

UPCOMING CLUB EVENTS

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THE OCTAGON

Newsletter of the M.G. Owners Club



MGOC-OCTAGON
If undeliverable please return to:
9 Pomona Ave. El Cerrito, CA 94530
email: mgoc@felixwong.com
<http://home.pacbell.net/jensten>



MGs at the 2000 MGOC Picnic in Tilden Park. For year 2001 we look forward to having a number of driving tours—see Pages 10 and 15 for more info! (Photo by Bob Stine.)

February 2001

About *The Octagon* and MGOC...

The M.G. Owner's Club, formed in 1958, is the Northern California center of the M.G. Car Club, formed in England in 1930. We receive two copies of the MGCC's *Safety Fast*, available to members on loan from the Corresponding Secretary. The club is also associated with NAMGBR, the North American MGB Register, and NAMGAR, the North American MGA Register. The MGOC holds a business meeting on the second Thursday of each month. We gather socially on the third 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. Owner's Club. Opinions expressed in *The Octagon* are not necessarily those of the MGOC, its members, or Board of Directors.

DIRECTORY of MGOC OFFICERS for 1999

President: Nina Barton, 510-845-7212, ninaba@mindspring.com

Vice President: David Wright, 510-653-3831

Treasurer: Mike Jacobsen, 415-333-9699

Secretary: Dan Shockey, 408-923-3927, magnut_dan@hotmail.com

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j2george@pacbell.net

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Octagon Editor: Felix Wong, 510-572-4257 work, 510-366-8355 home,
mgoc@felixwong.com

Octagoat: Eric Baker, 510-531-7032

Commercial Advertising: Mike Jacobsen, 415-333-9699

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 and GT 1962-69: Felix Wong, 510-572-4257 work, 510-366-8355 home, mgoc@felixwong.com

MGB 1974½-1980: Ed Adams, 510-483-6821

MGB 1969-1974: Felix Wong, 510-572-4257 work, 510-366-8355 home,
mgoc@felixwong.com

MGC: Kent Leach, 510-254-5748

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

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

Z-Magnette Saloon 1953-58: Marty Ray, 831-427-2642 home,

M.G. 1100 Sports Sedan 1962-67: Lora Lerner, 831-427-2642

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

Business Meeting

February 8, 2001 (Thu) at 8:00pm

at

George Steneberg's house
9 Pomona Ave.
El Cerrito, CA
510-525-9125

Board Meeting at 7:30p. All are welcome!

Natter 'n' Noggin

February 15, 2001 (Thu) at 8:00pm

at

Barclay's Restaurant & Pub
5940 College Ave
Oakland, CA 94618
(510) 654-1650

Directions:

From south of Oakland, take northbound I-880. Take the I-980 exit towards CA-24/Walnut Creek. Take the CA-24 exit on the left towards Berkeley/Walnut Creek. Take the Claremont Ave. exit, and turn left onto Claremont. Drive 0.7 miles and make a sharp right onto College Ave. You should see Barclay's Restaurant almost immediately.

Note the correct date of February 15th. It was printed incorrectly in the January edition of The Octagon.

Attention!!

Have your MG painted by a fellow sports car lover with 11 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 a check if a non-member) to *The Octagon* editor (Felix Wong, 38947 Bluebell Dr., Newark, CA 94560). Ads run for ONE month, after which they will be deleted unless you call. Your ad can be extended easily, but you **MUST** call *The Octagon* editor to renew! Any ad that appeared in the past can be re-run by notifying the editor.

For sale: **Hardtop for MGB** roadster. Made by Snugtop; in excellent condition with good rubber seals. \$400 OBO. Located in Pacifica. Dan Robinson, 650-359-3338.

Items of Possible Interest for the Enthusiast

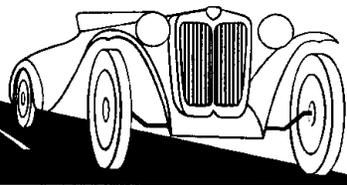
submitted by Dan Shockey, Secretary

Three items of new product interest appeared in the Classic and Sports Car magazine that I picked up free at the Monterey Historics:

- Total View Blind Sport mirror mounts to windscreen inside the car. 10.99 pounds from Summit Automotive, UK (no phone given).
- 8-piece Whitworth socket set in chrome vanadium. 11.75 pounds from Laser Hand Tools, UK (phone 01926 815000).
- 3.5:1 axle conversion for Spridgets. 146.88 pounds (crownwheel and pinion) from Heathrow Sportscars (phone 020 8577 1505).

