

## UPCOMING CLUB EVENTS

Club Meeting and Natter – March 14 (Thurs) .....	19
MGOC Tour to Pierce Manifolds – March 16, 2002 (Sat) ....	10
Club Meeting and Natter – April 11 (Thurs).....	19
Mount Hamilton II – April 13, 2002 (Sat).....	8
MGs at Jack London Square – May 11, 2002 (Sat) .....	14

## INSIDE THIS ISSUE

Calendar of Events.....	4
From the President.....	5
St. Pat's 'Eve' Tour to Pierce Manifolds & Gilroy.....	7
Mt Hamilton Backside Tour.....	8
Editor's Holiday .....	9
JLS Registration Form .....	10-11
New MGs .....	12-13
MGs at Jack London Square Flier & Photos .....	14-15
MGOC Regalia.....	16-17
Classified Ads.....	18

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>

# THE OCTAGON

Newsletter of the M.G. Owner's Club



*Jennifer Steneberg, our Web Mistress, and Dan Shaffer head out on the Rally at GOF West, Napa, June, 2001 (Shockey photo)*

**March 2002**

## About *The Octagon* and MGOC...

The M.G. Owner's Club, formed in 1956, 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 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 2002

**President:** Dan Shockey, 408-923-3927, [magnut\\_dan@hotmail.com](mailto:magnut_dan@hotmail.com)

**Vice President:** David Wright, 510-653-3831

**Treasurer:** Mike Jacobsen, 415-333-9699, [MikesMuseum@yahoo.com](mailto:MikesMuseum@yahoo.com)

**Secretary:** Nina Barton, 510-845-7212, [ninaba@mindspring.com](mailto:ninaba@mindspring.com)

**Corresponding Secretary:** George Steneberg, 510-525-9152,  
[j2george@pacbell.net](mailto:j2george@pacbell.net)

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**Octagon Editor:** Felix Wong, 510-226-7721 home, [mgoc@felixwong.com](mailto:mgoc@felixwong.com)

**Commercial Advertising:** Mike Jacobsen, 415-333-9699,  
[MikesMuseum@yahoo.com](mailto: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 1962-74:** Felix Wong, 510-226-7721 home, [mgoc@felixwong.com](mailto:mgoc@felixwong.com)

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

**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](mailto: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

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

**Lucas electrics:** Marty Ray, 831-427-2642 home,  
[martyray@eudoramail.com](mailto:martyray@eudoramail.com)

**S.U. Carburetters:** Marty Ray, 831-427-2642 home,  
[martyray@eudoramail.com](mailto:martyray@eudoramail.com)

## Club Meeting & Natter

March 14, 2002 (Thu)  
The Englander Sports Pub & Restaurant  
101 Parrott St., San Leandro  
510-357-3571  
General meeting starts at 8:00 p.m.

### Driving Directions:

From Northbound I-880, take the Washington Ave. exit within San Leandro and turn right on Washington St. Travel 2.2 miles until you see Parrott St. Turn right on Parrot. You will see it on your right.

From Southbound I-880, take the David St. exit and turn left on Davis. Travel 1.3 miles, then turn right on E. 14<sup>th</sup> St. Travel 0.3 miles, and then turn right on Parrott St.

### Details:

The Englander is an enjoyable place where we have our own cosy room. The food is good so bring your appetites.

## The Octagon is Now Online!

As reported in the Minutes, *The Octagon* is now online. It is even in color, unlike the print version! For more details and links to the newsletter, see the following web pages:

<http://felixwong.com/mgoc>

*The Editor's MGOC Web Site*

<http://home.pacbell.net/jensten>

*Official Web Site of the No. Cal. MGOC*

## 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 MGOC, 3516 Dickenson, Fremont, CA 94538. Members may also email ads to the Editor at [mgoc@felixwong.com](mailto:mgoc@felixwong.com). 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.

