

## UPCOMING CLUB EVENTS

Annual Dinner – Jan. 13, 2001 (Sat) ..... 9  
Business Meeting – Feb. 8, 2001 (Thu)..... 19  
Natter ‘n’ Noggin– Feb. 15, 2001 (Thu)..... 19

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MGOC-OCTAGON  
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# THE OCTAGON

Newsletter of the M.G. Owners Club



*Ray Watson's MGB GT on a flatbed truck after a little adventure. Story on Page 6. (Photo by Ray Watson.)*

**January 2001**

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

The M.G. Owner's Club, formed in 1958, is the Northern California center of the M.G. Car Club, formed in England in 1930. We receive two copies of the MGCC's *Safety Fast*, available to members on loan from the Corresponding Secretary. The club is also associated with NAMGBR, the North American MGB Register, and NAMGAR, the North American MGA Register. The MGOC holds a business meeting on the second Thursday of each month. We gather socially on the third Thursday of each month, at an event known as the "Natter and Noggin" in the style of English clubs. *The Octagon*, our newsletter, is published monthly by the M.G. Owner's Club. Opinions expressed in *The Octagon* are not necessarily those of the MGOC, its members, or Board of Directors.

### DIRECTORY of MGOC OFFICERS for 1999

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

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

**Treasurer:** Mike Jacobsen, 415-333-9699

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

**Corresponding Secretary:** George Steneberg, 510-525-9125,  
[j2george@pacbell.net](mailto:j2george@pacbell.net)

**Membership Development:** Doug Paris, 650-349-3778; Bob Stine, 650-349-5128, [RAStine@prodigy.net](mailto:RAStine@prodigy.net)

**Octagon Editor:** Felix Wong, 510-572-4257 work, 510-366-8355 home,  
[mgoc@felixwong.com](mailto:mgoc@felixwong.com)

**Octagoat:** Eric Baker, 510-531-7032

**Commercial Advertising:** Mike Jacobsen, 415-333-9699

### CLUB ADVISOR PROGRAM

Feel free to call these members, who have volunteered to help with purchase, repair, and restoration of various M.G. models, etc.

**MGB and GT 1962-69:** Felix Wong, 510-572-4257 work, 510-366-8355 home, [mgoc@felixwong.com](mailto:mgoc@felixwong.com)

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

**MGB 1969-1974:** Felix Wong, 510-572-4257 work, 510-366-8355 home,  
[mgoc@felixwong.com](mailto: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,

**M.G. 1100 Sports Sedan 1962-67:** Lora Lerner, 831-427-2642

**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

## Business Meeting

*February 8, 2001 (Thu) at 8:00pm*

at

George Steneberg's house

9 Pomona Ave.

El Cerrito, CA

510-525-9125

Board Meeting at 7:30p. All are welcome! *Note that there is no January meeting!*

## Natter 'n' Noggin

*February 8, 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.

*Note that there is no Natter for the month of January due to the Annual Dinner!*

## Attention!!

Have your MG painted by a fellow sports car lover with 11 years experience.

High quality rubbed out polyurethane finish at reasonable cost. I do bodywork, rust repair and welding. Fast turn around time. References and examples of my work available. Call for an appointment for a free estimate.

Andy Schank 510-236-5232

## Classified Ads

Ads are free to MGOC members and \$6.00 per month for non-members. Please send copy (and a check if a non-member) to *The Octagon* editor (Felix Wong, 38947 Bluebell Dr., Newark, CA 94560). Ads run for ONE month, after which they will be deleted unless you call. Your ad can be extended easily, but you **MUST** call *The Octagon* editor to renew! Any ad that appeared in the past can be re-run by notifying the editor.

For sale: **Hardtop for MGB** roadster. Made by Snugtop; in excellent condition with good rubber seals. \$400 OBO. Located in Pacifica. Dan Robinson, 650-359-3338.

**Free MGB parts** from 1969 90k mile car: transmission (not OD!), radiator, oil cooler, GT rear side windows, one wire wheel with good 165/80-14 tire. Dan, 408-923-3927, San Jose

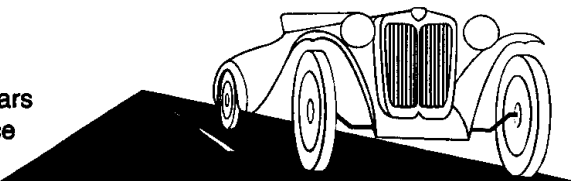
### Contest: The 2001 Burnt Spark Plug Award!

