

UPCOMING CLUB EVENTS

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THE OCTAGON

Newsletter of the M.G. Owners Club



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



*“The Morris Garages” in the Haynes Motor Museum in England.
(Photo by Felix Wong.)*

June 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, MikesMuseum@yahoo.com

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

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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

June 14, 2001 (Thu) at 8:00pm

at

Bob Stine's house in San Mateo

3215 Llano St.

650-349-5128

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

Driving Directions:

From Highway 101 north or south, exit at Hillsdale in San Mateo. Head east. Turn right at Los Prados St. A few streets down, turn right on Bahia St. Almost immediately, make a left on Llano St.

Natter 'n' Noggin

June 21, 2001 (Thu) at 8:00pm

at

British Bankers Club

1090 El Camino Real

Menlo Park, CA

Note that in the May issue of *The Octagon* the date was printed incorrectly. The correct date is June 21st. The Editor regrets this typo.

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.

MGA & MGB parts for sale:

(4) MGA rims w/ tires	\$25 each
(4) MGA hub caps (new)	\$10 each
MGB transmission (no overdrive)	\$300
MGB rear axle, spline-hubs	\$150
MGB rear decklid, no dents	\$150
MGB L & R doors complete, vents, mirrors, no dents	\$300 both
MGB tach & speedometer	\$100 each

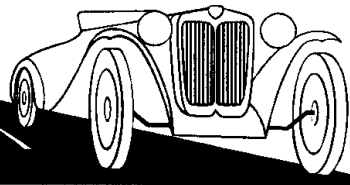
Call Robert Burns, 510-530-2130.

For sale: **1967 MGB** Convertible, BRG, wire wheels, O.D., new Dunlops. Starts first crank; strong runner. Single battery, negative ground. No leaks. Same owner past 23 years. All receipts. \$3,200. Alan, 650-367-5838.

Attention: **Eric Baker** lent an autographed copy of a book entitled "**Works MG**" at the Annual Dinner, but forgot who he lent it to. He would like to know who has it particularly because it was autographed. (He can even provide you with a non-autographed copy of it if you give it back!) If you borrowed this book from him, please call him at 510-567-5516 work or 510-531-7132 home. 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

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

June 10, 2001 (Sun)—11th Annual Hayward Field Meet. Cal State University, Hayward. See pages 10-11 for more info.

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

June 20, 2001 (Wed)—**MGOC Tour to the MG GoF West**. See page 8 for details.

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

July 15, 2001 (Sun)—Marin Tour to the Pelican Inn. See page 8 for details.

CSRG Events

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 Meeting Minutes

May 10, 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, Gerald Martin, Steve

❖ 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

McGhetto, Charlie McGhetto, David Wright, Mike Jacobsen, George Steneberg and Dan Shockey.

President Nina called the meeting order at 8:31 p.m.

Amended last month's minutes to read "150 posters" for JLS rather than 200.

Secretary's report

Requested club member email addresses in the Octagon.

Octagon

Still need to find a new printer.

Jack London Square

75 cars have pre-registered. This is a high number since a large percentage register at the event. Nina picked up the t-shirts and awards. She also assembled the awards. Bob picked up 160 sheets of cardboard for placing under the engines. Insurance info was sent to the Port of Oakland folks. Volunteers are all set. We stuffed all the packets. Mike spent many hours making the inserts and getting them printed.

Events

GOF West

The meeting time and place was posted in the May newsletter

Hayward British Car Show

888 Rodney Dr.
San Leandro, CA 94577

TOM SANTELL
Account Direct

AMSOIL - FIRST IN SYNTHETICS

PLAN B

Phone: 1-800-927-0109

Fax: 510 352-2930

Will be June 10. Dan to ask Felix to include it in the newsletter.

Pierce Manifolds Tour (Gilroy)

We choose the date of July 14 with the alternate July 28. Pierce has begun a major construction project so has not yet committed on the date. 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. Still looking for a place we can use without a lot of cost. Dan will check San Jose area parks, also.

Next Meetings

Business meeting will be June 14 at the home of Bob Stine in Foster City.

Next 'Natter & 'Noggin will be June 21 at the British Bankers Club, 1090 El Camino Real in Menlo Park

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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Good luck, it's not all that hard. Just be patient, and don't FORCE anything.