**MGA MkII Roadster.** Rebuilt 1622 motor and Nissan 5-speed conversion. David Lively, Sacramento, 916-366-9185 or [dlively@jps.net](mailto:dlively@jps.net)

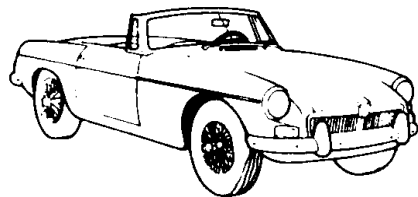
**1957 MG ZB Varitone Magnette.** Nice condition, everything works. Call/write for details and to discuss the price. (See May 2001 *Octagon* for info)

**1969 MGB-GT PLUS** restored BODY SHELL for same, call/write for details and price.

**1964 MGB Roadster.** Overdrive, wire wheels. Solid and in good running condition. Fast on the highway and ready to drive anywhere. Rebuilt: transmission, front suspension, brakes. \$4500/offer. Marty Ray 831-247-5863 or [martyray@eudoramail.com](mailto:martyray@eudoramail.com)

**Wanted:** Metal gas filler pipe and wiper wheelbox assembly for MGB,. Also 14" wire wheels. (for a friend) Dan Shockey 408-923-3927 or [DPShockey@earthlink.net](mailto:DPShockey@earthlink.net)

# MG Service



**Maintenance  
Repair  
Restoration**

**HILARY REDDY**

370 Colusa Avenue, Kensington, CA. 94707

By Appointment: (510) 524-2375

**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](mailto:MikesMuseum@yahoo.com). 2002 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. 1<sup>st</sup>, and fees for a partial year will be pro-rated to that date. Deadline for ad materials is the 10<sup>th</sup> 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 10<sup>th</sup> of the month preceding the issue in which you want them to appear. The editor's address is: Felix Wong, MGOC, 3516 Dickenson, Fremont, CA 94538. Or, you may email contributions to [mgoc@felixwong.com](mailto: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](mailto: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

**March 16, 2002 (Sat)—MGOC Tour to Pierce Manifolds** in Gilroy. See separate flier on page 7. Info: Dan Shockey, 408-923-3927.

**April 12-14** – North Meets South Meet, Santa Maria, Paradise MGs, Info: 805-937-6851 (or talk to Mike Jacobsen)

**April 13, 2002 (Sat)—Mt. Hamilton II.** See page 8 for details.

**May 10-11, 2002 (Fri-Sat)—Lost Drive-In Car Show**, San Luis Obispo. Email [oldwings@charter.net](mailto:oldwings@charter.net) for more details.

**May 11, 2002 (Sat)—MGs at Jack London Square.** See pages 10-11 and 14 for more details.

**May 19 (Sunday)—Dixon British Car Show & Swap Meet**; Dixon Fairgrounds; [www.UBSCC.org](http://www.UBSCC.org)

**June 1-2, 2002 (Sat-Sun)—The 2002 Wine Country Classic**, HMSA's big event at Sears Point (Vintage sports car racing)

**June 9 (Sun)** – Hayward British Car Show and Swap at Cal State Hayward

**June 22-23** – Chico British Car Show, Swap Meet and Rallye; info: [club@chicobritish.com](mailto:club@chicobritish.com)

**June 23 (Sun)** – Palo Alto Concours featuring Alfa

**June 24-28, 2002 (Mon-Fri)—GoF West.** Durango, CO. More info: [tcox36@aol.com](mailto:tcox36@aol.com).

**July 3-6** – NAMGBR international convention, Grapevine, Texas

**July 17-21** – NAMGAR GT-27, Charlottesville, Virginia

**July 28, 2002 (Sun)—DiCiccio Tour to the Rose Growers & BBQ**

**August 1-4** – Rendezvous 21, Club T MG, Lake Quinault Lodge in Washington (talk to Dan Shockey)

**September 8, 2002 (Sun)—All British Car Day.** Possibly at a new location.

**September 22, 2002 (Sun)—2002 Palos Verdes Concours d'Elegance.** At the Ocean Trails Golf Club in Pebble Beach. Contact Cynthia Radom, [modar@earthlink.net](mailto:modar@earthlink.net).