*Submission deadline is past and the winner  
will be declared at the Annual Dinner!*

The MGOC Burnt Spark Plug Award is given annually to the member who submits the "best" story involving his/her MG, usually involving some sort of "problem", ill-luck, and sometimes, bravado and heroism! We have several entries for this year's award. We will select an entry and, at the next MGOC Annual Dinner (see Page 8), present the winning author with the prestigious Burnt Spark Plug trophy. Good luck to all who entered!

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**Lucas electrics:** Marty Ray, 831-427-2642 home

**S.U. Carburetors:** Westley Johnson, 415-826-2396

**Bodywork:** Bill Weissberg, 510-658-4335

### COMMERCIAL ADVERTISING IN *THE OCTAGON*

Direct all questions about advertising to Mike Jacobsen at 415-333-9699. 2000 rates are: monthly (yearly): full pg. \$25 (\$240), half page \$18 (\$175), third page \$12 (\$120), business card \$8 (\$75). All ads expire on Jan. 1st, and fees for a partial year will be pro-rated to that date. Deadline for ad materials is the 10th of the preceding month. The MGOC makes no claims as to the reputation or quality of work performed by businesses advertising in *The Octagon*.

### MAKING CONTRIBUTIONS TO *THE OCTAGON*

Your stories, photos, tips, questions, and anything MGOC-related are always welcome in *The Octagon*! Please make your contributions by the 10<sup>th</sup> of the month preceding the issue in which you want them to appear. The editor's address is: Felix Wong, 38947 Bluebell Dr., Newark, CA 94560. Or, you may email contributions to [mgoc@felixwong.com](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 call or write our membership secretary:

**George Steneberg**

9 Pomona Ave.

E1 Cerrito, CA 94530

**510-525-9125**

[j2george@pacbell.net](mailto:j2george@pacbell.net)

# Membership

New members as of Nov. 1<sup>st</sup> will be printed in a future edition of *The Octagon*. 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

**Jan 13, 2001 (Sat)—MGOC Annual Dinner.** See Page 8 for details.

**Jun 18-21, 2001 (Mon-Thu)—GoF 2001 Napa Marriot.**

**May 19, 2001 (Sat)—MGs at Jack London Square.**

## Minutes

*MGOC Business Meeting, December 14, 2000 (Thu)*  
by Dan Shockey, Secretary

Club president Nina Barton called the meeting to order at 8:23 p.m. at the home of Bob Stine in San Mateo. Members present were Nina, Mike Jacobsen, Bob Stine, Nancy Shane and Dan Shockey

**Treasurer Report:** We made a \$500 deposit for the club dinner. Account balances are healthy.

**Old Business:** George Steneberg objected to the dues increase for corresponding members since the amount is stated in the club bylaws. We discussed George's objections and agreed we could and should raise those dues from \$5.00 to \$10.00 to cover the costs of printing and mailing the newsletters.

**New Officers:** Slates were approved. (No votes were received.) Same officers as last year were elected by "acclamation".

### New Business:

- Mike Jacobsen has a new email address: *mikex@timogen.com*
- Renewal of our NAMGBR chapter status is required. Dan Shockey to find out information and mail in the renewal form.

## ❖ 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 MG Car Club badge		\$6.50	
Outside Window Decal – 5" by 5½" brown & cream MGCC logo		\$1.00	
Inside Window Decal – 2½" by 3" brown & cream logo; reads "Member"		\$1.00	
Inside Window Decal – 2½" by 3" brown & cream logo; reads "Member" and "Marque of Friendship"		\$1.00	
Round Mug – British Racing Green with gold MGCC logo and rim		\$10.00	
Octagonal Mug – Octagonal green mug, cream interior, gold MGCC logo and rim		\$12.00	
<b>MGs at Jack London Square 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 \_\_\_\_\_  
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 City \_\_\_\_\_ State \_\_\_\_\_ ZIP \_\_\_\_\_  
 Phone number in case we have a question \_\_\_\_\_

