

UPCOMING CLUB EVENTS

MGOC Corral, Sears Point Raceway – Oct 13, 2001 (Sat).....7
MGOC Tour to San Francisco – October 20, 2001 (Sat).....6

INSIDE THIS ISSUE

Calendar of Events.....4
Getting a Late MGB to Run and Pass Smog.....5
The Genetics of Sportscar Ownership..... 8-9
MG in Paris Sighting.....9
Photos from the Tour to the Pelican Inn 10-12
Useful Tools: Hose Clamp Pliers..... 13-14
Useful Tools: Lucas Screwdriver.....15
MGOC Regalia 16-17
Classified Ads18

THE OCTAGON

Newsletter of the M.G. Owner's Club



A cheery MGA. (Source Unknown.)

October 2001

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>

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

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

Corresponding Secretary: George Steneberg, 510-525-9152,
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, 510-226-7721 home,
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

October 11, 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

There is no Natter this month.

The Editor welcomes your submissions for your newsletter!
Please send stories, photos, or tech tips to:

Felix Wong
Editor, MGOC
3516 Dickenson
Fremont, CA 94538

or email mail@felixwong.com. Preferred file formats include text, Word, JPEG, and GIF. Electronic files are preferred over snail mail.

Thank you!

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.

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.

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

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

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

MikesMuseum@yahoo.com

Membership

We are looking forward 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

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 7 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

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

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

Minutes

MGOC General Meeting, Thursday, September 13, 2001

Submitted by Mike Jacobsen

Nina & I were the only ones to show up at Bob's, and we were both late. I thought I'd arrived on the wrong night, since Joanne was home during the meeting for the first time!

Since we didn't have a quorum, not much was done but gab. We did decided that those members that have not renewed yet have received their last Octagon. After all, the renewal letters went out in July, and reminders went to the lagers in both the August and September newsletters.

❖ 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 — \$10; Pin — \$6.50



Octogonal Mug — \$12

Round Mug — \$10



Pennant — \$10

Getting a Late MGB to Run and Pass Smog

by Michael Perry, Capitola

Here's an update on what's been happening with our son Justin's '79 B.

I've tried various things, but what finally got the car running was that I took off the carb again and readjusted it. One thing I learned was that this Zenith is actually off a Triumph, and therefore my MGB shop manual is not exactly correct. So what I did was I adjusted the float setting to close a bit sooner. I checked the various initial settings for choke, mix, and idle and then reattached the carb. When I put the air cleaner on, it would stall out again, but would run with it off. Justin remembered that when we took the carb off, it didn't have a gasket between the carb and the cleaner. I reattached the air cleaner without the gasket and now I can start the car and she runs with the cleaner on.

Friday afternoon I decided to try for a smog check. Ran her to temp and took her to a smog place. Naturally she failed, HCs off the scale. The techs informed me that she's missing and that is probably why the HCs are too high. Visually she passes with one exception. Lisa bought me a replacement hose for the valve cover to canister, but all she could find to fit turned out to be heater hose. The techs said this would disqualify the car because the vapors would cause this hose to deteriorate and collapse.

So I brought her home and attempted to stop the misfiring. I checked the ignition parts and per a test I found in the Norman Nock book Travis won at the picnic (that sure came in handy.) I checked the spark from the coil. I get a yellowish spark which I was not sure is good. I decided to replace the coil just in case and to get the proper hose. On Saturday I went to O'Conner Classics to get the parts. I also spoke with their mechanic (J.R. Boye) to see what he might suggest. One thing I had noticed is that the valve cover was modified for the vent to the canister. This may be contributing to my problems. I purchased a correct used one and came home to replace the parts.

Today I proceeded to make valve adjustments per recommendation. I was told to open just the exhaust valves to .023" and to set them hot. Also, timing should be about 11 degrees and done with at 1500 RPM. I made these adjustments and also set the idle at about 900-1000 RPM. I then took the car for a test drive and due to a noticeable "bucking" sensation while driving, I think it's still missing. Lisa has suggested I now take it in to the mechanic. Before I do that, I thought I'd just ask around one more time to see if anyone has any suggestions. I hate to spend the money for a mechanic, but I may just have to concede to get it running. The only consolation is that the smog techs gave me a paper showing it failed (pre-test only, not to the DMV), and hopefully I'll be able to use that for an extension on the permit.

