

UPCOMING CLUB EVENTS

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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



New MG sedan at Laguna Seca in August of 2001. It may even make it to the U.S.—see page 12!. (Photo by Ray Watson.)

April 2002

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 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

Vice President: David Wright, 510-653-3831

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

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

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Octagon Editor: Felix Wong, 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 1962-74: Felix Wong, 510-226-7721 home, 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

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

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

Club Meeting & Natter

April 11, 2002 (Thu) at 8:00pm

at

The Englander Sports Pub & Restaurant

101 Parrott St.

San Leandro, CA 94577

510-357-3571

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

Driving Directions:

From northbound I-880, take the Washington Ave. exit within San Leandro and turn right on Washington. Travel 2.2 miles until you see Parrott St. Turn right on Parrott.

From southbound I-880, take the Davis St. exit, and turn left on Davis. Travel 1.3 miles, and then turn right on E. 14th St. Travel 0.3 miles, and then turn right on Parrott.

Details:

The Englander is an enjoyable place where we will have our own room. The food is good so bring your appetites and let's have a good turnout.

Note that there will not be a business meeting in February 2002 due to the Annual Dinner.

The Octagon is Online!

As reported in the January Minutes, *The Octagon* is 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

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. 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.

1977 MGB Convertible, white with black top and interior. 2nd owner, 68,000 original miles. Excellent condition. Serviced by Hilary Reddy. All papers. **\$7,500**. Gene: 510-548-4726.

1976 MGB, 60k miles, new top, expertly maintained, runs great. Call 415-831-8292.

MG TC/TD hand tools. Tire pump, grease gun, tube spanners, flat spanners, adjustable spanner tappet and cylinder head spanner, hammer, screw driver, pliers, Dunlop tire levers, feeler gauges, inspection lamp. All **\$635**. Call Stuart A. Locke, 408-732-2999.

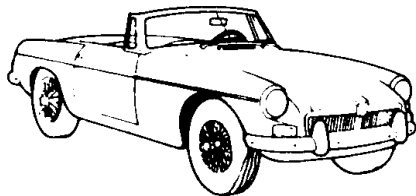
(3) **1967 MGB/GTs** for sale, (2) with overdrive. George Pauly, 510-549-9999.

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.

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.

MG Service



**Maintenance
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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. 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. 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, MGOC, 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

April 12-14, 2002 (Fri-Sun)—North Meets South Meet, Santa Maria, Paradise MGs, Info: 805-937-6851.

April 13, 2002 (Sat)—**Mt. Hamilton II**. See pages 8-9 for details.

May 10-11, 2002 (Fri-Sat)—Lost Drive-In Car Show, San Luis Obispo. Hosted by the Rotary Club of SLO. Cruise Night on Friday. Open to all classes of pre-1970 autos. Email oldwings@charter.net for more details.

May 11, 2002 (Sat)—**MGs at Jack London Square**. See page 8 for more details.

May 19, 2002 (Sun)—Dixon British Car Show & Swap Meet, Dixon Fairgrounds. www.UBSCC.org.

June 1-2, 2002 (Sat-Sun)—The 2002 Wine Country Classic, HMSA's big event at Sears Point.

June 9, 2002 (Sun)—Hayward British Car Show and Swap Meet at Cal State Hayward.

June 22-23, 2002 (Sat-Sun)—Chico British Car Show, Swap Meet and Rallye.

June 23, 2002 (Sun)—Palo Alto Concours featuring Alfa.

June 24-28, 2002 (Mon-Fri)—GoF West. Durango, CO. More info: tcx36@aol.com.

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

August 1-4, 2002 (Thu-Sun)—Rendezvous 21, Club T MG, Lake Quinault Lodge in Washington.

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 overlooking the ocean. This year's Grand Marshal is legendary Parnelli Jones. Weekend events include a visit to Parnelli's private collection. For more info, contact Cynthia Radom, modar@earthlink.net.

October 31-November 2, 2002 (Thu-Sat)—HCT (High Country Tour) in Sedona, Arizona. Includes rally, lodging, car show, meals + more for around \$325. Email RacerMoss@sedona.net for more info.

