



THE OCTAGON

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



Since 1957!



Brits by the Bay
Photo: Andy Preston
Andy's yellow TF

July 2025

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 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.

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COMMERCIAL ADVERTISING IN *THE OCTAGON*

Direct all questions about advertising to

webmaster@mgocsf.org. 2024 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, 12632 Edith Dr., Garden Grove, CA 92841

RECRUITING MEMBERS FOR THE MGOC

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

MGOCSE.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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Don't miss the MGOC

John Muir Back Roads Tour!

Discover the back roads of Contra Costa County, learn about John Muir who laid the foundation for the national parks in the United State, walk back in time to experience a house that was built in 1883 in Italianate-Victorian design and finally, enjoy an All-American BBQ lunch at Russ & Bob Taft's Last Chance Garage in Benica.

Date: Saturday, July 12, 2025

Start time: 9:30 am

Where: Meet at Si Si Café, 910 Country Club Dr., Moraga, CA 94556. Everyone can get drinks, a bite to eat or use the rest room. We will hand out driving notes for the day here

Departure: We will leave Si Si Café at 10:00 am and it's about a ½ hour drive to John Muir National Historic Site at 4202 Alhambra Ave., Martinez, CA

On site: Tour John Muir house, watch ***A Glorious Journey*** - a 20-minute movie highlighting Muir's contributions to conservation. We will be here for about 1.5 hours. Plenty of time to explore, chit chat and just hang out and have fun. No admission or parking charge

Tour to Lunch: At noon, we will caravan to Russ & Bob Taft's Last Chance Garage at 4728 East 2nd Street in Benica, CA. About ½ hour drive

Lunch: 12:30 pm, drinks and snacks will be served at Last Chance Garage and BBQ will be fired up for hot dogs

Additional Details:

Hot dogs, chips, and drinks will be provided. To ensure we have the right amount of food, please RSVP

If you have special dietary needs, please feel free to bring your own lunch.

RSVP or ask questions, please contact John Hunt via cell at 925-330-7849, text or email at huntsails@comcast.net



Monterey British

Our **ALL-BRITISH** car show on Monday, August 11th, 2025 is already half full with registration open until July 6th. I invite everyone to join us for this wonderful, and historic return to the already ~~fantastic~~ lineup of Monterey Car Week events.

Our day is open to all British Marques, years, models, and conditions – no toothbrush cleaning required (unless you want to). We will have over 80 cars on the gorgeous lawn surrounded by the Santa Lucia Mountains. So far, registrations include: Aston Martin, Austin Healey, Bentley, Daimler, Jaguar, Land Rover, Lotus, McLaren, MG, Mini (both Austin and Cooper), Morgan, Rolls, and Triumph.

I'm also thrilled to announce for anyone interested in making a weekend out of it, Sunday will start with the first ever cars & coffee hosted by our local Jaguar Land Rover Volvo Monterey dealership. From there we have put together a scenic drive through Pebble Beach ending with lunch at a private location.

For registration and more information, please visit www.jags.org

I am always available for questions and hope to see everyone in August!

Cheers,
Kristan Neubecker
Pebble Beach
Monterey British Host
montereybritish@gmail.com



CALLING ALL BRITISH MARQUES

Monterey British

Monday, August 11th, 2025

Carmel Valley Community Park 1pm -4pm










Presented by:



Information & Registration at www.jags.org

Registration open February 1st through July 6th





From the Editor

Greetings, MG Fans,

30 June 2025

We had good events in June. Unfortunately I had come down with a sinus problem and spent two weeks miserable at home. I hope you did better.

Since then we went on vacation to Orlando to do the theme parks and generally wear ourselves out. It was hot and humid mixed with rain and thunderstorms. I enjoyed the car themes at Disney. They still have the little race cars with noisy, smelly gasoline engines. Plus steering worse than any MG. And Mickey and Minnie go off on a picnic in what looks like a red MG.

We went shopping at an outlet mall where there was a Disney "Character Warehouse" with genuine marked-down stuff. There was a Puma shoe outlet store there as well that had driving shoes that I had not seen before. I bought a nice pair for only \$50 and could have had the same shoe for \$40 if I wanted white instead of black. They have a BMW logo on them. They are narrow with rounded heels and stiff soles. I needed a new pair.

We always have some good events so hope to see you and your MG soon!



Safety Fast Forever!

Dan



Shockey Photos



President's Commentary

An Active June

June was an active month. Having just returned from the Scenic Mount Tam & West Marin Drive, I'll start with that. Bob Bundy and Marty Rayman put together a wonderful ride starting from Sausalito up Highway 1 over Mount Tamalpais, through Fairfax, through Nicasio terminating at the Pacheco Winery in Novato. It was another top-down shirtsleeve weather drive on roads that required every gear. 11 MGs, one Spitfire and two other autos participated.

A couple of roads over Mount Tam I recognized from explorations I did in my college years. It was in a '65 Corvair Corsa at the time as my father would not insure an MG. Those same roads looked and felt like they hadn't been paved since my college years either. We had one stop, interesting enough, at the Marin Bicycle Museum in Fairfax. We were joined there by Marty Rayman who was recently injured in a bicycle mishap and who did not join us on the ride. Marty and Bob are avid cyclists.

