Turn 5 — back to the right again.

3.0 South & Chain of Lakes. Turn 6, right, and that's the lap.

The race was always held on the first Sunday in June, and tens of thousands of people would turn out for the weekend. Sadly, MGAs never ran it — the last race was in 1954, thirty years ago. But it must have been something.

It's fifty years ago now, and I still think it must have been something. *(It is time we had a series of tours to these old race tracks. — Ed.)*

From a slide given to Gary
Corsiglia of San Luis Obispo



MG TC Special at Golden Gate Racing Circuit. See March, 2004, *OCTAGON*.

If It Isn't One Thing It's Another!

by Keith Ansell, from Announcer, Columbia Gorge MGA Club

Two new reports about Doing something better.

I have been installing solid state ignition on MGs and other British cars for years. There is a definite improvement in horsepower, smoothness of running, easier starts, no points or timing to ever adjust again and better miles per gallon. But all of a sudden I am finding most of the tachometers I use with MGB engines (Smiths electronic tach from 1965 to 1968 MGB) into MGA conversions don't take kindly to solid state ignition. This also applies to all MGB tachs from 1965 to 1975. They just don't read correctly most of the time. Some are acceptable after removing a loop of wire from the back of the tach. Pertronix conversions seem to have the least problem. The better the spark/system the worse the tach is. The solutions are to put up with points, install any aftermarket tachometer (ugly!) or spend \$198 to convert the Smiths tach to work with electronic ignition.

Redline brand Manual Transmission fluid (MT90) works wonders for most MG transmissions. But for some gearboxes, it stops you from getting into second gear! The redline quiets down most gearboxes and makes the synchros work better in all gears. If the product makes second gear hard to find, drain the redline and refill with Castrol 20W50. It takes a few miles (about 50) and second comes back. This only seems to happen with newly rebuilt gearboxes, older gearboxes love the stuff. Who'd a thunk!

Sometimes the best things have a down side.

JLS Winner Correction

In the hotly contested MG Midget category at Jack London Square, Kimey Burkdoll edged out David Richardson. Her white 1968 Midget features Betty Boop artwork. I wrongly reported David as the class winner in the June OCTAGON. My apologies. — Dan



BODEGA BAY TO VINEYARDS TOUR

July 24, 2004

Led by Andy & Marla Preston

We hope you can join us on the 24th July for this tour of the breathtaking Sonoma Coastline with visits afterwards to at least 2 of the finest wineries in the Dry Creek Valley Appellation. Picnic lunch will be on a deck high above the Dry Creek Valley with stunning views of the Sonoma County wine growing regions. Following lunch the tour will continue to the Alexander Valley, which is world-renowned for its Cabernets and Zinfandels. For those wishing to depart after lunch there is a short cut to highway 101.

We will meet in Rohnert Park at the Albertson's parking lot at 9:30 for a 10:00 trip departure. From the south:- Take 101 North to Rohnert Park Expressway, turn right at 1st signal and right again at the next signal (Commerce Blvd.) and enter the parking lot right after the Valero Gas Station.

We will be having a picnic at the 2nd winery so either bring your food from home or you can purchase something at Albertson's supermarket before we leave. **Also make sure you have a full tank of gas.** Recommend layers of clothing because it can be chilly at the coast this time of year.

Any questions call Andy or Marla Preston at (707) 795-3480 or email us at andypreston@sbcglobal.net. Please R.S.V.P by July 20th so we can make arrangements at the wineries.

Looking forward to seeing you then!!

P.S. We will have our cell phones so any problems along the way call Andy @ (415) 559-9858 or Marla @ (707) 529-1446

An MGOC Event. Everyone is welcome.

Lola/MG Success at Mid-Ohio

Lexington, OH - JJ Lehto and Marco Werner won Sunday's American Le Mans Series race at Mid-Ohio Sports Car Course, after both contending Dyson Racing Lola machines experienced problems.

Lehto and Werner in the Audi R8 won by a lap over the Dyson Racing Lola EX257-AER/MG of Chris Dyson and Andy Wallace, which had led 35 laps early in the race.