## ❖ Ordering Information

- ♦ All prices include tax, and shipping is FREE! Some items are stocked from England and may have a long lead time; we will notify you if the delay will be more than three weeks.
- ♦ Make checks payable to "MGOC" – sorry, but we cannot accept credit cards or cash.
- ♦ Send orders to: **MGOC Regalia, 5518 Thomas Ave., Oakland, CA 94618-1752.**

# MGOC Regalia!

Our club has MGOC regalia that is available for purchase by anyone. Below is a sampling of available regalia; more items are listed on the order form on Page 17. Please contact David Wright at 510-653-3831 for more information.



Key Fob

Pin

*Key Fob — \$10; Pin — \$6.50*



*Octogonal Mug — \$12*

*Round Mug — \$10*



*Pennant — \$10*

- Annual Dinner: Nina is purchasing awards for club contribution during the past year.
- Broken Spark Plug award: It is Felix Wong's responsibility to pass the award along. Current candidates include: Bev and Tom Morgan's multiple mechanical masochisms over one vintage race week, Mike Jacobsen's electrical adversities while returning from the MGA Get Together, Nina Barton's starter that wouldn't stop, and George Steneberg arrived in a downpour without his side curtains on board. *[Editor's Note: we also have some last minute entries from Ray Watson and Kathleen Byrnes! Their stories are featured in this issue.]*

## Events:

- We will present and solicit event ideas at the January dinner. Mike will make a list/ballet of possible events. Possibilities suggested: Tour & Lunch at Pelican Inn, Visit to Pierce Manifolds & Tour in Gilroy, Visit to the Blackhawk Auto Museum, and a Tech Session.
- The Jack London date is May 19.

## Next Meetings:

Club Officers' meeting on February 8 at George Steneberg's home. Natter at Barclay's on College Avenue in Oakland on Feb. 15.

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## The On-Going Saga of Rolo the Road Hog

*By Ray and Shirley Watson*

As we, Shirl, I and Rolo, our 1969 MGB-GT were leaving the fun filled British car meet in Palo Alto this year, we were driving over the San Mateo bridge towards the East Bay when Shirl said she heard “a new noise”. Driving in a MG, you’re always on the lookout for new noises, but since Rolo has been running like a top for so long, I didn’t pay it much attention. We had become very complacent. As we approached the center span of the bridge, I felt something in the clutch. But fortunately there was no traffic on the bridge or what there was was going faster than we were. Things were going fine until we reached Hayward and the first stoplight.

When we got to the first stoplight, I knew there was a problem as I couldn’t get the shifter into or out of gear without a great deal of mashing of gears. Fortunately there was a sleazy 7-11 at the corner so I pulled Rolo into the parking lot and stopped. At this time Rolo had absolutely no clutch. I had to raise the pedal with my foot for any response, once in gear there was no way to get it out of gear. I felt at this time that there was no way that I would be able to drive in heavy Sunday traffic through Hayward and onto Highway 680 for the remaining 62 miles home to Suisun. I did try driving in the parking lot, but no way.

I thought that I better check to find if things are fixable. In checking under the bonnet I found the clutch hydraulic reserve empty and hydraulic fluid all over the firewall. Then on further inspection I crawled under the car and found the slave cylinder at the transmission completely blown. The rubber boots were split and just hanging and what was left of the hydraulic fluid dripping out of the cylinder onto the pavement. Also the entire transmission was covered with hydraulic fluid. What a mess!

As Shirl and I stood in the parking lot of the 7-11, dozens of low riders came and went and wondered what our car was. As we’re low-tech people, we don’t have a cell phone but lo and behold, there was a telephone booth right in front of us. The traffic noise on the street was so loud, however, you could barely hear the party on the other line of the telephone.

My first reaction was to try and repair Rolo in the parking lot. We realized there was no way to drive Rolo home and we had no idea of a “jerry rig”, if any could be done for a blown slave cylinder. So the next thing is to call a tow truck. At this point in time, the wonderful day we had spent in Palo Alto walking amongst the grand British machines is starting to wane!

We have AAA, but naturally our plan only includes towing in a three-mile radius because in all the trips across country in Rolo, we’ve never needed a tow.

