

## UPCOMING CLUB EVENTS

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# THE OCTAGON

Newsletter of the M.G. Owner's Club



*MGOC Members on the back side of Mt. Hamilton.  
Story begins on page 11. (Photo by Dan Shockey.)*

**June 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](mailto:magnut_dan@hotmail.com)

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

**Treasurer:** Mike Jacobsen, 415-333-9699, [MikesMuseum@yahoo.com](mailto:MikesMuseum@yahoo.com)

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

**Corresponding Secretary:** George Steneberg, 510-525-9152, [j2george@pacbell.net](mailto:j2george@pacbell.net)

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

**Octagon Editor:** Felix Wong, 510-226-7721 home, [mgoc@felixwong.com](mailto:mgoc@felixwong.com)

**Commercial Advertising:** Mike Jacobsen, 415-333-9699, [MikesMuseum@yahoo.com](mailto: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](mailto: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-Magnetite Saloon 1953-58:** Marty Ray, 831-427-2642 home, [martyray@eudoramail.com](mailto: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](mailto:martyray@eudoramail.com)

**S.U. Carburetters:** Marty Ray, 831-427-2642 home, [martyray@eudoramail.com](mailto:martyray@eudoramail.com)

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

**1962 MGA MkII** for sale. Have pictures available to email. It is located in San Jose. The car is in primer and has a relatively good top and interior. Also have a top on a bow for a MGB and also a carpet kit (black) for MGB. Edwin D. Smaltz, 408-448-5522 cell, [esmaltz@hotmail.com](mailto:esmaltz@hotmail.com).

For Sale: **1968 MGC-GT.** Good body (but needs paint). Runs and has overdrive. Ken Percival, Rancho Cordova 916-368-1965.

## Club Meeting

June 13, 2002 (Thu) at 8:00pm

at

Bob Stine's house in San Mateo

3215 Llano St.

650-349-5128

Board Meeting at 7:30p. 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.

There is no Natter this month.

### The Octagon is Online!

*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](mailto: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. 2<sup>nd</sup> owner, 68,000 original miles. Excellent condition. Serviced by Hilary Reddy. All papers. **\$6,500**. Gene: 510-548-4726.

**1957 MG ZB Varitone Magnette**. Nice condition, everything works. Call/write for details and to discuss the price. (See May 2001 Octagon for info)

**1969 MGB-GT**, drives everyday, PLUS restored BODY SHELL for same. Price negotiable.

**1964 MGB Roadster**. Factory overdrive, wire wheels. Solid, stock, and in good running condition. Fast on the highway and ready to drive anywhere. Rebuilt: transmission, front suspension, brakes. Needs cosmetics, interior. **\$3500/offer**.

Also a Triumph 750 3 cyl. motorcycle for sale.

Marty Ray 831-247-5863 or [martyray@eudoramail.com](mailto:martyray@eudoramail.com). See <http://www.corybantwest.com/cars/cars.html> for more info on the cars.



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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](mailto: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. 1<sup>st</sup>, and fees for a partial year will be pro-rated to that date. Deadline for ad materials is the 10<sup>th</sup> of the preceding month. The MGOC makes no claims as to the reputation or quality of work performed by businesses advertising in *The Octagon*.

### MAKING CONTRIBUTIONS TO *THE OCTAGON*

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

### RECRUITING MEMBERS FOR THE MGOC

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

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

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

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

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

*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, 2002 (Sat)*—**Rio Vista Tour**. See page 15 for more info.

*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: [tcx36@aol.com](mailto:tcx36@aol.com).

*July 3-6, 2002 (Wed-Sat)*—NAMGBR Annual Convention. Hosted by the Texas MG Register in Grapevine, TX. More info at [www.mg2002.com](http://www.mg2002.com).

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

*July 28, 2002 (Sun)*—The 12th Annual Ventura All-British Car Show. Hosted by the Central Coast British Car Club. Space is limited; preregistration is \$25, cutoff date is July 14, 2002. All late registration, and day of show entries will be \$35. More info at <http://ccbcc.org>.

