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THE OCTAGON

Newsletter of the M.G. Owners Club



*Marty Ray's 1957 MG Magnette. See story on Pages 14-15.
(Photo by Marty Ray.)*

May 2001

MGOC-OCTAGON
If undeliverable please return to:
320 B. Monterey Blvd., San Francisco, CA 94131-3141
email: mgoc@felixwong.com
<http://home.pacbell.net/jensten>

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, MikesMuseum@yahoo.com

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

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j2george@pacbell.net

Membership Development: Doug Paris, 650-349-3778; Bob Stine, 650-349-5128, RAStine@prodigy.net

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,
martyray@eudoramail.com

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

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

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

Business Meeting

May 10, 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

June 12, 2001 (Thu) at 8:00pm

at

British Bankers Club

1090 El Camino Real

Menlo Park, CA

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!

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.

Free MGB Parts: Disk brake calipers (pair); need pistons and seals but no corrosion. Aftermarket steering wheel; 13" mahogany with hub for early models. Used and needs a horn push. Steering knuckles (pair); need new kingpins and bushes but clean no damage. Bob McCoy, 925-674-1169, rjmccoy@astound.net.

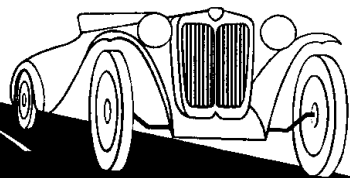
For sale: Early **MGB transmission**, fits 1962-67 roadster to 138400 and GT to 139471. Transmission has about 1000 miles only since rebuild by Jarl de Boer. **\$500** obo. Call David Wright, 510-653-3831.

JLS Volunteers Needed!

The Club needs your help to run this year's MGs at Jack London Square show. We need volunteers in the morning to staff the registration table and direct parking, in the afternoon to help clean up, and all through the day to answer questions and sell regalia in the Club booth. Shifts are only two hours long, so you'll still have plenty of time to see the show. If you can help, please contact Mike Jacobsen at 415-333-9699 or at MikesMuseum@yahoo.com to arrange for a job and a shift. Thanks!

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email: mg@oconnorclassics.com

PA/PB Midget 1934-36: Eric Baker, 510-531-7032

Lucas electrics: Marty Ray, 831-427-2642 home

S.U. Carburetors: Marty Ray, 831-427-2642 home,
martyray@eudoramail.com

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 of our monthly magazine, *The Octagon*, and a membership application, please contact our Registrar:

Mike Jacobsen
320 B Monterey Blvd.
San Francisco, CA 94131-3141
415-333-9699

MikesMuseum@yahoo.com

Membership

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

May 6, 2001 (Sun)—The Greater Los Angeles Concours Europa British & European Car Meet. Woodley Park, Van Nuys. For more info call 310-392-6605 or email rfeibusch@loop.com.

May 12, 2001 (Sat)—**MGs at Jack London Square**. Note the date change!

May 18-20, 2001 (Fri-Sun)—Sears Point Wine Country Classic. Tickets: 800-870-RACE or visit website at www.searspoint.com.

May 20, 2001 (Sun)—Dixon All British Car Show and Swap Meet, Dixon, CA. 8:00 a.m. to 4:00 p.m. Dash plaques to first 200 cars. Peoples Choice Car Show. \$15.00 pre-entry or \$20.00 day of show. Free admission to the public. For sale vehicles - no extra charge. Special raffle and tech sessions. Food and drink available on site. Show held rain or shine.

Jun 2-4, 2001 (Fri-Sun)—Rendezvous British Quebec. See <http://rendezvousbritishquebec.org> for more details.

Jun 18-21, 2001 (Mon-Thu)—GoF 2001 Napa Marriot. 707-963-2313, bill707@aol.com.

Jun 20, 2001 (Wed)—**MGOC Tour to the MG GoF West**. See page 13 for details.

Jul 2-6, 2001 (Mon-Fri)—MG2001: An MG Odyssey., www.mg20001.com.

CSRG Events

May 26-27, 2001 (Sat-Sun)—Sears Point (Memorial weekend).

