



# THE OCTAGON

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



*Since 1957!*



Andy leads the drivers meeting. Photo: Barbara Tapp

## Holiday Tea December 2!



## December 2023



## 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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### 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.

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 510-525-9125

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[mgbp36@yahoo.com](mailto:mgbp36@yahoo.com)

### COMMERCIAL ADVERTISING IN *THE OCTAGON*

Direct all questions about advertising to **Rick Anguiano** at 209-617-8492 or [webmaster@mgocsf.org](mailto:webmaster@mgocsf.org). 2023 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. 1<sup>st</sup>, and fees for a partial year will be pro-rated to that date. Deadline for ad materials is the 10<sup>th</sup> of the preceding month. The MGOC makes no claims as to the reputation or quality of work performed by businesses advertising in *The Octagon*.

### 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 15<sup>th</sup> of the month preceding the issue in which you want them to appear. Please email all contributions to [magnut\\_dan@hotmail.com](mailto: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.

### MGOC.SF.ORG

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

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# Holiday Tea Party

## And Toy Drive - Saturday, Dec. 2 In San Francisco!

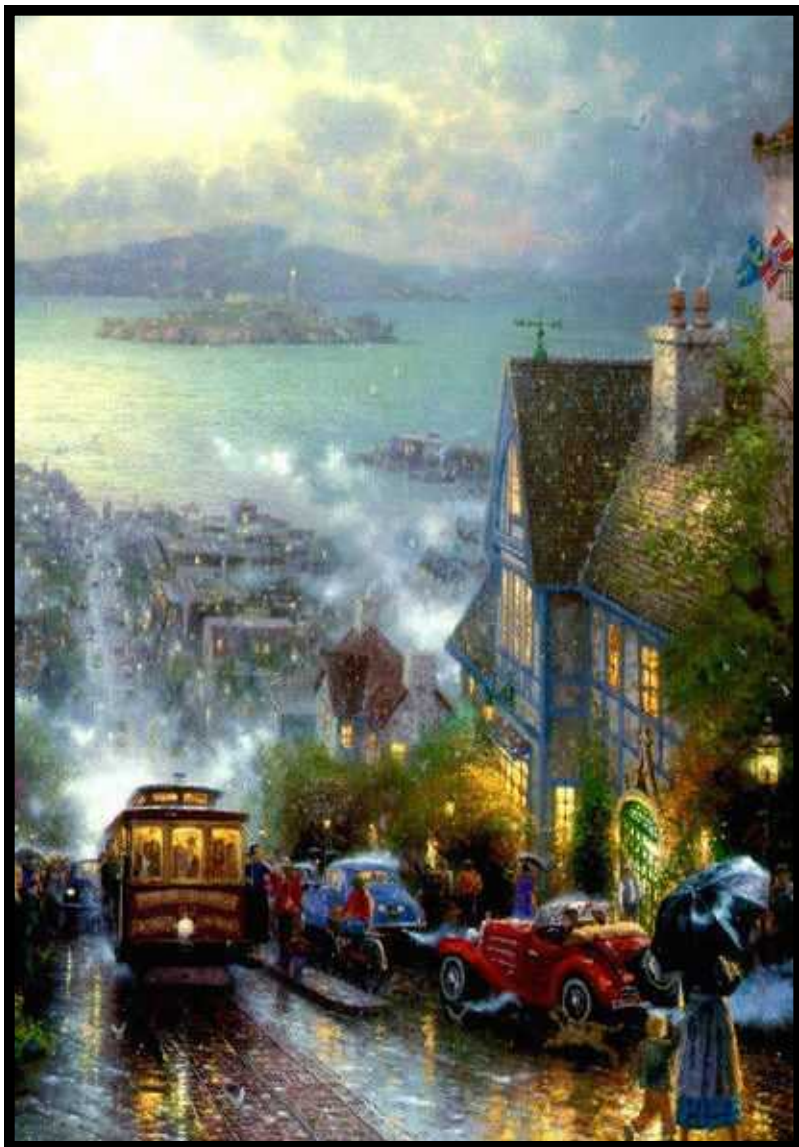


Hosted by Elaine Chan. Bring your favorite tea, teapot and favorite food treats (optional - come anyway!)

***Bring a toy to share through the Toy Drive***

When: 1pm to 4pm, Board meeting at 12:30pm

Where: 115 Pinehurst Way, San Francisco



**Real Brits drink tea! This is a popular annual event.  
*Do join us!***

Art copyright Thomas Kinkade and cropped from a larger image. Mr. Kinkade did many "city-scapes" with automobiles and trolleys, and many San Francisco scenes. They are available from specialized art dealers in all media and price ranges



# From the Editor

Merry Christmas! MG Lovers,

30 November 2023

My own love for sports cars goes back to 1955 as shown in the black & white photo. Thank you to Mom and Dad. I was a serious hard driver back then. I still love flannel shirts.

I am finishing another year as your editor. Seven years this go-round. (Five previously?) I am very willing to share the glory should anyone want a go, or to assist. I am sure I career from one stuck rut to another. No one enjoys the newsletter as much as I do. My service is short: the couple that does the newsletter for the Vintage MG Club in Orange County has been doing so since that club started in 1971!



We hope to see you for the Holiday Tea or the Planning Meeting or the Annual Brunch! "Be there or be square," as we said in my beatnik days.

Safety Fast,

**Dan**

*On the Road Again Classics*

*Classic & British Auto Restorations & Repairs*

**call now to talk about your dream...**

**408.782.1100**



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Triumph, Rolls/Bentley, Lotus*



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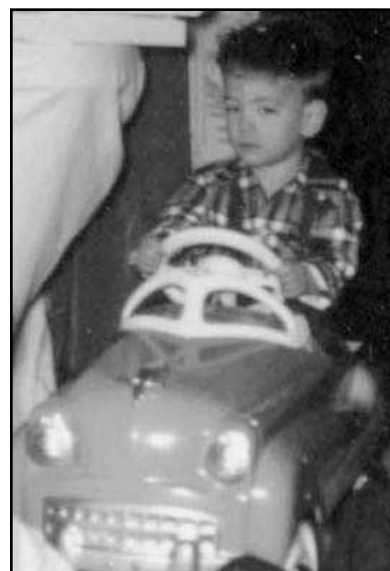


Photo:  
Midge  
Shockey

## Secrets of the Universe

**The brilliant Nicola Tesla**, who developed alternating electric current (AC) generation, is famously reported to have said, "If you want to understand the secrets of the universe, you have to think in terms of frequency, energy, and vibrations." And sound is a vibration in the audible range. Einstein said much the same. Perhaps Nicola would appreciate the vibrations, energy and sounds of our beloved MGs.