*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

## MGOC Regalia

Description	Qty	Each	Total
<b>MG Owners Club Regalia</b>			
Pennant – Red “MG Owners Club”, cream canvas, 9½" high by 17" long		\$10.00	
Grille Badge – MGOC logo, 4" high, mounts with one stud through grille		\$30.00	
Patch – 3" diameter, embroidered black MGOC logo on white		\$6.00	
<b>MG Car Club of England Regalia</b>			
MG Car Club Grille Badge – 3" dia., mounts with studs through grille		\$45.00	
MG Car Club Grille Badge – 3" dia., mounts with bracket to badge bar		\$45.00	
Key Fob – Black leather fob with cloisonne MG Car Club logo		\$10.00	
Lapel Pin – ¾" by 1" enamelled metal 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	
<b>MGs at Jack London Square from Posters &amp; Plaques</b>			
Dash Plaque – 1999, black on gold, MG TC		\$2.00	
Dash Plaque – 1998, blue on gold, MGB/GT		\$2.00	
Dash Plaque – 1997, red on gold, MGOC logo w/ “Britain Meets the Bay”		\$2.00	
Dash Plaque – 1996, green on gold, MGA with Jack London		\$2.00	
Dash Plaque – 1995, white on black, MGOC logo and Tribune Tower		\$2.00	
Poster – 1999, features a blue MGB roadster and the JLS History Walk		\$5.00	
Poster – 1998, features a yellow MGB/GT with the yacht Potomac		\$5.00	
Poster – 1997, features a red MG TF with “Britain Meets the Bay”		\$5.00	
Poster – 1996, features a green MGA with Jack London		\$5.00	
Poster – 1995, features a red MGB, a Union Jack, and Amtrak bridge		\$5.00	
<b>Total Amount Enclosed</b>			

### “Ship To” label – please print!

Name \_\_\_\_\_  
 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*

include a visit to Parnelli's private collection. For more info, contact Cynthia Radom, [modar@earthlink.net](mailto: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](mailto:RacerMoss@sedona.net) for more info.

### From the President

*by Dan Shockey*

Well, we made it through another MGs at Jack London Square event. It was very successful. The weather was perfect and we had almost a record attendance. And we came out in the black in spite of having to pay for the entertainment ourselves. Besides not paying for the entertainment, the new developers of Jack London Square want us to pay them \$1000 to hold the event next year so we are considering how we can manage that or whether we should change the venue.

Since May 11 (5-1-1), I have embarked on a new MG adventure. A rod came apart in my poor MG P-type engine on the way home. It left a big hole in the cylinder wall into the water jacket. I am hopeful I can have the block sleeved and save other major components. Still it will be a big job and expense and I won't have it to drive for many months.

As a club, we are by necessity so focused on the JLSq event that we haven't thought much beyond it. If you have ideas for new events or services we can provide, let us know. We will seek to fill in the calendar with good events that reach a wide number of members.

Besides our club events, there are a couple All British shows coming up. The one at Hayward is small but pleasant and close. The Chico one is further



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away but a big show, I hear. I went to the Dixon show for the first time last week. It was great until the rain started about 11am. I found lots of stuff I needed at the swap meet but missed some things when the vendors packed up early.

Hope to see you in June. –Dan

## Minutes

*MGOC General Meeting, Thursday, May 9, 2002*

*Submitted by Nina Barton*

The Meeting was called to order by President Dan Shockey at approximately 8:15 PM.

Members present: Eric, Baker, Nina Barton, Mike Jacobsen, Bob McCoy, Viggo Riddersholm, Dan Shockey, George Steneberg, Bob Stine, and David Wright.

### Treasurer Report (Mike Jacobsen)

Healthy balances in checking and savings. Ready for Jack London Sq. expenditures.

### Registrar Report (Mike Jacobsen)

154 Regular Members, 24 Associate Members, 6 corresponding. Renewals will be coming due in July.

### Regalia Report (David Wright)

Mugs and keyfobs have been ordered. The MG car club octagonal mug is no longer available. Regalia will be for sale at Jack London Sq.

### Secretary Report (Nina Barton)

Minutes approved as amended.

### Octagon Report (Felix Wong)

No new information to report.

## EVENTS

### Jack London Square

The awards and t-shirts have been printed and are ready to go. We will assemble packets tonight to give to people registered for the show, and have packets available for people who register on the day of the show also. Old t-shirts will be \$5.00 and new will be \$15.00. Cardboard has been acquired for under the cars.

