

UPCOMING CLUB EVENTS

Club Meeting and Natter 19
MGs at Jack London Square – May 11, 2002 (Sat) 8-11

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MGOC-OCTAGON
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<http://home.pacbell.net/jensten>

THE OCTAGON

Newsletter of the M.G. Owner's Club



Club Members and MGBs on the Uvas Loop during the MGOC Tour to Pierce Manifolds. Report starts on page 9. (Photo by Dan Shockey.)

May 2002

About *The Octagon* and MGOC...

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

DIRECTORY of MGOC OFFICERS for 2002

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

Vice President: David Wright, 510-653-3831

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

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

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. Carburettors: Marty Ray, 831-427-2642 home,

Club Meeting & Natter

May 9, 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.

The Octagon is Online!

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

<http://felixwong.com/mgoc>

The Editor's MGOC Web Site

<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. Members may also email ads to the Editor at mgoc@felixwong.com. Ads run for ONE month, after which they will be deleted unless you call. Your ad can be extended easily, but you **MUST** contact *The Octagon* editor to renew! Any ad that appeared in the past can be re-run by calling the editor; new copy is not required.

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

1962 MGA MkII for sale. Pictures available to email. The car is in primer and has a relatively good top and interior. Located in San Jose. Also has a top on a bow for a MGB and also a carpet kit (black) for MGB. Edwin, 408-448-5522 cell, esmaltz@hotmail.com



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Bodywork: Bill Weissberg, 510-658-4335

COMMERCIAL ADVERTISING IN *THE OCTAGON*

Direct all questions about advertising to Mike Jacobsen at 415-333-9699 or MikesMuseum@yahoo.com. 2002 rates are: monthly (yearly): full pg. \$25 (\$240), half page \$18 (\$175), third page \$12 (\$120), business card \$8 (\$75). All ads expire on Jan. 1st, and fees for a partial year will be pro-rated to that date. Deadline for ad materials is the 10th of the preceding month. The MGOC makes no claims as to the reputation or quality of work performed by businesses advertising in *The Octagon*.

MAKING CONTRIBUTIONS TO *THE OCTAGON*

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

RECRUITING MEMBERS FOR THE MGOC

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

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

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

For a sample copy of our monthly magazine, *The Octagon*, and a membership application, please contact our Registrar:

Mike Jacobsen
 320 B Monterey Blvd.
 San Francisco, CA 94131-3141
 415-333-9699
MikesMuseum@yahoo.com

Membership

We are looking forward to seeing everyone at future meetings and events of the MGOC and having your stories, photos, and tips printed in *The Octagon*!

Calendar of Events

MGOC (which is us!) events are in **bold** type. Abbreviations (if used): CSRG – Classic Sports Racing Group, SSTS – Sorry Safari Touring Society, HMSA – Historic Motor Sports Association, ESCA – Empire Sports Car Association

General British Car Events

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

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

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

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

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

June 14-15, 2002 (Fri-Sat)—NAMGCR gathering in Placerville. The gathering is at the Historic Cary House Hotel on the 14th, then a showing of the cars in the morning of the 15th, followed by an excursion to the nearby town of Coloma for the historic interest. There will be shopping later and then cocktails and a club dinner and meeting in the evening. For more info, contact Tom Balutis at 925-224-7330 (days) or 925-408-1553 (cell).

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

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

June 24-28, 2002 (Mon-Fri)—GoF West. Durango, CO. More info: tcox36@aol.com.

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

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

September 8, 2002 (Sun)—All British Car Day. El Camino Park in Palo Alto. Featured marque is Austin Healey.

September 22, 2002 (Sun)—2002 Palos Verdes Concours d' Elegance. At the Ocean Trails Golf Club in Pebble Beach overlooking the ocean. This year's Grand Marshal is legendary Parnelli Jones. Weekend event include a visit to Parnelli's private collection. For more info, contact

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

Cynthia Radom, modar@earthlink.net.

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

From the President

by Dan Shockey

Greetings, MG Fans! We are into the last week of final preparations for our Big Show at Jack London Square. So many things can not get done until just before the deadline, of course. Many thanks to Mike Jacobsen, Nina Barton, Nancy Shane, George Steneberg and Bob Stine for shouldering this year's workload. We are excited to have nearly 90 cars pre-registered for the event. We always get lots of on-site registration so this should be a big year (barring rain or something). We got more publicity in the magazines and web sites this year. Despite good and timely effort, I was frustrated still not to get us onto the calendars of a couple of important California magazines (British Car magazine and Moss's magazine).