Lehto, from Finland, gained the lead on an exchange of pit stops just over an hour into the timed event of two hours, 45 minutes, on the 2.25-mile road course. Werner, from Germany, had driven in the first hour but had been passed for the lead by Wallace. Wallace and Werner remained close as Wallace stayed in front for 35 laps.

Werner survived a collision with another car while trying to catch Wallace and the Audi sustained only minor damage.

After gaining the lead, Lehto built an advantage over Chris Dyson, who replaced Wallace during the only full-course caution of the event, and Dyson later spun and lost a lap while trying to make up the deficit. Lehto then maintained the advantage to the finish.

"Marco did a brilliant job in his stint and had a hard fight with Andy," said Lehto. "It was very clever of the Dyson team to not go to Le Mans and instead stay here and prepare their cars. They will obviously be very competitive in the next few races."

"The car was good, as fast as the Audi," said Wallace. "But today was just not our day." The pole-sitting Dyson Lola of James Weaver and Butch Leitzinger, which had been expected to contend strongly for the win, lost an engine on the first lap of the race.



MG

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HEAVY DUTY UPGRADE.....	10.00	10.00	
SHOCK LINK (New or Rebuilt).....	Scall		

BRAKES : sleeved and rebuilt

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MGA, MGC caliper	\$125.00
MGA, Midget twin master 1956-1967	\$165.00
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MGC booster servo	\$375.00
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Upcoming Events

The Locke & Ryde Tour, scheduled for July 18 was canceled because of flooding in the area. (Replaced by Wine Country Tour below.)

The MGOC Annual Picnic: It was agreed that this event should be held at Tilden Park in the East Bay Hills on Sunday, August 29. Mark Hertz, a club member and an East Bay Park Ranger, has kindly offered to help the Club obtain a suitable site.

North Coast Weekend: (Oct. 2 & 3) Dave Newhouse has many friends in the area and has offers of accommodation for about 20 people! Let Dave know if you wish to avail yourself of this generous offer. It would be nice if people who stay at Dave's friends' houses were to pay for their hosts to attend the Saturday evening BBQ party. The possibility of the Club subsidizing the cost of the dinner was also discussed. It was agreed that after we know the BBQ party costs the Club should further discuss this idea.

The Holiday (Christmas) Tea: The date for the Holiday Tea at the Milsap's home in Alameda was set for Dec. 11 (at 2pm).

Wine Country Tour: The date for this new event was set for Saturday, July 24th.

Old Business

It was confirmed that the Club is a paid-up Chapter of NAMGBR. The MGOC gets liability insurance through NAMGBR (and NAMGAR).

New Business

The amount to be paid to Bev & Tom Morgan for the JLS music was agreed upon.

It was agreed to give Nadia, our helpful hostess at the Pub business meeting, a club T-shirt.

It was agreed to consider the sale of old JLS T-shirts & memorabilia at cost after the event.

JLS attendees who registered but also paid for parking will be reimbursed.

It was agreed to continue to evaluate other locations for the JLS show. Alternates to be considered: Lake Merritt — Dan Shockey to check into. Washington Park, Alameda, Dan Shockey. Bridgepoint, San Mateo — Bob Stine. San Leandro Marina — previously checked.

It was agreed to set up an awards cost budget for the next JLS event.

It was agreed that the Club should obtain bids from suppliers for providing both the general class and premier class awards.

The meeting was adjourned at 9:41 p.m. The next Business Meeting and Natter will be on July 8.

Respectfully submitted, David Wright, Secretary, MGOC

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Minutes of the MGOC Business Meeting Held on June 10, 2004

The Meeting was called to order at 8:00 p.m. Present were Mike Jacobsen, Bob Stine, George Steneberg, Dan Shockey, Randy Grossman, Dave Newhouse, David Wright and Ken Geltings.

The minutes of the May meeting were accepted as read.

Treasurer's report: The Club is still solvent. Mike Jacobsen reported on the current balances of the accounts. All the bills are now available from the Jack London Square event and the results are the Club had a small positive balance on that event.

Secretary's report: The Secretary was present.

