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THE OCTAGON

Newsletter of the M.G. Owner's Club



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



Club MGs making a pit stop during the Tour to the pelican Inn. More pictures on pages 14-15. (Photo by Bob Stine.)

September 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 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 2001

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

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Treasurer: Mike Jacobsen, 415-333-9699, MikesMuseum@yahoo.com

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mgoc@felixwong.com

Commercial Advertising: Mike Jacobsen, 415-333-9699,
MikesMuseum@yahoo.com

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, 510-226-7721 home, mgoc@felixwong.com

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

MGB 1969-1974: Felix Wong, 510-572-4257 work, 510-226-7721 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

September 13, 2001 (Thu) at 8:00pm

at

Bob Stine's house in San Mateo
3215 Llano St.
650-349-5128

Board Meeting at 7:30p. 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

September 20, 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.

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 check **made payable to MGOC** if a non-member) to Felix Wong, 3516 Dickenson, Fremont, CA 94538. Ads run for ONE month, after which they will be deleted unless you call. Your ad can be extended easily, but you **MUST** contact *The Octagon* editor to renew! Any ad that appeared in the past can be re-run by calling the editor; new copy is not required.

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. \$3,000. Alan, 650-367-5838.

1969 MGC – Yelow, black interior. New exterior paint, engine compartment paint, new grill, lots of new parts. \$10,000. For more info call Andy, 510-659-7900.

MGA, Mk II, 1961, 2nd owner, low mileage, very good condition. California car, no rust, stock, serviced by Hilary Reddy with papers. \$14,500. 510-652-5029.

Chrome 14" wire wheel for MGB. A couple of broken/rusted spokes. \$10. Felix, 510-366-8355, mgoc@felixwong.com.

Rear MGB GT seats, circa 1970. Black vinyl, good condition. \$45. Felix, 510-366-8355, mgoc@felixwong.com.

888 Rodney Dr.
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PA/PB Midget 1934-36: Eric Baker, 510-531-7032

Lucas electrics: Marty Ray, 831-427-2642 home,
martyray@eudoramail.com

S.U. Carburetters: 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 or MikesMuseum@yahoo.com. 2001 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, 3516 Dickenson, Fremont, CA 94538. 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 contact our Registrar:

Mike Jacobsen
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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

Sep 9, 2001 (Sun)—Palo Alto All British Field Meet. Cancelled!

September ??, 2001—**MGOC Tour to Pierce Manifolds**, Gilroy. Date unknown so far. For more info, call Dan Shockey at 408-923-3927 or email magnut_dan@hotmail.com.

September 21-22, 2001 (Fri-Sat)—Car show at Ironside Vineyards. Info: 209-728-1251.

September 30, 2001 (Sun)—British Wings & Wheels. At The Museum of Flying, Santa Monica, California. Sponsored by Moss Motors, the Museum of Flying and the Southern California MG Club. \$25. Registration fee includes admission to the Museum. For further information please call Kelvin Dodd (Moss Motors), 800-235-6954 x3023 or e-mail doddk@mossmotors.com.

October 6, 2001 (Sat)—Handi-Riders Car Show 2001. Silver Dollar Fairgrounds, Chico. For stock, modified and concours cars. A benefit for Handi-Riders of Northern California. For more information, call 530-343-4333.

October 13, 2001 (Sat)—**MGOC Corral, Sears Point Raceway**. See page 6 for more details.

October 20, 2001 (Sat)—**MGOC Tour to San Francisco**. More info coming in the October *Octagon*.

October 20-21, 2001 (Sat-Sun)—California Autumn Classic, with British cars. Car show on Sunday. San Juan Bautista.

CSRG Vintage Race Schedule for 2001

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 MGOC 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 from 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

Minutes

*MGOC General Meeting, Thursday, August 9, 2001
Submitted by Dan Shockey, Secretary*

Officers Present

Nina Barton, Mike Jacobsen, George Steneberg, David Wright, Dan Shockey were present. President Nina called the meeting to order at 8:23 p.m.