So our plan is clear. Call AAA and then find a toilet. The 7-11 provided a telephone booth but no restroom facilities.

Shirl contacts AAA and they arrange for a tow truck. Shirl told the

does this too). If it's just sparking a little, I'd be screwed—but heck, if you get crashed in the back where the battery and all the switch wires (and the gas) are, you'd be just as screwed. It's a risk I'm willing to take, although I suspect it's not legal if you're going Really Racing.”

Upon further inquiry about the location of the switch, Dave replied, “Actually, it's in back, near the battery—I did, in fact, run the alternator output wire all the way back to the switch and then back to the front. It's a wimpy little 35A alternator, since there aren't many circuits in that car...”

A further addition to protect the hot alternator output wires was suggested by another club member, as follows:

1. Wire up a couple relays inline with the alternator high-current output. Radio Shack sells a special order relay that's good for breaking/closing 50 amps. It's that popular SPST little black cube size with flat terminals coming out of it. This relay is unique in that it has solid silver contacts. (One relay is sufficient for the MG alternators. He used two in parallel to handle higher currents.)
2. Drive the relays off your key in ignition on the accessory contact. “If the electrical system isn't on, neither are the relays. That always-hot lead is now gone every time the car is turned off. Via kill switch, your key, whatever.

“You can get tricky and wire up a little switch with the drive wire on those relays. Switch ain't on, the charging system isn't online. A thief would only get about 30 miles at night with the headlights on before the battery discharged, depending on how much is running.”

“Simply shutting off the electrical system... really isn't that simple, eh?” said Don Wollesen.



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**Sean Squires, Florida:** The people I work with named mine. They call it STP. After a couple of days I finally asked why. "Slower Than Puss". They say puss oozes out of wounds faster than my car runs. I guess a couple of the kids have been in traffic behind me.

## Battery Cut-Off Safety Switch

*By Dan Shockey*

Our intrepid Club President, Nina Barton, recently had an "adventure" with the electrical system in her MGB-GT. The car was running fine but was making a lot of noise. She tried to turn it off but the starter kept turning so she let it start again. She was able to find a repair shop open but they were not able to save her starter from burning up. The starter solenoid was apparently stuck on so that the starter was destroyed from the high current through it once the engine was stopped and put in gear.

Felix Wong, our faithful Club Editor, and I have each installed an inexpensive cut-off switch (\$15 at Kragen's) and mounted it on the vertical panel in front of the rear battery(s). It is readily accessible from the driver's seat so it might have saved the starter in Nina's situation. It is also handy to prevent battery discharge while the car sits for a length of time. The plastic "key" is easily removed as an anti-theft device.

The problem is killing a running engine. The car's alternator is putting out voltage and current that will keep the ignition running even with the battery disconnected. Plus the alternator could self-destruct—and take other circuits with it—as its voltage spikes to 50V or higher with its battery load disconnected. (Called "load dump" in the trade.) A generator is less troublesome in that regard but will also keep an engine running with the battery disconnected.

A very good electronics engineer friend of mine (Dave Dwelley of Santa Barbara) recommends the following approach:

"There's a simple way to wire the kill switch so that the car won't run or explode when the switch turns off. Wire the alternator/regulator combo to the battery side of the kill switch, and everything else to the switched side. Wire the switch near the battery with a short fat wire so the starter motor inductive spike doesn't get you. I did it this way on my Falcon racecar and the motor shuts down cleanly when the switch is tripped. Presumably the battery continues to charge for the next few seconds while it spins down to zero RPM... whatever.

"This does leave one wire hot in the engine compartment all the time (the alternator field) —just like in the Ford factory setup. In theory, if I crashed hard and that wire shorted to something, it could cause some trouble - so I wired it to the battery side of the switch with a fusible link so if it's really shorted, the link will blow and everything's now dead. (The factory setup

telephone operator at AAA that the truck must be a flatbed, as the MG could not be towed in a regular manner. AAA responded in the negative to this request. As it was Sunday, the woman stated they didn't have a flatbed available.

When the tow truck driver arrived about 45 minutes later, he first asked what kind of car Rolo is and then stated that we needed a flatbed! He contacted a buddy and another 45 minutes later, the flatbed arrived.

