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THE OCTAGON

Newsletter of the M.G. Owner's Club



*Didn't get what you really wanted for Christmas this year?
Treat yourself to MGOC regalia on pages 16-17!*

January 2002

MGOC-OCTAGON
If undeliverable please return to:
320 B Monterey Blvd.,
San Francisco, CA 94131-3141
email: mgooc@felixwong.com
<http://home.nacbell.net/tensten>

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

Corresponding Secretary: George Steneberg, 510-525-9152,
j2george@pacbell.net

Membership Development: Doug Paris, 650-349-3778; Bob Stine, 650-349-5128, RAStine@prodigy.net

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,

Club Meeting & Natter

January 10, 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 Now Online!

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

<http://felixwong.com/mgoc>

The Editor's MGOC Web Site

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

Official Web Site of the No. Cal. MGOC

Attention!!

Have your MG painted by a fellow sports car lover with 11 years experience. High quality rubbed out polyurethane finish at reasonable cost. I do bodywork, rust repair and welding. Fast turn around time. References and examples of my work available. Call for an appointment for a free estimate.

Andy Schank 510-236-5232

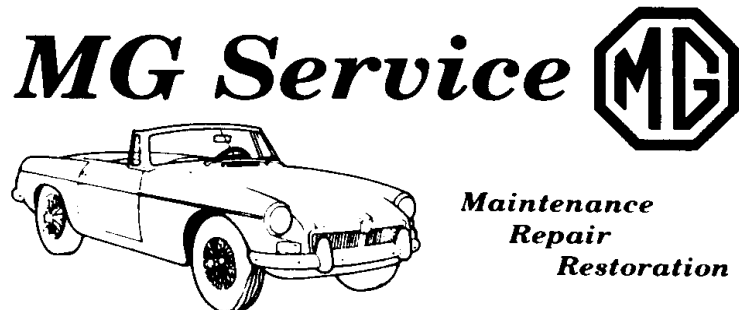
Classified Ads

Ads are free to MGOC members and \$6.00 per month for non-members. Please send copy (and check **made payable to MGOC** if a non-member) to MGOC, 3516 Dickenson, Fremont, CA 94538. 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**. Call Gene or Hilary Reddy for test drive. Gene: 510-548-4726; Hilary: 510-524-2375.

MG TD engine. Early XPAG, 1250cc, overhauled, never run. **\$3000**. Call Dean Spielman, 650-369-7448. Leave message.

MG Midgettes for sale: a '55 parts car and a '57 that needs restoring. I have a beautiful restored all wood original dash board for the '57. I also have all parts and then some to restore a Midgette to original condition. The engine is of a '64 MGB, which is not original, but bolts in as original. As you probably know, Midgettes are wonderful cars to drive. I would finish restoring one myself, but with all the projects I have to do, I won't live long enough to even get to it and I am also losing my storage space I have had for over ten years. The '57 belonged to my father, so I would love to see it restored. Charles Campbell, ccamp250@hotmail.com.



**Maintenance
Repair
Restoration**

HILARY REDDY
370 Colusa Avenue, Kensington, CA. 94707
By Appointment: (510) 524-2375

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 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, 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

February 2, 2002 (Sat)—**MGOC Annual Dinner**. See page 15 for details.

February 2002—SSTS Valentine Tour. Schweigers, 650-878-7921.

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

May 11, 2002 (Sat)—**MGs at Jack London Square**.

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

Minutes

MGOC General Meeting, Thursday, December 13, 2001

Submitted by Dan Shockey

Members present: Jo and Bruce Germaine, Bob McCoy, Amanda and Dean Spielman, Mike Jacobsen, Bob Stine, Nina Barton, Dan Shockey. Nina called the meeting to order at 8:10 p.m. The Minutes from the November meeting were accepted.

Treasurer's Report (Mike)

Bank balances are healthy.

Registrar's Report (Mike)

One more renewal received. We now have 141 regular members, 27 associate members, and 7 corresponding members, for a total of 174 paid memberships. Mike has compiled a new roster. The list is not to be used for commercial purposes and not to be sold. Members wanting the roster may request it from Mike. The bylaws provide for the distribution of this list. For next year's renewal, we agreed to add selection boxes for those that do not want to have their addresses or phone numbers listed.

Octagon Report (Felix Wong and Mike)

❖ 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



Octagonal Mug — \$12
Round Mug — \$10



Pennant — \$10

Felix put together a version of the newsletter for online viewing by members. This was done as a trial and only distributed to officers. It came out well but needed more resolution for ads, etc. Pictures and art appear in color. Felix also reformatted the newsletter. That caused the printing problems encountered with the December issue. Our apology; it has been corrected for future issues. Felix has sent a new plan for increased resolution for the online edition. (See below.)