Treasurer's Report (Mike)

Yes, we have a treasury. Money is coming in from renewals.

Secretary's Report (Dan)

Sent a reminder email about the annual picnic; Mike is making an updated email list for members.

Registrar's Report (Mike)

75% of members have renewed. Mike sent a reminder with the August newsletter.

Octagon Report (Felix Wong, in absentia)

Felix had a literal 'crash' of his computer. This delayed the August newsletter. Good job, as usual, Felix. Thank you.

Regalia report (David)

MG Car Club grill badges ordered.

Events

Annual Picnic: Dan and Nancy Shane are hosting. Will bring charcoal and soft drinks. Nina will bring awards and prizes, tickets from George. (See separate report.)

All-Brit Meet (Palo Alto): We planned to meet as usual but the event was cancelled. I believe we should seek a fully explanation of how this happened. We were told last year that the site would not be available this year.)

Vacaville Mall: A promoter contacted us about helping to organize an event at a mall in Vacaville sometime this fall. We decided not to take an active role.

Pierce Tour (Gilroy): Dan to set a date for late September or October.

Vintage Races: (This was added since the meeting. We forgot to include it.)

The vintage races at Sears Point the weekend of October 13 and 14 appear to be a good opportunity for a club event. David will check to see which date would be better. (See calendar.) We may get to tour the track or ride in race cars.

Progressive Dinner?: We discussed possible formats for this event and agreed to seek more inputs.

New Business

Mike will send out renewals to our newsletter advertisers.

Group Tire Deal?

Coker Tire offers a good discount to volume purchases of 25 or more tires shipped to one address. Sizes can be mixed. The Rough Riders club purchased 4.50x19 size tires for \$62 each this way. Dan to note this in the newsletter to see if there is any interest. See www.coker.com

Noggin & Natter

A few members had a good Noggin at Barclay's in July and were to meet there again in August. Dan to send out an email notice. David suggests that we consider fixing a meeting point and work to build up attendance. Other clubs have had success doing this. Barclay's will become crowded and hard to park once Cal students return. Ideas will be solicited from the membership.

Next Meetings

Next club meeting will be at Bob Stine's in San Mateo on Thursday, September 13. Next Natter will again be at Barclays on Thursday, September 20.



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A British Racing Green MG makes a pit stop during the tour.



Brunch at the Pelican Inn.

Photos from the Tour to the Pelican Inn

Photos by Bob Stine



MGOC members greet each other while their MGs are all lined up.



MGs all set to go!

MGOC Corral

Sears Point Raceway
October 13, 2001(Sat)

by David Wright

MGOC will have a day at the races on Saturday, October 13. The races are for vintage (pre-1968) sports, sports racing and open wheel cars and are put forth by the Classic Sports Racing Group (CSRG). This is CSRG's last Sears Point race for 2001.

Having an official MG Corral at the raceway will mean all of our MGs will be able to park as a group and hopefully put on a fine display of our favorite cars.

At this time, Sears Point Raceway is in the middle of some major changes and to accommodate the construction work the track has been temporarily shortened to 1.8 miles in length. However, you will still see some great cars in exciting racing. It may be more fun than usual, perhaps, as two longish straight-aways have been temporarily removed. This may help horsepower-challenged cars like the MGs. (I hope, I hope...)

Club members Tom Morgan, Ferdinand Schoch, Trevor Redman and David Wright are expected to be racing and would welcome your support.

For those going to the corral and who are so inclined, we will be organizing a convoy starting from Denny's Restaurant in Emeryville leaving at 9:00am. (Directions: Take the Powell Street exit from I-80 and go east. Denny's is immediately on the left.)

Please call Dan Shockey (408-923-3927, magnut_dan@hotmail.com) to say whether you will convoy or go direct. We also need a head count to size the MGOC Corral!

For those going direct, we will aim to be at Sears Point between 10:00am and 10:30am.