Pre-1940 (all)	1st	21	37	Terry Sanders
	2nd	124	35	Bill Tantau
Postwar Saloon	1st	62	58	Jim & Muriel Phelps
	2nd	3	48	Skip & Verna Kelsey

CLASS	CAR #	YR	OWNER
Most Customized	86	75	Paul & Virginia Sigmar
Daily Driver	107	66	Devin Hiland
Technological Innovation	56	65	Steve & Gayle Lilves
Best of Show	21	37	Terry Sanders

## Tour through Time

Join us on Saturday, June 22, as we cross the Delta and head back in time when we cruise through Rio Vista on our way to the Western Railway Museum. Rio Vista's downtown is still much the way it was fifty years ago, and the Museum's collection of over 100 vintage trolleys, locomotives, and cars goes back more than a century. Much of their equipment operated in the Bay Area, and includes everything from four-wheeled Dinky streetcars to the electric trains that crossed the Bay Bridge. Our route will follow the river channel up to Rio Vista, where we'll take some little-traveled back roads for the rest of the trip. The total distance to the Museum will be about 60 miles.

*When:* Meet at 9:30, Saturday, June 22.

*Where:* The Denny's parking lot in Concord at 1313 Willow Pass Road.

*Directions:* From Interstate 680, take the Willow Pass Road exit east. Denny's is on the left in about two blocks.

*Notes:* Bridge toll is \$2 and museum admission is \$7. Admission includes rides on all the equipment running that day on the Museum's mile-long loop track.

*Lunch:* The Western Railway Museum has a picnic area on the grounds, but if you don't want to pack a picnic, hot dogs and other snack items are available from the Museum's Depot Café. There are also restaurants in Rio Vista and Suisun, each about ten miles from the Museum.

*For more info: Call Mike Jacobsen, 415-333-9699, or send email to [MikesMuseum@yahoo.com](mailto:MikesMuseum@yahoo.com).*

*MGs at Jack London Square*

# Official Results

CLASS	PLACE	CAR #	YR	OWNER
TC	1st	35	48	Steve Berger
	2nd	100	48	Rick Storms
TD	1st	43	53	Robert & Susan Luebbert
	2nd	25	52	Debbie & Stephen Holmes
	3rd	10	52	Peter Applegate
	HM	98	51	Larry & Barbara Long
	HM	4	53	Michael Glenn
TF	1st	24	55	Gary Kennedy
	2nd	8	54	Elliott Sopkin
MGA Roadster	1st	13	57	Joe Anastasi
	2nd	60	60	Lorin & Louisa Cuthbert
	3rd	63	63	Val Howard Hogue
	HM	2	56	Jennifer Steneberg
	HM	10	58	Dave Douglas
MGA Coupe	1st	76	60	David Lehr
Early MGB	1st	112	65	Bill Dinehart
	2nd	107	66	Devin Hiland
	3rd	88	65	Gerald Martin
	HM	44	69	Jay Shotwell
	HM	126	63	Shawn Scarlett
Late MGB	1st	51	79	Frank Oglesby
	2nd	34	79	Charles Schweiger
	3rd	86	75	Paul Sigman
	HM	17	77	Brad Crowe
	HM	114	79	Tracy Tallman
MGB/GT (all)	1st	32	74	Andy Preston
	2nd	33	67	Rod Schweiger
	3rd	109	71	Tom Balutis
	HM	66	69	Jay Shotwell
	HM	105	69	Ray Watson
Midget	1st	28	67	Joyce Wilson-Roberts
	2nd	75	71	Patti Brennan
MG Race Car	1st	106	59	Rev & Tom Morgan

## Tech Session June 15th

Tech Session has been cancelled. See June 22 tour

## Rio Vista Tour June 22

We will drive through the delta and visit the Bay Area Electric Streetcar Museum. Look for information in Octagon.

## July 28 Rose Tour

Caravan to Watsonville to Rose Growers.

## Annual Picnic

August 18, 2002. We will picnic at the upper meadow of Junipero Serra Park. Be prepared for wind, as sometimes it gets quite windy up there.