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Lucas electrics: Marty Ray, 831-427-2642 home
S.U. Carburetors: Westley Johnson, 415-826-2396
Bodywork: Bill Weissberg, 510-658-4335

COMMERCIAL ADVERTISING IN *THE OCTAGON*

Direct all questions about advertising to Mike Jacobsen at 415-333-9699. 2000 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 10th of the month preceding the issue in which you want them to appear. The editor's address is: Felix Wong, 38947 Bluebell Dr., Newark, CA 94560. Or, you may email contributions to mgoc@felixwong.com. Preferred electronic text formats include ASCII text or any version of Microsoft Word; preferred image formats include TIFF, GIF, JPEG, PICT, and BMP.

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.

You can cut out this coupon and give it to prospective members

YOU'RE INVITED TO JOIN THE MG OWNERS CLUB!!

For a sample copy of our monthly magazine, *The Octagon*, and a membership application, please call or write our membership secretary:

George Steneberg

9 Pomona Ave.

E1 Cerrito, CA 94530

510-525-9125

j2george@pacbell.net

Membership

New members as of Nov. 1st will be printed in a future edition of *The Octagon*. We are looking to seeing everyone at future meetings and events of the MGOC and having your stories, photos, and tips printed in *The Octagon*!

Calendar of Events

MGOC (which is us!) events are in **bold** type. Abbreviations (if used): CSRG – Classic Sports Racing Group, SSTS – Sorry Safari Touring Society, HMSA – Historic Motor Sports Association, ESCA – Empire Sports Car Association

General British Car Events

Feb 24, 2001 (Sat)— Tour to the Behring Auto Museum. (Rain Date: Mar 3, 2001).

Apr 7, 2001 (Sat)—MGOC Tour to Santa Cruz. (Rain Date: Apr 14, 2001).

Jun 18-21, 2001 (Mon-Thu)—GoF 2001 Napa Marriot.

May 19, 2001 (Sat)—MGs at Jack London Square.

Minutes

Awards Presentation & Meeting at the Annual Dinner

Club President Nina Barton of Berkeley Presiding

By Dan Shockey, Secretary

We had a grand dinner (at a great price) in the heavily-paneled Atlantic Room of Spenger's Fish Grotto at the waterfront in Berkeley. Nearly 60 members and guests attended. Nina began by recognizing club officers, all of whom volunteered to continue from 2000. She also recognized those who planned and led events of last year and awarded small plaques as a token of our appreciation.

The Burnt Spark Plug Award was presented by Vice President David Wright. After presenting the exploits of the nominees, David made the award, of behalf of Felix Wong. First he congratulated all those who take their cars out on events. Bev and Tom Morgan received honorable mention for their adventures trying to race their MGA two weekends in a row in the Northwest. (See an earlier issue of *The Octagon*.) Bev said that she appreciated the thought but so far it has cost her about \$2000 each of the two times they have been nominated for it.

❖ MGOC Regalia ❖

Description	Qty	Each	Total
MG Owners Club Regalia			
Pennant – Red “MG Owners Club”, cream canvas, 9½" high by 17" long		\$10.00	
Grille Badge – MGOC logo, 4" high, mounts with one stud through grille		\$30.00	
Patch – 3" diameter, embroidered black MGOC logo on white		\$6.00	
MG Car Club of England Regalia			
MG Car Club Grille Badge – 3" dia., mounts with studs through grille		\$45.00	
MG Car Club Grille Badge – 3" dia., mounts with bracket to badge bar		\$45.00	
Key Fob – Black leather fob with cloisonne MG Car Club logo		\$10.00	
Lapel Pin – ¾" by 1" enamelled metal MG Car Club badge		\$6.50	
Outside Window Decal – 5" by 5½" brown & cream MGCC logo		\$1.00	
Inside Window Decal – 2½" by 3" brown & cream logo; reads “Member”		\$1.00	
Inside Window Decal – 2½" by 3" brown & cream logo; reads “Member” and “Marque of Friendship”		\$1.00	
Round Mug – British Racing Green with gold MGCC logo and rim		\$10.00	
Octagonal Mug – Octagonal green mug, cream interior, gold MGCC logo and rim		\$12.00	
MGs at Jack London Square Posters & Plaques			
Dash Plaque – 1999, black on gold, MG TC		\$2.00	
Dash Plaque – 1998, blue on gold, MGB/GT		\$2.00	
Dash Plaque – 1997, red on gold, MGOC logo w/ “Britain Meets the Bay”		\$2.00	
Dash Plaque – 1996, green on gold, MGA with Jack London		\$2.00	
Dash Plaque – 1995, white on black, MGOC logo and Tribune Tower		\$2.00	
Poster – 1999, features a blue MGB roadster and the JLS History Walk		\$5.00	
Poster – 1998, features a yellow MGB/GT with the yacht Potomac		\$5.00	
Poster – 1997, features a red MG TF with “Britain Meets the Bay”		\$5.00	
Poster – 1996, features a green MGA with Jack London		\$5.00	
Poster – 1995, features a red MGB, a Union Jack, and Amtrak bridge		\$5.00	
Total Amount Enclosed			