I have been busy in my spare time rebuilding an MGB-GT for some friends. I don't do such work often so it has been a learning experience. The engine is all rebuilt and painted (MG maroon), the front suspension rebuilt, and the wiring mostly repaired. There have been 'creative' mechanics working on this car in the past. I also had to cut off one of the wire wheels that was rusted to its hub. Another hub had a piece of aluminum pop can over the splines to make for a tight fit. (It was.) I found both u-joints really loose so I am guessing it was an attempt to fix the wrong 'clunks'.

Lots of MG events coming up. Get those cars out, pretty and perfect or



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not. I enjoy seeing the 'works in process' more than the finished ones. The rough ones tell a story. Hope to see you all soon.

Minutes

MGOC General Meeting, Thursday, April 11, 2002

Submitted by Nina Barton

The Meeting was called to order by President Dan Shockey at approximately 8:20 PM.

Members present: Ed Adams, Nina Barton, Tina Huang, Mike Jacobsen, Dan Shockey, George Steneberg, David Wright, and Felix Wong.

Treasurer Report (Mike Jacobsen)

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

Registrar Report (Mike Jacobsen)

150 Regular Members, 28 Associate Members, 7 corresponding. Our newest member stated that he joined from the internet. Name badges are on order and have been sent back to correct errors.

Regalia Report (David Wright)

Amended from March - 1 MG Car Club Badge sold. David will order Mugs for JLS. April - will have assortment of Regalia for JLS on display. Check our booth.

Secretary Report (Nina Barton)

March minutes amended to reflect Club Events, as per Mike Jacobsen. Other amendments as reflected in this months report.

Octagon Report (Felix Wong)

Amended from March - we are using a new printer recommended by Gene Roberts. Thank you Gene. Online Octagon' s for March and April up : <http://felixwong.com/mgoc>. We are looking into giving people a reduction in annual dues if they get their Octagon via the web rather than a printed copy, as that is a large part of our expenses for the year. Our Bylaws would allow us to do this. Octagon is available in both html and .pdf forms.

EVENTS

Jack London Square

Posters are printed and available for publicity purposes. Volunteers are needed to staff registration tables and man the booth. Please call Mike or Nina to volunteer. Our phone numbers are in the front of the Octagon. 50

Conclusions

In use, I preferred the Eezi-bleed (after I had made the special master cylinder cap) because it was easier to use. Once it was connected, I simply had to move from bleed screw to bleed screw. The Mityvac required reconnecting the vacuum pump and reservoir at each bleed screw, plus it didn't have a fitting for the rear brakes on my car. On the other hand, the Mityvac has many more uses in diagnostic work. Both systems work as claimed, so if you decide to acquire one, consider what other uses you may have for it.

MG-Judd to Provide CART Engines

By Mike Harris, AP Motorsports Writer

April 13, 2002 (Sat)

Submitted by Bob Wall

LONG BEACH, Calif. (AP) - MG Rover and Engine Developments Ltd., builder of Judd racing engines, will jointly provide engines for the CART FedEx Series starting next year.

The England-based companies formed a technical partnership to produce the new 3.5-liter, non-turbocharged powerplants that will replace the current 2.65, turbocharged engines used in CART.

An announcement late last season of the new engine rules angered current CART engine suppliers Ford and Honda, and both announced they would leave the Champ car series at the end of the 2002 season. It is expected Toyota, which also supplies engines for CART and will also be in the rival Indy Racing League in 2003, will continue to compete in CART.

CART executive VP John Lopes said Saturday that Cosworth, a subsidiary of Ford Motor Co., has committed to provide engines to the series but is still seeking a technical partner whose name would go on the engines - similar to the MG-Judd deal.

He added that two other engine companies have indicated they will supply engines for the Champ car series in 2003.

The new engine announced Saturday will be dubbed MG XPower and, according to John Judd, managing director of EDL, will power anywhere from four to 10 Champ cars in 2003.

"We just want to build an engine and go racing," said Judd, whose company has built Champ car engines in the past and currently is building sports car engines. A Judd-powered car won the Rolex 24-Hour race in Daytona Beach, Fla., in February.

There will also be all-new chassis in CART in 2003, and Lopes said an announcement about manufacturers will probably be made in June although "that situation is still in flux."

the master cylinder full, while you collect the bled fluid in any convenient container.