June 23-24, 2001 (Sat-Sun)--Thunderhill Raceway Park (west of Willows on Hwy 162 off I-5, a 2-3 hour drive)

September 8-9, 2001 (Sat-Sun)--Thunderhill

October 13-14, 2001 (Sat-Sun)—Sears Point

November 10-11, 2001 (Sat-Sun)—Thunderhill (their season finale)

❖ 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



Octogonal Mug — \$12

Round Mug — \$10



Pennant — \$10

MGOC Meeting Minutes

April 12, 2001 (Thu)
by Dan Shockey, Secretary

The meeting was held at the home of George Steneberg in El Cerrito. Members present were Nina Barton, Bob Stine, Mike Jacobsen, George Steneberg and Dan Shockey. President Nina called the meeting order at 8:22 p.m.

Treasurer's report

Mike reported that he got a deposit-only ATM card for the club accounts. He also suggested that all instances of George's address in the Octagon and registration materials need to be changed to his address.

Octagon

Still need to find a new printer.

Jack London Square

Posters: We printed 200 and distributed them at the meeting for posting.

Volunteer Request: Run again in the newsletter. Next year, add a line to the registration form. Dan to send an email reminder to the membership.

Parking: JLS provided a map. Nina and Mike planned the car placement following the meeting.

Registration: There were 31 as of the meeting. Since up to over 50.

Vendors: We have had a few requests. We decided to put them near the

888 Rodney Dr.
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MGB-GT location from last year. This will spread the 'action' so that no one will feel so far away from the activities.

Insurance: Mike is finalizing the contract with NAMGAR.

T-shirts: Nina has made the arrangements with Ratchet's Printing in Alameda. Same cost and shirts as last year. (New design, of course) Awards: George talked to John Blakemore about where he got the coated aluminum and the award wood bases. Since then, John assisted us in getting the materials and George cut out the plates. Nina has taken the plates to Ratchet's. Dan has sent the artwork for the large plates and is to make the text for the small plates based on sponsors.

Cardboard: Bob working on getting us the best price. *Balloting:* Mike has arranged for us to have two laptops on hand to speed the data entry process. He has developed a spreadsheet program to automatically determine the winners. We decided to have the ballots due in by 1 p.m. and attempt to make the presentations at 2 p.m.

Registration packets: We will stuff these at the next meeting, again at George's home. We will again make 150.

Past Years T-Shirts: We chose to again mark down the past years T-shirts to \$10 and promote them better. We will also promote the regalia and past years posters.

Old Business

A new source for name badges has been found. We must push the regalia items. We will try to find a display case for use at shows.



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This particular model (see photo on cover) is the ZB Varitone. This was a trim package option of the ZB, which included two-tone paint, a chrome strip dividing the two colors, and a larger, wrap-around rear window. The car has a significant amount of interior wood trim, on the dash and door cappings, as well as a clock above the rear view mirror. This particular example probably has a bit more power because it has the cam from an MGA engine, but is otherwise stock.

This car came to me in a non-running condition with many mechanical and some body parts missing. The car appears to have been repainted in a mildly tacky two-tone metallic brown, with many minor defects all over. There are minor areas of rust in the lower body, but the unibody is so heavily constructed that these are not serious and can be attended to later. I did do some welded repairs to the jacking point on one side. I have found and installed missing parts, overhauled and/or uprated various systems, such as the brakes, and done significant work to the interior, including refinishing the floors, redoing the upholstery, carpets, headliner and installing seatbelts. Although the original interior was leather, I chose vinyl for cost and durability, but it is in the same exact pattern as the original. The seats have been rebuilt to a high standard: even the insides that no one sees have been carefully de-rusted, repainted and redone. Some of the wood has been refinshed. Some parts have been rechromed. I've had the fuel tank cleaned out and coated and done various fuel system repairs. The boot (trunk) area has been carpeted and custom upholstery panels added as I felt that the original boot upholstery was poor. The wheels have been refinshed and are running on new tires, but I really want to do them over because I saw a car that had chrome ones and they looked great! I replaced the entire wiring harness and made many repairs, so that now all electrical items work. I was lucky enough to find a NOS clock after a lengthy struggle trying to find a way to repair or upgrade the original one. This clock should last because I use a battery cut-off switch (as on all my vehicles) so the clock will only run when I am using the car. I have not done any engine or driveline work yet. I think the engine may have been rebuilt by a previous owner, but I am suspicious of the quality of the job. It has always felt "tight" and consumed rather too much oil, and yet it seems to perform well and people tell me it sounds great!