## 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

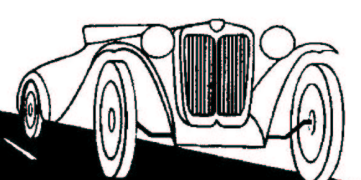
### Roster

No requests for rosters so far.

### Next Meeting and Natter

Will be held June 13, 2002, at Bob Stine's House in San Mateo. The Englander is not available. Address is 3215 Llano St. (650) 349-5128. Meeting adjourned at 8:50 PM.

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## My Frankenstein MGB

by Rod Williams  
April 18, 2002 (Thu)

I'm a "lurking" member of the MGOC... Haven't been to an event several years. Mostly because my '67 MGB needs some engine work. Do you know of anyone in the north part of the Bay Area that does mechanic work who is worth a damn? I used to work with Doug Jackson before he stopped doing regular wrenching. Now I can't find anybody up here that's willing to do bits and pieces of work on cars like mine.

I have a Frankenstein 'B that has an 18V engine block/head with HS carbs and early emission/manifold. I've developed a recurring "knock" that I don't know what it is. But it doesn't sound good! I need to talk to someone who can help me figure out if this is bad, really bad, or too bad. As it is I'm stuck not being able to leave the city limits. Not good for an MG roadster in Springtime.

Since I've talked to you I pulled the rocker galley off the car and discovered that some crackpot put this head together with the later rear rocker shaft post on a later, 18V head. That head has an offset oil hole which means the rocker shaft and rockers, et. al. were not getting enough oil. Consequently, the shaft, bearings, and lifter cups were all badly worn. I just put a rebuilt rocker galley on day before yesterday and most of the noise has gone away. I've still got a noisy bearing somewhere in the bottom end and possibly a worn tappet. If I can just squeak another summer out of this engine I'll get down to brass tacks over the winter and get my correct 18GB put together. I only drive this car in the summer and only around Sonoma County (life could be worse).



Rod and his red MGB. (Photo by Rod Williams.)

you to Bob Wall for another good 'un.

### Participants:

Bob Wall - 1970 BGT

Contact: (408) 739-2373 or bob\_wall@yahoo.com

Dan Shockey - 1971 BGT

Jeff Masi - 1974 TR6

Andy & Marla Preston - 1974 BGT

Dennis Cox - 1967 B

Shawn Scarlett & Jon Sonsteby - 1963 B

Chuck & Suzanne Blakeslee - 1967 B

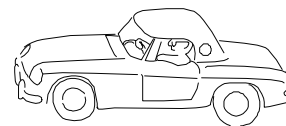


Jon, Shawn and Chuck at a staging ground off of Mt. Hamilton Rd.  
(Photo by Dan Shockey.)

## Fremont Automotive

Michael J. Link

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perfect for our MGs. They say there are 365 turns to the top but no one counted. We made a pit stop at Grant Ranch county park half way up. The brisk clean air and hot engines made an exciting nasal experience.

Hot air unfortunately was all that was in Dennis' radiator when we reached the observatory. His water pump had let go at a dramatic and scenic moment. We gathered around to watch Dennis cool down his motor and get some water safely into the radiator. When it was clear the water was leaking badly, they got on the cell phone to O'Connor's in Santa Clara. They closed at noon but agreed to leave out a new pump and gasket. Chuck and Suzanne hadn't planned to do the Back Side and offered to collect the parts and return. (BW: Big round of applause to Mike & Brian O'Connor and to Chuck and Suzanne for saving the day for Dennis.)

Dennis reported later that he drew quite a crowd while putting the car back together. A busload of German tourists was especially interested. One woman made a video. It was an unusual place for car repairs. He had the car together by 4 p.m. and got home without further excitement.

The rest of us got a tour of the 1889 telescope and dome. It is quite a place. I feel like I am stepping into a Jules Verne novel when I go in there. We had our lunch in the quiet courtyard then moved the cars around for another photo shoot. Then it was off down the Back Side; adventure indeed.