Pros and Cons

Both systems work well, but with individual drawbacks and advantages. The Mityvac's advantages are that it's more self-contained than the Eezi-bleed and is more versatile. The instruction book that comes with the Mityvac is over a hundred pages, of which hydraulic bleeding takes only two. The rest of the book lists all the other things you can do with the vacuum pump and a few attachments. The disadvantages are that it does not include any sort of extra reservoir for brake fluid – you have to keep your eye on the master cylinder's level yourself, and that level can drop quickly with the amount of fluid that the Mityvac can move. Another disadvantage is that unless your bleed screws fit very tightly in their holes, you'll see a constant stream of small bubbles in the bled fluid, due to air leaking around the bleed screw's threads. In practice, this doesn't affect the Mityvac's efficiency, but it can be a nuisance to watch. The instruction book suggests wrapping the bleed screw threads with Teflon tape to make them seal. I didn't use any tape, and just lived with the small bubbles – the hydraulic system still bled properly. A final problem that I encountered was that none of the bleed screw fittings provided to connect the reservoir to the bleed screw were the correct size to fit snugly on the rear brakes of the car I was working on. Six different fittings are included with the kit, but none matched my application. I ended up using the closest match and holding it on tightly with one hand while operating the vacuum pump with the other hand.

The Eezi-bleed was simpler to operate, it included an additional fluid reservoir so that you could bleed all the brakes on a car without the need to top off the master cylinder while you worked, and it had no moving parts. (Though in its defense, the Mityvac pump I used was rebuildable.) One disadvantage was that an external air pressure source, limited to not more than 20 psi, is required. I don't have a compressor, but I met this requirement by pumping up a small (less than two cubic feet) air tank to 20 psi and using it as the air source. (The Eezi-bleed directions suggest using a tire for the air supply, and the air hose comes with a Schrader valve fitting.) For some uses, another difficulty would be the special master cylinder cap that is required. You need a cap that seals your master cylinder and that also can accept a fitting for the air line. The Eezi-bleed is made in England, and comes with a selection of caps that fit many English cars. Gunnison claims that they can supply caps for other cars, but if you have a non-English car it will probably be easier and faster to make an appropriate cap. I made one by getting the correct cap for my car at a junkyard, filling all vents and holes with silicone, and then adding the necessary hole for the air line fitting. At least creating the cap is a one-time operation.

cars are registered so far. Dash plaques are ordered and should arrive next week. Bev and Tom will provide music. JLS will not provide the pipe band this year.

Tech Session June 15th

Engine suspension, and rust are some of the topics we are considering. Will be at O' Connor Classics.

July 28 Rose Tour

Barbecue and tour of nursery. More info to follow.

Annual Picnic

August 18 at Huddart Park in Woodside, CA.

Palo Alto British Car Meet - September 8

We are thinking about caravanning to this event again. More info to follow.

October - Joint event with Sorry Safari? We need help planning this event. Get in touch with a club officer and help us out!

OLD BUSINESS

Roster will be available to members who request it. If you wish not to have your address or phone number listed, please contact Mike Jacobsen and let him know. These rosters will not be used for any sales or publicity purposes, but merely as a way for members to be able to contact each other.

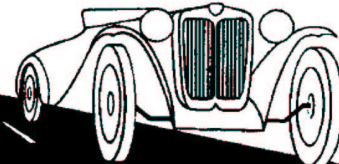
Next Meeting and Natter

Will be held May 9, 2002, at the Englander in San Leandro. We will stuff packets for our Jack London Square show. Look forward to seeing you there.

Meeting adjourned at 9:04 PM.

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9th Annual

MGs at Jack London Square A Day of MG Automobiles and Music 10AM until 4PM, Saturday, May 11, 2002

Presented by the MG Owners Club of Northern California

Information: Mike Jacobsen, 415-333-9699
Nina Barton, 510-845-7212

Music by Tom, Bev and Friends. Music and Highland
Dancing by The Prince Charles Junior Pipe and Drum
Band. Registration begins at 8:30 a.m.

- Registration form on pages 10-11 -



MGs and Crew at the Pu during the Pierce Tour. (Photo by Dan Shockey.)

Tech Tip: Automatic Brake Bleeding *by Mike Jacobsen*

This is a comparison and contrast of two systems for automatically bleeding hydraulic systems: the Mityvac, by Prism Enterprises, Inc.; and the Eezi-bleed, by Gunnison Limited. If you have ever needed to bleed hydraulics by yourself, you know how awkward it can be. Both of these systems are more positive for solo work than a simple bleed hose with a check valve in it, and can be used quickly with good results. And at \$40~50, both are also much cheaper than commercial power bleeders.