5



# MGOC Planning Meeting Saturday, January 6, 10:00 a.m.

## *Please join us!*

We need your help to plan our events and activities for this New Year. Everyone is welcome - especially new members and anyone who has any ideas for new or old events. All ideas are welcome and there are lots of people who are willing to help you.

**Date:** Saturday, January 6, 2024, at 10:00 a.m.

**Location:** Marcia Crawford's home at 150 Purdue Ave, Kensington

**Event:** The club will provide tea and coffee, donuts and pastries.

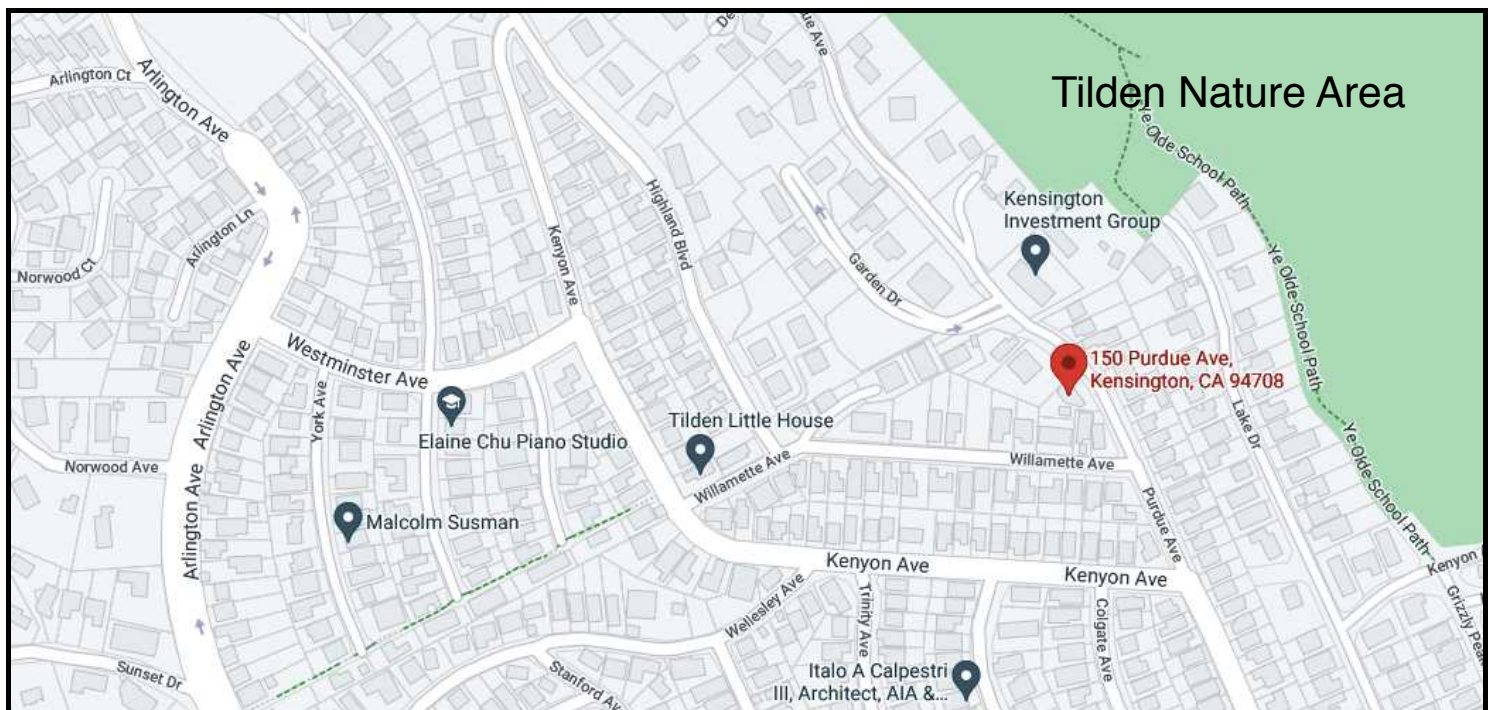
**Please RSVP** to Andy Preston 707-795-3480, [andypreston@att.net](mailto:andypreston@att.net)

**Directions:** Take I-80 or 580 toward Golden Gate Fields. Exit at Albany/Buchanan. At light turn east (toward hills). Follow Buchanan east. Buchanan curves right and becomes Marin. Cross San Pablo Ave. and continue east on Marin thru several lights. Cross The Alameda (round fire house on your right) and continue to Marin Circle (fountain in middle) and around to The Arlington (only divided road).

Continue on The Arlington to stop sign. Continue three blocks, then turn right on Westminster. Turn right on Kenyon (at top of "T") and continue around and up to Purdue. Turn left on Purdue Ave and continue a short way to 150 Purdue, a white colonial house on your left. Continue to find parking



Deal for the GOF West







*MGOC Annual Brunch*  
*and it's a Champagne Brunch*  
*Sunday January 21, 2024*  
*Limited to 40 people*



*Flier from Andy Preston.*

Our Annual MGOC Brunch will be held again this year at the Historic Moss Beach Distillery at Moss Beach. We will be limited to 40 people only so sign up early. It will be a **Champagne Brunch** and held in a private room overlooking the Pacific Ocean. Their **Brunch** is rated #1 in the Bay Area.

12:00 Noon, Sunday, January 21, 2024; **please arrive no later than 11:45 to be seated.**

Moss Beach Distillery, 140 Beach Way, CA 94038

\$40/person (MGOC members) and \$55/person (non members) paid in advance.

Your **Brunch** will include; Fresh baked pastries, cup of seasonal fruit, your choice of one from 4 entrees, Coastal Crab Cake Benedict, Grilled Salmon, California Coastal Omelet (with or without Prawns), and Pork Chop and eggs, Tea, Coffee, OJ and of course Champagne and Mimosas. Please advise Marla of your entrée when you sign up.

**RSVP by January 14, 2024** with your entrée choice and check made out to the MGOC and mail to: Marla Preston, 7305 Rebas Way, Rohnert Park CA, 94928 707 795 3480, [marlapreston@hotmail.com](mailto:marlapreston@hotmail.com)

To pay through PayPal go to the website at: [www.mgocsf.org](http://www.mgocsf.org) and under Events click on Brunch Payment and select your entrée.. But please tell Marla that you have paid through PayPal and your entrée choice.

# President's Ponderings

Here it is, the last edition of the Octagon for 2023. I am deep in amazement that 2023 is about over, and bewildered that the time has passed so quickly. This bewilderment seems to happen every year and I am in the same end-of-year quandary. Must be an age-thing.