Another major project associated with this car involves rubber parts. It turns out that many rubber items on this car are no longer available and I was interested in replacing a number of these items. I ended up making molds and reproducing some of these parts, such as the air cleaner grommet, gearbox dipstick, rear bumper grommets, various bumpers, battery clamp rubbers, the rubber tip on the heater flap handle, etc. I have also offered these parts to other enthusiasts and sold some. There are quite a few items that still need to be reproduced, unfortunately these are the ones that are the most difficult to do, such as the front vent window seals and the gear lever boot.

MG type "ZB" Varitone Magnette 1957

by Marty Ray

from his web site at <http://www.corybantwest.com/cars/cars.html>

Most of us think of MG as a sports car marque, but in fact for most of the history of the MG Car Company sedans were produced alongside the sports models. The sedan models produced before WW2 were many and varied, while the models following the war are easier to describe. In 1948 the MG Y type was introduced, and eventually this model took two forms, a 4 door closed sedan (the YA and YB) and a 2 door open top touring sedan (the YT). This model was derived from designs of the 1930s and had a separate bonnet and fenders, and a wood framed body mounted on a chassis.

In 1953 the company introduced the Z type, which was in many ways a radical departure from the models that preceded it. It was the first time that the company, or indeed any part of the BMC complex, had produced a car with unibody construction. It was the first use of the BMC B series engine, which was derived from Austin designs. It was sleek and streamlined compared to other models of MG, including the TD sports models of the time. It was the first MG to use a radiator grille that was "fake" and did not house the actual radiator. Its front suspension was not only independent, but coil over shock, and a very modern type of design with control rods rather than A-arms.

The car was named the "Magnette" a moniker derived from the early 1930s period in which there were Midgets, Magnas, and smaller versions of Magnas dubbed Magnettes. The name had been applied to one of the most famous and successful MG racing cars ever built, the K-3 Magnette. Thus the use of the name by BMC angered some die-hard MG enthusiasts who felt that a famous name was being dragged through the mud, but they had apparently forgotten that the name had also applied to many sedans and that its use for the race car was actually an unusual case.

It is sometimes said that Gerald Palmer, the designer of the MG Z and its sister vehicle the Wolseley 4-44, borrowed a lot from the Lancia Aurelia in his work; he had also previously designed the Jowett Javelin, another even more revolutionary car manufactured by a small Yorkshire company that mostly made commercial vehicles. Early Z types were different in that they had no vent windows, a torque arm between the rear axle and the body, and a metal dash with painted wood effects. They also had less powerful engines.

The ZB Magnette, then, is a 4 door, 4-5 passenger sedan of unibody construction, with 1500cc 4 cylinder B series BMC engine, twin 1.25 inch SU carburetors, 4 speed gearbox with no synchomesh on 1st gear, drum brakes on all 4 wheels, with twin leading shoe brakes in front. It has leaf sprung rear suspension and independent front suspension, the latter a design that was in many ways more modern than anything produced by MG since. Rack and pinion steering and front bucket seats add to the sporting feel.

Events

GOF West: There is interest in driving to Sonoma (Sebastiani Winery) for the car display on Wednesday, June 20. Nina to talk to David Wright to choose a meeting place in the Berkeley area. The car show starts early at 9 a.m. (judging begins at 10) but continues until 2 or so. We should post the meeting time and place in the June newsletter.

Pierce Manifolds Tour (Gilroy): We choose the date of July 14 with the alternate July 28. Dan to finalize arrangements with Mike Pierce.