Also, what a bummer that the Palo Alto meet got cancelled. That and the Jack London meets are the ones that we make an extra effort to attend. Oh well, there's next year to look forward to. We'll have the B then for sure.

Calling All British Cars II

October 20, 2001 (Sat)

A collaborative effort by Bob Wall and Mike Jacobsen (If you have been on any runs organized by either of us, you probably know what kind of driving fun to expect)

It's time for another cool drive. As usual for trips that I organize (?), there is no real organization except for the route. For the most part, this will be a nice, easy cruise, but there will be enough curves and hills to satisfy most of us. We make up the rules as we go along. Lets go drive in the hills and along the coast to San Francisco. We'll start in Cupertino (same place we started the Santa Cruz drive back in April); drive through Saratoga and up Highway 9. At the top, we'll take a quick break to re-group, and then we'll drive on up Skyline (Highway 35) to Tunitas Creek Road. We will take Tunitas down to Highway 1. We'll turn north on 1 and head up the coast toward SF. We'll make a pit stop in Half Moon Bay. From here, we will continue up the coast through Montara and over Devil's Slide into Pacifica. After driving through Pacifica, we will get back on Hwy 35 North. We'll drive along here to the Great Highway, and then back along the coast by San Francisco's beaches, past the Cliff House and on up to a place near the Golden Gate Bridge that Mike Jacobsen knows about. Unless there is some event going on here that I don't know about, we should be able to find parking for all of us.

This is the end of the organized (?) part of the trip. We can split up here and enjoy the park, or enjoy any of a multitude of things to do in San Francisco. (I might head back down the Great Highway to Lake Merced and go fishin'.)

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

What?: Cool drive in the hills and along the coast to San Francisco

When?: October 20th

Where?: Meet at Cupertino Corporate Center, 2601 Saratoga-Sunnyvale Avenue (De Anza Boulevard?) Gather at 9:30, leave at 10:00

Why?: Because it's fun

From I-280 exit at De Anza Boulevard and go west. It's a few hundred yards after you go over I85.

From I-85 exit at De Anza and go west. Just a few hundred yards from the exit. (Just past Minton's Lumber).

Watch for me (or somebody) with the sign out front.

Don't forget to fly your colors!

For more info, call:

Bob Wall

(408) 289-8706

Or e-mail to bob_wall@yahoo.com

Useful Tools: Lucas Screwdriver

by Mike Jacobsen

Question: By looking only in someone's toolbox and not at their car's engine, how can you tell if they're using a distributor cap that connects to the high tension leads with internal screws? Answer: If you find a small screwdriver with the sides and tip ground down, they're using the internal screw type of cap. Well, if they're using one of those caps, you should have found one of those homemade screwdrivers.

This is a slight departure from the usual Useful Tool because you have to modify the tool to make it really useful. Start with a regular slotted screwdriver, about six inches long and with an eighth-inch blade. Use a screwdriver with the thickest shank that you can find for that blade size. Take a screw out of a distributor cap, and place the tip of the screwdriver into the screw's slot. See how the tip is much smaller than the slot on the screw? That's what we're going to fix. Using a grinder or file, and making sure to keep the tip of the screwdriver square, cut back the tip until it is a snug fit in the slot. Now try to insert the screwdriver into the distributor cap where the screw was. If the screwdriver goes all the way to the bottom, skip to the next step. If the screwdriver didn't reach, grind down the wide part of the blade on both sides equally until the screwdriver will fit into the hole. Finally, mark the screwdriver (I used an engraver) so that you can easily distinguish your new Lucas distributor screwdriver from any other small screwdrivers you may have.

The purpose of all this monkey-motion is to have a tool that will positively engage the cap's cable anchoring screws. These screws frequently seize in place due to the dissimilar metals in the contact and screw, and a small screwdriver with a regular size tip will just ruin the screw by bending the ears of the slot. This happens because the screwdriver doesn't contact enough of the screw head to transmit all your torque to the screw. But you'll never ruin another distributor cap or screw again, no matter how tight they are, thanks to your "25D" screwdriver.