From: Les Bengtson Mesa, Az. on 17/11/1998

I was able to pick up a device allowing the angle of the engine and transmission to be tilted. This device consisted of a section of box tubing with a screw on top and a handle at the end of the screw section. The screw ran through a pivot point that slid over the box channel. The channel has two chains attached to each end. I purchased it at Checker, but other places should have it. Cost, \$11.00 on sale and about \$15 at full price. Much cheaper than the tilt device that Moss sells for about \$70. Using this device, along with raising the rear end of the car, made the removal replacement a fairly simple one man operation. Yes, I used the valve cover studs with no problems.

From: Steve Clark; USA on 17/11/1998

One important thing I forgot to mention. CERTAINLY remove the valve cover BEFORE bolting the sling to the cover studs. I know this seems obvious, but I'd hate to see what'd happen if you tried to lift from those studs WITH the valve cover in place.

From: Les Bengtson Mesa, Az. on 18/11/1998

Steve, No problem with my 68. It has the extended valve cover nuts. Put the chain on them and lifted without removing the cover. We have quite a bit of dust and dirt blowing around out here and I did not want it uncovered. Might not work on the valve covers where the nut is nearly flush with the top of the cover though.

From: Todd on 18/11/1998

There is a place on the back of the block where the rear plate bolts to the top of the block. GREAT place to pick from. It helps on the weight distribution. The front of the motor has numerous places to pick from. Just a place where you can get a good sized bolt into it. One tip I do have that I learned the hard way. I have a O/D car and thought that I would have trouble getting out the Engine and Trans when I did a rebuild recently. So I separated them And pulled them separately. BIG mistake!!! When I went to re-install them lining the input shaft up into the clutch was a MAJOR ordeal. I ended up jacking one rear wheel off the ground positioning the motor so that one the teeth lined up it would slide together and rotating the rear tire until the slipped together. What a PAIN in the A**!!!!

If you are lifting both then a load balancer for your hoist is a great help. It allows you to change the weight distribution during the lift and hence change the angle of dangle of the engine as it comes out (and goes back in). Believe me this really helps. I just used two staps one under the front of the engine and one right at the front of the bell housing. Along with the balancer this worked just fine.

The rocker cover studs can be used, in fact Moss lists special brackets for the job. Otherwise the job is quite straightforward and you don't have to take much off the engine, just make sure everything (including electrical connections to the gearbox) is un-coupled. Note that if you un-couple the prop-shaft at the front UJ (recommended) then you should mark it so that it goes back in the same orientation as it came off.

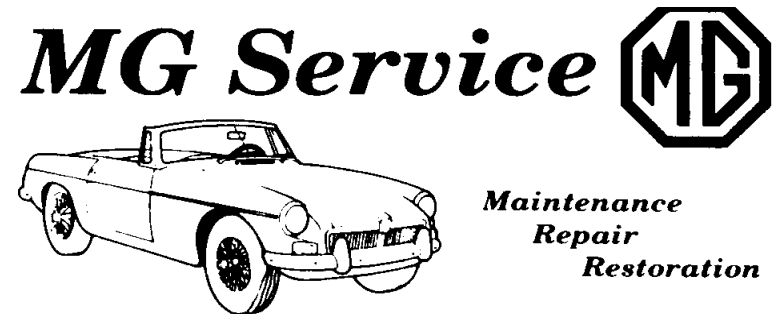
Note that if you have an original rubber cover on the starter, it will need to come off to disconnect the wiring. It's a pig to get back on but I've got a handy tip for that if you need it.

From: Ken Lessig, Dallas, Tx. on 16/11/1998 15:09

Ernie, I have pulled several "B" motors and trannys using the rocker cover studs with no problem at all, but then I've also heard (on this BBS) of one breaking. For this reason I've started using the front and rear head studs. I do like the idea of chains bolted solidly to the motor better than slings. I also use an "Oberg Tilt-Lift" purchased from Moss. It's kind of expensive but worth the money if you're planning to do more than one job. Someone on this board recently found a cheaper alternative (was it you, Paul?)but I can't remember where they got it. Another tip: jack the rear of the car up, the whole unit comes out much easier this way. I always remove the tranny with the motor, I find it much easier to stab the input shaft back in on the bench, rather than in the car. Ken