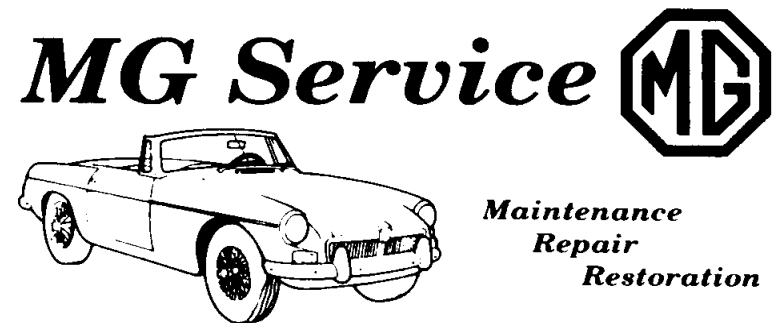
When the flatbed driver arrived, he smiled at Rolo and said he picked up one just like it the day before! We loaded Rolo into place, chained him down and were on our way to Suisun. When Shirl jumped into the truck, she asked the driver where her seatbelt was located. He told her not to worry about it. The ride was a very bouncy one to say the least.

The driver drove us in a direction that I was not familiar with. He drove us towards Oakland and through the Caldicott Tunnel and as I looked longingly at Rolo through the back window of the truck cab, I saw Rolo's hood snap open and my heart took one big jump. Fortunately the secondary hook held. When Shirl brought up the matter to the driver, he just said that if the hood was going go, it would have gone by now!

The driver did stop and checked the chains, reclosed the hood and got some gas and we again on our way home.

We reached Suisun in the early evening, backed the truck into the driveway and rolled poor Rolo into the garage. Then came more wheeling and dealing with the Jack James Towing Company driver along with phone calls and we finally settled on a price of \$330. Approximately 60 miles at \$6/per mile. The driver left to return to Hayward a happy man with us vowing to get towing insurance when we get Rolo running again!

I'm now working on Rolo and repairing the slave cylinder along with finding more things that need attention. This is also why Rolo and we have not attended any MG events since Palo Alto!



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Also there's another problem with my brilliant planning, we have a two car garage with three MGs and a motorcycle in it. Rolo, a Midget in the center and Shirly's MGC on the side. Well with Rolo running, I could drive her out of the garage then move the Midget into Rolo's spot as its on wheels. That gave me room to drive the C out. This system worked well when Rolo was running. You have to understand that in all the years that we've owned Rolo, he's never not run before.

Now I can't move any of the cars nor can I get the Harley out of its spot in the back of the garage. All hinges on Rolo's speedy recovery but holidays with visitors and cold weather in the garage have slowed Rolo's speedy recovery down to what looks more like a spring recovery, I hope!

An experience like this makes me appreciate the men and women who give up their Sundays and holidays to help us stranded motorists. Our system really works well when you need it and are not expecting a breakdown.

At a later date, I'll explain why our Christmas tree is bare this year – right, the ornaments and holiday decorations are in the garage in the rafters above Rolo and the Midget. The ladder is not accessible because of the stationary cars.

But the Watson's' still have the holiday spirit – we'll drive the Ford to the annual dinner!



*The above photo shows where the brake master cylinder and clutch master cylinder are located in the engine compartment. Soon to be rebuilt! (Photo by Ray Watson.)*

**Dwight, Texas, 80 MGB LE V8**, it's named KILLER BEE.

**Brian Clarke, Greater London, United Kingdom:** My '72 GT is named "Gertie" by my girlfriend and my '69 roadster undergoing restoration is named "Barney" after it was found in a barn....yes very corny but anything to keep the good lady happy!

**Antony, Liverpool, United Kingdom:** I purchased my BGT 2 years ago and it had a name already printed by a previous owner on the roof lining, just above the rear view mirror:- BOGEY TWO

**Tony, Ontario:** I had two choices for a name for my car, one being 'speedbump' as most other cars seem to race up to it like they are going to drive right over it (some almost have), and the other is 'spud' as it is painted chestnut brown and is always dirty from driving on dirt roads so it has a tendency to look like a potato with a windshield. so 'spud' seemed to stick.

**Daniel, Montreal:** Well my 79 B is called the put-put I guess for the noise. This is fun.

**James Rozee, Portland, Oregon:** My 1967 MGB Roadster has been called many things by me! I wanted to call it the "GREEN WIENIE THAT HAULS BALLS" But the wife would not go for that. She too is from England and she always calls it "LIMEY". I don't think it is the right shade of green for that.

**Scott Keefer, Alabama:** Have just recently (no particular reason) starting calling my '77 B "Jeeves". It just sounds right...



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**Gerry Masterman, Louisiana:** My wife dubbed our '72 B "Christeen" because it seems to have a mind of it's own and a habit of causing damage to my other car if she does not get regular attention!

**Chris Theodor, Melbourne, Australia:** My wife is broadminded and allows me to have an extra marital affair with a sexy redhead called Rebecca (red '68 B) who goes around topless most of the time in summer.

**MikeB, Arkinsaw, USA:** My old 1975 B KLY830P was called Kalamity Pain - a very undeserved name actually, she just didn't break down. Stef's old 1979 B was called Pop Top. Our current 1965 B is called May-B. We did get married in May after all and she was our first major purchase! We're either very dedicated or just plain nuts—make up your own mind!

**Dave Pearn, Ontario, Canada:** I named mine "GREEN B". Its a Brooklands "GREEN" 1980 "B"!!

**Enrique Jimenez, Texas, USA,** my '77 B is called "the jumper" for its propensity to to jump the neutral grounds (median) in New Orleans. It seemed like the normal thing to be driving on the wrong side of the road. No one seemed to mind.

**David Dixon, Leicestershire, United Kingdom:** My '77'B Roadster was named 'Jenny' by her previous owner, so I have stuck with that. My previous MG, a '73 BGT, was black tulip in color and was named the "Purple Passion".

**Rick, London:** I've named mine "Lara" after a friend of mine. They're both black and curvy!

**David Crocker, Vermont:** My 79 MG B LE roadster is known as "The Black Shadow"

**Joseph Bowers, Virginia:** My '75 roadster is "Bea". She goes topless too!

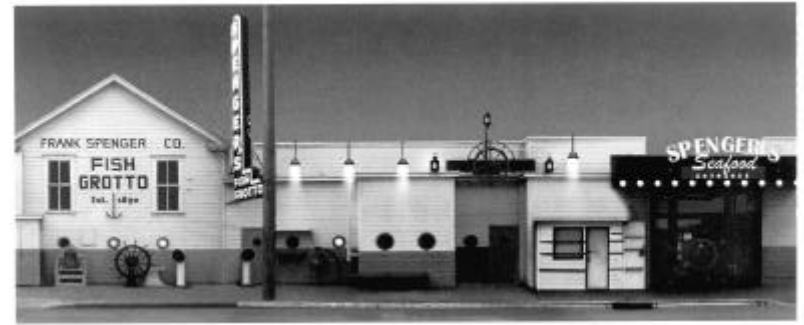
**Paula Cottle, Greater London, United Kingdom:** My MGB GT V8 is called Henry after the previous owners 6 year old came home from school after discussing Henry the 8th, pointed to the car and said "Daddy, is that Henry V 8th?"

**Roger Parker, Tamworth:** "The Weapon", subtle standard look with effective V8!

**John Elchaar, Sydney, Australia:** I called my '69 roadster "Trinity" for two reasons: 1) It's our third car in the house, but most importantly 2) After Trinity in the film the Matrix - what a honey - hubba hubba!!

**Pierre, Bordeaux, France:** My 68 B Is MY car and no one except me can drive it. In French Daddy is said "Papa" So my second son calls it "Papa mobile" like the Italians call the Pope show car.

Come to the MGOC 2000 Annual Dinner  
January 13, 2001, 6:30PM  
Spengers Fish Grotto  
Atlantic Room (separate banquet entrance)  
1919 Fourth St.  
Berkeley, CA 94710



Choose from:  
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[ninaba@mindspring.com](mailto:ninaba@mindspring.com)  
David Wright (510-653-3831)  
by January 9, 2001 indicating how many in your party

## Rosie's New Wheels

by Kathleen Byrnes

I guess this story begins back in October when I realized that I would have to find my own way to Sacramento on December 13th. Sounds easy enough, but I was under tremendous pressure working full-time and studying for the State Boards in acupuncture. I literally could not afford to have any car mishaps or breakdowns that would cause me to miss this (very expensive) exam.