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Report: 2001 MGOC Annual Picnic

August 18, 2001 (Sat)

by Dan Shockey

A good time was had by all. The day started early with Bob Wall arriving at our home to help carry stuff over and hold the group picnic site. The weather was perfect and Alum Rock was beautiful. The mineral springs, pools and bath ruins are particularly interesting. Many of the group took hikes. It was nice for Nancy and I to have an event only 2 miles from home.

MGB-GTs were the most popular car of the day. Bob Wall, Nancy Shane, Nina and David Barton and Vic and Jeanette Earnest all brought the hard-top MGB model. Nina took 1st and Bob second in the popular vote. Bill Hiland and wife brought son Devin's beautiful B Roadster and won that classification. David Wright led a write-in campaign to get an award for the "Race Car" category with his B Racer. Bob and Joanne Stine arrived after the voting. Marty Ray rode up on an old motorcycle but was too late and missed us.

Dean Spielman brought his lovely and gracefully-aged 1950 TD and I was sorry I had lumped the T's together with my pre-war car. But I narrowly won the class – after a recount - with my 1935 PA. The MGA class was won by the only MGA, the excellent Old English White 'Twinky' (twin cam) owned by Dave and Paula Lion.

We had several raffle prizes. These were items not collected by the winners at the Jack London event. Their loss, our gain. Nearly everyone went home with something.

We had new folks find us, too. Jon Cleghorn and his wife (sorry, I didn't get all the names – we need to add spouse names to our member directory!) from Modesto have an MGB he is working hard to put back on the road after many years sitting outdoors uncovered. Michael and Lisa Perry of Capitola, with son Justin, didn't bring their Midget or MGB but had plenty of tales to tell about passing (or not) emissions testing.

Next year, we have vowed to find a good place on the Peninsula. See you there.

Report: GoF 2001, Napa, California

June 20, 2001 (Wed)

By Dan Shockey

I towed the 1935 PA to Napa one Tuesday morning in June with my Dad following. (I flat-towed the car with the old VW tow bar I use for everything.) My father and step-mother drove out from Illinois. We were delayed by a big wreck on the freeway so I had to hurriedly unhook the tow

Double-Clutching

by Don Wollesen

Submitted by Dan Shockey

Back in the days before synchros, like in the '30s to '50s, a lot of auto and truck gearboxes were just that ... a bunch of gears with no synchros. It was also called a "crash box." To shift a crash box smoothly, you had to double clutch... or alternatively shift REAL fast with a ham fist to just force the gears together rapidly to prevent grinding the gears before they actually engaged (letting off the gas helps a lot when you do this). A lot of race gear boxes are still crash boxes, like in Formula Ford, and they are usually upshifted without using the clutch. They are downshifted by double clutching.

The first synchromesh transmissions were 3-speeds with synchros for 2nd and 3rd, but not 1st. So if you wanted to downshift into 1st while moving, then double clutching was de rigeur. You can ask your dad about his flathead Fords.

With good synchros you should not need to double clutch on a modern stock gearbox, although it may help if you are grabbing more than one gear at a time, like going into turn 11 at Sears.

Useful Tools: Latex Gloves

By Mike Jacobsen

I don't know if these qualify as tools, but they certainly are useful. They're the type of gloves you see dentists and doctors wearing nowadays, and they've become so mainstream in automotive work that auto parts and hardware stores now sell them by the box.

Before you mutter "I ain't wearing no sissy gloves" and turn the page, consider how much time you spent trying to get your hands and nails clean after your last degreasing project and before your dinner guests arrived. The gloves would have spared you all that. (Not just the cleaning, but also the comments from your SO.) You really can pick up a dime while wearing the gloves (I tried it), and that means that you will be able to grab any of your tools or parts. Solvents will weaken the gloves, but for cleaning off twenty years of grime or just changing the oil, they're the greatest things going. A box of 100 costs less than \$10 in most stores, and that's much cheaper in the long run than what you'd spend on hand lotion to try to repair the damage done to your hands after scrubbing them clean a few dozen times. It also makes it easier to insist that the kids wash their hands before dinner if yours are already clean!