Detail of a Lucas screwdriver.



Hose clamp pliers. (Photo by Bob Stine.)



**Shadetree
Motors, Ltd.**

SKIP KELSEY, Esq.

MG PARTS  SERVICE

Retail — Wholesale
Discount Pricing
Authorized Moss Motors
Parts Distributor

Tel. & Fax (925) 846-1309
3895 Mammoth Cave Court, Pleasanton, CA 94588

MG Day at the Races

*Sears Point Raceway
Oct. 13, 2001 (Sat)*

The MGOC (MG Owners Club of Northern California) 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 CSRG (Classic Sports Racing Group). 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 as two longish straight-aways have been temporarily removed. This may help horsepower-challenged cars like the MGs.

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 organize a convoy starting from Denny's Restaurant in Emeryville leaving at 9:00 a.m. (Directions: Take the Powell Street exit from I-80 and go east. Denny's is immediately on the left.)

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

There is an entry fee of \$10. In addition, there is an optional Track Touring Session: for the lunch hour at this event. The session will be 40 minutes in length so we should get several laps. The cost will be \$20 per car. This is in addition to the vintage races entry fee of \$10 per person.

They require helmets be worn but any helmet is acceptable for this use, including motorcycle helmets. The racing organization has loaners and the vintage racers will loan theirs to us if needed.

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

The Genetics of Sportscar Ownership

by Mike Jacobsen

I recently read that scientists have isolated what they believe to be a thrill-seeking gene. This gene, named D4DR, is supposed to be largely responsible for your inclination to do risky things. If you like to go BASE jumping or drive your MG at night in the rain, you probably have this gene. This scientific revelation got me to thinking: What if there are genes that control other aspects of our hobby?

Now I doubt that there's a gene for Triumphs and another for MGs, but there could definitely be one that influences whether you're likely to buy, say, a Buick sedan or an MGA. Let's call this theoretical gene NO4DR. If you have it (that is, if it's "on"), you'd tend to shy away from the sedan end of the automotive spectrum and gravitate instead toward the smaller, sportier side.

There's an even better case to be made for the existence of a collecting gene. This gene, which we'll name GRAB, would predispose you to collect several of something, when one (or none) may be all you really need. How else can we explain all the people in the world that collect things? There are collectors for everything from blowtorches to barbed wire, let alone old English sportscars – pursuits that are baffling to others not so afflicted. Something must be compelling these people to follow their acquisitive paths. My first experience with the effects of this gene occurred when I was growing up. My dad suffered from it with regards to cars.

A couple of times a year, my brother and I would come home from school to see a different car in the driveway. Most kids would think that the family had company, but we could be fairly sure that Dad had just changed cars again. Sometimes Mom would get a call at work from Dad: "Remember that red car you drove to work this morning? There's a blue one out there now, and the key is on the sun visor." Mom always had to figure out how to get the new car home on her own, too. Remember that this was back in the days before standardized locations for things like the ignition, and before shift patterns had to be shown on the dash or shift knob.

Dad's cars were all over the map. We had coupes, convertibles, sedans, and wagons made in America, Europe, and Japan, but we rarely had a car from the same manufacturer twice. And, except for Volkswagen Beetles, we never had the same model twice. I have a mutation, I guess, of Dad's gene. I have several cars, too, but all save one of mine are from England. Dad would never have gotten himself stuck in a rut like that because he liked variety, while I like to be able to swap parts between cars so I can keep at least one running.

Finally, the evidence points to the existence of one additional gene that's of interest here. This last gene is only triggered when the GRAB gene is active, but not every time. This gene, which I'll call KEEPR, prevents you

Useful Tools: Hose Clamp Pliers

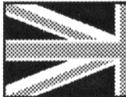
by Mike Jacobsen

One of the signs of a car's checkered past (and I don't mean that it was winning races) is a mix of hose clamps. Over time, the car's different owners used different clamps when replacing hoses and lines under the hood, leaving you, the current owner, with a fine collection of hose clamp industrial history, or maybe an example of what was on sale at the local parts emporium over the years. Anyway, I recently got tired of the mix of wire screw-type, band screw-type, and wire spring-type hose clamps under the hood of one of my cars, and decided to make them all be of the same type. This is the sort of thing I do under the pretense of restoration.