The museum features bicycles from "Penny Farthings" through modern types. Can you believe a Porsche bicycle? Of note, many of the early auto manufacturer's started out producing bicycles. Cadillac, Dodge, Humber, Winton, MG and Triumph are some of the names I recall. Whether original, or a reproduction, they even had the first bicycle type, a German invention that helped you run. Two wheels, a seat and handlebars, all you had to do was straddle it and run!

The Pacheco Winery was a trip back in history as the owner relayed how his ancestor, a Mexican soldier and Alcalde, was granted land of his choice that originally covered a large part of Marin County. The wines are all cabs and we tasted their "Library Collection" of 2001, 2002, 2003, 2004, a current vintage and a barrel selection. Pacheco's wines aren't blended for early consumption; they are 100% estate varietals laid away until aged ready for consumption. The first bottle was 25 years old and wonderful.

Last Saturday was a Sorry Safari Touring Society ride that the MGOC was invited on. It toured around the Lexington Reservoir, up the old Santa Cruz Highway, over the summit, down to Branciforte Road, through Santa Cruz to Graham Hill Road, up to Highway 9, and terminating at the Brookdale Lodge for lunch. Connie's and my return was up Highway 9, a left on Skyline and a right down La Honda Road to Highway 280. Another fun day driving through the redwoods and seeing vast panoramas.

This tour was hosted by Steffen and Lorin Guy and was virtually the same route I took with them the year before last. It strikes me that if you have a good route there is no reason not to repeat it. When the planning meeting comes around, "keep it in your back pocket" for use when no one has one to offer.

June 7th was ***Brits by the Bay*** at the Bon Air shopping center in Greenbrae. It expanded on our ***MGs by the Bay*** theme and included all British makes from the 1980s or prior. My recollection is that there were close to 60 cars there. The majority of the autos entered were MGs, which figures as our group is the most familiar with the format and with Bon Air. I see a greater array and larger numbers next year as the word gets out among the various British car groups.

Bon Air is an excellent place to hold an event like this. The most outstanding auto and a winner of two awards was the 1937 MG SA Drophead Coupe. To my mind, the hardest group to choose the best car was the Jaguar group. Every Jag entered was worthy of my vote. Then there were the Land Rovers; how do you make a choice? Beauty, ruggedness, or patina from outdoor use? I would be remiss if I didn't mention the roles Marty Rayman and Bob Bundy played in working with Elizabeth Pontious of Bon Air to get this event off the ground. Andy Preston was also instrumental in the effort.

It was a great day, nice weather and I'm looking forward to the event next year.

Doug

MGs on the SSTS
Juneteenth Ride
Hollander photo



Car Week Events 2025

from Alan Campbell

Vicki and I will be attending Monterey Car week all week. There are several reasonably priced events open to our MGs including:

Sunday, August 10, 10 AM - 4 PM: Pebble Beach British, Del Monte Forest, sponsored by Jaguar Associate Group: <https://www.jags.org/event-details/pebble-beach-british>

Monday, August 11, 1 - 4 PM: British Car Meet, Carmel Valley, sponsored by Jaguar Associate Group: <https://www.jags.org/event-details/monterey-british-2025>

Tuesday, August 12, 9AM-5PM: Classic Monterey Kick-Off, Lighthouse Ave. Pacific Grove, sponsored by Classic Motorsports/Hagerty: <https://www.motorsportreg.com/events/2025-classic-motorsports-monterey-kickoff-pacific-grove-california-819134>

Wednesday, August 13, 12-5 PM: Little Car Show, Lighthouse Ave., Pacific Grove: <https://www.thelittlecarshow.com/>

Friday, August 15, 12-5PM: Pacific Grove Auto Rally, Lighthouse Ave., Pacific Grove, sponsored by Rotary Club of Pacific Grov: <https://pgrotary.org/annual-pacific-grove-concours-auto-rally/>

Ironstone Concours

Ironstone Concours 2025 will feature a special MG T class (open to all Ts). Here is the link to the website: <https://ironstoneconcours.com/events/>. Ironstone Winery is located in Murphys, CA, which I imagine many of you may know. Registration is \$125 plus there are other add on events. We are signed up with our TB. Hope to see you there.

The Ironstone Concours is promoting a featured car class at this year's event in September.
"The MG T series, the car that turned America on to sports cars"
So far, we have about 6 cars signed up.
We would like to have about a dozen. Could we put a blurb in the Rough Riders ears about entering a few TCs????



For 27 consecutive years the Ironstone Concours d'Elegance has been held on the 1100-acre estate of the Ironstone Vineyards Winery and Historic Museum in Murphys, California; in the heart of the famous 1849 California Gold Rush. The show features over 300 period-correct automobiles through 1973 including classic, vintage, antique and race cars, vintage trailers and commercial/military vehicles as well as agricultural engines and a display of modern exotic cars. Unique to Ironstone is the Pre-1920 race car rides on a dirt track, Amphicar rides in the lake and a race car engine start.

