

UPCOMING CLUB EVENTS

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MGOC-OCTAGON
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THE OCTAGON

Newsletter of the M.G. Owners Club



*Tom & Bev Morgan with their MGA at the May 20, 2001 Sears Point Wine Country Classic. More info on the picture on Page 18.
(Photo by Ray Watson.)*

July 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 2001

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

Vice President: David Wright, 510-653-3831

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

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

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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,
martyray@eudoramail.com

M.G. 1100 Sports Sedan 1962-67: Lora Lerner, 831-464-3795

T-types: George Steneberg, 510-525-9125

Pre-war Midgets-Magnas-Magnettes: George Steneberg, 510-525-9125

Business Meeting

July 12, 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

July 19, 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.

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, 3516 Dickenson, Fremont, CA 94538—note his new address). 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: **1967 MGB** Convertible, BRG, wire wheels, O.D., new Dunlops. Starts first crank; strong runner. Single battery, negative ground. No leaks. Same owner past 23 years. All receipts. \$3,200. Alan, 650-367-5838.

Info on the Cover Photo

by Ray Watson

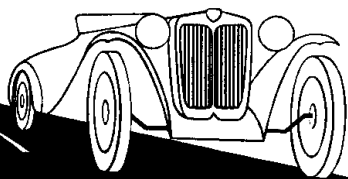
The photo on the cover is to let all of you know, who voted for Best Racing MG at Jack London Square on May 19th, 2001, that it really is being raced.

I watched it zooming around the track at Sears Point, at the Wine Country Classic Races, without anything falling off or breaking.

While walking through the pits, I photoed Bev and Tom Morgan with their Jack London Square winning plaque placed on their MGA.

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

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

Bodywork: Bill Weissberg, 510-658-4335

COMMERCIAL ADVERTISING IN *THE OCTAGON*

Direct all questions about advertising to Mike Jacobsen at 415-333-9699. 2001 rates are: monthly (yearly): full pg. \$25 (\$240), half page \$18 (\$175), third page \$12 (\$120), business card \$8 (\$75). All ads expire on Jan. 1st, and fees for a partial year will be pro-rated to that date. Deadline for ad materials is the 10th of the preceding month. The MGOC makes no claims as to the reputation or quality of work performed by businesses advertising in *The Octagon*.

MAKING CONTRIBUTIONS TO *THE OCTAGON*

Your stories, photos, tips, questions, and anything MGOC-related are always welcome in *The Octagon*! Please make your contributions by the 10th of the month preceding the issue in which you want them to appear. The editor's address is: Felix Wong, 3516 Dickenson, Fremont, CA 94538. Or, you may email contributions to mgoc@felixwong.com. Preferred electronic text formats include ASCII text or any version of Microsoft Word; preferred image formats include TIFF, GIF, JPEG, PICT, and BMP.

RECRUITING MEMBERS FOR THE MGOC

Have you helped recruit any new members lately? Bob Stine (650-349-5128) is in charge of new member recruitment and can send you flyers.

You can cut out this coupon and give it to prospective members

YOU'RE INVITED TO JOIN THE MG OWNERS CLUB!!

For a sample 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 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

July 2-6, 2001 (Mon-Fri)—MG2001: An MG Odyssey., www.mg20001.com.

July 15, 2001 (Sun)—**Marin Tour to the Pelican Inn**. Please RSVP. See Page 13 for details.

Aug 18, 2001 (Sat)—**MGOC Picnic**. See Page 12 for details.

Sep 9, 2001 (Sun)—Palo Alto All-British Field Meet. Stanford soccer stadium across the street from the Stanford Shopping Center.

CSRG Events

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)

MGOC Meeting Minutes

June 14, 2001 (Thursday)

by Dan Shockey, Secretary

Attending: Mike Jacobsen, George Steneberg, David Wright, Bob Stine, Dan Shockey, meeting at the home of Bob Stine

David called the meeting to order at 8:07 p.m.

Secretary Report

Minutes approved from May with the exception of the spelling of new

❖ 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



Octogonal Mug — \$12

Round Mug — \$10



Pennant — \$10

members' last name. Should be Mighetto. Sorry!