We do have the Holiday Tea this month at Elaine Chan's, Saturday, December 2nd. This is always a lovely way to close out the year. Be sure to bring a toy and something to share.

Twenty twenty four will begin with a bang, starting with the planning meeting on Saturday, January 6th. Marcia always hosts a wonderful meeting at her home - BE THERE. OK, so not to be overly dramatic, but THIS meeting is the most important one of the year. Please DO come and please DO volunteer to lead a tour, drive or any event that you would like to do. If you haven't done one in some time, OR you have never lead a tour, then 2024 is your time! Don't be worried about coordinating an elaborate event. A simple meet up and drive often are the best events. Though, if you do have an idea for a more elaborate event, bring it on! For those of you who are the tried and true, the familiar guard who each year steps forward to lead a tour, please CONTINUE to do so! YOUR events are greatly appreciated.

I would be remiss if I did not take this opportunity to thank Andy and Marla Preston in this category. They lead several "always fantastic" tours each year. Andy and Marla, the club thanks you for all your efforts!!

January continues with the annual Champagne Brunch at the Moss Beach Distillery, Sunday, January 21st. This event is limited to 40 persons, so get your RSVP in ASAP to Marla Preston. Check out the details in the Octagon.

I make it a point to avoid conversations about politics, but I am compelled to break that rule for this next item. It is that time again to nominate and elect

club officers for 2024. Incumbents from last year have stepped forward for 2024, however, I would like to advise that anyone can throw their hat in the ring. I, or any of the other incumbents, will not feel badly if someone would like to step forward to try their hand at leading the club. So, if you are interested, please send an email to Mike Jacobsen, or any of the current club officers indicating your interest.

In closing for 2023, I would like to thank the tireless contributors that make MGOC a great club.

Andy & Marla Preston, the team of VP and Treasurer who contribute endlessly. Mike Jacobsen as our club Secretary, and Steve Kellogg as Registrar. Dan Shockey who is by far THE best newsletter editor a club could ever hope for! If you are at an event where

Dan is in attendance, please shake his hand and deliver unending gratitude. He puts his heart and soul into every edition and delivers an incredible fun and fact filled edition month after month. BRAVO DAN!!

And now I'm going to pour an egg nog and switch from wordsmith to "on-line shopper" for Christmas!

Ho! Ho! Ho! Santa Prime deliver to us!!!



## 2024 Officer Nominees

**President: Kirk Prentiss, Incumbent**

**Vice-President: Andy Preston, Incumbent**

**Treasurer: Marla Preston, Incumbent**

**Secretary: Mike Jacobsen, Incumbent**

Please send or email other nominees to Mike Jacobsen

[MikesMuseum@yahoo.com](mailto:MikesMuseum@yahoo.com)

320B Monterey Blvd., San Francisco, CA 94131-3141  
(or reply to any other club officer)

**Kirk**



# PRINCIPLES OF THE CENTRE-LOCK RUDGE-WHITWORTH WIRE WHEEL

WILSON McCOMB

*Reprinted from 'Safety Fast!', January 1992, by kind permission of the MG Car Club*

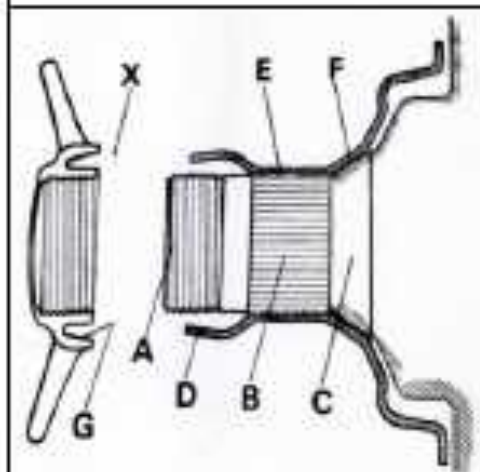
It was, I think, a transatlantic writer who described the MG TC as 'a coffin riding on four harps', wire wheels of 19" diameter being then a somewhat unusual sight in post-war America. Yet, they are with us still, though they have shrunk a good deal in the past twenty years, and many enthusiasts deny the very name of sports car to any vehicle that lacks the flashing spokes and twinkling hub caps of this curious anachronism. So the harp specialist has also survived, though in dwindling numbers, and it is still possible to have wire wheels repaired, in Britain, at least.

Possibly because of childhood experience with bicycles, the need to maintain correct spoke tension is fairly widely appreciated. What is equally widely misunderstood, however, is the

all- 'important bit in the middle of the wheel. Since the Rudge-Whitworth pattern of locking hub has been in use for more than half a century, this is a little odd. One possible explanation lies in the fact that it is apparently simple to the point of crudity and, therefore, is frequently abused through failure to appreciate finer points. I confess that my understanding came only recently, after reading a very lucid description in *The Autocar Handbook* of 1918!

Let us take a closer look at this assembly, referring to the central portion of the wheel as the 'wheel centre', which is fitted to the 'hub' and fixed in place with a 'locking cap'. The first thing to be appreciated is that the wheel centre does not come into contact with the brake drum. There is, in fact, a clearance

**How the wheel centre is held in place on the hub**



- A - Locking thread on hub (left or right hand thread).
- B - Driving splines on hub.
- C - Back taper of hub,
- D - Outer taper on wheel centre.
- E - Driven splines of wheel centre.
- F - Inner taper of wheel centre.
- G - Taper in groove of locking cap
- X - Spinner



of about 1/8" when the wheel is fully home. It is the inner taper of the wheel which comes into contact with the back taper of the hub.

Notice the taper which is formed on the outer surface of the wheel centre. This engages with yet another tapered surface formed on the inside of the locking cap. When the wheel is fitted to the hub, and the locking cap screwed on, it is therefore centralised and held between two pairs of tapers.

The only other contact between hub and wheel centre is provided by the splines, which carry the driving and braking forces. The locking thread, on the hub and cap, is right-handed on the left (near) side of the car and left-handed on the right (off) side. One of the endearing mysteries of the wire wheel is that the spokes are not, and indeed never can be, in compression. The weight of the stationary car is suspended from those spokes which are uppermost in the wheel when the wheel and locking cap are loosely fitted, therefore, the upper portion of the outer taper is pulled firmly into contact with that of the locking cap taper, and the lower portion of the locking cap thread is in contact with that of the hub.

A slight clearance then exists between the tapers at the bottom, and also between the threads at the top. As the car moves forward, a different portion of the wheel rim takes the weight, and relative movement occurs between wheel centre, locking cap and hub. The effect of this is to tighten the locking cap, and the locking action continues

until there is firm contact between the tapers all round when it ceases.