❖ “Ship To” label - please print!

Name _____
 Address _____
 City _____ State ____ ZIP _____
 Phone number in case we have a question _____

❖ Ordering Information

- ◆ All prices include tax, and shipping is FREE! Some items are stocked from England and may have a long lead time; we will notify you if the delay will be more than three weeks.
- ◆ Make checks payable to “MGOC” – sorry, but we cannot accept credit cards or cash.
- ◆ Send orders to: **MGOC Regalia, 5518 Thomas Ave., Oakland, CA 94618-1752.**

MGOC Regalia!

Our club has MGOC regalia that is available for purchase by anyone. Below is a sampling of available regalia; more items are listed on the order form on Page 17. Please contact David Wright at 510-653-3831 for more information.



Key Fob

Pin

Key Fob — \$10; Pin — \$6.50



Octagonal Mug — \$12

Round Mug — \$10



Pennant — \$10

The 2001 winner was, however, Mike Jacobsen who drove his MGA 6000 miles to the NAMGAR national event in West Virginia. Mike would have made it quite well if he had remembered to take a spare fan belt, and had checked his spare generator before starting. But this resulted in further MG adventures and a very good story.

Nina also remembered Jean de Boer, one of our longest time members who was lost to us this year. She is much missed.

Many nice items were raffled as door prizes: a tire gauge, MG cap, MG book, \$35 gift certificate at O'Connor's Classics, brake adjusting wrench, MG logo valve stem caps, an MG's at Jack London Square video, a Whitworth wrench and an MG tote bag.

Mike Jacobsen prepared a list of proposed events for our 20001 calendar with suggested dates for comments.

2001 Burnt Spark Plug Winner

Written by Felix Wong

as presented by David Wright at the 2001 Annual Dinner

The MGOC Burnt Spark Plug Award is given annually to the member who submits the best story involving his/her MG, usually involving some sort of problem, ill-luck, and sometimes, bravado and heroism! This year we've had numerous EXCELLENT entries, all of which have been published in recent

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issues of The Octagon. There was the story from Tom and Bev Morgan, who were last years' winners, about dealing with two broken rear axles and the loss of 6 quarts of oil in their MGA during a successful vintage race in Seattle which included legendary drivers such as Phil Hill. There was another story by Mike Jacobsen who survived several mechanical problems during a gutsy cross-country drive to NAMGAR in West Virginia and back in his MGA. Ray Watson wrote about how he one day lost all use of his clutch in his MGB GT, and Kathleen Byrnes wrote about how all of her wheels and tires were stolen off her MGB during a particularly grueling day of State Board exams. Finally, George Steneberg and his daughter Jennifer had to drive their MGs without side curtains in pouring rain in one of last year's MGOC driving tours, and Nina Barton recently endured a broken starter in her MGB GT. George and Nina's stories would definitely have been in contention had they written about them!

It has truly been difficult for me to decide to pick a winner considering the quality and entertainment value of all of these entries. However, under much consideration, I am pleased to announce that the 2001 MGOC Burnt Spark Plug Award goes to Mike Jacobsen. His solo 6000-mile drive in his MGA he has owned since college epitomizes endurance, courage, and complete faith in his British sports car. He endured a flapping rear window, broken generators and regulators, shredded fan belts, not to mention high altitudes and grueling temperatures. *SOMEHOW*, in spite of his travails, he managed to safely limp his car all the way home, even with a generator that was still broken! In addition, during part of the trip to NAMGAR, he provided much aid to his friend Jack who was also having many car problems of his own! Congratulations to Mike for being this year's winner!