Treasurer's Report

We made profit on the Jack London Square event this year. Also registered 5 new members thus far. Mike determined that the major budget hit these past two years has been an increase of \$200 per year for increasing costs of Octagon printing.

Octagon Report

Mike has been doing some of the printing at work. Membership renewals are going out soon.

Jack London Event

Mike mailed letters thanking our sponsors. Mike received only 11 surveys from participants. (Comments and suggestions are always welcome.) Mike plans to update the event planning "cookbook". The date for next year's event is May 11. Dan is get info out very early for the magazines.

Membership

Mike has the letter ready to mail. It will be mailed separately because we found it gets more attention that way. George received a new batch of name badges (for new members) that will be mailed with the July newsletter. We have gained 9 new members in the past month. The registration renewal email address should be changed to Mike's personal email address (instead of George's). Note from club officers: Mike is doing a great job filling all the positions. Thanks, Mike.

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Other Events

GOF West: 5 to 6 cars have signed up to drive to the car show in Sonoma on June 20. (There were nearly 200 MGs at the show, mostly T series and older.)

Pelican Inn Tour

We should expect a good turn-out for this event and make reservations at the Inn for their popular luncheon. Dan to tell Felix to add an RSVP to the ad in the July newsletter. Thank you to Jon Parkinson for taking this event on short notice.

Annual Picnic

Bob has had no luck finding us an inexpensive place. David, Mike and Dan were to make checks of places in their area. (Dan and Nancy reserved a nice spot in Alum Rock Park in the north San Jose foothills for August 18. See notice elsewhere in the newsletter.)

New Business

David proposed that we consider something radically different to built a regular attendance for our meetings and/or Natters.

Next club meeting

At George Steneberg's in El Cerrito, on July 12.

Next 'Natter & 'Noggin

At Barclay's on July 19. See Page 19 for directions.



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Useful Tools: Tubing Springs

by Mike Jacobsen

There's a lot of metal tubing in our cars. The brakes, fuel system, clutch, and heater all make use of thin-wall tubing of various metals. Have you ever tried to bend tubing by hand to make the line fit just so, only to have the tubing suddenly collapse and kink? The tubing is ruined, and you have to start all over. You can buy special tube bending pliers, but they can be awkward to use in small spaces, and if you ever need to bend tubing with an outside diameter of a half-inch (like a heater line) or more, the pliers can get expensive. Instead of a special pair of pliers, why not use a spring?

Inexpensive springs for bending tubes are available singly or in sets. Each spring has a bell mouth at one end to make it easy to slip the spring over the tube. You select a spring with an inside diameter the same as the outside diameter of your tube, slide the spring along the tube to the place you need to make the bend, and bend the spring to guide the tube. The spring wraps tightly enough around the tube to prevent the tube from kinking, but is still flexible enough to allow you to bend it. You can even test-fit the tube while the spring is still in place for immediate last-minute adjustments, which is something that you can't do with the pliers-type tube benders. Once you've made your bend, just slide the spring off of the tube.

You can't use a spring on a tube that you can't bend by hand, of course, but brake lines and the like are all small diameter and quite flexible. At a couple dollars for a small set of springs versus 15 to 50 dollars for the pliers, the springs are quite a deal, and you can find them at most hardware stores (look in the Plumbing section) and auto parts places (look in the Brakes or Tools aisles).



Tubing springs. Photo by Mike Jacobsen.

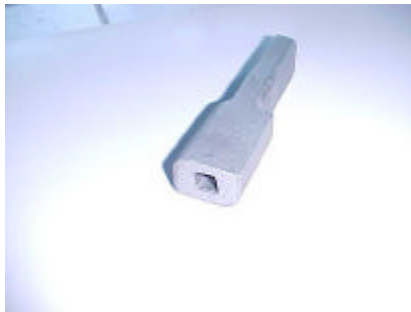
Useful Tools: Caliper Spreader

by Mike Jacobsen

Let's say it's time to replace the pads on your disc brakes. Jack up the car, take off the wheel, remove the pad retaining clips, and slide out the worn pads. Now you need to lever the pistons back into their bores so that there's room for the new, thicker pads. You can use a large screwdriver or small prybar, but then you run the risk of cocking the piston in the bore and possibly damaging the seals or scratching the bore. You could also remove the caliper from the car and use a C-clamp to push the piston back, but that's extra work. Even if you can fit a C-clamp in there while the brake is still on the car, it's a nuisance to crank the clamp down. Instead of trying to pry the piston back with a makeshift tool, use a caliper spreader that's designed for the job.