The clearances involved are, of course, minute, but the locking action is nevertheless completely positive and entirely automatic. There are people who deny the very existence of the locking action, and presumably attribute the left and right hand threads to sheer cussedness on the part of the manufacturer. They are, no doubt, the people who bash their locking caps with heavy hammers.

The earliest instructions that I have been able to trace advise leaving the locking cap finger-tight, and no more. A later recommendation is to hammer the locking cap tight, check for slackness after twenty miles, and tighten again if necessary. 'Hammer them tight' means the application of a lead, copper or hide mallet, and a little common sense, with the wheel locked up. Not a murderous attack with a blunt instrument when the wheel is on the jack.

The tapers and splines must be kept scrupulously clean. As for checking the tightness occasionally, this is obviously a good idea. Most pre-war instruction manuals advise putting some oil in the groove of the locking cap. Opinions differ as to the advisability of oiling the back taper on the hub, but in my experience this gets oily anyway if the splines are lubricated. And lubricated the splines must be, for if they rust, the wheel can become quite literally immovable, which is awfully embarrassing when a puncture occurs.



What is the effect of over-tightening? We have seen that the wheel is held in place between two pairs of tapers and does not touch the brake drum. Excessive tightening of the locking cap will, therefore, force the wheel centre farther on to the back taper of the hub, expanding it and thus making it, eventually, a sloppy fit on the hub. The outer taper tends to be compressed, and the locking cap itself will actually expand to a small extent. This may cause the locking cap to contact the outer spokes or 'bottom out' in the hub, in either case preventing proper tightening.

An incidental calamity is that the inner spokes tend to be slackened and the outer ones over tensioned, thus pulling the wheel rim out of shape as well. A sloppy wheel centre soon starts to "fret" on the hub. The splines wear rapidly, even the back taper begins to wear, and eventually the whole assembly - wheel, hub and locking cap - is fit only for the scrapyard. In advanced cases, the wheel may turn on the hub by half-a-spline, jamming behind the unworn portion of the splines, and becoming completely impossible to remove.

*[Regarding how to tighten the wheel spinners, the following description of the technique used by Nuvolari at the 1933 TT comes from Reg Jackson – Jacko – who was one of the MG factory support team who came to Ulster for the TT. Mike Allison, President of the Triple-M Register of the MG Car Club, worked with Jacko at Abingdon in the 1960s and made copious notes of his conversations with him about the pre-war period. Ed.]*

"It was Nuvolari who showed me the way to fit them properly. When he was looking at the car before practice for the TT, he got me to take all the wheels off the car. He then made me clean the hubs and the wheels with petrol and get them dry. He then personally smeared the hub splines with grease, just thinly, on both wheel and hub itself. Then he smeared a thickish layer on the male and female cone at each end of the hub and hub spinner. He re-fitted the wheels, spinning the eared nut on by hand until it was pushed tight onto the wheel, rocking the wheel as he did so. He then let the wheel onto the road and gave all four hub nuts ONE biff with the hide end of the hammer and indicated that that was tight enough. The nuts certainly needed a hard knock or two to loosen after the race, but he insisted that we do that whenever a wheel was removed"



# Wild Heather....

Trail of dark hair and smell of wild heather  
 drift of gold day into silver sea night  
 sizzle of salt in driftwood fire  
 sweet bird of youth  
 sans mortgage sans carrycot  
 days of your sports car years  
 grab them fast  
 don't let them get away from you.

**MG**

MG Midget—  
 road-hugging  
 fun-filled  
 slung low  
 sweet chariot  
 at MG dealers.








*Jon Gosnell sent this photo as a suggestion of how to paint rims without getting overspray on one's tires. Ed.*

Above from another club  
Stirling Moss article from the Michigan Rowdies.

Christmas card art below from Richard Wheatland. Used with permission from the artist.  
(1934 MG PA)



### ***MORE ABOUT SIR STERLING***

Moss said his most disappointing LeMans was 1961, the first year I attended. They were third over all and leading their class by three laps which was quite an achievement for a GT car. Unfortunately the NART mechanics had forgotten to remove the fan blade which, of course, you should never race. The thing flew off and went through the radiator and that was it. Sadly he was in no condition to race the following year.


He autographed a photo I had showing him climbing into an MGA 1600 that was taken in September 1960 at the Harwood acres racing circuit near Jarvis Ontario. Moss was in Canada as a guest of B.M.C. to address a small gathering of sports writers and editors on the art of motor racing. He was barely 30 years of age but already was minus a portion of his hair.

*Dave Quinn*



On the MG Experience site:



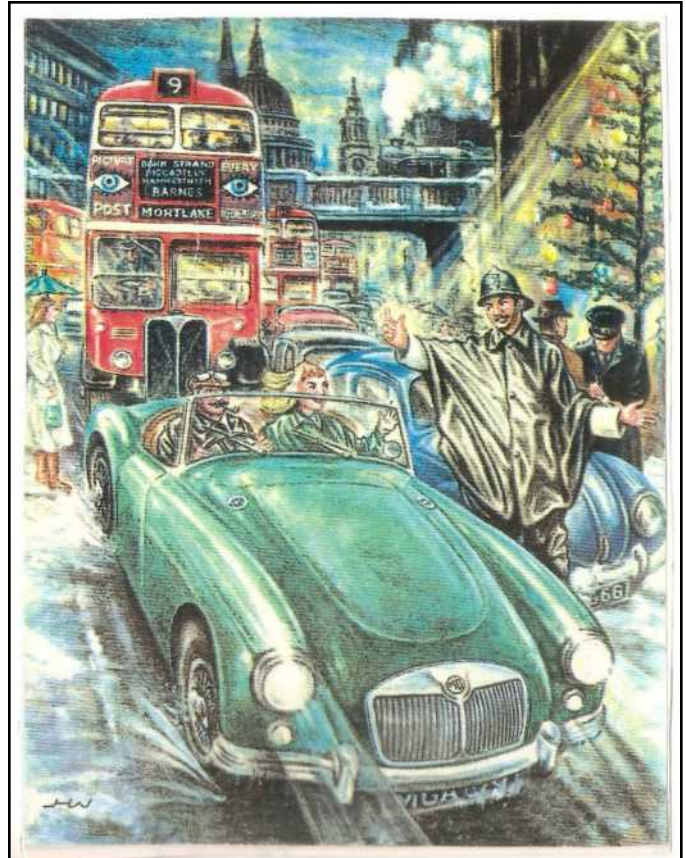
**1995 MG MGF**  
2023-11-08 by James A Madson  
minneapolis, MN, USA   
**87,000**