I don't think any of us had ventured to these parts before. The road started out very steep and we were a bit concerned about what it would be like the rest of the way (BW: Some people might have been. I was too busy having fun). But the gradient lessened and we entered a spectacular valley, lush green and full of wild flowers. The roads were incredible and nearly empty. There was everything from 1st and 2nd gear switchbacks to 'open 'er up' 70 mph sections, then brake and downshift back into the curves. Upon arriving at our brief stop at Lollie's Junction, Bob exclaimed, 'I have had a driving experience!' (BW: 'This was the most awesome sports car road I have ever been on. My daughter, Michelle, was sorry she missed it, but I plan on doing this drive again in the near future. Maybe she can go with me then. If anybody else is interested, contact me and I will let you know when I am going to do it. It might be a short notice trip, but I will try to plan at least a couple of days in advance.') A few photos and we headed north through more lovely valleys towards Livermore. The back roads did not disappoint.

There is a growing wine country along this road south of Livermore. We went past a winery at Muriatta's Well, where the famed outlaw hid with his stolen horses. There was a Porsche Boxster club off to the side for their photo shoot. We found our way through Livermore, (BW: Go ahead Dan, say I told you so. I took us through traffic in downtown Livermore) and headed toward historic Niles along the Niles Canyon Road.

At Niles, we found a spot (Bronco Billy's Pizza Place) where we could unwind at a table with a brew. Everyone seemed to really enjoy the driving experience and the rest break was welcome before our drives home. Thank

## MG Rover Group New Engine Supplier

*PRNewsire-FirstCall*

*April 15, 2002 (Mon)*

*Submitted by Bob Wall*

LONG BEACH, Calif. -- Officials from MG Rover and Championship Auto Racing Teams, Inc. (NYSE: MPH - news) announced today a new engine supplier relationship for the CART FedEx Championship Series for 2003 and beyond. The announcement will bring the famous MG brand and its winning motor racing heritage to American open-wheel Champ Car racing for the first time in the marque's rich history.

The new engines will be branded with the MG Sport & Racing banner 'MG XPower' and the race cars will carry the famous MG logo. The MG Rover effort is collaboration between the manufacturer and Engine Developments Ltd, the builder of JUDD racing engines. The 'XV' plant targeted for CART Champ Car competition is being jointly developed by both groups and uses basic architecture from the existing JUDD V8 and V10 engine family, the V10 version of which powered the winning car in this year's Rolex 24 at Daytona in the hands of a winning team of drivers that included CART regular Max Papis. The extensive re-design currently being undertaken on the V8 will effectively produce a brand new engine designed specifically to suit CART's new engine regulations that call for 12,000 rpm limits and other enhancements unique to the FedEx Championship Series. The 'XV' is targeted to produce well over 700 hp.

'I am delighted to be involved with the USA's premier motor racing series, and our association with the highly successful Engine Developments Ltd will enable the MG brand to once again be brought in front of the thousands of fans following the CART series,' said Rob Oldaker, Managing Director of MG Sport & Racing. 'This complements our European Motorsport activities and will allow MG XPOWER to become truly global.'

MG Rover is the first manufacturer to officially confirm participation in CART under the organization's new rules that call for 3.5-liter V8 racing engines commencing next season. Additional manufacturers are expected to confirm participation in the coming months.

'The incredible commitment that MG Rover has made to CART is one of the single most positive developments I have seen since I joined the organization fewer than four months ago,' said CART President and CEO Christopher R. Pook. 'It is no secret that we have been openly courting several automobile manufacturers around the globe, but to have a storied marque such as MG be the first to officially join our series is great news.'

As a native Englishman, I am honored to have one of Great Britain's premier brands join CART. As CART's President, I am grateful that MG Rover has seen fit to bolster its marketing initiatives through our series, and I am confident we will not let them down.'

In addition to MG Rover's race car supplier business, the company is strongly considering participation in the CART Fast Lap pace car program with high-performance street versions of MG Rover automobiles in the fast lap fleet.

Engine Developments Ltd of Rugby has over 30 years experience in race engine design, development and maintenance and, in more recent years, has forged relationships with customers from the Formula 1 arena. JUDD engines have also been raced successfully in CART Champ Car competition in the past, and Bobby Rahal won the 1988 Pocono 500 in a Judd-powered Lola.

'As a British engine manufacturer, we are delighted and very proud to be associated with MG Rover, one of Britain's best known and admired car companies,' said John Judd, Managing Director of Engine Developments Ltd. 'MG has a long and successful tradition that is second to none, in fact my first car was an MG TA. It therefore seems very natural to renew my association with the company, and we look forward to a long and successful partnership with MG in the CART series. I am sure both our companies will benefit from our participation in the series and that we can maintain and extend the traditions of the famous MG name.'