A caliper spreader is a type of wedge that fits between the disc and the piston. You then twist the spreader with a 3/8" ratchet to slowly force the piston back into its bore. The spreader I have will fit into a half-inch space and expand to 1-1/4". That's been enough range for every caliper I've ever used it on, including those on my MGA 1600. In use, you need to work on only one side at a time. That is, remove one old pad, shove the piston back, and insert the new pad before starting on the other side of the caliper. Don't use the spreader (or anything else) to shove against an unsupported disc or you may warp the disc.

My spreader was purchased from Eastwood (item 49020, \$10, www.EastwoodCompany.com or 800-345-1178), but as with many other items you can sometimes find similar tools at the local auto parts store.



A Caliper Spreader. Photo by Mike Jacobsen.

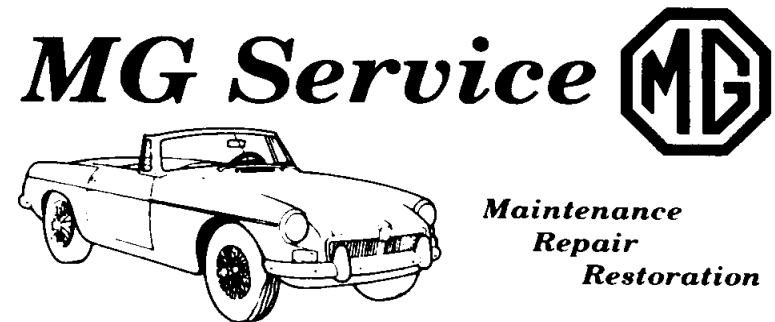
A Summary of 24 Heures du Mans

June 16-17, 2001 (Sat-Sun)

by Jock Simpson

Phew... it is all over and what a weekend it was! This probably wasn't a truly classic Le Mans; but it was without a shadow of doubt a highly memorable one that kept everybody alert for the whole 24 hours. We were a bit short on wheel-to-wheel racing—conditions were so bad it simply wasn't an option—but we certainly overdosed on drama, spins, weather and mechanical carnage. Everybody, including the fans had to work very hard for this one! As a result the finish has been one of the most emotional I can recall.

Only 21 of the 48 starters were classified as finishers and several of them were 'walking wounded' and there were even the odd stretcher cases. I know we are biased but Bentley had stolen the show. Audi wase awesome during the race and very generous in their victory and the two teams worked together and engineered a traditional Le Mans finish with the two Audis leading the Bentley across the line. LM GT went to Porsche #83, the Seikel Motorsport Rosaele-Roseinsland-Yokohama (catchy name!) Porsche 911 T3RS. LM GTS went to the Goodwrench Corvette C5R #63. None of the LM P 675 cars made it to the flag. Don't forget the #76 PK Sport Ricardo Porsche that made it home in 16th place at their first ever attempt! Their celebrations will run for a week or two! Now the dust (or mud!) is settling we can spot four themes that simply ran and ran this year. Obviously the return of Bentley to Le Mans was the big one running that a good second was the MG Challenge, thirdly could Audi possibly lose and finally, and the one that had the biggest impact, the weather. I know we 'Brits' tend to talk



HILARY REDDY

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about little else but the weather, but this was serious weather. However if you were a driver, team manager, mechanic, spectator or just humble scribblers like us it certainly had an massive impact. Nobody, even Jacky Ickx, can remember a tougher or wetter one, few people, if any, can recall a colder one. Curiously it seems that some of the teams were unusually ill-prepared for the mass of problems that vast amounts of water can create in a sophisticated modern race car. The media, who know very little of these matters, had various ideas about who would do what to who and when. Audi were obviously winners (correct). Bentley would maybe get a finish but no chance of podium (wrong!) MG, pretty, fast, but frail (a bit like Hugh Chamberlain!) so it won't last (wrong!) Ray Rowan's Pilbeam would be out classed (wrong!—it never showed it colors because it was destroyed in the big rain having practiced well.) Vipers are so well sorted and bombproof that Corvettes and those flashy new Saleens won't stand a chance (wrong! The Corvettes survived; Vipers and Saleens did not!) A single Corvette could fend off the massed ranks of Porsche (correct! At last we got one right!)