# Winter Driving Tips

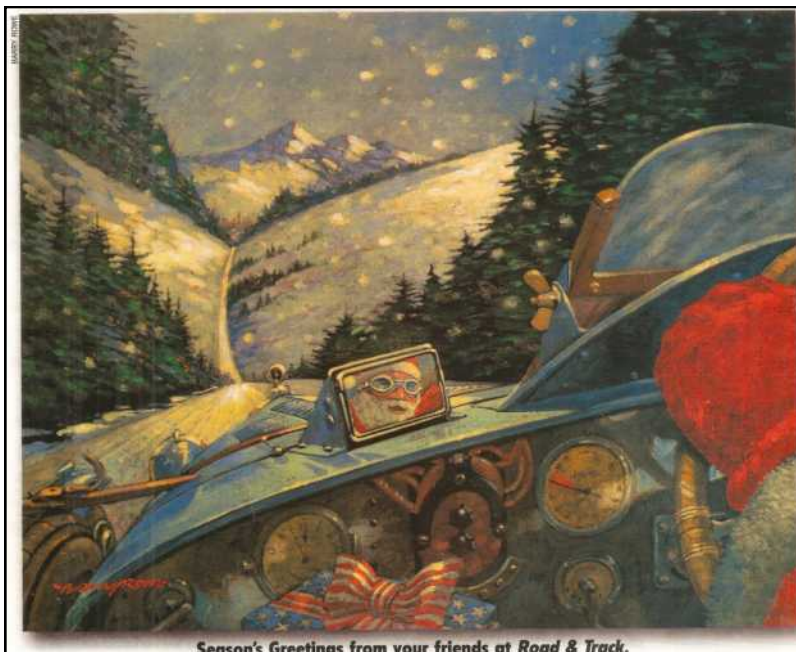
From the Michigan Rowdies – They should know!

- Never use cruise control on snow and ice
- If you slide off the road, stay with your vehicle, call 911 or road service. If phone service is not available, try texting 911
- When stuck, make yourself visible with the hazard lights on. If it's dark, keep the interior dome light on as it uses less electricity
- Don't over-exert yourself if you are trying to dig out your car
- When stuck, keep the exhaust pipe clear to avoid carbon monoxide in the car
- When stuck, only run the car for 5-10 minutes at a time with a window slightly open
- It's a good idea to carry jumper cables for you or if someone else needs a start
- Non-clumping cat litter, sand or rock salt can be used under your wheels for traction
- Keep a small shovel to clear 2-3 feet in a straight line in front of the drive wheels
- Remember it can take up to 10 times longer to stop on snowy or icy roads
- Be alert to nearly-invisible black ice on the roads
- Keep an ordinary coffee can in the car: scoop snow, collect snow for water, and to put a candle in for heat
- Carry long-burning candles /waterproof matches from camping supplies (inside the coffee can)
- It's always good to have extra gloves, dry warm clothes, hat, blanket, etc.



Cold rain and fog more common in California and southern England

Richard Garland art below



Season's Greetings from your friends at Road & Track.

*From the Double Daves  
(Dave Quinn and Dave Smith)*





# Keep Planning for 2023!

## FALL-WINTER



**Sat., Dec. 2: MGOc Holiday Tea, San Francisco**

**Fri., Dec. 8: SSTS Holiday Lunch, Dublin**

**Sat., Jan. 6: MGOc Planning Meeting, in Kensington**

**Sun., Jan. 21: MGOc Annual Brunch, Moss Beach Distillery, Marla Preston**

## 2024



**July 15-19, 2024: NAMGAR GT-49 at Mt. Hood, Oregon**

**Oct., 2024: GOF West, Folsom, CA**

Art from the Roadster Factory; above from Moss Motors

### Happy Holidays

This Christmas card, titled "Teddy Trouble", is the last one in my collection by the English artist Chris Bazeley. The card was published by Oakwood Cards Ltd. in Great Britain. This is the third time I've used a Chris Bazeley card for the December issue of the newsletters.

Electronic newsletters travel fast and it was only a day or so after the December 2021 issue of The Octagon, the newsletter of the Classis MG Club of Orlando, was published that I received an email from Chris Bazeley,

the artist. Chris was very happy that his art was still enjoyed "so far from home" and about 30 years after he painted the series of Christmas cards. You can see more of his art here:

<https://www.chrisbazeley.uk>







# New Members!

Welcome Daniel Truss of San Francisco with a 1971 MGB Roadster

Welcome Keith Simon of Woodside with a 1948 MG TC

I bought the TC about two years ago. The car belonged for 50 years to Jeff Stobbe, who is in the Abingdon Rough Riders and the MGOC. Jeff bought the TC, sold it, and bought it back many years later.

I had not worked on a car since college. The 5 most dangerous words "while we are at it" best describes my TC journey.

First goal was to get an understanding of where I wanted to go with mechanical and cosmetic. My wonderful friend Pete Randal, who's is a very qualified gear head, has owned many MGs, helped me acquire and assess the car. Pete then suggested a few item to address, which I jumped right on. Well that led to surprisingly more than I bargained for. I rebuilt the carburetors, replaced all brakes and components, fuel lines, and some gauge repairs. Had some trouble getting the carbs tuned, so I kept experimenting with needle, jet and fuel adjustments. Out of frustration I bought two Color Tune plugs. Within 10 minutes the motor was idling smoothly at 800 rpm's, and has been running perfectly since. After enjoying just driving it, I decided to try painting it. Took it apart and painted everything but the tub (tough learning curve with 3 part single stage paint)



Drove it some more, but was a little embarrassed by the unpainted tub and unsatisfactory paint job. So, I took it all apart, tried my hand at body work, and repainted all parts including the tub. ' So while I was at it' I made a new dash; rebuilt and upholstered the seats, doors and rear behind the seat, re-chromed, new rubber, rebuilt the windscreen wiper motor, powder coated wheels, repaired rear axle seals, new bushings, and so much more . Union Jack went through the top of the motor and replaced all the tappets, etc..

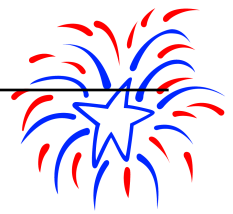
When people see this car, they just smile and give a thumbs up, all ages! I drive it all the time when weather permits.



My first attempt at a paint booth inside garage with ceiling filters. New booth, ample cubic air space for paint to settle. Added zip door. Wind damage to canopy booth.







## Felix in Vets Parade

Last weekend I had the distinct honor of parading my 99 year old patient, Victor Bertoldo, 1st Class Naval Engineer, WW II Veteran in the Pacific Theater, through the downtown streets of San Jose, during its Veteran's Day Parade, in a British 1955 MG TF1500.