Registrar's report: The Club's membership is increasing. At this time we have 254 members.

Regalia report: The Club now has a stock of MGOC window clings (in black & white same as MGOC grill badge). Price is \$2 each. The Regalia secretary will order additional MGCC grill badges, key fobs and coffee mugs from England.

OCTAGON Report: Dan Shockey would like to obtain the assistance of a content editor. Two new advertisements have been obtained. Both are paid to the end of the year. A nicer looking *OCTAGON* would be possible if the weight were increased from 1 oz. to 2 oz. However this is a big step financially.

Past Club Events

Jack London Square (JLS): Good things: people at the event seemed to like the togetherness of the new site. The music mix between live playing and CDs was considered a good one. A vote of thanks was given to George Steneberg for the great car class signs he made. Dave McCann's hard work in adding up the people's choice votes & allocating the prizes for the various classes was commended.

JLS: Things that could be improved: The awards had to be put together on the day. This was because of a problem with the supplier. The Club was late getting set up as the JLS representative was late getting to the event location with the cart, etc. There were no signs regarding No Parking at the event location. The Raffle should in future be held earlier. The more expensive regalia items should have their prices marked. We should add some small size T-shirts for children & grandchildren. We should reduce the total number of shirts.

The quality of the awards was discussed.

<p>Martin Hveem Automobile Restorations</p> <p>Tel: 530 529.6450 Fax: 530 529.6452 1520 Schwab Street Red Bluff, CA 96080 martinhveem@earthlink.net</p>	 <p>Classic & Antique Restoration Service Repair</p>
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V8 Conversion Tech Session Saturday, July 31, 2004

**Tony Bates Home, Saratoga
9:30 a.m. till Noon**

The trials and tribulations of a V8 conversion.

MG HEALTH WARNING: This session is not for MG purists!

Starting with a 1974 MGB roadster (chrome bumper), the finished car will look like a 1967 MGC roadster with a Sebring body kit. The engine is a 4.2L fuel injected Rover V8 with a GM-T5 (from a Trans Am) transmission. The interior will include a custom dash based on an Mk1 steel dash modified to take the 1974 collapsible steering column and fitted with UK right hand drive style MGBV8 binnacle, instruments, switches, center console and full air conditioning. Seats are from a Pontiac Fiero.

The tech session will be a "questions and answers" session. I will explain what modifications are needed to fit a V8 into a roadster and also talk about the challenges of fitting full heat/cold air conditioning.

Tony Bates, tony@batesfamily.net

5081 Woodbrae Ct., Saratoga

(408) 666-6174

Directions: Get to Hwy 85 in the San Jose and Saratoga area.

Take Hwy 85 to the Saratoga Ave. exit. Go northeast.

Turn right on Cox (2nd light after Hwy 85)

Turn right on Quito Rd. (Quito becomes Lawrence Expy. further north)

Turn left on McCoy Ave.

Turn right on Glenbiar Dr.

Turn left on Woodbrae Ct., Tony is at 5081 Woodbrae Ct.

An MGOC event — Everyone is welcome!

<p><i>Jim Griffin & Son</i> <i>British & European Car Repair</i></p>		
<p>GERALD GRIFFIN PHONE 650/589-7619</p>		<p>FAX 589-7635</p>
<p>1261 SAN MATEO AVE., SAN BRUNO, CA 94066</p>		

New Members

Scott Brown of Redwood City has had his '61 MGA for a year and a half, and his '62 MGA CSRG racer for three years. Now that I have my street car fully functional — I hope to get some photos. The car was used in a feature film she in Redwood City. I have a few great shots of the stars in the car that I will send your way. Scott's race car MGA took first place (in class) at the Palo Alto Concours in June. (See photo below and article on page 15.)

Delicia Hegwood in San Francisco has a '74 MGB that she's owned five years.

Mark Potsdam of Mountain View has had his cream '71 MGB for just two months. He learned about the MGOC at O'Connor's. Someone at the JLS event mentioned that the car used to be owned by his neighbor (in San Jose?). I'm having a great time with the car, and wish I had gotten one sooner. Piper, my Golden Retriever, has come to enjoy the car as well now that he knows it makes frequent trips to the beach, although he wishes the passenger seat was a bit bigger. I'm looking forward to your continuing series of Tech Sessions for Dummies. (I definitely qualify).