Several of these topics had seemed set in stone even before we arrived here. For example, some cheery cynics wondered why Hugh Chamberlain had bothered to fit headlights to the MG's; after all, they would never see the dark! They fooled us all. The #33 car ran well into the night and nearly saw dawn and they were quick setting an astounding pace—they did a truly superb job. Bets were even being taken at one point that they might be leading at the end of the first hour! They were besieged by a huge range of problems and they finally succumbed, but they caused a lot of raised eyebrows in the pit lane. MG are on their way!

There really wasn't much doubt that Audi would have to suffer from some utterly catastrophic mechanical virus that would affect every single component with an Audi badge or part number on it and stop them dead, or, equally unlikely, the team management would suffer from a string of mental aberrations that would screw up the whole project. The general feeling last year was that the Yanks had overwhelmed the place, and this year the Brits were here in force. Talk to the die-hard Brits here and they had a problem with Bentley. They had no choice but to support them with total commitment—after all Bentley is Le Mans!—but looked at through a haze of French beer, here was a car owned by Audi/VW powered by an Audi derived engine, looking like a cross between an Aardvark and a GT One Toyota. But, come on, it had that 'Flying B' on the bonnet and the team oozed style. So, as it turned out this, and a team of mostly GB drivers, stopped any doubt and there might have been and the two Bentley's were a great hit.

Again serious money and good sense suggested that getting two cars, or even one car, to the finish might be a fantasy. But a huge wave of goodwill and massive crowd support urged them on and they exceeded everybody's (even their own!) wildest expectations. It was the weather, or maybe the

Upcoming Event: Marin Tour to the Pelican Inn

July 15, 2001 (Sun)

***** Please RSVP! *****

This wonderful inn, brought over from Britain in pieces and reassembled, is in a great location at Muir Beach not far from Muir Woods. We will brunch there after traversing some of Marin's roads under the able guidance of club memeber Jon Parkinson of San Rafael.

Meet at the Park & Ride at the Lucas Valley Road exit from Hwy 101. This is at the north end of San Rafael. Get there from 101 North from San Francisco or go north on 101 from I-580. (Go south on 101 from Hwy 37.)

Time: Meet at 9:30 a.m.; depart at 10:00 a.m.

Bring: Money for brunch at the inn. Brunch is \$15.50 for adults and \$11.50 for children.

Contact: Jon Parkinson (415) 491-1678. Please RSVP! Pelican Inn information: <http://www.pelicaninn.com>.



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Upcoming Event: MGOC Annual Picnic

August 18, 2001 (Sat)

Alum Rock Park, San Jose

We have reserved the Live Oak picnic area, a small, secluded site overlooking the creek near where we can park the cars all together. There is a restroom located in this picnic area and it has running water. It has 2 large BBQs. It is located on the Mineral Springs Loop Trail.

The 720-acre Alum Rock Park, San José's first and largest park, is best known for its natural, rugged beauty for bicycling, horseback riding, hiking and picnicking. The park is nestled within the Alum Rock Canyon in the foothills of the Diablo Range. Dedicated in 1872, Alum Rock Park is California's oldest city park.

The unique east-west canyon and its steep sides contain many delicate plant and animal communities. Black-tailed deer, brush rabbits and quail can be seen while red tailed hawks and turkey vultures ride the air currents overhead. Trees such as the California black oak, bay, madrone, and California buckeye are abundant. Penitencia Creek is lined with big-leaf maple white alder, and western sycamore. Wild honey-suckle vines, the arroyo and red willow add to its lush plant life.

From 1890 to 1932, the park was a nationally known health spa with 27 mineral springs containing seven different minerals. Without a doubt, this was the park's most popular period. For a quarter, you could ride from downtown San José to the park on the Alum Rock Steam Railroad. You can still trace the route of the railroad and see its stone bridges and embankments. The park charmed its visitors with mineral baths, an indoor swimming pool, a tea garden, restaurant and dance pavilion.