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Drive with Us Through Towering Redwoods to the Beach Boardwalk at Santa Cruz April 7, 2001

It's time for another cool drive. We had a great drive up Mt. Hamilton; now lets go over another hill to Santa Cruz. The route will go through Saratoga and up Highway 9. At the top, we'll take a quick break to regroup, then go down the other side. From Hwy 9, we'll veer onto Hwy 236. This is one of the best sports car roads around. We will follow 236 to Big Basin State Park and stop nearby for a break.

Our route will continue on 236 and Hwy 9 through a few small towns, Ben Lomond and Felton, and on into Santa Cruz. We'll roll on down to the pier and park all of our cool LBC's in a row and enjoy a break from the drive with a mini car show (nothing organized). We can lunch there. Bring some cash to park on the pier.

There are several outstanding roads over the hill and back to the peninsula. Up the coast on Hwy 1 toward San Francisco, back the way we came, or over Hwy 17.

Who?: Anybody with a British car (the more the merrier)

Why?: Because it's fun

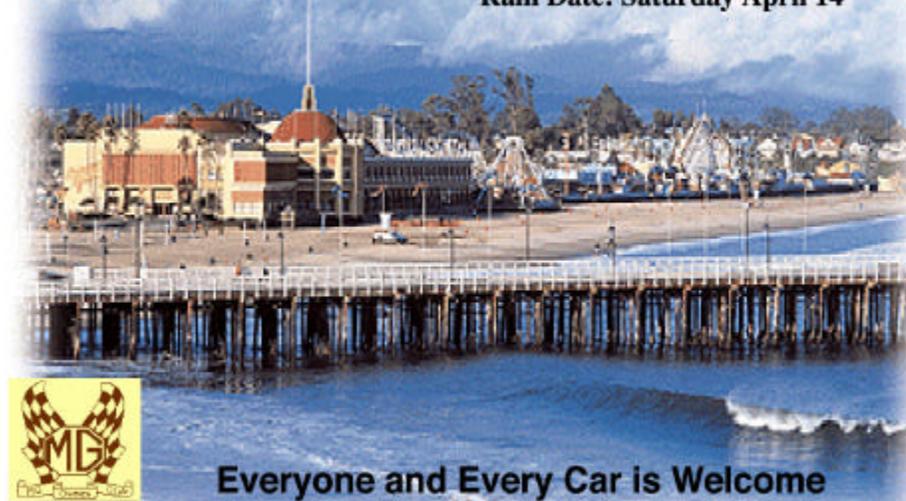
What?: Cool drive in the hills over to Santa Cruz

**Contact: Bob Wall, (408) 289-8706
bob_wall@yahoo.com**

When?: Meet by 9:30 a.m., Depart at 10:00 a.m.

Where?: Meet off Hwy 85 in Cupertino. From Hwy 85 south of I-280, take the DeAnza exit south. Go past the AAA office. We will meet at the Cupertino Corp. Center, just past Minton Lumber on the right. Address is 1601. (DeAnza Blvd changes to Saratoga-Sunnyvale Rd.) Fast food close by

Rain Date: Saturday April 14



Everyone and Every Car is Welcome

MG's Possible New LeMans Racer

from <http://www.mgdirectory.co.uk/wpe3.jpg>

Submitted by Bob Wall



Tech Tip: Restoring Steering Wheels

by John D'Agostino

from the British Online Mailing List

I've restored two steering wheels, the Daimler and more recently an Impala wheel. First I glass beaded the whole wheel, then used PC7 to fill the large cracks after veeing them out a bit. It cures slow so you can shape it using an Exacto blade and denatured alcohol. You need to get the filler slightly lower than the wheel since it's harder than the original wheel. Then prime with epoxy followed by a good primer surfacer. Sand it out, then use a regular spot putty to fill smaller cracks and to level out the large cracks. Either a lacquer based putty or a polyester will work. Remember there will be some shrinking, so let it sit for while. Sand (320 grit) and prime until you get it where you want it, finish sand with 600 and paint it.

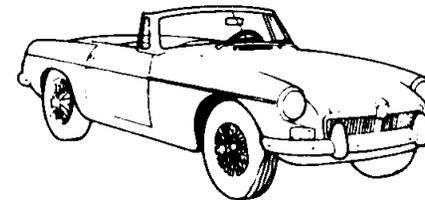
I used lacquer on the Daimler, and urethane on the Impala. They both look great, and it's not really hard, there isn't much surface area so sanding and priming is easy. The biggest problem is the shrinking of the filler. Before final sanding let it sit in the sun for a few weeks to minimize the effect. The cracks haven't reappeared, five years later. I did them over the winter, then when I was priming other stuff I would do the wheel. You can save a few bucks to put towards something else.