Bonnie and Edward Sigismondo of Antioch have owned their white '75 Midget for six months, and found out about us from a friend. Ed had his eye on the Midget parked around the block for a year and bought it as soon as a For Sale sign appeared. The seller had put a lot of money into it and it looks and runs great. Ed has done a few things do it. He built muscle cars including Corvettes as a younger Motorhead. Bonnie is glad it isn't another motorcycle. He is really happy with the Midget and says he gets lots of comments. Son Jack is only three but will have many fond memories of this car. Ed is interested in tech tips and seeing other Midgets.



We were asked to bring #31 to the Palo Alto Concours to represent historic racing and won first in class. Go figure! Scott Brown

Shockey Photo



MG Displays Report

We took some of our MGs to two display events in June. At the Art & Wine Festival at Heather Farms Park, we had a total of twelve MGs but an unusually strong variety of MG models. We had a TC, a TD, a Midget, an MGC, two MGAs plus MGB/GTs and MGB roadsters of early and late styles. This is a large event so we had a lot of folks coming by. Our location was easy to leave early from and had shade and a breeze yet was right next to the tent city.

Everyone really enjoyed the Celtic Festival at Ardenwood Farm Park. There were so many interesting things going on plus good music and dancing groups. We parked under a row of trees right at the edge of one of the main exhibit areas. There was a sword fight right in front of us as well as a scrap metal, fire-breathing dragon. Felix Wong and Steve Reed got a ride on a huge steam-powered tractor. The costumes were great as well as all the old weapons. We had eleven MGs present at this event but with less variety, MGBs plus two TDs. A couple cars were able to get out early. The requirement to stay until 5pm kept away some members.

Let the Club know if you wish to do more such events.

- Dan Shockey



MGOC at KTEH Volunteer Night

By Bob Wall

Even though it was Father's Day, we had nine people from MGOC show up to answer phones and take pledges at KTEH, Channel 54. It was British Comedy night, and since we are all MG people, what better occasion to get together than what I thought was a night dedicated to our MGs. (Take it easy, I'm just kidding, although I don't know how it could be considered British Comedy Night without Benny Hill). From the feedback I have received, a good time was had by all.

We were also joined by a couple of Science Fiction groups, so I felt like I could have crossed over from one group to the next. They were: SiliCon 2004, a non-profit, sci-fi media convention (their Chairman was telling me about a TR3 that he knows of that's all in boxes just waiting for a buyer); and Legion of Rassilon, a *Dr. Who* group. (One young lady made me feel like I was an idiot because I didn't know what Legion of Rassilon was. I don't watch *Dr. Who*.)

More people expressed interest, but didn't want to work 6:00 — 11:00 p.m. on Sunday night, especially on Father's Day. Below is a list of those who attended. As a group, MGOC members collected \$5,640 in pledges. With matching contributions from current members, and the feds, we collected over \$11,000. Dinner was provided by Austin's Texas Barbecue (yummy).

Attendees: Bob & Michelle Wall (my favorite daughter), Dan Shockey, Dave McCann (All the way from Oregon. OK, he was here for other reasons too.), David Lehr, Doug Paris, Jack & Rada Ford, and James Brown (Not The Godfather of Soul).

Thanks to all who participated, and hopefully we will have a lot more for the next one. I promise to give more notice this time, and I'll try to pick a better shift. I had to drag my bum out of bed and go to work the next morning. Dinna wanna go.

New Opportunity: On Saturday, Aug. 14th we are going to do it again. This time it is from 1:00 — 6:30 in the afternoon.

Someone in the North or East Bay should look into doing this for KQED, Channel 9; and somebody on the Peninsula can check out KCSM, Channel 60. I'd be glad to help if I can and I would probably show up for the session.

Please let Bob know if you may be able to participate: (408) 739-2373

Dawgface45@aol.com

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Tour to Santa Cruz

Saturday, August 21, 2004

Led by Bob Wall

Bob will once again lead us to great roads and scenic sites on our way to the wharf at Santa Cruz. Info next issue.