Annual Picnic: We chose the date of August 25 with 8/18 as the alternate. Bob has been checking spots on the Peninsula. Junipero Serra Park has a \$50 minimum fee plus a \$4 per car entry. Bob will check next with the Central Park of San Mateo.


Next Meetings

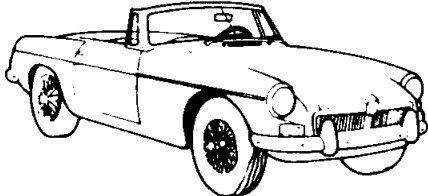
Business meeting again at George's home. We collect the JLS material there and can stuff the packets.

No Natter 'n' Noggin in May due to the JLS event. Next will be June 21 at the British Bankers Club, 1090 El Camino Real in Menlo Park.

Club Emailings

If you are not getting the occasional mailings from the club, or if you need to change addresses, please email one of the officers. Dan Shockey has been keeping the email lists and doing the mailings: magnut_dan@hotmail.com

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Tour to the MG GOF (Gather of the Faithful)

*Napa, California
June 20, 2001 (Wed)
by David Wright*

Each year the 'T'-Type fraternity in the western U.S. has a big summer get-together called GOF West with rallies, a car show, swap meets, etc.

This year's event is in Napa Valley from June 18th to June 22nd.

MGOC plans to tour up to the car show to be held at the Sabastiani Winery in Sonoma on Wednesday, June 20th.

We will meet in the parking lot of Denny's Restaurant in Emeryville at 8:30am. (Directions: Take the Powell Street exit from I-80 and go east. Denny's is immediately on the left.)

Hope to see you there. Questions? Please call David Wright at 510-653-3831. Note that meeting points between Denny's and Napa can be arranged. Please call David to set them up.

In Memoriam

Charlie Palin, Jr.

1956-2001

Eulogy by Bob Stine

We are sad to report the passing of MGOC member Charlie Palin, Jr. After a six-year battle with cancer Charlie succumbed to it at the tender age of 45.

Charlie had many interests; not the least of which was his 1962 MGA. He worked on his MGA for 3 years, restoring and modifying it extensively. It became his pride and joy. He entered it in MGs at Jack London Square last year.

Although he was confined to a wheel chair for the last couple months of his life, through the help of his good friends Doug Vetter and (fellow MGOC member) Charles Carney he was able to joyously ride in his beloved car several times in the last two weeks of his life.

In addition to his affiliation with the MGOC he was associated with the Confederate Air Force and was a Friend of American Fighter Aces. In July 1999 he was honored as the Colonel of the Month for the Confederate Air Force - Golden Gate Wing.

Charlie worked as a mechanic at United Airlines. He loved working with his hands, whether on vintage aircraft, commercial jet aircraft parts or his project cars.

Charles will be missed by his many friends and loved ones. Our condolences go to his wife, Gail.

have spares. Smaller items, such as sparkplugs, generator brushes, electrical crimp connections and wire, carb kits, cotter pins, and hydraulic kits (or maybe wheel cylinders) can also be brought along. Some of these items automatically require that you bring others, such as the appropriate gaskets and/or sealers and hydraulic fluid (ever try to find DOT 4 fluid in the middle of Kansas?).

This in turn means more tools. You'll need whatever it takes to remove and replace whatever you're bringing from the list above, such as a crimping tool, an adjustable wrench, gasket material or sealer, and a one-person brake bleeder.

Stowing It All

Make a pile of all the small items that you plan on taking. We'll define small as the size of an ignition coil or less. Then go purchase a plastic storage container slightly larger than the pile. Get a container with a lid that snaps on securely and that will fit in the trunk (or wherever) of your car, and put the piled items in it. Other things, like hoses and belts, can be nestled in with or under your spare tire. The larger items can be fit in wherever there's room. Packing the car before the trip is part of the fun, right?

On Your Way

Now you're set for the trip. You'll probably not use any of the things you brought, but you'll have some peace of mind because they're there. And who knows? You might just be the knight in shining armor that is able to help someone else that's stuck on the side of the road!