From: Steve Clark; USA on 17/11/1998

I have removed my engine and tranny out of my 77B several times, using the rocker cover studs. Just make sure you fasten the chain's down tightly, using a big heavy flat washer, and it should be ok. For safety sake, you could then throw a sling under the motor too, but I didn't and all was well. Pulling both engine and tranny together is the easier way to do it. Jack up the BACK of the car, and tie the hood back out of the way. (P.S. don't tie it to the rollup garage door, and then push the button to lower the door...; -)...fortunately, my 10 year old son noticed before I pushed the button, so my hood is still in tact). Anyway, jacking up the back makes the angle better for removing the mass. Also, the chain going to the rear rocker cover should be slightly longer than the one going to the front. This also helps get the engine at the right angle when removing.



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Tour to the MG GOF (Gathering 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.

Marin Tour to the Pelican Inn

July 15, 2001 (Sun)

This wonderful inn, brought over from Britain in pieces and reassembled, is in a great location at Muir Beach not far from Muir Woods. We will brunch there after traversing some of Marin's roads under the able guidance of club member Jon Parkinson of San Rafael.

Meet at the Park & Ride at the Lucas Valley Road exit from Hwy 101. This is at the north end of San Rafael. Get there from 101 North from San Francisco or go north on 101 from I-580. (Go south on 101 from Hwy 37.)

Time: Meet at 9:30 a.m.; depart at 10:00 a.m.

Bring: Money for brunch at the inn. Brunch is \$15.50 for adults and \$11.50 for children.

Contact: Jon Parkinson (415) 491-1678. Pelican Inn information: <http://www.pelicaninn.com>.

Tech Tip: Removing Engine and Transmission

Submitted by Dan Shockey

From: Ernie Piper, Boston MA. 16/11/1998

Hello Everyone, I am about to under take the, "Changing Of The Clutch" project. At the same time, while the engine is out, I will most likely do a complete rebuild of the engine. I am still reading books and looking for advice but thought I'd try posting .

My question is this. To remove the engine and transmission together (the only way isn't it), what is the best way to lift the engine? If straps are used around the engine, where are the "correct" or "best" balance points? Should the starter be out or can it come with the engine?

I've heard someone way that they made a bar out of heavy angle iron and used the valve cover studs to lift from! I just can't believe this. Or, if it works, you'd need new studs.

Should the head be off and use the bar technique to the head bolts? Any thoughts and comments, especially from experience would be great!

From: Richard Wade, Abingdon Oxfordshire on 16/11/1998

Ernie: First point is of course is that you don't need to remove both engine and trasmission to change the clutch. Lifting just the engine is much easier but you have to fiddle around a bit to get the spigot shaft back into the clutch and flywheel.



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Resistor Spark Plugs

By Donald L. Wollesen

Submitted by Dan Shockey

Q: Can someone tell why, in simple terms, resistor spark plugs are needed for electronic ignitions?

A: The purpose of resistor plugs is to reduce the peak spark plug firing current and its resulting radio frequency interference. The more complicated terms are the following:

The initiation of the spark goes like this: first the voltage at the plug must build up to the arc-over voltage (say 20KV - 30KV at wide open throttle). Then, when the plug fires and the spark current ionizes the region between the tip and the ground lead, the plug voltage drops immediately to about 5KV. During the voltage fall from, say, 25KV to 5KV, you have a 20KV voltage change, and during this period (something less than a microsecond) peak spark plug current can be 1 to 2 amperes (I've measured it at 1.3 amps on my Ford 428.) Well, now multiplying 20KV of drop times 1 amp of peak spark current gives you 20 Thousand WATTS (or more) of radio frequency energy to radiate out of your spark plug wire. This energy radiates into your wire loom, your radio antenna and everywhere else it wants to go. These are typical numbers for copper core wire (not radio resistance wire). (I have never heard any hard evidence that copper ignition wires produce any more horsepower than you get with using radio resistance wire.)

Use a resistor spark plug and this peak current drops markedly. Use of modern radio resistance wire also drops this peak current markedly. It is useful to run a ground strap from the hood to the chassis to reduce AM radio ignition interference.

Now, once this peak current is discharged (the energy source is the high voltage on the capacitance of the ignition wiring and coil secondary circuit), then the "normal" spark current of 10 to 50 milliamps takes over for the remainder of the spark discharge time.