Purchasing Tip: MGOC Spares

Submitted by Dan Robinson

You can purchase MGOC spares as a member of an affiliated club. Just email your inquiry to mgspares@mgownersclub.co.uk and an account will be set up for you. If you were requesting the CD to obtain the spares look-up system this is available for download from the spares page on our website at <http://www.mgownersclub.co.uk>.

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Tech Tip: Getting the BGT heater off

Submitted by Dan Shockey

Richard King, Johannesburg

It looks so simple... Just undo three screws then take off the cover clips, then the heater front cover should surely just slip off... I can pull the top front edge forward, but the bottom doesn't move at all. From the description in the Haynes book, however, it sounds like I need to get behind the centre console and disconnect the demister pipes - only then can I remove the entire heater before its possible to remove the front cover!!

Please tell me I'm wrong and that the front cover should just come off! A "quick job" has turned into an annoying and frustrating one...

Paul Kile, Fair Oaks, CA

I'm afraid it's more complicated than it looks. The heater has a rectangular duct that projects below the firewall shelf, and this duct is formed by both halves of the heater box housing. The only way to remove the heater front cover is to remove the heater from the car first.

To remove the heater, you have to disconnect the defroster ducts and remove either the defroster plate with the rubber elbows (early cars) or the plastic tubes (later cars). You then need to disconnect the air control cable at the heater control, remove the 6 or so screws that hold the heater to the firewall shelf and the one large screw at the top of the box, then tilt the top of the heater forward and work it upwards to remove it. Not a really fun job. You will probably bend the air control cable a bit when removing the heater, but it can usually be smoothed out. Also, watch that you don't scratch the edge of the bonnet aperture with the metal bracket at the top of the heater box as you are removing it.

Installation is equally pleasant...

Bob Thompson, Statesville NC

Just for the record. It is possible to pull the core without pulling the whole box. Have done it many times but is a bit buggery. Pull the motor. Pull the clips. Carefully bend the front forward and off the hose connections. Bend the metal that acts as a blower housing up so that you may remove the core. Reverse to install. Goes back very neat with no signs of the method used. Takes maybe ten minutes to remove the core. Piece of cake. Now don't tell anyone I told you. Bob/WOMGB

John Simmers, Mississippi

Bob's bending technique is, in fact the same used by John Twist's shop.

And don't forget that its parts are plentiful still, and reasonably inexpensive for the most part. When properly sorted out and maintained, they can become as reliable as any Ford or Chevy you could choose, perhaps more so.

I hope you choose one. As Paul Noble has said, tho, get one with minimal rust. All it takes is a couple of refrigerator type magnets (the thin ones you stick on the door), one stronger than the other, to find where possible rust is hiding under layers of body filler. The thin magnet will stick when the bondo is thin too, and the stronger magnet will tell you how thick the bondo is if the thin one fell off. If the strong magnet also falls off, then so should your interest in that particular car, if that sort of thing happens often, especially in the rocker area. A lot of bondo, even if scattered around the car, usually translates into a lot of work making the bodyshell right again. Minimize your work and maximize your fun.

Good luck! I hope you find a good one!

Newsletter Submissions Wanted!

Would you like to see photos and/or tales of your car in this newsletter? The Editor of The Octagon is always looking for original stories, pictures, and tips to include in your newsletter! Content can be submitted electronically (preferred) to mgoc@felixwong.com or to Felix Wong, MGOC, 38947 Bluebell Dr., Newark, CA 94560. Thanks!



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Considering MGB GT, advice?

Submitted by Dan Shockey

Eric Crizer, California

I am in my last year of high school, and I really love MGs. My Grandfather had a 52 TD that I thought was really cool, unfortunately I am 6 foot 4 and do not fit inside at all.

I think I like the MGB GTs the best, are parts fairly easy to find? Is there enough space inside for a tall guy?

As far as speed goes I am not really into that, but in the city I live in, a lot of guys are into these little Hondas and they buy these body kits that they pay other people to install on their cars just to make them look cool, doesn't make them any faster, and they don't even have any mechanical skill in installing them. I want enough speed to smoke showoffs like these; will the MGB GT do it?

Bob Muenchausen, Idaho, USA

A B-GT is a good and attractive package for a daily driver. For a person new to MGs it is also a relatively simple car to learn from. It can have good performance, but know that in its best stock form it will mostly keep up with modern traffic. The field of cars around it have changed significantly in the 30+ yrs since it first appeared and many an econobox can run rings around one in terms of handling and power.