## ⌘ MGOC Regalia ⌘

Description	Qty	Each	Total
<b>MG Owners Club Regalia</b>			
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	
<b>MG Car Club of England Regalia</b>			
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	
<b>MGs at Jack London Square from Posters &amp; Plaques</b>			
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	
<b>Total Amount Enclosed</b>			

### ■ “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*

## From the President

*March 1, 2002  
by Dan Shockey*

Spring seems to have been sprung upon us. I trust you are busy wrapping up those car projects and getting in some pleasure drives with this good weather. Mike Jacobsen and I have started having “car days” once a week when we get together to work on our cars.

I recently rejoined NAMGAR, the national MGA club of which we are a chapter. It truly is an excellent national club with a superb newsletter. I believe the MGA group is at once unique enough and yet large enough to prosper. The MGAs attract a wide age-group following. NAMGAR will have its annual GT (get-together) in Portland, Oregon, in July, 2003. Make that your restoration and vacation goal.

Last Saturday I drove to Gilroy to check out back roads for our March tour. I caught Mike Pierce at his workplace so got a preview of what we will see there. And I checked out the Irish Pub for our St. Patrick’s Day (Eve?) lunch. Roads, stops, car stuff and dining all look good.

Your club officers are busy planning and preparing for our own Really Big Shew at Jack London Square in May. I am always surprised by how much people I meet look forward to that event. The other area MG clubs support the event almost as their own. If you’ve never attended, check it out. Last year we had a brand new MGF join us! Mike tells me we’ve had an average of 115 MGs for all 8 prior events.



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Mike Jacobsen is planning to drive down to the North-South meet in April. This is put on by a great group of folks – the Paradise MGs – so if you are interested, contact Mike. It is the same weekend as our nearer-to-home Mt. Hamilton Backside Tour.

We have a busy calendar of events but if you'd like to schedule a tour of your favorite roads or to a choice event, let one of the officers know. Some of the best outings have been just a few cars and a small group – and you might be surprised by the number that turn out.

Hope to see you on The Road to Gilroy.

President Dan

Also known as out-of-work grease-monkey

## Minutes

There was no meeting in February due to the Annual Dinner.



David Wright and his mighty racing MGB at Sears Point on our MGOC Track Day, October, 2001 (Shockey photo)

## MGs at Jack London Square, 2001 Photos



T-Series MGs of all types and colours at Jack London Square, 2001 (Shockey photos)



Our surprise guest was a brand new MGF!



9th Annual

## MGs at Jack London Square A Day of MG Automobiles and Music 10AM until 4PM, Saturday, May 11, 2002

Presented by the MG Owners Club of Northern California

Information: Mike Jacobsen 415-333-9699

Nina Barton 510-845-7212

Music by Tom, Bev and Friends. Music and Highland Dancing by The Prince Charles Junior Pipe and Drum Band. Registration begins at 8:30 a.m.

- Registration form on pages 10-11 -

## St. Paddy's Day Tour to Gilroy & Pierce Manifolds Saturday, March 16, 2002 -- Rain or Shine *Irish Pub Lunch Added!*

Mike Pierce manufactures and resells various components for our MGs. These include aluminum cylinder heads, 5-speed conversions (including TDs) and Weber carburetor conversions. We tried to set up a visit to his manufacturing facility last year but they were in the midst of a major expansion. Pierce is the largest distributor of Weber carburetors, parts, and conversions in the USA. He also has MGA and MGB projects cars for sale cheap!

We plan to have two meeting points: one at the Denny's in Emeryville, departing at 9am. The other will be at the south end of San Jose, departing at 10am. You may also meet us at Pierce Manifolds (11am). We will get off the freeway and take a more interesting route to Gilroy. Maps and directions will be provided.

At Pierce, we will get a factory tour, parts inspection possibly including an MGB with their parts installed, and a Q&A session. Following the factory visit (about 12:30), we will head a few blocks to **The Claddagh Irish Restaurant and Pub**. Following lunch, we will explore some more of the immediate area with a couple interesting stops including a winery. Do come. Join us for all or any part of the tour.

North Start: Denny's parking lot, Emeryville, **Depart at 9am**. (There is an office complex lot right behind Denny's that has more room. There is also a donut/breakfast shop near by. Take the Powell St. exit from I-80 and go east. Denny's is immediately on the left.