Established in 1921, MG (Morris Garages) Cars are Britain's only independent sports car brand. Today, MG Rover Holdings is an independent, medium-sized British company, with a focus on the development of a fully integrated automotive business. Its aim is to create great cars, from great brands. The company was formed following the purchase of the Rover Group from BMW in May 2000. MG Rover Group designs, develops and manufactures cars at its Longbridge, Birmingham site in the UK. In total, MG products are sold worldwide in 70 markets, with approximately 50 percent of sales to export territories. Worldwide distribution of automobiles spans the UK, France, Germany, Netherlands, Belgium, Ireland, Italy, Luxembourg, Portugal, Spain, South America, South Africa, Eastern Europe, Asia/Pacific, the Middle East and North Africa.

After a recent rebirth with new designs and technology, MG is making a serious effort to promote its performance cars. To establish the marque as a performance leader, MG has renewed itself on the motorsports scene. The manufacturer recently stepped up its efforts in three categories (British Touring Cars (ZS), World Rally (ZR) and FIA Sportscars (Lola EX257/MG)) to prove its legitimacy as a leader in automobile performance and technology. They are coining their new performance sub-brand as XPower, which they feel will bind together and symbolize all of MG Sport and Racing's activities. Today's CART announcement is the latest development in MG's high performance initiatives. Media website, with copyright free images: <http://www.media.mg-rover.com>.

Championship Auto Racing Teams, Inc. (NYSE: MPH - news) owns, operates and markets the CART FedEx Championship Series. Former series

champions Michael Andretti and Jimmy Vasser are among the stars who will battle for the 2002 FedEx Championship Series title on ovals, temporary street circuits and permanent road courses. CART Champ Cars are thoroughbred racing machines that travel at speeds in excess of 200 miles per hour, showcasing the technical expertise of manufacturers such as American Honda, Ford Motor Company, Toyota, Lola Cars, Reynard Motorsport and Bridgestone/Firestone North American Tire, LLC. The 20-race 2002 CART FedEx Championship Series will be broadcast by new television partners, CBS, FOX and SPEED Channel. CART also owns and operates its top development series, the CART Toyota Atlantic Championship. Learn more about CART's open-wheel racing series at <http://www.cart.com>.

## The Back Side Report

*April 11, 2002 (Sat)*

*By Dan Shockey and Bob Wall*

Yes, we made it up Mt. Hamilton to Lick Observatory and over to the Back Side. It was a beautiful backside (not like some) but that is getting ahead of the story.

The day dawned clear and beautiful, one of those days even the natives notice as awesome. Our leader Bob Wall didn't plan his gas stop well but we got together on time at 10 a.m. Okay, I was also late due to forgetting to tank up in advance. For whatever reason, we had a small turnout for this event. Perhaps it sounded too ambitious for some folks. I drove about 100 miles round trip but I live near the tour's start.

We had an equal number of MGB roadsters and GTs. Marla and Andy Preston came from Rohnert Park in their beautiful dark red GT while Bob had his yellow-gold one glistening. Mine can best be described as 'present' but I had washed it at least. The roadsters were all gorgeous: Shawn Scarlett and Dennis Cox with their BRG (British Racing Green) cars and Suzanne and Chuck Blakeslee with their nail-polish red one. We also welcomed a friend of Bob's with his TR6: Jeff Masi who was also on the Half Moon Bay run last fall. (BW: Any trips that I plan are open to all British cars. No marque snobs here.)

Marla and Andy came the farthest - they got up very early - unless you count Shawn's friend Jon Sonstebly who was visiting from Pennsylvania. I believe Jon has a Z3 (M3?) roadster back home. I came the shortest distance, about 3 miles (not counting my run around for gas). Andy was working on his car all week to make it but that is another story.

Bob led us on a very invigorating ride (BW: read fast, or as Dennis put it: "you set a quick pace") up the mountainside. The road was built in the days of horses and wagons specifically to haul materials for the observatory. Thus, the road winds around constantly with moderate elevation climbs: