

UPCOMING CLUB EVENTS

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Natter ‘n’ Noggin – Mar. 15, 2001 (Thu) 19
MGOC Tour to Santa Cruz – Apr. 7, 2001(Sat) . 10-11
MGs at Jack London Square – May 12, 2001 (Sat) 8

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MGOC-OCTAGON
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email: mgoc@felixwong.com
<http://home.pacbell.net/jensten>

THE OCTAGON

Newsletter of the M.G. Owners Club



Dan Shockey's recently-acquired MG PA. Story on Pages 12-13. (Photo by Dan Shockey.)

March 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

Vice President: David Wright, 510-653-3831

Treasurer: Mike Jacobsen, 415-333-9699

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

Corresponding Secretary: George Steneberg, 510-525-9125,
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, 510-366-8355 home,
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

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

MGB 1969-1974: Felix Wong, 510-572-4257 work, 510-366-8355 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,

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

March 8, 2001 (Thu) at 8:00pm

at

Bob Stine's house in San Mateo

3215 Llano St.

650-349-5128

Board Meeting at 7:30pm. 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

March 15, 2001 (Thu) at 8:00pm

at

The Englander

101 Parrott St.

San Leandro, CA 94577

510-357-3571

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.

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.

The following items are for sale:

- **MGB Roll bar**
- **MGB Luggage Rack**
- **MGB/GT Rear Hatch**
- **Non-overdrive Transmission.**(1968)
- **Gauge Set** (1968)
- **Badge Bar** (chrome bumper)

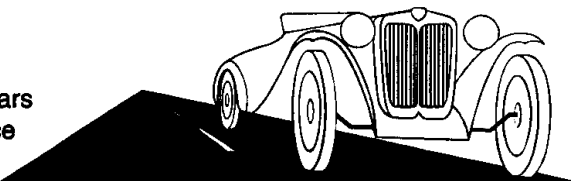
Best offer on all of these items. Contact Vic at 650-578-8977 or toptech@pacbell.net.

1952 MG TD. Not running; potential parts car. B18 Volvo motor, matching Volvo 4-speed all-synchro transmission, and complete MGA 4.3 rear axle. Motor is disassembled. Homemade: aluminum floor, plywood firewall, and interior. Original TD front suspension. Car was a V8-powered drag racer in the '60s, so you can imagine its modifications over the years. \$800 OBO. Mike Jacobsen, 415-333-9699, MikesMuseum@yahoo.com.

65 MGB Turnkey vintage racer. Street licensed. No rust. Original CA car with original plate. Straight body. Good, fast, solid car. \$8,800. 916-945-9031 Jay.

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FAX 1-408-727-3987

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SANTA CLARA, CA 95050

www.oconnorclassics.com

email: mg@oconnorclassics.com

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 10th 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. 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

Membership/Mailings

We have changed to a new system for generating mailing labels. Please check that your label is correct. If there are any mistakes, send the corrections to Mike Jacobsen, 320 B Monterey Blvd., San Francisco, CA 94131; MikesMuseum@yahoo.com; 415-333-9699. Thank you!

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

Apr 7, 2001 (Sat)—MGOC Tour to Santa Cruz. (Rain Date: Apr 14, 2001).

May 6, 2001 (Sun)—The Greater Los Angeles Concours Europa British & European Car Meet. Woodley Park, Van Nuys. For more info call 310-392-6605 or email rfeibusch@loop.com.

May 12, 2001 (Sat)—MGs at Jack London Square. Note the date change!

Jun 18-21, 2001 (Mon-Thu)—GoF 2001 Napa Marriot. 707-963-2313, bill707@aol.com.

Jul 2-6, 2001 (Mon-Fri)—MG2001: An MG Odyssey. <http://www.mg20001.com>.

CSRG Events

March 24-25, 2001 (Sat-Sun)—Sears Point

May 26-27, 2001 (Sat-Sun)—Sears Point (Memorial weekend).

June 23-24, 2001 (Sat-Sun)—Thunderhill Raceway Park (west of Willows on Hwy 162 off I-5, a 2-3 hour drive)

September 8-9, 2001 (Sat-Sun)—Thunderhill

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

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

Minutes

MGOC Business Meeting, February 8, 2001 (Thu)

by Dan Shockey, Secretary

The meeting was called to order by President Nina Barton at 8:15 p.m. at the home of George Steneberg. Members present were David Wright, Bob Stine, Mike Jacobsen, George Steneberg, Bob McCoy and Nina. New members

❖ 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 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	
MGs at Jack London Square 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



Octagonal Mug — \$12

Round Mug — \$10



Pennant — \$10

Saundra and Steve Mighetto also attended. Steve's uncle in San Diego recently gave him a 1956 MGA, a very early MGA with the different gauges.

Secretary Report: Dan sent out letters to past Jack London Square attendees (non-MGOC) and is preparing to send letters to potential sponsors. Dan was told that Moss motors has a form that needs to be completed.

Treasurer Report: Balance is down due to a new purchase of grill badges.

MGs at Jack London Square: Bob and Nina met with Jess Ann of the port of Oakland. She is sending contracts. They will pay for the entertainment and are willing to help with printing. She will make arrangements with the Bagpipers and the Town Crier.

Art: Mike has been unable to reach John Blakemore who has done the poster art for past years. We agree to check with other artists. (Since then, Nancy Shane has taken the project. Mike made the event registration form.) We need art ready by March 15 latest to get poster printed in time and make T-shirts and awards.

Old Business: We discussed upcoming events including added the vintage races at Sears point in October. We can get rides in race cars at noon. The GOF will be in Napa in June. George is helping with one event and could use some assistance.

Next meeting: At Bob Stine's in San Mateo, Thursday, March 8. The Natter will be at the Englander in San Leandro on March 15.

888 Rodney Dr.
San Leandro, CA 94577

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Account Direct

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Natter 'n' Noggin Report

Barclay's Restaurant & Pub

February 15, 2001 (Thu)

by David Wright

On February 15, a group of club members met at Barclay's. Among those present were:

- David and Dolores Olsen
- Bob McCoy
- Mike Zinns
- Steve Jacobs
- David Wright.

We got a table after a little waiting, and felt lucky about that as Barclay's is a cheerfully crowded place in the evening these days. After getting the "Noggins" sorted out (Barclay's has some very nice beers in its wide selection of brews), we got on with the "Nattering". Naturally MG's, our own and others, were the main subject of discussion but other things automotive and even non-automotive were also nattered about.

The evening finished with our own little car show. we all trooped outside and admired in turn:

- David Wright's MK2 Jaguar
- Mike Zinn's Citroen 2CV (this was perhaps the star of the show!)
- Bob McCoy's MGB Roadster

A fun evening all around!



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Non-MGOC Event: MG 2001 – An MG Odyssey

July 2-6, 2001 (Mon-Fri)

St. Paul, Minnesota

Only once every five years do North America's five Premier MG Registers come together for an All Register Meet. This is the year. The last time was MG96.

Hotel rooms are filling up quickly at all five host hotels. Over 300 rooms have already been booked for the event and we're still a number of months away from July. Make your reservation now before your first choice is full. However, all hotels are about the same distance from Abingdon Village where most activities will be taking place. Check elsewhere on the website for the list of hotels.

Win a trip to London for two or a full set of wire wheels. Thanks to vendors like Little British Car Company, British Wire Wheel and artist Kevin Walsh, many great items will be available for auction or raffle.

Abingdon Hall will be packed full of vendors with thousands of parts needed by you to help along that restoration or to help you find that elusive part. The week will be full of great MG Fun including eight Rallies and Tours through some great Minnesota scenery, Tech Sessions, a Talent Show, a Huge Car Show (with over 35 classes) featuring MG's from a very rare 1937 VA Tickford to one of the last MGs off the line.

If you have another British Car in addition to your MG, bring that too since there will be classes for other British Cars as well. Sunday will see the start of the 24-hour endurance run, which will end at Abingdon Village, and Monday afternoon will host the Walleye Rallye.

Want an MG degree? Then MG University is the place to enroll. Tuition is free and you're guaranteed to graduate. We have tech sessions that will be informative to the pro and the novice. If you can't make class on one day, don't worry, all Tech Sessions will be repeated twice on different days to accommodate everyone.

MG Racers—About thirty MGs (so far) have confirmed they will be at the event and will be taking laps around the 1/4 mile Abingdon Oval racetrack as well as being available for photos and talking to the drivers and crew. These cars range from the earliest type NE Boat Tail Factory Racer, Ex-Group 44 National Champion, and J2 Supercharged Racer to the youngest MGB and MGC race cars.

Hot Nights. Evenings will be packed with fun too with Tuesday's "Minnesota Night - Ya Betcha", Wednesday's "British Invasion" and Friday's Award Banquet.

This is an event you don't want to miss. Registration forms are available on <http://www.mg2001.com>; by sending a request to MG2001, Box 255, Benton, IL 62812; sending a fax to 614-899-2493 or phoning 614-899-2394.

Non-MGOC Event: GoF West 2001



GoF West 2001 REGISTRATION

Name 1: _____ Name 2: _____

Address: _____ City: _____ State: _____

Name of others (children?) in your party: _____

Email address: _____ Phone: _____ Fax: _____

Primary MG Club Affiliation: _____

Is this your first GOF West? _____ (or) How many have you attended? _____

Auto Information

Type(s) of MG(s) you will be bringing: _____

Year: _____ Model: _____ Type: _____

Color: _____ Body or engine mods? _____ How long owned? _____

Tell us about your car (s) _____

Other significant or interesting information: _____

Registration Fees (Note, you may also use "paypal", a charging service @Paypal.com)

Prior to 4/15/01 \$25.00 /Family Method of Payment: Check * _____ VISA/MC _____
 After 4/15/01 \$40.00 /Family *Make checks payable to GoF West 2001
 In Spiritus Sanctus \$10.00 (Not attending - however, name will appear in the directory)
 (Wine train \$75 per person includes dinner and ride. Please indicate # for train pre registration) _____
 VISA/MC Number: _____ Exp. Date: _____

Signature: _____

Send Registration to: GoF West 2001, 1241 Adams St. #1037, St. Helena, CA 94574
 Phone: 707/963-2313 fax: 707/963-2370 Email: bill707@aol.com

Contact Hotel directly: Napa Valley Marriott 707/253-7433 Ask for reservations for "MG GoF 2001"

Approximate discounted Hotel costs - \$155 per nite.

Sign me up for the Safety inspection on Monday afternoon, day of arrival _____

Forwards productions (9 11 00)

Tour to the Behring Auto Museum

February 24, 2001 (Sat)

by Dan Shockey

With rains forecasted for the day of the event, we decided to risk it and go ahead with the event. Most people decided the rain date would be used so only 4 MGBs met at the Toot Sweets Bakery in Berkeley. Skip Kelsey said that constituted a forum so on we went after repairing our tour leader's windscreen wipers. Nina Barton had planned a wonderful route up on over the hills above Berkeley and across to Danville, passing great sports car roads and pretty scenery. I had my wipers going all the way but the other cars had Rain X and I didn't see their wipers going much. Not a bad day and quite comfy in the B's though the roadster of the Blum's didn't have the heater connected. (Three of the four MGBs were GTs.)

We got to the museum before lunch so elected to eat before going in. We found a very nice deli with very good food, hot & hearty soup to warm the soul. The museum was unusually crowded. A large number of Cub Scouts and their families were holding a Pinewood Derby complete with large trophies, announcers and a runoff schedule.

After a pass through the museum – they had a nice TC and several more exotic British sports cars but no other MGs – we checked out the museum shop. Then it was back into the drizzle and on our separate ways home. We talked about doing it again on the rain date. A very nice event. Thank you, Nina.



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Tech Tip: How to Test for a Faulty Condenser

by Stuart A. Locke

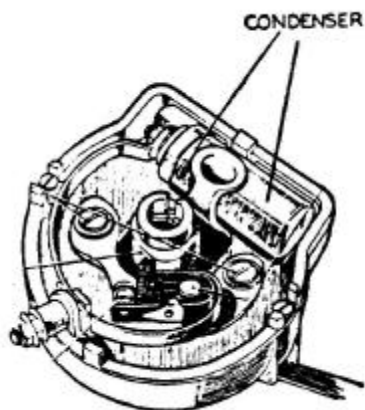
Picture this: Your MG is broken down on the side of the road, far from home. It is August, there are no shade trees, just the 100° sun beating down on you. You got all your tools and manuals out. Your head is under the bonnet and your wife keeps saying, "Is it fixed yet." You have the distributor cap off—could the fault be the condenser? The troubleshooting books say the way to see if the condenser is the problem is replace it with one you know is in good condition. Maybe yours is original equipment which is soldered in place. Or a later one that screws in place. Maybe you didn't bring a spare condenser. Besides you are in no mood to be replacing things that may or may not be at fault. Here is a fast, simple, more direct way to quickly test the condenser without removing it, as told to me by my TC friend Bill Phy.

Turn over the engine until the contact points are open. Short across the points with a suitable screw driver. Shade the distributor with palm of hand.

- 1) White to blue spark condition O.K. (high intensity)
- 2) Red to orange spark condition BAD. (low intensity)

Function of the condenser:

- Absorb and retain surges of electricity.
- Prevents arcing at breaker points.
- Breaks the spark faster.



I received the factory records from the MGCC. The car still has the original engine block. It was originally black with a green interior and was sold in Belfast. It was back in England by 1947 when an owner wrote to the factory asking about purchase of a new engine.