MGOC Annual Picnic

Sunday, August 29, 2004

Tilden Park, above Berkeley

Our popular Picnic will be held at the Fern picnic site at Tilden Park. (10am to 5pm.) Full info next issue.

Cancelled

July 17 MGOC Drive to the Delta

Because of concerns with the flood damage limiting our touring options, plus the July heat and the other activities in late July, we elected to reschedule this tour for later.

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DRIP PAN

News and Articles from the Peninsula T Register

Clutch Lever Modification

By T Register member Carl Cederstrand, reprinted from several periodicals

The July, 2001, issue of *Octagon Topics* included an article by Mike O Connor in which Mike discussed his modification of the TD/TF clutch linkage. In the March, 2002, issue of *Octagon Topics*, Charles Garver reported that he had tried the modification and was very pleased with the result. I recently made the same modification and I am also very pleased with the result. Mike, Charles and I are in complete agreement. Changing where the clutch link is pinned to the clutch lever is one of the best things I ever did for my MG.

Why should anyone want to modify the clutch linkage on a TD or TF? The original linkage obviously works and has done so for five decades. With careful control of one's clutch leg, one can generally attain acceptable shifting with the original clutch linkage. What's the problem?

Connecting the clutch link to Mike's new (higher) clevis-pin hole produces a clutch from a different universe. The length of the lever arm that operates the clutch link is reduced to 71% of its original length. This reduction in length makes a significant difference in the operation (feel) of the clutch. It isn't the same MG. The operation of the clutch becomes both: (1) smooth as silk and (2) more forgiving of driver inattention. Take my word for it, this O Connor modification works. If you try it, you will like it.

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so we built a 9.5:1 motor, open exhaust, put a mild version of our race suspension on the car, larger radiator, 72 spoke wheels, added a comp windscreen, pulled bumpers off and added a front valance. Sort of a hot rod A. It's a work in progress and does keep me busy on the weekends. The car was used in a feature film shot in Redwood City last month.

Best — Scott

Scott Brown is On Track
with his MGA Racer



MGB Motor's Heritage

By MGOC member John Hunt

Did you know that MGB's motor, the BMC's B-series motor was designed by one of the original dream team engineers from Abingdon's glory days of the 1930s? Yes, it was designed by none other than H.N. Charles.

Who is he? In 1929 he joined the design office at M.G. During his tenure at Abingdon, He was directly responsible for the chassis and engine design and development for every MG model at Abingdon until 1935. This included, of course, the groundbreaking R-Type race car. Unfortunately, the R-Type was also the end of M.G.'s racing program since Lord Nuffield disapproved of the development cost of this model.

By 1938 H.N. decided to go back to aeronautics. He spent his time in propeller design during the war. After the war, he went to Longbridge to work on the design of the Austin A40 sedan, where he was instrumental in developing the 1.2 liter engine, which went on to become the British Motor Corporation's B-Series unit. This engine was later enlarged to 1.5 and 1.6 liters for the MGA and fans of the MGB will recognize this as the unit in their own cars, albeit at 1.8 liters. From open to close, then, H.N. Charles's influence spanned MG's years at Abingdon.

Material source and quotes are from article by Greg Perigo of *MG World* magazine.



H.N. may not have had this in mind. A member reports he got a little carried away at the powder coater's. Will be fun to see it in his MGB. The color is a bright, luminescent yellow.

(Sorry, I forgot who sent the photo. — Ed.)

Had Every Color

By new member Tom Branca, written April 30th and forgotten by your Editor

My first experience with sports cars occurred during the late sixties while still in the service. I and a few friends, while in port (Alameda) for a few months, bought a Bug Eyed Sprite, an MGA and a TR3. I was the owner of the TR3. We raced around every weekend up and down the coast and rallied to Mt. Tamalpais on a regular basis.