South Start: Get off at the Hellyer Ave. exit off Hwy 101 in south San Jose. Turn left at the stop sign and you will see us immediately. **Depart at 10am** or after the North group arrives.

Pierce Manifolds: 321 Kishimura Dr. From 101, take Leavesley exit. Turn right on Leavesley. Take 1<sup>st</sup> right onto Murray. Take 1<sup>st</sup> left onto Kishimura. 800-874-3728 [www.piercemanifolds.com](http://www.piercemanifolds.com)

Bring: Tank of gas, money for lunch, umbrella. MG preferred but not required!

Info & RSVP: Dan Shockey, Nancy Shane, 408-923-3927,  
[DPShockey@earthlink.net](mailto:DPShockey@earthlink.net)

## Mt. Hamilton II, Down The Back Side Are You Ready For An LBC Challenge?

*All British Cars Welcome!  
April 13, 2002 (Sat)*

How about a drive from San Jose, up Mt. Hamilton Road (State Route 130) to Lick Observatory, picnic lunch and possibly a tour of the observatory? Then it's down the hill on the backside.

This is not a trip for the faint hearted (or those prone to carsickness), and your car should be in good mechanical condition, as there are no services once you leave the Santa Clara Valley. However, the rewards can be magnificent. Bring cameras and binoculars. They will be put to good use.

The drive to Lick Observatory alone is one worth taking. The drive is challenging, as it is a little over 20 miles of some of the coolest (i.e.: narrow and winding) roads in the Bay Area. There are hairpin turns, wide sweeping curves and lots of uphill, (then downhill on the way back). Lick Observatory is 4200 feet above sea level. The views from the road and the observatory make the drive worthwhile. Once there, we can take a break at Lick Observatory, have lunch, and perhaps get a tour. They don't schedule tours in advance, so we just have to hope we can get in on one when we get there. This will also give our poor little machines a chance to cool down. We made this trip in October 2000 and everybody loved it. For more info, go to: <http://www.ucolick.org>.

Then, it's down the backside of the mountain through Lolli's Junction and on into Livermore. Another 30+ miles of outstanding roads for our LBC's. Since I have not yet made this run myself, I don't have a lot of information about the backside, but I will try to get some before the drive. If you have some information, let me know. There was a story about this road on Bay Area Backroads a couple of years ago. You can see more information at: <http://www.kron.com/Global/story.asp?s=545591>.

Hope to see you on this drive. It will be an adventure.

### Details

*Meet:* 10:00 a.m., Saturday, April 13, 2002

*Place:* On the street outside the Jack-in-the-Box parking lot, at the corner of Alum Rock and Capitol Ave, Just east of I-680, San Jose. It is also accessible from Hwy 101 (consult a map).

*Bring:* Picnic lunch, camera, binoculars, full tank of gas

Want more info? Call Bob Wall at 408-289-8706 or e-mail at [bob\\_wall@yahoo.com](mailto:bob_wall@yahoo.com).

**Newsletter Editor Takes 'Holiday'**

male drivers when it goes on sale in March.


The British automaker remade front and rear end treatments, but also restyled seven body panels. MG Rover increased chassis cross-bracing for more rigidity. It altered the engine family's camshaft, throttle-body and exhaust tuning. But the real story is the replacement of the rear suspension system, which MG Rover executives claim cost just 3 million euros to develop. Dispensing with the MGF's Hydragas system, MG Rover engineers used the same hard points and installed a rear multi-link setup with coil springs and an anti-roll bar. An optional sport package lowers the vehicle and stiffens the suspension.

MG Rover will offer four inline-four engine choices ranging from 115hp to 160hp. All offer more power than the old engines, but continue to be based on the old Rover K-series engine family. One MG TF model offers a continuously variable transmission.

But a lean budget also means visible signs of cost cutting. The steering column stalks for the wipers and headlamps are basically the same inexpensive plastics that Rover inherited from its late-1980s tie-up with Honda. Much of the interior also remains unchanged. "There comes a time when you draw the line, when you are developing within a budget," said John Parkinson, MG Rover's director of sales and marketing.