So I decided to rent a car and leave Rosie at home. Rosie is my 1976 MBG. She's red, of course. I bought her a few years ago from a friend, and while she's never given me any trouble I didn't want to test my luck. Not now. Not before this exam.

I found her a nice spot, on my block no less, free from fear of street cleaning. And off I went with my notebooks and anxiety to Sacramento. The exam was pure torture—250 questions, 54 pages, in 5 and a half hours. And all we were given during that time was one quart of water and a granola bar.

Brain dead and starving, I drove straight home. And when I got to my street I couldn't believe my luck—a parking space right in front of my building. Who said parking in San Francisco is hard? I couldn't help but feel smug at the thought of having 2 spaces on my own block. But before heading inside I decided to check on Rosie, as I usually do. It was late, dark, and raining that December night, and as I approached her I thought: What's that white stuff? I got closer and realized that my poor Rosie was up on blocks—No, BALES OF NEWSPAPER! Tires gone! Wheels gone! Nothing but her rotors sticking out in the dark rain.

Poor Rosie. Poor me. I knew I couldn't leave her on the street in this condition. I called AAA and told them I needed a flat bed. They sent a regular tow truck. Remember, I'm parked on a residential street in San Francisco, sandwiched between 2 cars with less than 5 inches to spare.

The driver looked at my car, looked at me, and said there was no way he could get my car out. I thought to myself, *There is no way he's leaving without my car.*

In the pouring rain I started to tell him about my day from hell, and while we were talking a man walked our way and got into the car right in front of Rosie and pulled out. Right in front! Surely, this is a sign.

Rosie got towed that night. She got new tires and wheels. She's even going to get a new top. And through what I can only call divine intervention, she's now safely parked in a garage. Right around corner. And I learned a very good lesson: Locking lug nuts.

Results for the State Boards will be posted mid-January.

## MGB Names

From The MG BBS

Submitted by Dan Shockey

**Erika, Texas:** What is everyone's name for their car? Mine is the "Little Pixie Devil".

**Parmentier Dominique, Belgium:** My yellow B is called 'The Banana'

**Hugo, Manchester, United Kingdom:** My B is called "Hugo"—an alter-ego shared between myself and the B... and no I'm not on drugs—who needs them when you've got an MG?!!

**R. Martin Rogovein, Tel Aviv, Israel:** My 1970 roadster, painted a "too shiny" red by the DPO, was christened "Cartman" by my girlfriend. Probably because I curse like South Park's Eric Cartman anytime something breaks (but that's where all the fun is, right?)

**Paul Noble, Cleveland, Ohio:** My 1970 roadster is the "Rustymobile", partly because of the obvious, and partly because my dog, Rusty, absolutely loves to ride in the space behind the seats.

**Ken Lessig, Dallas, Texas:** I think mine's name is "Dammit"....

**John Simmers, Mississippi:** My B-GT is "Victoria" and my C-GT is "Albert".

**Steve Migda, Michigan:** 66B I call Sassy. My driver is a 79B called Yellow Jacket. Wife calls me Nuts or Crazy.

**Dave, Portland, Oregon:** Well my MGB GT doesn't have a name, but it does have an attitude.

**Rick Schirman, Washington, Maryland:** 72 B roadster is Redhead. No, mine and the wife's are gray. Redhead just fits.

**John Z, Ann Arbor, Michigan:** My wife's roadster is "Herbie", as in "Her B", while my daughter christened my GT "Little Orange Speedy".

**Roger Hotelling, Snohomish, Washington:** I sometimes call my MGB "Abby", for Abbingdon. Call me weird.

**Bob Muenchausen, Idaho:** My 56 MGA is occasionally called "Betsy", and, my 68 BGT, my daily driver for the last 12+ yrs, is simply called, "Ol' Girl." She has been and remains a faithful "old horse."

**Randy Wright, Kentucky, USA:** My wife and I decided that when we get to the point of painting my 1974 roadster, it's going to be painted bright yellow, so the car has been christened "Honey B".