I need to adjust the new brake linings and want to install seat belts and turn signals before driving it much. (The "trafficator" turn signals work but may be insufficient.) It starts easily and runs smoothly. I plan to take it to the GOF in Napa in June. Bob Wall and I took it for a run through Alum Rock Park and found it to ride well. With its short and narrow cockpit, Bob would not describe it as comfortable however.

Newsletter Submissions Wanted!

Would you like to see photos and/or tales of your car in this newsletter? The Editor of *The Octagon* is always looking for original stories, pictures, and tips to include in your newsletter! Content can be submitted electronically (preferred) to mgoc@felixwong.com or to Felix Wong, MGOC, 38947 Bluebell Dr., Newark, CA 94560. Thanks!



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I Brought Home an Old MG

by Dan Shockey

A coworker told me that a neighbor of his in Los Gatos had an old MG that he wanted to sell. My coworker thought it was a TD that was rather shabby and hadn't been driven for a long time. He reported it had some damage from falling objects during the 1989 quake. I had never been especially interested in T series cars (just didn't relate to them) but I asked him to get more info since I knew someone looking for an affordable TD. I have had British cars since college and have always done the work on them. I rolling-restored two MGAs and drive a B-GT daily. The 30's MGs and British trials racing have interested me but I never thought to get such a car.

The car turned out to be a 1935 PA, complete and running, that had an older amateur restoration. The owner bought it in 1972 and spent a lot of effort on the car but rarely drove it. He had it stripped, patched rusty metal, and painted it while disassembled. He recovered the interior panels himself (looks great) and had a new seat cover made. The color is a 1971 Alfa BRG with a similar green interior. He had the chrome re-plated. The wood is original but he had to replace the short running boards. The lacquer paint has chipped in many places but still looks good. The quake damage was a small ding in one front fender.

He also did a lot to the car mechanically - had the head rebuilt with new valves, guides and springs, rebuilt the generator and fixed the leaks, and got everything else working. He disassembled the suspension and had the pieces stripped and painted. He was a mechanical engineer by trade and did a good job. He even visited suppliers in England and purchased a few pieces from there. He claimed parts were easier to get for it than for his 70's Toyota.

The car was found in a barn in England in 1971 along with some other cars. The purchaser shipped the cars to his brother in the States, a garage owner in Los Gatos. I have the bill of landing from the shipper. The buyer traded a 1940s Jaguar sedan for the MG.

The P series were the last overhead cam Midgets, built as an improvement to the innovative and popular J2. The PB was replaced by the TA in 1936. The 847cc engine was derived from a WW1 aircraft engine design and was quite efficient with its overhead cam and crossflow head. MG got 145hp from it in supercharged 750cc form for racing. The P is significantly smaller than a TC but looks similar. With the tall wire wheels, minimal bodywork, lack of bumpers and fold-down windscreen, it seems more like a 4-wheel motorcycle. I think I will get a helmet.



The MG Owners Club

Presents The Eighth Annual



MGs at Jack London Square

Saturday, May 12, 2001 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.

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

Make check payable to: **MGOC**

Office Use Only		
\$	✓	#

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: _____

Drive with Us Through Towering Redwoods to the Beach Boardwalk at Santa Cruz April 7, 2001



It's time for another cool drive. We had a great drive up Mt. Hamilton; now lets go over another hill to Santa Cruz. The route will go through Saratoga and up Highway 9. At the top, we'll take a quick break to regroup, then go down the other side. From Hwy 9, we'll veer onto Hwy 236. This is one of the best sports car roads around. We will follow 236 to Big Basin State Park and stop nearby for a break.

Our route will continue on 236 and Hwy 9 through a few small towns, Ben Lomond and Felton, and on into Santa Cruz. We'll roll on down to the pier and park all of our cool LBC's in a row and enjoy a break from the drive with a mini car show (nothing organized). We can lunch there. Bring some cash to park on the pier.

There are several outstanding roads over the hill and back to the peninsula. Up the coast on Hwy 1 toward San Francisco, back the way we came, or over Hwy 17.

Who?: Anybody with a British car (the more the merrier) Why?: Because it's fun

What?: Cool drive in the hills over to Santa Cruz

Contact: Bob Wall, (408) 289-8706
bob_wall@yahoo.com

When?: Meet by 9:30 a.m., Depart at 10:00 a.m.

Where?: Meet off Hwy 85 in Cupertino. From Hwy 85 south of I-280, take the DeAnza exit south. Go past the AAA office. We will meet at the Cupertino Corp. Center, just past Minton Lumber on the right. Address is 1601. (DeAnza Blvd changes to Saratoga-Sunnyvale Rd.) Fast food close by

Rain Date: Saturday April 14



Everyone and Every Car is Welcome