⌘ 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

From the President

March 22, 2002 (Fri)

by Dan Shockey

I have spent a lot of time the past three months working on my cars. It doesn't actually seem like I have made much progress yet. But I am excited to have my MGB-GT on the road again. It overheated suddenly while I was checking back roads for the Pierce Tour and I had to be towed home from Gilroy. Mike Jacobsen helped me pull the cylinder head. The head gasket didn't look especially bad so I believe the head has cracked. My oil drips have gone away since I replaced the head so perhaps I have had a developing problem. That head was supposed to be 'new' according to the DPO (Dreaded Prior Owner) but it had been welded. Fortunately I had two spare used heads.

I also have the engine and everything out from under the bonnet of my TR3 for painting and am rebuilding an MGB engine for a friend. I also bought an MGA coupe. It is complete and straight but has sat for the past 20 years. My two-car garage is rather full...

Preparations for MGs at Jack London Square are well under way. The posters are printed and registration forms are mailed. The T-shirt and award designs are complete and go to the printer Monday. We are working with the new management for Jack London Square and they have been supportive. Registrations are coming in already so if you want a low number, you are too late. Don't forget to mail it soon. That helps us plan for awards and we give more stuff to pre-registered persons!



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The board wonders if there is interest in doing more things with the other area MG clubs, specifically the Sorry Safari club. They seem a parallel group with most of their active members also in the East Bay and 'Southeast' Bay. There is also the Abingdon Rough Riders (TCs and pre-war) and the clubs further away like the active Cypress MG club in Monterey. Sometimes "critical mass" can make special events possible. We could even work together to host a regional or national MG event. Most marque clubs have only one club for an area like this. We have lost the once-thriving NorCal MGA Club and the Peninsula T Register in recent years. Please consider this and let us know what you think.

Last week Mike J. and I took some parts from a 1980 MGB at a pull-your-part yard in Milpitas. We got some good things at great prices but it seemed sad to be doing this to a very straight, unrusted car. When I pulled the head, I found a large chunk missing from one of the exhaust valves. It was likely what sent the car to the scrap heap but seems an easy fix. (Looked like the piece of valve exited through the exhaust since there was no sign of it hitting the piston.) There are a number of MGB-GTs available cheap right now (\$200-250) that may go the same route if they are not rescued. These would be great cars to get to some young folks. The supply will dry up one day.

I look forward to the repeat climb of Mt. Hamilton (April 13) with the added adventure of the Back Side. (The "Far Side"?) Bob Wall (definitely a Far Side person) always finds us some fun places to go and we have the best sportscar roads in the world. We expect a good showing for this event. Join us!

-“Book Em” Danno

Minutes

MGOC General Meeting, Thursday, March 14, 2002

Submitted by Nina Barton

The Meeting was called to order by President Dan Shockey at approximately 8:10 PM.

Members present: Nina Barton, Mike Jacobsen, Bob Mc Coy, Dan Shockey, George Steneberg, and David Wright.

Treasurer Report (Mike Jacobsen)

Healthy balances in checking and savings. Ready for Jack London Square.

Registrar Report (Mike Jacobsen)

JLS Volunteers Needed!

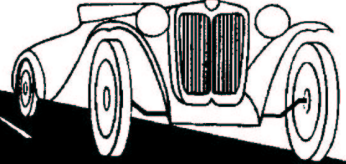
The Club needs your help to run this year's MGs at Jack London Square show. We need volunteers in the morning to staff the registration table and direct parking, in the afternoon to help clean up, and all through the day to answer questions and sell regalia in the Club booth. Shifts are only two hours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



Club Members and MGBs on the Uvas Loop at the March Pierce Manifold Tour. Report in next month's Octagon!

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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.

Which Champion Spark Plug?

by Stuart A. Locke

This question was asked by Mike Abbott of the Octagon Car Club in the February 2002 Bulletin. His local dealer told him to use L86C in his XPAG engine. Stuart A. Locke of Sunnyvale, CA writes:

L86C is too hot for a proper XPAG engine, with 1/2" reach head.

If Mike Abbott's engine is worn out, an oil burner and fouls plugs, L86C is just right for him.