The 28th anniversary event held in 2024 will feature a new addition of speaker forums for both race cars and classic cars with industry leadership addressing the spectators.

Proceeds from the Ironstone Concours d'Elegance benefit Central and Northern California youth in agriculture, notably Future Farmers of America (FFA) and 4-H. In addition, the non-profit Ironstone Foundation has helped fund the California State FFA headquarters in Galt, California; scholarships in partnership with the California State Fair; and the Calaveras County Fair scholarship program. Over \$1,000,000 has been donated since our first event.

September 26-27, 2025

- Friday, September 26th - Vintage Back Roads Tour
- Friday, September 26th - Cars & Stars Dinner
- Saturday, September 27th - Concours d'Elegance
- Saturday, September 28th - Patron's Pavilion and Luncheon

Brits by the Bay 2025

Andy Preston

After 30 years of hosting MGs by the Bay the MG Owners Club of Northern California (MGOC) decided that 2024 was the final show due to diminishing attendance. Over the years the show had been hosted at various venues and in recent years at BON AIR shopping center in Greenbrae, Marin County. BON AIR management were disappointed that we were not going to put on another event and suggested that they would organize and host an all British Car Show with the help of the MGOC and it would be named "Brits by the Bay." How could we refuse such an offer!

The first **Brits by the Bay** was held on June 7 this year and I must say it was a great success. We had 63 cars registered made up of 31 MGs, 10 Jaguars, 7 Land Rovers, 4 Triumphs and 11 other British makes (British Specialty). We hadn't expected so many Jags so next year will definitely divide them into a least 2 or 3 groups; probably E-types, Jaguar Sports and Jaguar Sedans. BON AIR had advertised the event on their website and media platforms and the turn out from the general public was fabulous. The weather cooperated and it was warm and sunny which brought out the crowds. There were people everywhere and sometimes it was hard to see the cars.

The really nice thing about an all British Classic Car show is that you get to see cars that are extremely rare. One of my favorites was the 1937 MG SA Drop Head Coupe which according to the owner Bruce Campbell is the only example still running out of the 8 originally made and was shown at Pebble Beach last year. Another car that was truly stunning was the 1954 Alvis TC 21/100 DHC in 2-tone blue with a blue top owned by Michael Levine. And of course we had many very nice Jags so it was difficult to choose between them. One that caught my eye was a recently restored right hand drive MK II saloon which was fresh off the boat from the UK and still wore its British license plates.

The voting for the show was "People's Choice" where all the show participants get a ballot and vote for the car that they like the best in each class, so you always get some interesting results which were as follows:

MGA 1st. Adrian Swarcburg, 1960 MGA Roadster
 MGA 2nd. Andy Preston, 1960 MGA Coupe
 MGB 1st. Andy Hunt, 1966 MGB Roadster
 MGB 2nd. Carl Biagi, 1972 MGB GT
 MG T-series 1st. Andy Hunt, 1955 MG TF 1500
 MG T-series 2nd. John Preston 1955 MG TF 1500
 MG Specialty 1st. Nick Jenkins, 1960 MG Locost
 Jaguar 1st. David Bernstein, 1969 E-type FHC
 Land Rover 1st. Andy Hunt, 1957 Land Rover Series 1
 Triumph 1st. Alan Havey, 1960 TR3
 British Specialty 1st. Michael Levine, 1954 Alvis TC 21/100 DHC
 Best of Show: Bruce Campbell, 1937 MG SA DHC
 Merchants Award: Bruce Campbell, 1937 MG SA DHC

Photo:
 Amy
 Prentiss



I must express my sincere thanks to BON AIR Management for stepping forward and organizing and hosting the first of hopefully many "Brits by the Bay." Thanks especially to Elizabeth Pontious, Marketing Director for all the work and many hours she spent working behind the scenes and making the show the success it was. Also thanks to the MGOC team of Bob Bundy, Marty Rayman, Doug Hollander, and Mike Jacobsen for their assistance.

But more especially thanks to all of you who spent time polishing, shining and driving your cars to the first Brits by the Bay which made it a very special event and a shout out to Don Livingood who drove his 1957 Austin Healey BN4 down from Medford OR just for the show. Way to go Don!

Next year's show has already been scheduled for June 6, 2026, so mark your calendars.

BRITS BY THE BAY





Thanks
especially to
Andy Preston
for
coordinating
with Bon Air
and for
presenting the
awards!



Bruce Campbell's one-of-a-kind MG SA.
Photos: Andy Preston



Do Your Tappets Rotate?

Dan Shockey

I am interested in this topic since the tappet (lifter) surfaces were badly scarred – and the lobes worn as a result – in my 1500 (bored to 1600) engine in my MGA. It was down on power and that appeared to be the cause. The valves were not opening fully. I had heard of bad tappets in the past so poorly surfaced tappets may have been the cause. All 8 looked like my photo attached.

A club member gave me a nice 1800 engine so I swapped that into the MGA instead and passed along the old engine to someone needing one to rebuild. Pass it forward!



Reprinted from the Triumph Travelers

FLAT TAPPET CAMSHAFTS AREN'T FLAT REV 1.1 JULY 4, 2023

by Marlon Davis and annotated by Jim Prettleleaf

Question:

Russell Edwards Asks Why Do the Cam Lobes Keep Failing on My 327 Chevy?

I had an engine shop rebuild my 327 small-block Chevy. Everything was brand-new, including the rods, pistons, crank, cam, and heads. After fire-up and with 100 miles on it, it washed a ring and completely wore a lobe off the cam. The shop rebuilt it again, and this time they fired it up and ran it before installing it back in the car. Again, at 100 miles, the rocker arms loosened, and a lobe had worn off the cam and worn the lifter in half. The engine shop checked everything: The spring pressure was fine, the oil flow through the block is good, the hardness of the cam and lifter were OK, and there were no bent push-rods or anything else that would point to the problem. No one has been able to provide an answer to this problem. Do you have any insights into this issue?

You didn't specify what kind of cam, but I'm assuming it's a flat-tappet – most early cam failures we see today seem to occur with them. I've discussed typical flat-tappet camshaft failure scenarios in these pages many times over the past few years, and the frequency of these questions makes one wonder why people still run flat-tappets in this day and age. Flat-tappets may be cheaper than a

roller initially, but the reliability just isn't there anymore. There are too many problems with inferior-quality offshore lifters contaminating the domestic supply chain.

I also can't stress enough that with any aggressive, high-performance flat-tappet cam, use only a motor oil containing lots of ZDDP (zinc) additive. Zinc has been removed from typical auto-parts-store consumer motor oils (those with the "starburst" symbol) because it can adversely affect catalytic converters on newer cars, whose engines don't need ZDDP because they all run roller tappets or followers. High-ZDDP oil is available through aftermarket specialty vendors such as Lucas Oil (there are many others). Another alternative is so-called "big-truck" diesel oils. On initial cam run-in, also add a can of GM Engine Oil Supplement (EOS), Howard's Cams Max ZPM additive, or equivalent.

OK, so you are using the right oil and break-in technique yet are still having lobe failures. At this point, it's time to examine the lifters, the lifter bores, and the oil supply. You say, "oil flow through the block is good," so I'm assuming that's not a problem, but consider: Are the lobe failures random or do they always occur on the same lobe? If the latter, that would be a clue there's a problem with that lifter bore or the oil supply to the lifter bore. If the failures are random, you may need to look at the cam profile, the lifter quality, the overall oil supply from the bottom end, and the accuracy of the overall block machining.

For example, looking at lifter bore-to-lifter clearance, the lifter bore must be

straight (no taper), and you want about 0.00120.0025-inch lifter-bore clearance on a small-block Chevy. Tighter than this risks seizing a lifter and looser risks oil-pressure problems.

Assuming the lifter bores are straight with the proper clearance, there is then the lifter-to-cam lobe interface. On a flat-tappet, the cam lobe must be ground with a slight taper. The "flat" lifter should actually have a slight crown on its face (the bottom end that contacts the lobe). The lobe taper and the lifter crown together cause the lifter to slowly rotate on the cam lobe as the cam itself rotates, preventing scuffing and helping to distribute valve spring loading over a larger area to extend the life of the lifter and lobes. In short, if the lifter doesn't rotate, the lifter and lobe will fail.

A shade tree check is to install the cam, lifters, and pushrods in the engine. Exert downward hand pressure on the push-rod corresponding to the lifter and lobe you want to check while rotating the engine by hand at least one entire revolution. You should see the lifter rotate about 360 degrees per each complete engine revolution. If the lifter doesn't rotate, the taper on either or both of the lifter and lobe may be incorrect.

Cam companies use sophisticated tooling and process control gauges to check taper and crown, but you can perform a reasonably accurate check with common measuring tools, as shown in the photos and illustrations on these pages, courtesy of Howard's Cams.

Continued next page

Even if the lifter does seem to properly rotate on the lobe, where the actual point of contact occurs between the lifter face and lobe is also critical—it needs to be slightly offset from the center of the lobe, but not near or at the outer edges of the lobe. Force generated toward the lobe edge initially causes chipping and galling, then proceeds to completely fail the lobe. On a completely failed lobe, the once crowned lifter face will now be cupped (worn concave)—not just merely “flattened.” You would now need to examine the lobes adjacent to the failed lobes to check for telltale wear at the lobe edges. That signals excess unit loading and may indicate the cam and/or lifter faces are “soft”.

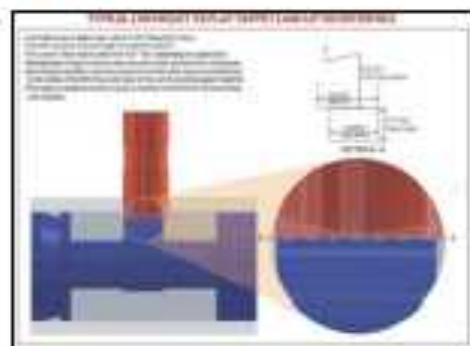
However, improper lobe-edge wear can also be a clue the lifter bore itself is at the wrong angle or location relative to the cam lobe (even if that bore had checked straight with no taper). This can be caused by machining errors or casting core shift, which, on run-of-the-mill production cylinder blocks, is not uncommon. According to Howard's Cams' Ben Herheim, “Lifters are rarely in the place they're supposed to be and perpendicular to the cam's axis of rotation.” Fixing this problem could require the machine shop to correct the cam-tunnel alignment and/or lifter-bore alignment using, respectively, BHJ's cam tunnel alignment fixture or Lifter-Tru kit. The lifter bores may then require bushing or (in some cases) can be over bored to the next larger lifter size (such as a Ford 0.875-inch lifter size on the normally 0.0842-inch-lifter Chevy), but be sure the lifter groove and oil holes still end up in the right place. One would have to weigh the cost of such sophisticated tooling and machining versus just getting another block.



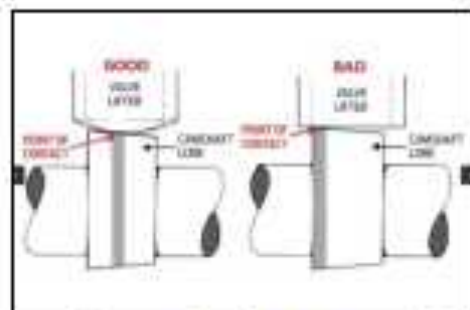
Placed face to face on a V-block, flat-tappet lifters appear flat when eyeballed casually. Look more closely and you'll see they're slightly crowned (note how

the visible backlighting narrows toward the center, inset). Lifter crown radius and lobe taper varies among manufacturers, which Howard's Cams' Ben Herheim argues, “Makes it important that you only use the lifters recommended by your cam manufacturer.”

- Cam lobes have a slight taper, about 0.23° (Howard's Cams)
- The lifter face has a crown height of 0.0018-0.0024”.
- This crown face-radius varies from 40° - 60° , depending on application.
- During break-in these surfaces wear into each other and become a mated pair.
- Once mated the lifter cannot be moved to another lifter bore or cam-shaft due to radius of the lifter face and taper of the cam facing being lapped together.
- This taper to spherical contact causes a rotation of the lifter in the bore during cam rotation.



A flat-tappet cam lobe's slight taper and a slightly crowned lifter combine to force the lifter to rotate as the cam rotates, distributing the load over a wider area to prevent scuffing. The lobe taper is very slight (about 0.23 degrees on a Howard's Cams' Chevy V8 billet), while the crown radius is extremely large (a 40 to 60-inch radius is typical). (Drawing not to scale.)



In-service cams develop a wear or tracking pattern (gray stripe). The lifter's

radius crown (exaggerated here for clarity) should track slightly offset from the lobe's longitudinal center. If there's no lifter crown and/or lobe taper, the lifter won't rotate—then the contact point will usually move to the lobe's outer edge. The lobe will soon fail entirely.



01] To check for proper lifter crown, clamp the lifter with its foot facing up and its pushrod side facing down, bottomed against a perfectly flat surface (or use V-blocks if you have them). Position the stem of a 0.0001-inch resolution dial indicator against the center of the lifter face. This is the face's high point. “Zero” the indicator.



COMPARATIVE VISCOSITY CHART



Note that 20W50 engine oil is similar is viscosity to 80W90 gear oil. Explains some confusion especially when applied to gearboxes. And why 80W gear oil will work in SU dashpots!

Join Sorry Safari Touring Society's Annual Sea-Air-Ah Tour



Paso Robles is our destination, with lodging at the Adelaide Inn. The highlight of this trip is a visit to the very special Estrella Warbird Museum & Woodland Auto Display.

Dates: Departing October 1st,
returning on October 3rd

Tour Leaders: Charles & Michelle Schweiger
and Rod & Sue Schweiger



A block of rooms is temporarily on hold for club members, so when calling to book, please be sure to state that you are "with Sorry Safari Touring Society" to receive the preferential \$114/night rate. After you've made your reservation, please RSVP to Charles & Michelle [cell: (650) 219-0294 / email: charlesschweiger@gmail.com] or Rod & Sue [cell: (650) 296-4674 / email: susanschweiger@gmail.com].

Adelaide Inn
1215 Ysabel Avenue
Paso Robles, CA 93446
<https://adelaideinn.com>
(805) 238-2770



**MGOC
Welcome!**





Keep Planning for 2025!



SUMMER

Sat., July 12: John Muir Home Tour & BBQ, John Hunt, page 3

July 27: Saratoga Classic & Cool Car Show, Downtown

Aug. 3-8: Rendezvous, Long Beach, WA, June Octagon

Aug. 11: Monterey British Car Show, page 4

Aug. 12: Classic Motorsports Show, Pacific Grove

Aug. 13: Little Car Show, Pacific Grove, Car Week!



FALL

Aug. 30-31: Scottish Games at Pleasanton

Sept. 13: Corte Madera Lions Club Car Show

Sept. 20: MGOC Picnic, Tilden Park

Sept. 26-27: Ironstone Concours, page 7

Sept. TBD: Napa Chili Run, John Hunt

Oct. 1-3: Sea-Air-Ah Tour, SSTS, See p. 15, MGOC invited



Bruce Campbell
at left.