Secretary's Report (Dan)

Dan forgot to use the bcc (blind carbon copy) option once again when sending an email reminder. (Slow learner.) No other news except that Dan is anxious to start promoting the Jack London Square event. (See below.)

Regalia (David Wright)

No report. (No David!)

Events

The Holiday Party was well received and enjoyable.

Annual Dinner: We made the deposit at the Basque Club. Nina will make awards with assistance from George Steneberg. Dan suggested we invite a speaker this year. (Since the meeting Mike O'Connor has agreed to speak for us.)

Events Calendar: Mike has made up a list for distribution and discussion at



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the Dinner. First proposal - March: Tour to Pierce Manifolds (Gilroy); April: Mt. Hamilton back-side tour; May: Jack London Square; June: Tech Session and Marin tour; July: Coast tour; August: Picnic and Rose tour; Sept: Palo Alto meet; October: Roaring Camp. Submit other proposed events to Mike or bring the ideas to the Dinner.

Old Business

On-line newsletter: We discussed offering savings to those who received the newsletter on line. The printed newsletter is the club's major expense so this may be a way we can keep from having to raise dues in the future. We also discussed requiring a password to view the newsletter. We agreed to shelve the cost-related issues and for now to post the newsletter on the web site to test how it is accepted by our membership.

Advertisers: Mike will notify advertisers of their need to send payments.

Jack London Square: The Port of Oakland is selling part of the Jack London Square to a private developer. As a result they have been unwilling to give us a firm commitment for the event. (Since the meeting, they have agreed tentatively to the date of May 11.) We hope to firm things up in January. We need to start promoting the event and get it into magazine event calendars, etc. We also need to start the poster artwork. Nancy Shane plans to do this again. We may screen print the posters ourselves. (Other artwork volunteers are welcome!)

Natters: We are getting good attendance so we will continue to meet at the Englander. We agreed to meet in January (10th) since we may need to discuss JLS and since the Dinner isn't until Feb. 2. We may drop the February meeting/natter due to the Dinner. We wish to start inviting speakers or have "show & tell" at the meetings. The topic of factory literature was proposed by Mike. Bring favorite examples to the January meeting.

New Business

No new business brought to our attention.

Officers

The slate was passed unanimously. Thank you to those who volunteered!

Next Meeting

Combined meeting and natter on January 10 at the Englander.



**2002 MGOC
Annual Dinner
February 2, 2002
6:30 P.M**



**599 Railroad Ave.
South San Francisco, CA.**

**Choose from:
Prime Rib
Salmon with Champagne
sauce
Vegetarian Pasta
\$25.00/person**

**RSVP to: Nina Barton
(510) 845-7212 or
ninaba@mindspring.com**

A Member's MG Midget

Submitted by Terry Curren

Terry Curren reports, "Here is a picture of my 'new' 1978 MG Midget with only 52,000 miles. I am the 3rd owner. This is the first time I have had a Brit car that runs and looks good!" Congrats, Terry!

Would you like to see your car in *The Octagon*? Please submit your stories, photos, and tips to the Editor! (Felix Wong, 3516 Dickenson, Fremont, CA 94538.)




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From the President

*by Dan Shockey
December 21, 2001 (Fri)*

On a dark and stormy night (it is), as I consider a term as president of this club, I should like to record some thoughts. I saw *The Lord of the Rings* movie today and was much struck by the immensity of the mission portrayed. And we all, I think, look at life more seriously since September 11.

Since becoming custodian of a pre-war (WWII, I should specify) MG, I have been reading more about the beginnings of the firm and the men and women that forged a legend of their own. It is a remarkable story of a small company, with very limited resources and always unsympathetic ownership, overcoming great odds to provide about the only international success to a struggling 1930's Great Britain. Perhaps I shall write the story as a heroic legend some day.

For now, however, where do we, in our great Bay Area, fit in the scheme of life in 2002? The Glory Days of sports car clubs in the 50s, 60s and 70s are past. The cars now represent a past to us - one of simpler, more innocent times - but we cannot live there. Certainly the club cannot stay the same and remain healthy.

But what is the baby and what is the bath water? What new things must we do? What shall we improve? What is our club's place? I have seen good clubs die or become dining clubs for seniors. I have seen enthusiasts disenchanted. These clubs were little different from ours. How can we avoid such a fate?