What a hoot to drive in a parade with my patient and good friend, of 23 years.

Victor, both I and the UK, Thank You for your Service!

Former Octagon Editor Felix Lee



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Dan's father  
Joe Shockey  
is also age  
99. Photo  
taken on  
Veteran's  
Day

Joe is often  
quoted on  
these pages!



# Sonoma Tour

## Roadside Quality Time with Barbara Tapp

Ray had a problem which brought everyone in to help. Adjustments were made and he headed home.

What a beautiful run to Sonoma. A new member brought her recently purchased red Midget. After our group break upon leaving Cornerstone, my ignition was stiff and then a very noisy pattering sound started. I drove a few hundred yards and pulled over, Ron Simi and John Hutchinson ahead of me in the orange MGB came back to help and after testing surmised it was probably an issue with the starter. The smell of smoke convinced me to call AAA.

No problem waiting I pulled out my paints and 1½ hours flew by. My reward was watching the efficiency of the tow driver and getting to ride home to Kensington riding high up in the cab. So many more things to see from up there.

Little Bee is in good hands and yes indeed the 53 year old starter had given up.  
ps. I now have a nice painting of a far off barn and a sun burned field.



Photos from  
Barbara





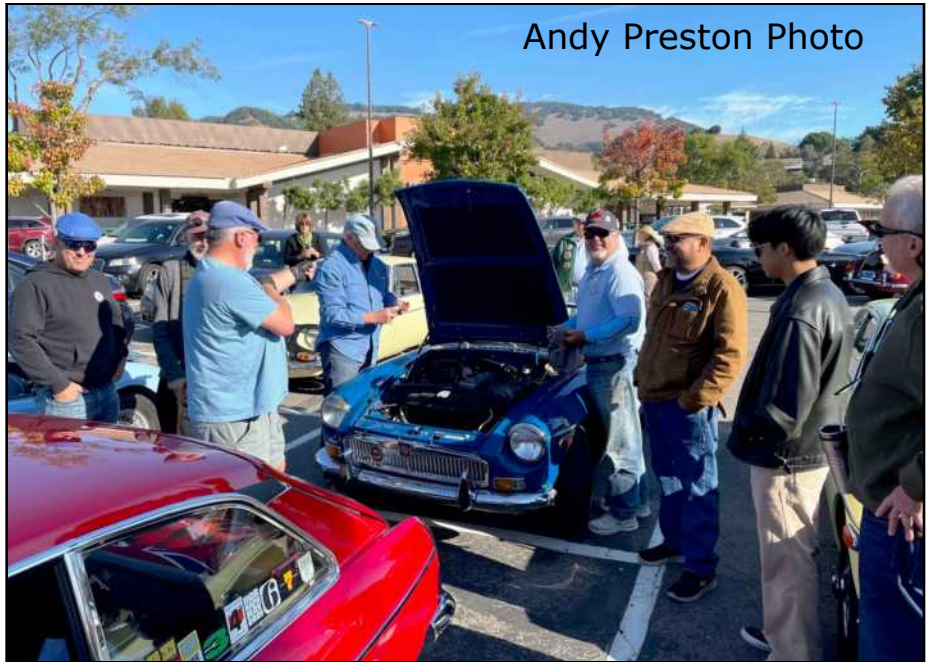
# Sonoma Tour 2023

Andy Preston

Once again we lucked out on the weather with clear sunny skies greeting us early in the morning for our November tour. We all met at the Harvest Market in Novato and we had a great turn out again with 15 cars and 26 members. We had 1 TD; Jim Brady & Mary, 1 MGA; Mike Jacobsen & Elaine Chan, 3 MGBs; Bill Dodson & Stephen, Ray & Kristy Davis, Ron Simi & John Hutchinson, 4 GTs; Rod & Sue Schweiger, Kirk & Amy Prentiss, Barbara Tapp, Andy & Marla Preston, 1 MGC; Dave Ruiz & son, I Alfa; Scott Pinsky, I Jag; Bill Thomson & Jean, 2 moderns; George & Marcia, Jeannie Haslam & friend and 1 Midget; Heidi Stearn (joined us at Cornerstone).

Ray & Kristy were having engine problems with their supercharged MGB at the start and even with the best efforts of Jim Brady and many onlookers were unable to get the car running smoothly. Ray said it was running great on the freeway but started cutting out on the surface streets. Wisely, Ray decided to try and drive the back home instead of driving the tour. (He did make home OK and said it drove great on the freeway but not so well on the local roads). So we waved good-bye to Ray and Kristy and left on our way.

We drove a route we haven't done before. We headed out through the glorious roads and countryside of the Chilen Valley and then cut back east towards Petaluma. We circumvented Petaluma driving through county roads to our first stop at Cornerstone located close to Schellville. Cornerstone is a wonderful event center consisting of eclectic shops, restaurants, wineries and fabulous gardens. It would be easy to spend an afternoon here wandering the various gardens.