Photo: Amy
Prentiss

Don Livingood's
Healey BN4 at
right next to
Bob Bundy's
Jensen.

Photo: Andy
Preston





'Mini' Day in the Garage

FRONT BRAKE CONVERSION

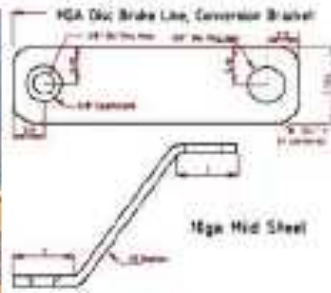
By Larry Pittman

As many of you may know, Bob Shafto has been helping me with welding new sheet metal on my Midgette. On one of his trips, I got to talking about the front brakes on my MGA 1500 and how the right front wheel would often lock up in a panic stop. That would cause the car to rotate slightly about the right front wheel. After discussion with others about the cause, I decided to replace the flexible brake hoses with new hoses. The thought was that perhaps the hoses were partially collapsing which was causing uneven pressure to the drum brakes. I replaced the three flexible hoses and saw minor improvement, but the right front wheel was still locking up in a panic stop. Whenever I was driving in a convoy of A's, I started trying to stay back a little further as I was worried about losing control in a panic stop and running into whoever was in front of me.

Plans Being Made...

I had been talking about changing over to disc brakes and perhaps even having a "Day in the Garage" to get it done. Bob was of the opinion that I should get it done sooner rather than later. I knew that he had helped Bruce Mann convert his 1500 coupe to disc brakes. As you may or may not know, the location of the front flexible brake hose was changed between the 1500 and the 1600. In both cars, the location is on the frame near the wheel. The 1600 mount is lower and inboard on the vehicle and the change results in a longer flexible hose on a 1600. For Bruce's coupe, Bob cut off the circular attachment part and welded it back onto the frame in the correct 1600 location.

Bob was then asked by his cousin CB Shafto to also make the same change on his car. Meanwhile, Bob came



up with a method to move the attachment location by using a bracket he designed which lowers the hose location and also moves it inboard. This avoids the cut and weld process that he used on Bruce's car. The brackets were used on CB's car and CB was very happy with the brakes when the job was finished. If you're curious, you'll find Barney Gaylord (MGA Guru) has added Bob's bracket design to his website.

Getting Ready...

Bottom line is that Bob suggested I drive my car to his place and we would get some others to help with the conversion. So, I asked Bruce Mann and John Alexander to give us a hand and we all met at Bob's at 9:30 on a Wednesday morning to do the conversion. Bob has a lift and my car went on the lift immediately and the work started. I had purchased all the parts from Cecelia at Scarborough Faire so everything needed was together in a couple of boxes that she had shipped.

Parts Needed...

Several items are needed for the conversion:

- Inner & outer bearings & Oil Seals
- Brake Discs
- Calipers & related parts
- 1600 style brake hoses
- Brake Pads
- Numerous Hardware Items including copper washers
- Wire Wheel Hubs
- Caliper Mount Adapters
- 1600 style M/C Cover & Gasket
- Brake Fluid

New Brake pipes from the flexible hose to the brake 4-way were also purchased but were not used as Bob had the tools to cut and fit new end attachments to the existing 1500 pipes. This had the added benefit of minimizing the amount of brake fluid lost.

Getting Started...

In general, the process was started by removing the front brake drums including the brake shoes, springs, front wheel cylinders, and wire wheel hubs. Once down to just the steering knuckle, the conversion began. Then the brake discs were installed and the caliper adapter plates were attached. New bearings and oil seals went into the 1600



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wire wheel hubs and they were attached to the brake discs. Next up were the brake calipers and the brake pads.

Finally, the flexible brake hoses were installed with the help of the conversion bracket. The ends of the 1500 pipes were also modified to fit.

New Master Cylinder...

A taller 1600 style Master Cylinder Cover plus gasket was installed in place of the shorter 1500 style. This was not a trivial change since the outboard cover attachment fasteners are very difficult to install due to the



higher cover. The brake system was then bled with Bob's pressure bleed system. DOT 5 (silicone) brake fluid was added to the same fluid already in use in the brake pipes. That went very quickly since very little brake fluid was lost during the



conversion with the new brake calipers being the main use of additional brake fluid.

Finishing Up...

When the conversion was complete the discs could not be turned by hand with the new pads holding them tightly. I drove home and noticed that the car didn't coast as easily as it had before. That issue improved as I drove towards home. I now still have only around 100 miles on the conversion and that issue has now disappeared. I checked by jacking up the front of the car until the front end was off the ground and found that the wheels could now be turned by hand. As for braking, I can sure tell the difference with the way the car brakes. Braking is very firm and I'm very happy with the way the car handles when braking. And yes, the front wheel lock-up is completely gone. I did find a small leak on the left side at the banjo bolt to caliper attachment. That bolt was



tightened and numerous applications of the brake were made to attempt to force a leak. After checking again, that seemed to do the trick and the leak is gone.

I was very unsure about whether I should make the conversion. But at the end of the day, I'm so far very happy with the braking change. If you're having any issues with your 1500 drum brakes, I'd encourage you to consider the conversion.