I have some glimpses but not now a vision or what we are to become. The proven formula I know well: lots of activities, well and creatively planned; eager welcoming and involving of new enthusiasts; putting ourselves where the public can see us. We can "begin" there. As Tolkien said, the road has no beginning and (I pray) no end. Tie on your driving gloves and join me in this quest.

"The road goes ever, on and on,
Down from the Door where it began.
Now far ahead the Road has gone
And I must follow, if I can."

(Tolkien somewhere, probably misquoted.)

-Dan

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/SearchResults.asp?qu=Mt.+Hamilton&method=all&x=18&y=12>

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

Coast Tour with Lunch

A leisurely drive along the Central Coast, ending with lunch someplace. We've done a tour like this for the past two years and it's been a popular event.

*Saturday, July 13
Sunday, July 14
Saturday, July 20
Sunday, July 21
Saturday, July 27
Sunday, July 28*

Annual Picnic

Huddart Park is the tentative site for this year's picnic. If you have another site to suggest, please note it on this ballot.

*Saturday, August 10
Sunday, August 11
Saturday, August 17
Sunday, August 18
Saturday, August 24
Sunday, August 25*

The All-British Car Meet

Northern California's biggest all-British show, possibly in a new location this year.

Sunday, September 8

Tour to Roaring Camp

Another attempt to drive down scenic Highway 9 to Felton, where you can take the trains up through the redwoods or down to the beach, or visit adjacent Henry Coe State Park.

*Saturday, October 5
Saturday, October 12
Saturday, October 19*

In addition to these events, we can also hold other tech sessions, go to vintage races, organize a wine tour – the list is endless. What sort of events would you like to see? Please indicate your choices below, and write in anything that you'd like but that we didn't think of. Thanks!

Tech Sessions Topic: _____ Yes No Don't care

Vintage Races Track: _____ Yes No Don't care

Wine Tour Area: _____ Yes No Don't care

Please bring to the 2002 MGOC Annual dinner or mail to:

MGOC Event Ballot
320 B Monterey Blvd.
San Francisco
CA 94131-3141

MGOC 2002 Calendar of Events Ballot

These are the proposed events for the coming year. Though some have definite dates, several do not, and we need your input for which dates you would prefer. Several weekends are shown for each event that needs a date, and you can circle which day(s) you think would be best. We also would like your ideas on what sort of events the club should try to organize or sponsor, so please be sure to let us know in the section at the bottom of the next page. Please bring your ballot to the Annual Dinner, or mail it to the address on the back cover of *The Octagon*. Thanks! -*The Event Committee*

Annual Dinner

At the Basque Cultural Center in South San Francisco.

Saturday, February 2

The Cylinder Head Tour

After a drive through the country down to Gilroy, we'd visit Pierce Manifolds, where they make alloy heads for MGAs and MGBs, 5-speed conversion kits for MGBs, and more. This tour didn't happen last year due to Pierce's plant expansion.

Saturday, March 9

Saturday, March 16

Saturday, March 23

Mt. Hamilton Tour II

Last year we drove up Mt. Hamilton. This year we'll continue on and drive down into the Livermore Valley.

Saturday, April 13

MGs at Jack London Square

California's largest annual all-MG show. This date may still change due to issues at Jack London Square.

Saturday, May 11

Technical Session

The proposed topic is Roadside Repairs, but if you have a different preference, write it on this ballot.

Saturday, June 1

Sunday, June 2

Saturday, June 8

Sunday, June 9

Saturday, June 15

Sunday, June 16

All British cars are welcome!

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

Oil Specs for Sports and Racing Cars

By Don Wollesen

The "5W" or "10W" part of the spec is the low temperature "pour point" of the oil. The pour point is characterized by how the oil flows when it's cold. For the cold pour point spec, the "5W" would pour at the same rate at 5 degrees F as the "10W" stuff would at 10 °F.

To get multi viscosity behavior, dinosaur oils use the same additive you get in a can of STP. This thickens the oil when it gets cold, and makes the less thick when the oil is hot. The bad news is that the oil consists of long molecules that will shear if you are using it in a high stress application (like open track events or actual racing).

Synthetic oils apparently do not need the STP stuff, so they are much better at holding their original properties after being used in high stress applications. The only downside to the synthetics is if you have a flat tappet cam with mongo valve springs, then the stuff isn't quite as good as a good Pennsylvania base racing oil. For roller lifters, no question, go synthetic. For non-mongo valve spring pressures, go synthetic.