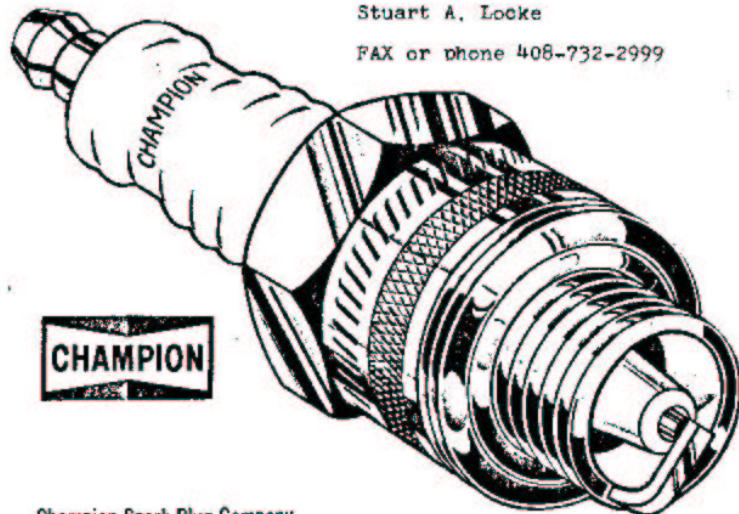
Champion Spark Plug Co. says RL82C stock #874 replaces original Champion L10S for TB, TC, TD. If you have a late TD or TF head requiring 3/4" reach spark plugs, Champion says RN5C stock #123 replaces original Champion NA8.

Bear in mind that today's plugs provide a much broader operational heat range and therefore think twice before going to a hotter (or colder) plug.

Champion kept changing their numbering system:

L10S to L7 to L85 to RL82C; NA8 to N5 to RNSC.

The R means built in resistor, so you won't interfere with airplanes, other car radios and your radio. L means 1/2" reach, C copper, N 3/4" reach.



Stuart A. Locke

FAX or phone 408-732-2999

Champion Spark Plug Company

800 537 8984

None.

Regalia Report (David Wright)

No action this past month.

Secretary Report (Nina Barton)

Minutes approved as read.

Octagon Report (Felix Wong)

Dan Shockey and Mike Jacobsen put out the March edition as Felix was working hard. He will put out the April Version. *[Editor's Note: Felix would like to thank Dan and Mike for covering him for the month of March and producing a great newsletter!]*

EVENTS

Pierce Manifolds Tour

Scheduled for March 16, this Saturday. Lunch added at the Claddagh Irish Restaurant and Pub. Look forward to seeing club members there!

Mt. Hamilton Tour

April 13, 2002. Meet on the street in front of the Jack in the Box parking lot, corner of Alum Rock and Capitol Ave. See you there! Check flyer in this month's *Octagon* for more info.

Jack London Square

Posters are printed and available for publicity purposes. Dan and Nancy have delivered the artwork to Ratchetts for printing. Nina to advise Ratchetts on number of t-shirts needed and arrange for awards.

OLD BUSINESS

Annual Dinner

Our trip to the Basque club in San Francisco was quite nice. Food and company were enjoyable, and it was a nice way to meet new and old friends.

Next Meeting and Natter

Will be held April 11, 2002, at the Englander in San Leandro. Bring your technical/shop information to share after the meeting. Look forward to seeing you there.

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

All British cars are welcome!

Want more info? Call Bob Wall at 408-289-8706 or e-mail at bob_wall@yahoo.com.

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 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



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MG Car Brand to Be Rolling in US Again

Report by Automobile Magazine

Submitted by Bob Wall

February 7, 2002 (Thu)

CARDIFF, Wales –PRNewswire—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.

MGF Remodeled and Rebadged as MG TF

by Mark Rechtin, Automotive News Europe

Submitted by Bob Wall

February 25, 2002 (Mon)



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 -



The MG Owners Club

Presents The Ninth Annual



MGs at Jack London Square

Saturday, May 11, 2002 at Jack London Square, Oakland

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

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

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

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

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

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Mail before May 1, 2001 to:

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

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

Please Print:

Name: _____
Address: _____
City: _____
State: _____ Zip code: _____
Daytime phone: (____) _____
or Email address: _____

MG model: _____

Year: _____

Body style: Coupe Roadster
 Saloon Race car
 Other: _____

T-shirt size: M L XL XXL

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

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

Signature: _____ Date: _____

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Make check payable to: **MGOC**

Office Use Only	
\$	#
	✓