A Question of Sucking or Blowing

The Mityvac works by creating suction at a bleed screw. In use, you connect one fitting on the Mityvac's fluid reservoir to the Mityvac itself (a small hand-operated vacuum pump), and the reservoir's other fitting to a bleed screw. Next you open the bleed screw slightly, and fluid is sucked from the master cylinder, through the hydraulic lines, and into the Mityvac reservoir. When the fluid runs clear (no bubbles), you tighten that bleed screw and move to the next bleed screw. The Mityvac reservoir collects the bled fluid, but you need to ensure that the master cylinder doesn't run dry.

The Eezi-bleed works by applying pressure at the master cylinder. First you attach an air line to the Eezi-bleed's fluid reservoir, and connect the reservoir to your master cylinder using a special master cylinder cap. Then you open & close each bleed screw in turn. The Eezi-bleed's reservoir keeps

Pierce's very first product was a Weber manifold for the MGB. They have sold 40,000 of these so far. They are the only makers of aluminum heads for A-series and B-series (Midget/Mini and MGA/MGB) engines. Mike says every cast-iron MGB head is either cracked or cracking due to a design fault. They have had no reports of cracking with their aluminum head design. They also make Ford 1600 heads that have been approved for racing and plan to make other heads.

We were interested to see the 5-speed conversion kits that Pierce markets for the UK manufacturer. This is a particularly well-designed conversion; a simple bolt-in with every bolt included. Pierce is the largest distributor of Weber carbs in the States and has the largest inventory worldwide. They repair old Weber carbs as well.

When I returned home, I found the latest Grassroots Motorsports magazine (May issue) had arrived with a large feature on Mike and his primrose yellow MGB that we saw in Gilroy. This car has the Pierce cross-flow aluminum head and a new camshaft design (also available from Pierce) to take advantage of the better breathing. They have measured this street engine at 162 horsepower at 8500 rpm! Imagine shifting your MGB at 8500 rpm!

We worked up an appetite looking and talking at Pierce so headed for our lunch stop at the Claddagh Irish Pub a couple miles away. Some of the Pierce folks joined us and the Pub had a nice set-up for us. I had a superb Shepherd's Pie, washed down with a rightly-down Black & Tan. We explored some more of the area back roads on our way back to San Jose and Home.

Our club was the first to make such a visit to Pierce and they enjoyed having us. Thank you to Mike and everyone at Pierce. We are sending Mike a club grill badge.



Pierce Crew & Family MGs: The car at the left was featured in Grassroots Motorsports. (Photo by Dan Shockey.)

JLS Drive Option

Some Marin County MG owners are meeting at after 8 AM at the Larkspur Ferry parking lot for an 8:30 AM departure to Jack London Square. The plan is to use mostly surface streets, although those who like highways may do so if they wish. All are welcome to join in for the trip. For more information, or just to let us know how many are interested, please call Steve Berger (415) 389-8696 or Peter Applegate (415) 383-0700.

JLS Volunteers Needed!

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

Pierce Manifolds Tour – Report

March 16, 2002 (Sat)

by Dan Shockey

Despite the threat of rain and a couple of car problems, we had a really good day on March 16 to and from Pierce Manifolds in Gilroy. Three MGBs met in Emeryville and met up with two more MGBs at the south meeting point. Your intrepid leader was without an MG due to an appropriately cracked (cast iron) head in his MGB. Nancy and I elected to leave the P-type at home for this windy, potentially rainy day and caught rides with Bob Wall and Nina Barton.

We motored down some great California back roads from south San Jose to Gilroy. The Gilroy paper had done an article that week on the "Uvas Loop" that we traveled. We hardly saw any other traffic and the roads wound through lush green hills past good fishin' reservoirs. It is a better route to Gilroy than 101!

There were already several folks at Pierce Manifolds when we arrived. Mike Jacobsen missed us at the start but beat us there while some folks had come from Carmel and Monterey. The Pierce family and crew had brought out four of their own MGs. Two of these were MGBs with the special Pierce products. Mike Pierce had cookies and sodas for us and gave us a very interesting tour and presentation. We had lots of questions and learned about the sand casting process.



The MG Owners Club

Presents The Ninth Annual



MGs at Jack London Square

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

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

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

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

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

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

Mail before May 1, 2001 to:

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

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

Please Print:

Name: _____

Address: _____

City: _____

State: _____

Daytime phone: (____) _____

or Email address: _____

MG model: _____

Body style: ☐ Coupe ☐ Roadster

☐ Saloon ☐ Race car

☐ Other: _____

Year: _____

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: _____

Make check payable to: **MGOC**

Office Use Only

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