The current MGF roadster attracted equal amounts of male and female buyers. The new model is styled to attract more men. Worldwide, MG Rover expects to sell about 14,000 MG TFs a year. Prices will range from about 25,650 euros to 32,500 euros.



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## Auto Publication

(Submitted by Bob Wall)

CARDIFF, Wales, Feb. 7 -- Not since the 1960s, when British sports cars were a staple of American roads, has the once extremely popular MG auto brand been available to domestic auto enthusiasts. According to a story in Primedia's Automobile magazine's March issue, that is likely to change -- soon.

Jamie Kitman, the New York bureau chief of Automobile recently traveled to Cardiff, home of MG Rover Group, the British parent company, and sat down for a substantive discussion with the company's top executives. The new management is aware of the tradition the company has in the U.S. ``Here in America, the MG name is still associated with the traditional English accoutrements, leather and wood, even if wood was never a visible part of the MG formula," Kitman writes.

Until recently, MG was owned by the German-based BMW, which had trouble marketing the venerable British brand, eventually selling it back to British owners the Phoenix consortium, a group of investor/managers led by former Rover head John Tower. Some speculate that BMW had been reluctant to market MGs in America, ``a fear within BMW that a truly revitalized MG might cut into sales of home-brewed money spinners, such as the Z3," Kitman writes.

The Phoenix group has no such qualms, he concludes, and, ``Unless things go badly wrong, MG will return to America soon," with such sporty models as the MG ZR160 (about \$21,000), a super-fast hatchback with a 160 hp, 16-valve four cylinder engine; the ZS 180 (\$25,000), reminiscent of an English Acura RSX; and the ZT190 (about \$30,000), which can go from 0 to 60 in 7.8 seconds, a four-door with a difference. Top of the line is the ZT XPower 500 (about \$45,000), a sporty V-8 that could fill a major gap in the American market.

The new MG Rover management told Kitman that it would make a profit if it sold 200,000 cars a year, a stark contrast with standard thinking in the auto industry that sales have to be in the millions to insure a profitable enterprise. And increasingly, Automobile reports, it looks like some of those cars will be sold stateside. We can hardly wait.

### MG TF Redesign Cost Just 50 Million Euros, Mark Rehtin, Automotive News Europe, Feb. 25, 2002

(Submitted by Bob Wall)

MG Rover says it spent only 50 million euros to redesign the MGF roadster into the new MG TF. While trying hard to save money, MG Rover made some significant changes aimed at increasing the roadster's appeal to

By Dan Shockey

Felix explains why he took this month (March) off from his newsletter duties. Felix is a mechanical engineer and other interests include bicycle riding and construction and mountain climbing. In addition, he recently pulled the engine from Goldie, his 1968 MGB roadster. See his website for more info (p. 19)

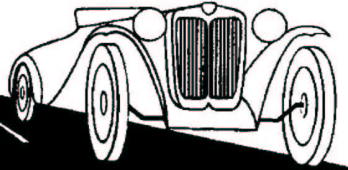
“Right now on top of my normal full-time job (in which I've been working about 50+ hours/week lately)... just a week ago I started consulting for a startup that was DESPERATE for my services. Basically, they need to bust out their product in a few days for deployment in a major theme park, and before they sought my help, they were only about 5% done and going nowhere fast.

“There is still lots to do but after logging 65 hours in the last 8 days or so (am charging them by the hour so that's okay!), got a ton done and there is hope. So I have literally worked ~115 hours in the last week or so between the two jobs, and if you wonder how this is possible, it's because I go to bed at like, 5:00am, and wake up at like 7:30am. Since I am used to getting 8 hours of sleep this has been somewhat difficult but it will be just for a few more days... and then it's back to normal life for me (hopefully!)

“If this all sounds crazy, it was an opportunity too good to pass up, from the exposure/coolness perspective of the product (in about a month thousands of people will be seeing/using my design at the major theme park... that doesn't happen with semiconductor capital equipment), plus the compensation for just 2 weeks of sacrifice couldn't be beat.”

Dan Shockey put together the March newsletter and Mike Jacobsen had it printed then assembled and mailed it himself, as usual (Thanks, Mike.)

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