Bob Shafto



John Alexander

MGA 1500 Convert to Disk Brakes



Dan Shockey

Since I put the MGB motor and overdrive in my MGA coupe, I have considered upgrading the brakes to match. That appears to be generally recommended.

But a couple local members that I highly regard and who have made the conversion (MGA and TF) haven't found the improvement to be significant. Maybe the use of larger aftermarket calipers and disks would be a better approach?

In any case, I have sourced the used parts I need for the conversion using either MGA or MGB calipers but haven't sprung for the new disks and pads.

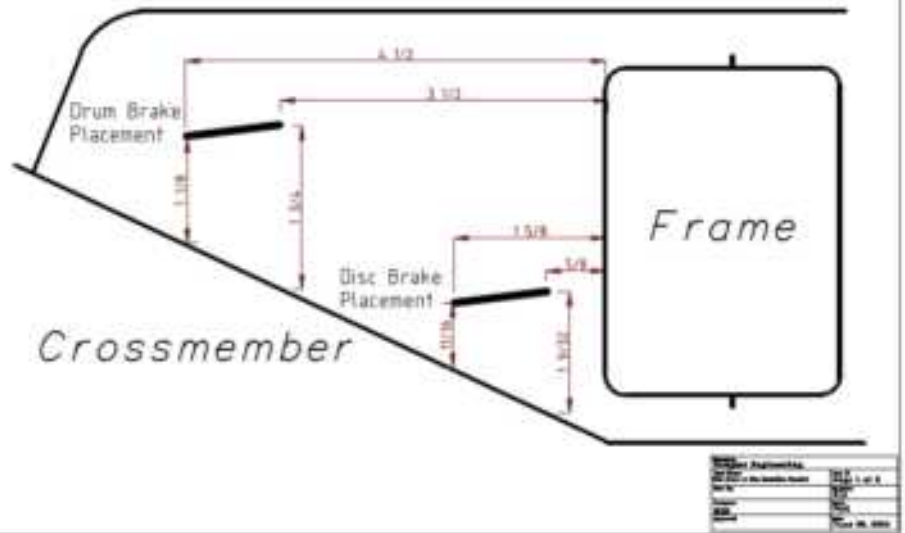
Below is info to make the hose mount adapter.(See page 17.)

When I fitted MGB rotors to the front of the TF I was disappointed in the braking as it didn't seem any better than the drums. However I recently changed the pads to EBC Greenstuff pads and they really work. The braking is now really good and I'm not afraid to drive the car in traffic any more. The difference is amazing. I also fitted EBC Greenstuff pads to the GT and that improved braking as well.

Andy Preston

I put discs on the front of the Magnette and in normal use there was no perceptible change. I expect they would have worked better in the rain but I seldom had the car out in wet weather. If the drum brakes are adjusted properly and the linings & drums are clean they work well. My 2¢.

Mike Jacobsen



Mike at the recent NAMGAR meet at Traverse City, Michigan
That's either a golfer's tan or a roadster driver's burn!



More Boot Space?

from *The Sacred Octagon*



Marin Tour Report

By Bob Bundy

On my drive to Sausalito I looked up and had a clear view of Mt. Tam. No fog and there was little wind which meant a great start for the day. We had a total of 12 MGs at the start with a couple of modern cars on the drive. Barbara Tapp brought her Audi to transport long time members George Steneburg and Marcia Crawford for the drive. I had a nice chat with a friendly Sausalito Traffic Officer in the lot, he was more interested in the cars than writing a ticket for not paying for our staging time in the lot.

Heading onto Pantoll Rd on Mt Tam we passed two cyclists but then no cars or cyclists to impede our drive over Ridgecrest with spectacular views of the bay and the ocean. We continued down Bolinas Fairfax Rd to Fairfax (unfortunately Doug Feltt made a left turn and had a lovely drive to the town of Bolinas on the ocean. He recovered and met us at the winery.

We had a welcome rest stop at the Marin Bicycle Museum in Fairfax where they had bicycles even older than our cars on display. Staff was very accommodating and had set up Marty Rayman who had planned the drive with me but was in his wheelchair (broken tib-fib from a bike vs. minivan accident) by the front door.

We continued our drive through West Marin to our final destination at Pacheco Ranch Winery in Novato, where we were treated to a complimentary library tasting of remarkable cabs starting with 2001 through 2004. Herb Roland and wife Deb and daughter-in-law Cammy (Kamee?) explained the history of the Pacheco Ranch (continuously owned by the same family since given to his great great grandfather as a Mexican land grant in the 1840's) and the current state of winemaking on the property. They graciously set up picnic tables in the shade and we all enjoyed a leisurely lunch following what everyone described as an exceptional wine tasting experience.

More photos will be included in the August newsletter. Spread the wealth!



Photos: Andy Preston



Great to have George and Marcia join us!