Land Rover, its most valuable marque, to Ford Motor for \$2.7 billion.

That left MG-Rover swinging in the breeze with zero capital, an aging model range, 5,000 employees and dealers, and only one manufacturing facility. Then came ex-Rover Chief Executive John Towers, who assembled a group of private investors called the Phoenix Consortium and rescued the last true mass-market British carmaker for a token £10 (\$16). The deal included a generous \$765 million line of credit from BMW to help Rover stay afloat--which, to its great credit, MG-Rover has somehow managed to pull off.

The plucky carmaker has even shown new cars at recent auto shows, and will launch three new MGs in the fall.

But MG-Rover hasn't been a successful carmaker in decades, and it hasn't been a force of any kind since MG left the U.S. market in 1980. Yes, there was a period in the late 1980s when you could buy the Rover-built Sterling 825/827 here, but the car was a colossal flop, with a shoddy dealer network and even poorer build quality.

Now enter Qvale, an enigmatic maker that sells the furiously fast, exceedingly rare Mangusta in the U.S. and Europe for about \$70K a piece. Before making the Modena, Italy-assembled Mangusta, Qvale was once the primary U.S. importer of MGs, a relationship that started back in 1947.

What MG gets out of reuniting the two companies is instant U.S. market access; none of the present MG or Rover cars has been certified for sale in the U.S.

But Qvale already spent an estimated \$30 million to certify the Mangusta for U.S. crashworthiness and EPA emissions standards, and--in a clear sign that MG plans to capitalize on Qvale's investment in these tests--has announced it will build a so-called MG X80 on the existing Mangusta platform, complete with the Ford V-8 engine the car now utilizes.

Gordon Poynter, director of communications for MG-Rover, wouldn't confirm that MG-Rover will return to the U.S., but did say "the door is now open much wider. The U.S. is the largest sports-car market in the world and, if we were to come back, the X80 would be our halo car."

Still, MG will need far more than a pricey sports car to be successful in the U.S., especially since many Americans who remember MG from the bad old days wouldn't likely pay extra for the privilege of driving one.

John Casesa, auto analyst at Merrill Lynch in New York, said that although whatever MG brought to the U.S. market would be "very distinct, being different is not enough anymore."

Casesa says MG "would have a very tough go of it. Look, even Porsche is coming to the U.S. with an expanded lineup [Porsche will sell an SUV and perhaps a front-engine sedan in the next few years] and the market is already crowded with excellent product."

Nonetheless, Casesa predicts MG will come to the U.S., if only in an attempt to survive. But he cautions, "They'd better bring great cars."

bar and rush to catch up with the group going to the Sears Point racetrack. Dad and I got there just in time to pull out behind the last car for the final parade lap. A photographer took a good photo of us. I gave Dad a "Lindy cap", (what he calls it), a leather flying cap and old-style aviation goggles for Father's Day so he wore them while we toured the track. (I got them cheap from J.C. Whitney.) Too bad we were running late but we got there.

Nancy and my stepmother caught up with us at Sears Point and we then drove through Sonoma to Jack London's home to tour and have our picnic lunch. Then it was back to Napa to check in and cool off. The weather was really hot, over 100 though it cooled off at night.

Our motel was quite nice, nicer than the main hotel which was undergoing construction. Parking places there were hard to come by most of the time. Shady parking places were to fight for. I ran Dad's and my old pinewood derby cars and advanced to the semifinals but didn't go back for the races. It was fun to run them again after 40+ years.

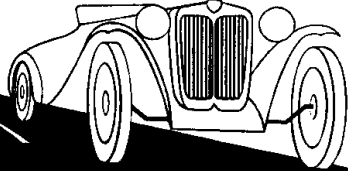
The event was called "GOF West", the Gathering of the Faithful, mostly MG TC, TD and TF cars from the 40s and 50s. People bring later cars but the focus is on the T's. One group of 11 TCs drove down together from Canada. There were nearly 300 people attending.