The "30" part of the spec is how the oil flows when it's at normal temperature (at 212°F as I recall). Generally, racer guys have this insane belief that thicker oil is better for race engines. And, that if they just pour a load of 50 weight into their street machine, things somehow get better. Well, they don't. If the engine is designed for SAE30, if you run SAE50, you are likely to get poor bearing oil flow with resulting high oil temperatures (really high, sometimes). You also get higher bearing drag and higher piston ring pack drag—thus LESS horsepower—AND shorter engine life. During my class at Dema Elgin's Race Engine course, the RedLine Oil Chief Engineer gave us a talk, and he claims that SAE 30 is the best oil spec for a race engine (generally speaking)—IF the engine is assembled to use this viscosity. Principally, this depends on the main and rod bearing clearances. If you have a REAL race engine built for SAE50 oil, the bearing clearances are greater as well as piston clearances, etc., which necessitates using the thicker oil. It also results in lower horsepower than that of a similar engine built for SAE30 oil. Now, if you don't have adequate oil cooling at the track, then a thicker oil may save your bacon, but it's a band-aid response for a need for more oil cooling. It ain't simple.

Radar Detector Endorsements

*From NorCal Shelby Club members
Submitted by Dan Shockey*

I've used the Valentine 1 (www.valentine1.com) for the last 3 years (no tickets) and a Radio Shack knock off of the Passport for 13 years before that (1 ticket). I drive 25K miles a year. I prefer the Valentine 1 as the sensitivity is about 5+ miles (for the front, back and sides). All bands are covered. It also counts bogies (up to 9). It is a little more expensive, but you can move it around to all of your vehicles. Very slick on the Golden Gate Bridge where the CHP use front-to-back laser radar.

There is nothing else like it and it never goes obsolete. You use it for a couple of years, go to their website, enter your serial number and they will tell you if you are eligible for upgrades and bringing up to the latest technology which they are continually chasing. Saves me all the time.

Like everyone said, Valentine is the only one. For what it is worth, Mike Valentine is a car guy. I heard a dinner speech of his one night. He had great car stories and great radar stories. It is his personal mission in life to foil the latest and best radar techniques to catch us all, including himself.

Endorsed by something like two dozen Bay Area M5 owners, Valentine 1 is it. They only make one model. It's always the same price. You'll never go wrong. Yeah, it's a lot more expensive. Yeah, you can ONLY buy it online via their site. There are no group purchases offered or allowed. These things are just amazing pieces of quality electronics. From the magnesium case to the upgradeability, the features and cheap accessories you can buy to swap it from car to car. You just... can't... go wrong. Well, you can. You can buy a cheap piece of junk from Radio Shack. ☺

Does anyone know Valentine's policy on repairs? My girlfriend, who dislikes the noise detectors make, somehow managed to drop mine from what looks to me to be about 20 feet off the ground. Amazing as she is only 5 feet tall.... The one thing I dislike about the Valentine is its size.

Go into their website. Enter your serial number in the upgrade section. Now they will give you a quote and prepare to send you a BRAND new one when your shipment or damaged one comes to their door. They will also give you one of the latest, slightly smaller dimensions, still retaining things like the magnesium case and up-to-date electronics. By the way, I think it kinda looks cool! It really looked cool when it lit up on Highway 46 at night counting a hidden bogie right around where James Dean went off!

Regarding my former Passport 1000, it has paid for itself in the M5. This is the unit that has a small display that I've mounted on the shelf of the instrument panel. The front detector unit (radar and laser) is installed in the valence cover under the spoiler. A small hole in the cover gives the laser a line of sight. The rear laser detector mounts to the license plate like an upper bracket. It is not noticeable unless you know it is there. BMW dealers will

sell it to you for \$1000 installed. I bought mine at Wireless World for about \$550 and had my own installer put in for about \$100.

MGs in Tech Writing

by Mike Jacobsen

I just spotted this in the *Chicago Manual of Style* (a big book that is pretty much the Bible for technical writing.) In the chapter about indexing, section 17.73 uses an example book of the history of automobiles in America. Skipping the details, the last sentence in the section reads "The MG sports car, on the other hand, probably should be indexed, given the subject of the work."

Proof that *the* reference on technical writing in America prefers MGs over other sports cars!

Contest: The 2002 Burnt Spark Plug Award!

Submission deadline is January 25, 2002 (Fri)!

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! Last year's winner was Mike Jacobsen, who chronicled his cross-country travails in his MGA. He is anxious to hand it off to this year's winner. To compete for the 2002 Burnt Spark Plug Award, please send in your stories to the Editor (Felix Wong, 3516 Dickenson, Fremont, CA 94538). All stories will be published in future editions of *The Octagon*. We will select an entry and, at the next MGOC Annual Dinner, present the winning author with the prestigious Burnt Spark Plug trophy. Please submit your stories by January 25th and good luck to all!



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