Time: Advance elements will arrive by 10:00 a.m. and get the charcoal started. Come as early and stay as late as you can.

Bring: Camera, picnic items, food to grill if you wish. The club will provide soft drinks and a hot fire. There is fast food at the Berryessa exit from I-680 if you prefer.

Directions: From I-680 in north San Jose, take the Berryessa exit East. Turn right (south) at the first stoplight, Capitol Ave. Turn left (east) at the first light, Penitencia Creek Road. Penitencia Creek Road ends as it goes into Alum Rock Park. Follow the road all the way to its end and park with the other MGs.

Contact: Dan Shockey or Nancy Shane, (408) 923-3927, or any officer.

climate that either made or broke the race this year. It wasn't that it was just wet, here have been wet races in the past; no, it was the sheer volume of the stuff and the peculiar weather patterns here at Le Mans that meant parts of the circuit were underwater while other bits were dry. Oh yes, it rained and rained and then rained a bit more. Just to keep everybody on their toes it rained very, very hard indeed. It was miserable for the fans, hell for the drivers, and a desperate challenge for the technical staff. It was so wet that everything became susceptible to dampness from EC's to radios. The electronic brains that worked gearboxes in the dry sank without trace in the deluges. Teams lost telemetry and worse still they couldn't even talk to the drivers. To be without telemetry caught out even the most experienced managers, leaving them flying without instruments! Why so bad? Why were we so surprised? Maybe because most teams, except Audi, seemed to be short of wet testing (or worse still simply short of testing of any sort !) New teams bring new drivers to Le Mans and perhaps they were technically ill-prepared for what they had to tackle here. But apart from numerous spins and one sizeable accident when the first deluge hit the track, there were no health threatening accidents. There were plenty of spins, plenty of gravel trap visits and so on, but nothing serious. If you saw the conditions you would realize this was a great credit to the drivers, young and not so young.



The MG race car at 24 Hours of Le Mans. (Photo submitted by Dan Shockey; original source unknown.)



The class MG logo on the race car at 24 Hours of Le Mans. (Photo submitted by Dan Shockey; original source unknown.)



Side view of the MG race car at 24 Hours of Le Mans. (Photo submitted by Dan Shockey; original source unknown.)

Transaction Paves the Way for New MG Rover Luxury High Performance Sports Car

Source: Qvale Automotive Group

June 19, 2001 (Tue)

SAN FRANCISCO—The Italian subsidiary of San Francisco-based Qvale Automotive Group today announced that it has entered into an agreement to sell its assets to fabled British luxury and sports car manufacturer MG Rover. Qvale employs 70 people, and manufactures the Mangusta sports car at its factory in Modena, Northern Italy.

The agreement reunites the Qvale name with MG, a pairing which began in 1947. At that time, legendary importer Kjell Qvale, father of Qvale Automotive President Bruce Qvale, introduced the MG to the Western United States, helping to establish America's love-affair with sports cars.

Using the outstanding chassis and engineering of the Qvale project, coupled to a 4.6 litre V8 powertrain producing up to 380hp, MG Rover is designing a new luxury high performance sports car. Today the first design sketch is revealed of the new car code-named MG X80 and styled by MG Rover's world renowned design director Peter Stevens.

The MG X80 will be launched in 2002 giving the MG brand a world class product in the high performance luxury sports car sector. Both coupe and roadster versions are planned with manual and automatic transmissions. The new car will be positioned above the existing MGF roadster, the new MG sports saloons and sports-wagon that will be launched this summer.

Kevin Howe, chief executive of MG Rover said: "The MG X80 will be an excellent fit at the top of our family of MG cars. It also provides an opportunity to look at markets where we are not currently represented. In particular the USA market, the worlds largest sports car market, where we can now seriously evaluate the full potential for the MG brand."

Bruce Qvale, president of Qvale Automotive Group said: "MG Rover showed an interest in our Mangusta car project in Modena and we have agreed a good deal for both sides. The power of the MG brand now takes the project forward on a global basis."

The Company recently acquired the Longbridge based powertrain manufacturing facilities.

The Editor Has Moved!

The *Octagon* Editor now has a new address: Felix Wong, 3516 Dickenson, Fremont, CA 94538. He 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 or the aforementioned street address. Thanks!