Wednesday was the big show at the Sabastiani winery in Sonoma. We had almost 200 MGs there, nearly all were the pre-1955 cars. I heard there were 59 TC's. There were 11 pre-war cars there including two others PA's. They were nearly perfect. There were a couple J's and an M, too. We were able to park our MG on the grass. It was fun seeing the other pre-war cars and talking to everyone. Dad got to drive George Steneberg's MG-TD to the event. It was a highlight for them. David Wright led a large group up from Berkeley just for the show. (See his report in the Octagon.)

On Thursday, Nancy and I skipped the rally and drove through the Napa

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Valley to St. Helena and toured the Beringer Winery. I bought some things at the GOF swap meet. I got a set of brand new tires for the old car at a really good price. They are 'trials' tires made by Dunlop in England in the proper 400x19 size. We also bought a bunch of T-shirts and other things from old GOF events that they were selling cheap

Since the MG was running well despite the high temperatures, we decided to try driving it home (90 miles) Thursday afternoon. It did really well the first half of the way but I started smelling gas. A nut came loose on the carburetors (holding the float bowl on). I fixed that but never could get it running well again. So we towed it the rest of the way home, losing a couple hours to working on it and hooking it up. Turned out I had a loose vacuum connection, a connection I should have eliminated earlier.

I found the rear axle was leaking badly on one side when I got home so I have to fix that, too. The axle is loose on the hub so it moves side-to-side and screws up the seal. I put a block of wood inside the hub (under the knockoff) that keeps the axle from moving. Seems to work.

Otherwise the car ran well. I was able to go along pretty well on the highways, but usually stayed at 55 or below. Hills are a challenge. The temperature never got above 95C despite the heat. I put in some of the 'water wetter' that helps heat transfer. The cable brakes were fine. I wasn't too comfortable pushing it on curves and took it easy on the racetrack. They didn't go fast anyway. I have some small things to fix, too. The left door latch kept coming loose. Needs larger wood screws or some glue or something. I had to catch the door coming open once on the highway. I don't think anything else fell off!

This was our first GoF and we really enjoyed it. Next year it is rather far away, in Durango, Colorado.



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The 2001 Palo Alto British Car Meet - Canceled!!!

by Rick Feibusch

Dear California British car enthusiasts,

It is with an extremely heavy heart that we have to inform you that the 23rd Annual Palo Alto British Car Meet, scheduled for Sept. 9th, is being canceled for this year. On August 20th, Caltrans, the California State highway board, informed the City of Palo Alto department of Parks & Recreation that they would be tearing up the El Camino Real and closing off El Camino Park from the street starting Sept. 1st. As the park is backed by railroad tracks and there are no other entrances that could handle 600+ cars or trailers and equipment, there seems no way around the certain chaos and confusion and we have opted for cancellation.

There was no way to comfortably use the park and little time to relocate the meet (barely enough time to cancel it!) we have been forced to cancel the Sunday car show. We will be back next year, possibly with a new location. We are truly sorry and hope that you understand this unfortunate turn of events. Please tell all of your British car owning friends so we don't have a bunch of people show up to an empty park.

Sincerely,

Rick Feibusch & The British Car Meet Staff

MG Plans American Comeback?

By Michael Frank of Forbes.com

It's been more than two decades since MGs were sold in the U.S., but it's still a brand many Americans remember fondly.

Then again, you might remember MGs as cool but deeply flawed cars, with cursed mechanics that left you living in constant fear of being stranded with your sick MG on some dark road.

If you thought those days were over, think again. MG-Rover recently bought Qvale, a small Italian carmaker, for an undisclosed amount of cash. This means new MGs may be hitting American roads for the first time in years--and a new generation of American MG owners could be thumbing rides.

Of course, that depends greatly on whether MG-Rover survives at all, and that's no sure thing.

If you want to know why, ask the last sap who paid for not just one MG, but for the whole company. That would be BMW, which was said to be losing as much as \$1 million per day on the carmaker, and which invested more than \$4 billion in the firm over six years. Last year BMW unloaded