It was a pleasure to have you all visit the museum and adorn our parking lot with all those beautiful MGs!!!
Happy trails,
Cecile Ojeda Bodington
Marin Museum of Bicycling
Mountain Bike Hall of Fame

Other photos:
Andy Preston



Bob leads the driver's meeting



Above: Doug Hollander



Photos: Andy Preston

Member Notes

Request from President Doug:

I have been slated for a Mount Hamilton tour in October, I need a restaurant in or near Livermore for lunch and tour termination. Does anyone have a place you can recommend?

Event info from Sue Schweiger:

HEADS UP! Charles & Michelle Schweiger are leading the 2025 Sea-Air-Ahh Tour!!! The tour is departing Wednesday October 1st, returning Friday October 3rd. They have an exciting event set up for us heading down to Paso Robles. A tour of the Estrella Warbirds Museum and the Woodland Auto Display. Special rates for lodging are available at Adelaide Inn.

Remember Bob Luebert:

Bob Luebert has been diagnosed with leukemia and was told at the time he has 2 days to 2 months and is presently on hospice. Here's his address:
1768 Shadow Valley Dr., Ogden, UT 84403

TF Replica from Don Scott:

This is what the MGTF should have been when originally manufactured in 1954. I remember when these TF replica kits were being sold in 1981, and I always wanted one. (*I'll do an article on them – Dan*)

<https://classicmotorsports.com/articles/victor-mg-tf-replica/>

Update from T Register President Jim Carlson:

Sunday I took the MGB out for a drive. It started right up and ran well even with old gas in the tank. (Thanks to STA-BIL) It was a bit tricky to operate the clutch because my legs just reach the pedals and I have to push the clutch with my toes, It worked but bothered the injured ankle a bit. I think I need a "spacer block" on the clutch.



Continued next page

Classified Ads

Ads are free to MGOC members and \$6.00 per month for non-members. Some ads picked up from other clubs.

Morgan Race Car: Current racer with spares and trailer. Full race prep. Fresh race tires. Reduced! \$25K. Bev Morgan, bevie.lou@gmail.com, 650-619-3870. (Reposted 6/25)

1969 MGB: 2000cc big bore engine with new Vitesse 5- speed transmission; both with less than 3,500 miles. 1 3/4 SU carbs, 15" Panasport wheels, canvas convertible top, Miata seats, new carpeting and mostly original paint. \$13,000.00. Dave Pelton @ 510-886-2266 (Posted 07/25)

1969 MGB: Owned 26 years. Very reliable. Club member Mark Cederborg: 707-975-3105, mscederborg@gmail.com (Reposted 6/25)

Enclosed Trailer for Rent: Enclosed car trailer for rent (16' x 8'). Trailer has integrated braking system and lights, 12 volt electric winch. Reasonable. Eric Baker (510) 517-2165

We list ads for 3 months. Advise if you want them extended. For additional ads, see prior issues of *The Octagon* or MGOCSE.org



I also bought an oil pressure test kit with a gauge to check the oil pressure and gauge on the TD. I suspect the instrument because it seems to just be stuck at 20 psi. I'll keep you posted on my progress with this one. I prefer the TD clutch right now. it's easier to reach and not as tight.

"I'm back!" from Mark McGothigan:

I've taken a club activity hiatus so far this year, but I am back now, with a running MG (new starter) and a rebuilt house. July 1975 is the date of manufacture for my MGB so I'll be running around this summer in a 50 year old ride that still looks sharp.

Took it out for breakfast on Saturday and it ran better than ever. Need to burn up some tire tread now. Cheers

Brits by the Bay from Andy Preston:

We had 63 cars registered but had 10 no shows. I think it will get bigger and BON AIR were really happy especially with the cars and general public turnout. It was a win-win for them and have already scheduled next years show for June 6, 2026.

Perhaps you can help out here with naming 2 classes. For all British cars not in a specific class we called them British Specialty, which seemed to cause some confusion. Maybe Other British or Mixed British would be better. The same thing with the left over MGs we called them MG Specialty which again was confusing especially with the British Specialty class. Thoughts welcome.

Help request from Jerry Burr:

I need to have my TD generator rebuilt, any local recommendation? Thanks,

Suggestion from Andy:

There's a place called Ace Electric in Rohnert Park. They have rebuilt several generators for me.

Club regalia from Dan Shockey:

It has been a long while since we have done new regalia. I suggest doing a really nice golf shirt with embroidered logo. Perhaps combine the club logo with a color MG or two? I suggest we sell them at or below cost. Thoughts?

Shirts from Andy:

I like the idea a lot. I was thinking the other day that I have several nice Jag shirts but no nice MG ones. Sample at right.

And from Doug Hollander:

I'm good with it. What are the costs? Any chance on a jacket? Inputs from members?



Register Your MGA With NAMGAR!

Join over 2,000 enthusiastic owners in the restoration, preservation, and sheer enjoyment of driving an MGA, Magnette, or variant of this noble breed. You'll receive six bi-monthly issues of MGA!, our full-color, award winning magazine, invitations to National and Regional Get-Togethers throughout the U.S. and Canada, plus a knowledge base and support group second to none. All this for just \$37.50 per year (North America), or \$52.50 (International). Get more information at <http://www.namgar.com>, or contact registrar@namgar.com.




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MGs at **Brits by the Bay** - Photo: Andy Prestpn