I worked on an electronic ignition unit in an SCCA F Production Datsun 510 (full race motor) and the thing would miss like crazy at high RPM. This one had a long ground wire. So, I sez to the owner, put a fat battery wire from the engine block to the chassis, and put a short (3") 12 GA ground wire from the electronic box to the chassis. He told me it was already grounded through several feet of 12-gauge wire. I told him that for the problem he was having, that did not constitute an effective AC ground. He did what I asked him to and the problem went away.

I would guess that if you are using good radio resistance wire, that the use of resistor spark plugs is probably redundant. Probably ... assuming your ignition control box isn't marginal from this noise source.

MGs at Jack London Square Official Results

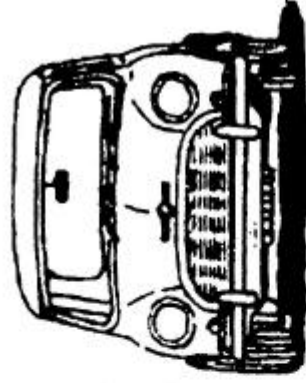
CLASS	PLACE	CAR #	OWNER
TC	1st	104	J. W. Silveira
TD	1st	24	Robert & Susan Luebbert
	2nd	79	Beverly Sweesy
	3rd	89	Martin Rayman
	HM	103	Brian O'Connor
TF	1st	30	Gary Kennedy
MGA	1st	13	Roger Blue
	2nd	84	Trevor Redman
	3rd	33	Bob & Sandy Swain
Early MGB – through 1974	1st	50	Bill Dinehart
	2nd	71	Gerald Martin
	3rd	11	Bob Stine
	HM	100	Chuck Blakeslee
Late MGB – 1974½ and on	1st	34	Frank & Sherla Oglesby
	2nd	41	Brad & Diane Crowe
	3rd	78	Charli Hand
MGB/GT – all years	1st	17	Andy & Marla Preston
	2nd	51	Bob & Sandy Swain
	3rd	3	Ken Smith
	HM	57	Tom Balutis
Midget	1st	45	Lisa Ann & Michael Perry
MGC	1st	94	Richard & Xenia Lee
MGA Race Car	1st	31	Bev & Tom Morgan
MGB Race Car	1st	68	David Wright
Pre-1940	1st	90	Neal Kirkham
Y-series	1st	42	Skip & Verna Kelsey
Z-series	1st	19	Mike Jacobsen
MG Special	1st	47	Terry Sanders
CLASS		CAR #	OWNER
Most Customized		72	Paul & Virginia Sigman
People's Choice		90	Neal Kirkham
Daily Driver		84	Trevor Redman
Technological Innovation		72	Paul & Virginia Sigman
Best of Show		13	Roger Blue

HM: Honorable Mention

Mini Owners of America, SF Chapter Presents

11th Annual Hayward Field Meet

All British Car Show and Swap Meet



Sunday, June 10, 2001
Cal State University, Hayward

Event Starts at 8:00AM
Judging of Cars Begins at 11:00AM

ENTRY FEES

Display your car on the green: \$20
Swap meet vendors: \$20 per space
Spectators: **FREE**

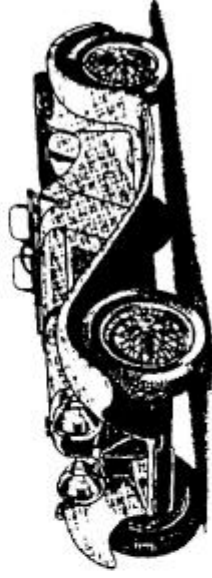
FEATURES:

Trophies in Several Categories
Event Momento to the First 100 Entrants
Door Prizes

All British cars -- restorations, daily drivers and works in progress -- are welcome on the green. Join us for a fun day of cars, parts, food and folks!

From Highway 880, take the West Jackson exit (Highway 92) East towards the hills for approximately 1/2 mile. Turn right on Santa Clara and follow it for 1/4 mile when the main fork to the left becomes Harder Road. Take Harder across Mission Blvd. and up the hill to the campus. We'll be on the green on your left as you near the top of the hill.

For information, call Jon Becker,
(925) 689-4005 days, (925) 228-1672 evenings.



The Only Meet
All British Swap Meet
in the Bay Area!