The screw-types of clamps come off easily enough with a screwdriver, but the spring-type clamps are a nuisance. They're too stiff for you to remove with your fingers, and it's awkward to get the jaws of a pair of pliers in there just right to catch the wire ends without having the ends go sideways on you. At least, it was until I discovered hose clamp pliers.

Hose clamp pliers look like a regular pair of slip joint pliers, except for notches in the tips of the jaws. These notches are designed to fit the ends of a wire spring-type hose clamp, allowing you to squeeze the pliers and loosen the clamp without the clamp's wire ends shifting position. Since the pliers are adjustable, they'll fit the largest clamps you're likely to find on a car, and since there's a pair of notches at the tip and on one side of the pliers, you can use them straight on or from the side.

My pair came from Sears and have Craftsman part number 45391. My fairly current Craftsman catalog lists them at \$15, but that seems like a lot. Other places carry similar pliers, so shop around. You'll find that with their special



British CarTM

THE ONLY AMERICAN MAGAZINE FOR BRITISH CAR ENTHUSIASTS

Technical Information • Historical
Articles • Club Events • Classic
Profiles • Buyers' Guides •
Restoration Advice

1 year (6 issues) \$22.95 2 years \$39.95

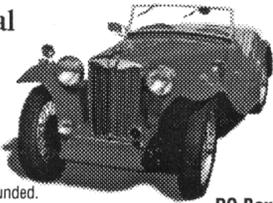
Mention this ad and get an additional issue free. Your satisfaction guaranteed. Cancel at any time and get cost of all unmailed issues refunded.

To SUBSCRIBE,
CALL 800-520-8292*




PO Box 1683
Los Altos, Ca 94023
FAX: 650-949-9685

*Canada Call 650-949-9680





Another bridge on the Pelican Inn Tour.

from ever parting with anything you've previously collected. My dad and brother do not have KEEPR, but I do. I thought I'd finally beaten it when I sold a car, but two years later I bought the same car back. (At a higher price, of course.) You can't deny your genetic heritage, I guess.

Remember this if anyone ever tries to give you a hard time about your cars. Tell them that it's genetic and that you can't help it – it's in your genes. Meanwhile, I'm waiting for gene therapy to become available. That's got to be easier and cheaper than building a big garage.

MG in Paris Sighting

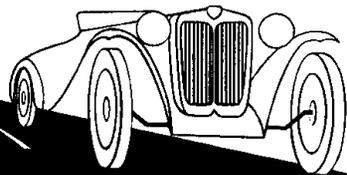
by Marty Ray



"I thought you might be interested in this MG spotting, September 5 in Paris in front of the St. German du Pres. If I had walked into the street for a better angle I would have been slammed by a Parisian Driver. -Marty" Pphoto by Marty Ray.

O'CONNOR CLASSIC AUTOS

**MG Sports Cars
Parts Service
Restoration**



1-888 FINE MGS

1-888-346-3647

1-408-727-0430

FAX 1-408-727-3987

**2569 SCOTT BOULEVARD
SANTA CLARA, CA 95050**

www.oconnorclassics.com

email: mg@oconnorclassics.com

Photos from the Tour to the Pelican Inn

Jul 15, 2001 (Sun)

by Bob Stine



Nice shot of a bridge.

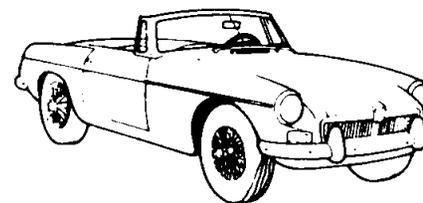


MGOC members enjoying the view



Lunchtime at the Pelican Inn.

MG Service 



***Maintenance
Repair
Restoration***

HILARY REDDY

370 Colusa Avenue, Kensington, CA. 94707

By Appointment: (510) 524-2375