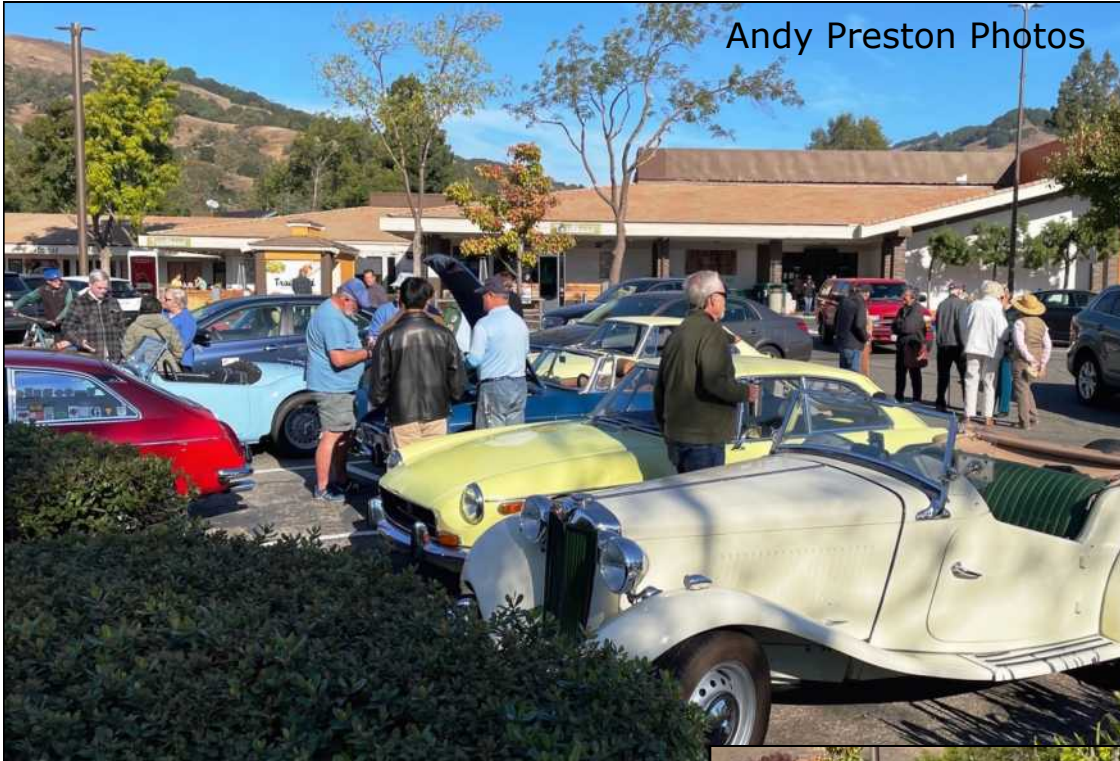


Andy Preston Photo



Andy Preston Photo





After a short break we headed out on our second leg towards Arnold Drive and Glenn Ellen passing through the "Valley of the Moon" wine region. We turned onto Warm Springs Rd and through gorgeous winding roads flanked by trees on both sides. The trees were starting to change colors from greens to rich reds and golden browns. This could easily be a "Fall Colors tour," maybe next year.

We continued through the newly named wine region "Petaluma Gap"

that boasts some wonderful Chardonnays, towards final lunch stop Café Bellini in Petaluma.

We have never used this restaurant before but it was amazing. We had a private room that was already set up for us with 2 long tables. Our server Ashley was wonderful and set us all up with soft drinks of our choice. After we were all there she put in our meal order and then after less than 15 minutes the food started coming out all at once and piping hot and delicious. WOW, I couldn't believe the service and how efficient they were. The food was fabulous and I mean that seriously. I asked Ashley how they did it and she said they were expecting us and all



the prep was done beforehand so it was just a matter of cooking it all. They also put on another cook and server for us. It was great and we'll definitely be going back there again.

Thank you to everyone for joining us and making this a wonderful day.

### Epilogue

Unfortunately one of our group didn't make it to lunch. Barbara Tapp was pulling out of Cornerstone and heard a strange noise coming from the engine of her Pale Primrose MGB GT. She pulled over at the side of the road and saw smoke coming from under the bonnet; not a good sign!





Ron Simi and John Hutchinson were behind Barbara and pulled up behind her to help. Apparently smoke was coming out of the starter motor which was making strange noises.

Barbara phoned AAA who turned up with a flat bed to take her car back home. Barbara, who is an accomplished water color artist, didn't waste time while waiting for the tow truck and spent the 1½ hours painting a beautiful landscape of a barn in distant field. Way to go, Barbara!



Barbara Tapp  
Photos





## Epilogue Continued

Apparently Barbara's local shop said it was a bad starter motor (53 years old) and replaced it so Barbara and her Little Bee are back on the road.



Barbara Tapp  
Photos





# Sonoma Tour Lunch!

Photos by Andy Preston



Our Leader Kirk Prentiss at right below with his wife Amy behind.





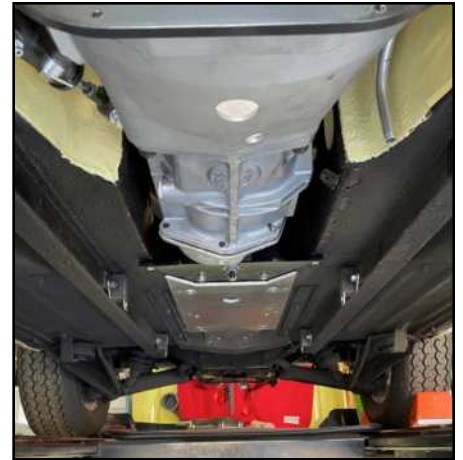
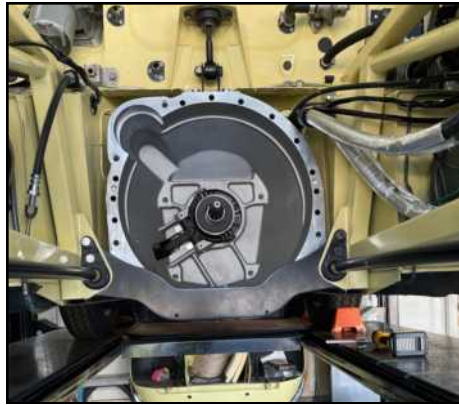
## Andy's E-type Progress

My finished goal will be definitely before Christmas, maybe Thanksgiving.

I'm working on the 5 speed gearbox and the slave cylinder. The slave push rod does not line up with the clutch lever! Now I've had the 5 speed in and out 3 times and do a little more metal trimming and panel massaging each time and almost have it.

The engine is finally ready. I've installed the evaporator into the E type and installed the 2 AC hoses that connect to it and done all the wiring and it works!

Photos from Andy



## Classified Ads

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

**1956 MGA:** On a 1962 Mark II Chassis - Red. Wire wheels, 4 speed transmission. 1622 engine, leather seats, tan soft top, luggage rack. (Posted 12/23)

**1933 MG J2:** Cream Cracker colours. All original parts. Purchased in England 1965, shipped to SF 1965. Frame-up restoration. 847 CC engine, is one of only 2,083 made. 18" wire wheels, leather upholstery, soft top and badge bar. (Posted 12/23)

**1953 MG TD MK II:** Almond green. Total body-off restoration. 1250 engine with larger valves, 1.5" SU carbs, 5 speed transmission, soft top & side curtains, tonneau cover, luggage rack, badge bar, fog lights (Posted 12/23)

**If interested please contact George Stenberg at: 510-526-8951 or [j2george@pacbell.net](mailto:j2george@pacbell.net)**

**MG TF:** Mechanically perfect and reliable, 15k miles on rebuilt engine, Ford 5-speed, red paint – won 2- place at GOF. In Orinda. \$20,000, SSTS member Bill Oldham. Text or email: 510-917-0877, [Orindabill@gmail.com](mailto:Orindabill@gmail.com) (Posted 10/23)

**MG TF-1500:** Same family since 1956. Engine & gearbox from 1967 Volvo P1800. MGA rear axle. Wire wheels. Partially dismantled. Located in Oakland. Non-member Burr Nash. \$4000 cash. [Campfork1946@yahoo.com](mailto:Campfork1946@yahoo.com) (Posted 12/23)

**MGB Parts, Parts, Parts:** Lots of early MGB parts. Let me know what you are looking for. These are from Ken Gitting's collection. Many are ceramic coated. Member Lynn Bryant at [Lynnnberta@sbcglobal.net](mailto:Lynnnberta@sbcglobal.net)

**We list ads for 3 months. Advise if you want them extended. For additional ads, see prior issues of *The Octagon* or [MGOCSE.org](http://MGOCSE.org)**





# Member Notes - Universal Joint Replacing

## Projects from Dave McCann:

On the yellow MGB GT V8, I'm working on the HVAC system. It has had a vintage air system, but it never worked well and was partially uninstalled when I got the car. I'm trying to fit a new fan and ducting. I also need to finish installing a digital rear view mirror. It also needs the exhaust reinstalled, and I need to fix the Sniper Fuel Injection.