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What to Bring to a National Show

by Mike Jacobsen

So you're convinced that you can drive to the next regional or even national show. Great! What are you going to bring with you in the way of tools and parts? Yes, that's right, tools and parts. The newest MGA on the road today is almost 40 years old, the latest MGB is 20, and they're both old for a car. I've heard the argument that if you've restored the car, it should be as good as new, but even if you've just rebuilt the entire car, there are some spares that you should have along. Remember that our cars earned their infamous reputation for reliability by not working so well when they were new. A new generator is better than an old one, true, but even the new one is still the ancient design that wasn't so great back in the Fifties.

The Manual

The first and most important thing to bring is a shop manual. Even if you never work on your car yourself and don't know which end of a screwdriver to hit with a hammer, bring the book. That way, if something goes wrong, you can at least get the car towed to a shop and hand the mechanic the book so he'll know how to work on your car. If you only bring one thing, bring the shop manual.

Simple Things

If you're more mechanically inclined, you can bring along some simple items. A set of those small parts that can stop the car but can be easily changed is handy to have along. Few parts will be available outside of large metropolitan areas, so bring fuses, ignition parts (points, condenser, cap, rotor), fuel pump points, radiator hoses & clamps, a fan belt, a thermostat & gasket, and a roll of electrical tape.

Also bring some simple tools to install those parts. A beginning list would be a socket set, a slotted screwdriver, a #2 Phillips screwdriver (plus "stubby" versions of each), a set of wrenches, a pair of locking pliers, a feeler gauge (for setting the points), a pocket knife, and a tire pressure gauge. Check that your jack is in the car and that it works, and that you have the lug wrench or knockoff hammer too. A tube of hand cleaner, some rags, and an assortment of zip ties will also be useful. The tools can be discount store items since they're for emergency use, so you don't have to spend a lot of money for them.

Weird Things

If you're more ambitious (or a worrywart), bring more parts. You can take larger components like a generator, distributor, water pump, fuel pump, regulator, and ignition coil if you're unsure of the ones in the car and if you



The MG Owners Club

Presents The Eighth Annual



MGs at Jack London Square

Saturday, May 12, 2001 at Jack London Square, Oakland

This annual event is a gathering of MGs from across Northern California. The show opens at 10:00 a.m., rain or shine, with trophies awarded at 3:00 p.m. Same-day registration will open at 8:30 a.m.

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

Awards: Judging is by popular vote, and trophies will be awarded for Best of Show, Best Unrestored, and for each class, with classes determined according to the number of cars registered by May 1, 2001.

Entries: All MGs are welcome, from daily drivers to complete restorations. The entry fee is \$20, which includes a dash plaque and an event T-shirt. Additional cars registered to the same owner are \$5 each, which includes a dash plaque only. All cars must arrive by 10:00 a.m. sharp! This is necessary due to the amount of pedestrian traffic at Jack London Square. If you arrive late, we **cannot** guarantee placement of your car with others in its class.

Return the portion below with the entry fee. Photocopies of this form are acceptable. One form is required for each MG registered.

Mail before May 1, 2001 to:

MGs at Jack London Square
320 B Monterey Blvd.
San Francisco, CA 94131

For information call:
415-333-9699 or 510-845-7212

Make check payable to: **MGOC**

Office Use Only		
\$	✓	#

Please Print:

Name: _____ MG model: _____ Year: _____
 Address: _____ Body style: Coupe Roadster
 City: _____ Saloon Race car
 State: _____ Zip code: _____ Other: _____
 Daytime phone: (_____) _____ T-shirt size: M L XL XXL
 or Email address: _____

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

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

Signature: _____ Date: _____

The Redwoods Tour

April 14, 2001 (Sat)

by Bob Wall

Saturday, April 14th started off cool in more ways than one. It was a little chilly, and this was the day we finally made the Redwoods Tour over the hills from Cupertino to Santa Cruz. After being postponed the Saturday before because of the weather, we finally got to do it.