Upon discharge in 1970, I found myself selling my TR3 and buying not one but two MG TDs, (1952). My main transportation during my back-to-college days were these 2 MG TDs and an old Norton motorcycle. After a few years and being stranded by side of the road one too many times I sold them all and bought a '56 190SL Mercedes. In time though I sold that and began my on-going relationship with MGBs.

I've now owned an MGB (I think I've had every color) for about 30 years. I've never owned anything later than a '72 and at various times have owned more than one or even two. At present my blue '72 has been in my possession for many years and has seen me through two wives. It has gone from everyday transportation to weekend outings to monthly maintenance drives and then back again. My wife loves it and my ten-year-old always wants to go somewhere in it. It is currently at the MG garage in Kensington for its winter-into-spring check-up. With the beautiful weather we are having here in Oakland, we are anxiously awaiting its return!

Scott's Milk Run

By new member Scott Brown

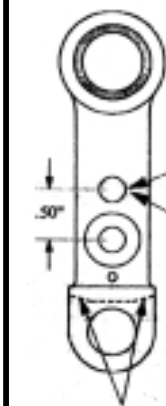
I reside in Redwood City just a stone's throw from Alice's Restaurant. I can frequently be seen driving my 1960 MGA on Highway 84 past Alice's, through La Honda to the coast. I call it my milk run.

But this is how it all started. Four years ago, my best friend's father passed away leaving him with an album of vintage photos of his race history in the Bay Area. Of all the cars he raced, the MGA stood out. After more than one beer talking about his Dad's racing exploits, we decided it was time for us both to get back to racing together as we had in the '80s and '90s with SCCA. We decided vintage racing would be our next great adventure. So the search began for a race-ready MGA.

Armed with only the love of the car I began the search nationwide for a car. After nearly three months of daily emails and phone calls, I located a car out of the Chicago area. The build sheet looked fair, but what won us over was the fact that it looked identical to his dad's car. The deal was made and we shipped the car out west. We raced it for two years, developing the car with Bob Yarwood of Yarwood Engineering. Last winter we did a complete cosmetic resto. of the car to its present state. We race with CSRG and HMSA vintage organizations. We raced at the HMSA MG Reunion race this year. I finished second behind the Flying Shingle on Sunday.

Two years into racing I began to feel the need for a street car so the search began again. Unable to find a nice A in the Bay Area (are you ready for this) I went on Ebay and finally found a car to bid on. Well, it arrived, and visually it looked pretty good, but I had a real mechanical mess on my hands. This (restoration) was merely a quick clean-up of a car that had been sitting for a long time. A lesson learned. So I called Bob Yarwood up and said I would be sending my street car for a diagnosis. The call came, and the news was not good. We went entirely through the motor, tranny, suspension, hubs, kingpins. You name it, we fixed it. I really wanted to do something

Mike O Connor's Wonderful Clutch Lever Modification



This is the new clevis-pin hole for the clutch link.

Drill a 0.25 dia. through hole for the clevis pin.

Also file two bevels on the inside of the yoke. This prevents the yoke from interfering with the threaded rod on the end of the early clutch cable or on the end of the later clutch rod.

The next step will be to make up new clutch levers with a proper hole. Just drilling a hole in the existing lever is for the birds. As long as a Mark II clutch lever (on sump) is required, why not do a Full Monte and also make up a Mark II clutch lever for the clutch cross shaft? Why both levers? Extend the overall length of the lever on the clutch cross shaft (bell housing) beyond its existing clevis pin hole. This would provide an attaching point for a return spring. A return spring in this location would finally eliminate the backlash in the clutch linkage. Cheers. The factory return spring pulls the clutch pedal back and removes the backlash in the barrel pin. It does nothing for the backlash in the clutch link.

This is what is so nice about T-series MGs. Some of the developmental engineering is left for the owners.

From: *Octagon Topics*, Vol. 32, No. 3, April, 2002

See also *mgTalk*, Vol. 27, No. 7, July, 2001 for original article.

Peninsula T Register Picnic

Sunday, August 15, Noon to 5pm

Register Chairman Jim Carlson has added a picnic to the Calendar for Sunday, August 15. The picnic will be held at the traditional NorCal MGA Club location of Huddart Park near Woodside. (Info in August *Octagon*.)

Of course, everyone is invited to attend with any MG (or without). And also come to the MGOC annual picnic in Berkeley on August 29.

We stated a noon start time but someone will need to be there early to hold the site. You are welcome to come earlier and spend the day.

More info in the August issue.

Info: Jim Carlson, (408) 257-9976; mgjim@att.net

Everyone Welcome!

The MG Owners Club Presents the *North Coast Extravaganza!* October 2-3, 2004

Join fun-loving folks from the MG Owners Club on an overnight trip to Anchor Bay. Spend an evening on the coast watching the sun set with good friends, old and new. Several individuals and couples have already indicated they plan to make this adventure.

My house is in Anchor Bay in the Banana Belt on the ocean in south Mendocino County. The back roads are amazing and will be great for a run. There are multiple wine appellations as well as breweries that could be visited. Many car clubs go up Hwy 1 as it is a great destination. The best month of the year is October with warm weather, no wind and fog like other months of the year.

We will pick up fresh oysters at Sweetwater in Tomales Bay and later have a barbecue at my house. I have three acres so there's plenty of room for a group of MGs. I will also lead a club tour of some of the nice roads up there on Sunday morning before we head home. There may be time for some touring and sightseeing on Saturday afternoon, too.

Motels there are asking for two night stays due to the fact that it is a high-volume month for tourism. Camping is an option (my place or at a campground), and I have many friends who have offered to put people up for the night. Motels may get more flexible as the date approaches.

The Itinerary:

Meet in San Rafael at 9 a.m. Saturday morning, Depart by 10 a.m. My place is only about 100 miles from San Rafael.

Stop for fresh oysters (and other BBQ delights) at Sweetwater in Tomales Bay. Stop for lunch at historic Fort Ross.

Arrive at Anchor Bay mid-afternoon. Unpack or set up camp.

BBQ Party Saturday evening at Dave Newhouse's place on the ocean. Right now we're looking at barbecued oysters, steak, and perhaps corn on the cob.

Short tour & brunch Sunday morning

Head home by mid-day Sunday

Dave Newhouse, 510-248-3456 (work), 925-736-4996 (home). Email preferred: Dave.Newhouse@kp.org

Let Dave know you are planning to participate so he can plan the BBQ and arrange low-cost lodging for all of us. Lodging space may be limited so reserve a space right away!

The Anchor Bay Experience

Anchor Bay in Mendocino County has one of the most beautiful beaches in North America. Anchor Bay is located in the sunny "banana belt" of the south Mendocino Coast where temperatures are mild throughout the year. The Mendocino Coast is magnificent, full of intriguing rock formations.

Anchor Bay (Below) Faces South



Mendocino Village is a picturesque, one-hour drive north on Highway One with many unique shops, art galleries and famous restaurants.

The quaint town of Gualala is located just two miles from Anchor Bay. Browse through art galleries, the Gualala Art Center and specialty gift shops. Choose from a wide selection of eateries and fine restaurants.

The Point Arena Lighthouse and Museum is open to the public. Besides the museum, they will even allow visitors to the very top of the tower to see the still-in-place historic lens.

Hiking: On the south side of the Gualala River, the Sonoma County Parks Visitors Center is a great place to start investigating the five access points along the Sea Ranch coastline. Inland a bit, the Gualala River bed allows for several miles of walking. Manchester State Beach (15 miles north) is five miles long and there are interesting dunes and views of the lighthouse.

Beach Activities: Tide pooling, sand castle building, sun bathing, surfing, boogie boarding, skim boarding, jogging, or doing nothing at all. For the kids, the water is cold but safe. A lightweight surf suit can give them more time in. There are no rip currents or submerged dangers to worry about. At times a small lagoon/pond forms where a creek meets the beach.

Sea kayaking has boomed. Anchor Bay's ocean-level access makes putting in a kayak a snap. Chicken Cove, 1/4 mile up the beach, is almost always as calm as a lake. A 3/4-mile paddle out to Fish Rocks Island begins a world class experience.

Anchor Bay Campground: (707) 884-4222; <http://www.abcamp.com>