However, the vast majority of those cars don't have quite the same panache or charisma of an MG-GT. It is a genuine classic and one that offers the ambitious ample opportunity to make it better than it originally was in many significant areas. Had the original designers had the same opportunities for fuel injection, gas shocks, IRS, etc, etc, I am sure they would have used them to much the same or better advantage as our current crop of sports and sporty cars. If you read up on the car's history, you will see that they were considering many of these things even in the late 50s and early 60s.

One of the best things going for this car is its unibody construction. When all the rust is removed and the bodyshell restored to its original integrity, it is an excellent platform for whatever you might want to attempt. Folks have done both V-8 and V-6 conversions, installed modernized front and rear suspensions (including IRS), 5-speed trannies, and many other improvements. But even if you choose not to go so far, it is one helluva good car to learn the effects of minor modifications from, even in its basically stock form. And, the damned thing is one of the more comfortable older sportscars to drive and ride in!

Tech Tip: Gearbox Mounts

Submitted by Dan Shockey

Rik van de Koolwijk, Netherlands

I need to replace the gearbox mounts on my 78 MGB (US-type). There seems to be an awful lot of time-consuming and annoying fiddling involved to replace this. Does any of you have experience in this???

Tom Sotomayor, Streamwood, Illinois

I've done this task a number of times. It's not as bad as it sounds. Place a jack under the transmission and undo the 4 bolts that hold the crossmember in place. Lower the jack/tranny until the tailshaft of the transmission rests on the welded in crossmember. Remove the jack. Use an open-end wrench to remove the 4 bolts that hold the motor mounts to the transmission. Take the crossmember out (you'll have to slip it sideways to clear the exhaust) and remove the mounts. If it is a GT, you will also have to remove the vertical central eyelet mount as well. Get the crossmember, bolts and threaded holes squeaky clean. Replace all of the rubber mounts on the crossmember. Slide the exhaust side of the crossmember in first then push the right hand side up until the mount touches the underside of the trans. Put the 2 bolts in on the right hand side. Leave them loose for now. Push up on the exhaust side of the crossmember until the 3rd (and hopefully 4th) hole lines up. You may need a bottle jack (placed outboard of the exhaust) to help lift/hold it in place. I sometimes have to use a 'dogleg' screwdriver to align the the mount with the holes. Once all of the bolts are started, just tighten them up. Now you can lift the transmission/crossmember assembly back into place and put in the mounting bolts.

This is the ONE TIME you'll be glad you don't have an overdrive trans. The planetary section of the OD makes it a bit harder!

You will have to deal with the steady rod and the grounding cable also, if fitted. These are pretty straightforward and shouldn't cause too many problems.

Leland Bradley, Washington

I have always attached the mounts to the crossmember first then holding the crossmember in place, I start the transmission side cap screws on one side and run them in finger tight. Then using the attached side as a pivot and support, I align the holes on the other side. You can move the second side mount around on the transmission mounting boss pretty easily by moving the crossmember. I leave the transmission mount cap screws finger tight until I have re-attached the crossmember and have the full weight of the engine and transmission on the mounts so they are in their full down position.



Saturday
February 24



Tour to the Behring Auto Museum

This is one of the country's premier automobile museums, and it's right in our backyard.

The exhibits are always changing and we haven't been there for years. We'll meet in Berkeley and take the scenic back roads that our cars were designed for. A great time guaranteed.



- Time:** Meet by 9:30, we'll leave at 10 AM sharp to drive over to Behring (in Danville). Come early if you wish to linger over coffee before tire kicking
- Meet:** Toot Sweets, in Berkeley at 1277 Gilman St., 510-526-0610
- Directions:** Exit Highway 80 at Gilman St. Proceed east on Gilman, past San Pablo Avenue to the stop sign at Curtis St. Go straight, and Toot Sweets will be on your left. Park on the street and come in and join us. There is a Boogie Woogie Bagel Boy shop next door to Toot Sweets, if you'd prefer bagels.
- Lunch:** Bring a picnic and sit on the grass near the museum and chat and eat. Or there are eateries nearby
- Bring:** Lunch; money for museum entry; plenty of gas; sunscreen or sidescreens (plan on sunshine!); a good companion; camera and a big grin
- Tour Leader & Contact:** Nina Barton, ninaba@mindspring.com 510-845-7212

Rain Date: Saturday, March 3 *Everyone Welcome!*