We left Cupertino with 12 MG's and a Triumph TR250, (this belongs to a friend of mine, Dan, who sold me my MG. We also might have convinced him not to sell his TR.), and a bunch of other Dans. We drove through Saratoga and caught the hill on Highway 9. This is a good sports car road if you want a nice leisurely drive. At the top of the hill on Skyline Drive, we took our first short break for everybody to regroup. Three more MG's caught up with us here, (besides Mike Jacobsen in his Magnette. He had to stop at a bakery in Saratoga, then play catch-up. Great Danish, Mike.)

From here, we headed on down the other side of the hill on Hwy 9 and veered off onto Hwy 236 to Big Basin State Park. I must apologize now to anybody who thought I took this road too fast. I thought I was going slowly enough for everybody to keep up. (If I had been on this drive by myself, I would have been going faster. I love driving that road in my MG.) We stopped for a quick leg stretch break at the park then continued on down 236 and got back on Hwy 9. Nobody got carsick on the way down. That was my one fear about this drive. We made a quick stop along the road in Felton to make sure we hadn't lost anybody. Some guy named Ryan stopped in his Ford POS and told me he had a Midget for sale, but he seemed kind of vague on the details. He said it was "complete". If anybody is interested, he gave me his phone number, (831) 335-4448. Mike took off from here to go down to the wharf to get his Uncle, who was waiting for us.

Marty and Laura took the lead to get us out to Natural Bridges State Beach for a break and photo op. He took us on some roads that I didn't even know were there, but it helped us avoid most of the traffic through Santa Cruz. It helps to have somebody who lives in the area. We lost a few people at the turn for Natural Bridges, but luckily there were signs leading to the beach. We all managed to meet up there. Mike's Uncle joined us there in his '61 Bugeye Sprite. I was talking to him and mentioned that my first LBC was a '69 Sprite. He asked me if I ever had to push start it, and I said "Oh Yeah". I guess that is one of the built in features of AH Sprites. It was a little windy and cool here, but still nice. I think we entered a different microclimate when we got to the wharf. It was beautiful there.

We left the beach and drove down West Cliff Drive to the wharf by The Boardwalk. We got really lucky and managed to park all of our cars next to each other on the wharf. Here we all gathered for some group photos with The Boardwalk in the background. This was the end of the tour. Most people

stayed around the wharf for a while and had lunch. All in all, it was a great trip.

I would like to thank everybody (see the list below) who came along on this drive for making it an outstanding day. I'm looking forward to the next trip. Maybe a drive along Skyline Drive and Hwy 1 to San Francisco? Sounds good. Keep an eye on The Octagon and watch out for fliers. You never know what I'm going to do next. Watch for pictures when I get the film processed, or come by and see them at Jack London Square.

Participants

<u>Name(s)</u>	<u>Car</u>
Bob Wall	'70 MGB GT
Dan Shockey	'71 MGB GT
Jennifer Steneberg & Dan Shaffer	'56 MGA
Robert Burns (how's that for a name of somebody driving an LBC?)	'61 MGA
Dan Hampshire	'68 MGB
Michael & Daniel Glenn	'53 MG TD
Dan & Brett de Geus	'68 TR250
Mike Jacobsen	'58 ZB Magnette
David Wright	'64 MGB
Chuck Blakeslee	'67 MGB
Dennis Cox	'67 MGB
Max Helm	'66 MGB
Shawn Scarlett & Daisy Cassidy	'63 MGB
Aaron Cohick	'64 MGB
Marty Ray & Lora Lerner	'64 1100
Pete & Maggie Mallamace	'79 MGB
Wally & Marilyn Walker	'61 AH Sprite

British Car News: The End for Marcos

from PistonHeads.com

After searching long and hard for a new backer, road going Marcos production is about to come to an end. 42 years of production will cease on April 6th when a liquidator will be appointed.

Luckily it won't be the end of Marcos completely. Despite the relatively few road cars that were being produced, Marcos has experienced great success on the track with many cars now competing in GT series in Europe. The racing arm was sold off to a Dutch consortium back in 1997 and will continue unaffected.

It's rumored that Marcos was working on a smaller, cheaper sports car, but this is unlikely to ever see the light of day now.