For the MGA, I'm working on stalks for turn signals and high beams. I'm also working on a custom dash.

For the '70 roadster, I need to put the intake back on the engine and get the car running again. I also have a new fan and fan duct for the radiator on that car.

For the '74 roadster, I need to rebuild the engine after stealing the engine from that car to put in the MGA after I overheated that engine. The '64 roadster is OK in SSF, but I don't visit it enough

(That's right, Dave!)

## Universal joint for 1971 MGB – John Hunt:

Is that an easy repair or is it better to have a professional do it? Any related things to check or replace when you do this type of work?

Are there any tips doing this type of work? Thank you.

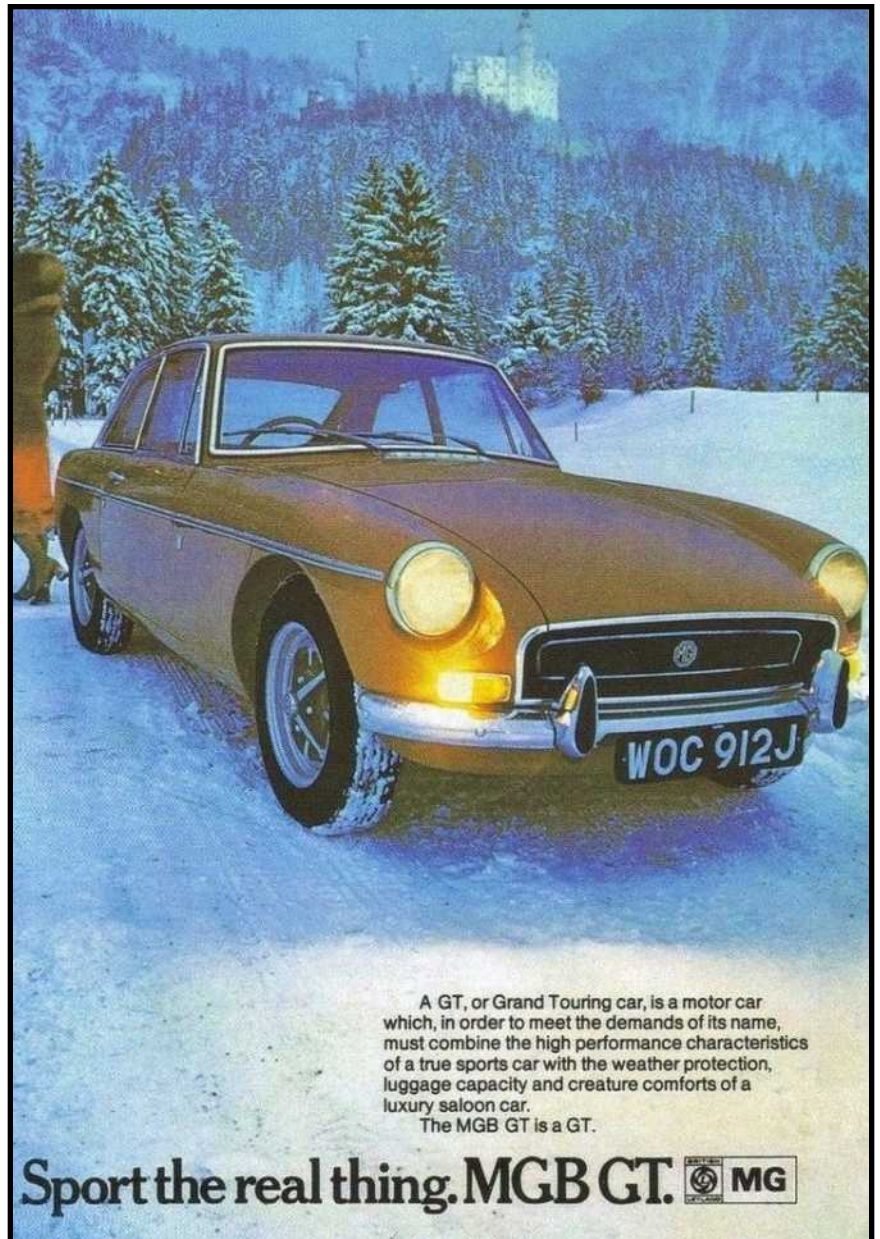
## Reply from Mike Jacobsen:

It's an easy repair if you don't mind crawling under the car and if you have a bench vise. IMHO it's easiest to do with the driveshaft out and on the workbench. There are four bolts at each end of the shaft to undo. I think your car has a sliding spline in the shaft and not at the end of the transmission.

Replace both joints even if only one is bad. They've been doing the same work so if one is failing the other may not be far behind. If you do this yourself and decide to raise the car, use jack stands and don't rely on just the jack while you're underneath.

You have to press out the old U-joints - that's why you need the vise. An oversize socket can be used as a spacer to let the bearing caps come out while you're pressing. Notice how the old U-joints are installed on the driveshaft and install the new ones in the same orientation or you'll have a bad vibration.

Be careful when pressing in the new joints so that the four caps don't come off the spider (the cross). Those cover the needle rollers and it's a real pain to get the rollers aligned to reinstall the caps. If there's a grease fitting on the driveshaft's sliding spline assembly this is a great time to grease it.





## Merry Christmas from Phil Frank of SF



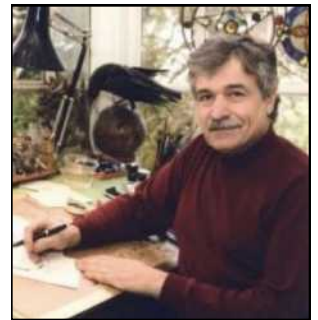
Illustration by Frank & Troise

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*Survey show that one out of every six  
elves owns an old MG!*

*Happy Holidays*

*Phil and Susan*



*I believe that is Elf Terry Sanders in green. Phil passed away in 2007. - Ed.*

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