

UPCOMING CLUB EVENTS

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- Dec. 7, 2002 (Sun) – MGOC Holiday Tea 16
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THE OCTAGON

Newsletter of the M.G. Owner's Club



*MGBs at the 2002 California Autumn Classic in San Juan Bautista.
(Photo by Devin Hiland.)*

MGOC-OCTAGON
If undeliverable please return to:
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November 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, 510-525-9125,
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 MG 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 & S.U. Carburettors: 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

Bodywork: Bill Weissberg, 510-658-4335

Club Meeting & Natter

November 14, 2002 (Thu) at 8:00pm

and

December 12, 2002 (Thu) at 8:00pm

at

The Englander Sports Pub & Restaurant

101 Parrott St.

San Leandro, CA 94577

510-357-3571

Board Meeting at 7:30pm. 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!

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.

For sale: two **MG Magnettes**. One is a '55 ZA parts car and the other is a '57 ZB that used to belong to my father. Neither car has been on the road for years and are complete restoration projects. I have all the parts and more to complete the restoration of one of the cars. The cars can be seen at El Monte Storage, 3512 Clayton Road in Concord. See Neno Davi, the manager in the El Monte Storage office. You can also call Charles Campbell at 650-723-0525 (work) or 650-938-3804 (home); you can also email ccamp250@yahoo.com.

For sale: **MGA** in Oregon. A good-looking, drive-anywhere car with less than 2000 miles on its completely rebuilt engine and good paint. Contact Frank Peterson at 541-846-1036 or peterston@ccountry.net.

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 body shell. Price negotiable. Marty Ray 831-247-5863 or martyray@eudoramail.com. For more info on the cars, see <http://www.corybantwest.com/cars/cars.html>.



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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; RAStine@prodigy.net) 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

December 7, 2002 (Sat) – MGOC Holiday Tea, 2pm to 5pm. At the home of Sharon and John Hunt in Lafayette. 629 Burton Drive. See announcement in this newsletter.

Dec. TBD – Hilary Reddy MG Service Grand Reopening.

Jan/Feb TBD – **MGOC Annual Banquet**. Berkeley or Oakland this year. Send restaurant suggestions to Nina Barton.

May 10, 2003 (Sat) – MGs at Jack London Square.

July 14-18, 2003 (Mon-Thu) – NAMGAR GT-28 in Welches, Oregon (Columbia River Gorge). Hotel: The Resort, (800) 669-7666, www.TheResort.com; MGOC caravan

Minutes

MGOC General Meeting

October 10, 2002 (Thu)

Submitted by Nina Barton

The Meeting was called to order by President Dan Shockey at 8:05 PM.

Members present: Nina Barton, Mike Jacobsen, Bob McCoy, Nancy Shane, Dan Shockey, George Steneberg, and David Wright.

Treasurer Report (Mike Jacobsen)

Healthy balances continue in saving and checking accounts.

Registrar Report (Mike Jacobsen)

134 regular members, 8 corresponding members, and 28 auxiliary members to date

❖ 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	
MGs at Jack London Square from Posters & Plaques			
Dash Plaque – 2002, brown on gold, MG J2		\$2.00	
Dash Plaque – 2001, red on gold, Elva Courier		\$2.00	
Dash Plaque – 2000, dark green on gold, late MGB		\$2.00	
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 – 2000, features a red Elva Courier with Earl Pierce		\$10.00	
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	
Total Amount Enclosed			

❖ “Ship To” label – please print!

Name _____

Address _____

City _____ State _____ ZIP _____

Phone number in case we have a question about your order _____

❖ 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 Holiday Tea

December 7, 2002 (Sun)

2:00 p.m. to 5:00 p.m.

Join us for an English Christmas! Sharon and John Hunt are hosting this year's holiday party at their home in Lafayette. Enjoy the company of fellow enthusiasts and good food in the holiday spirit. We are doing this at afternoon tea time to help with schedule conflicts during this busy time of year.

Bring finger food and deserts. The club will provide soft drinks. RSVP please but come anyway.

More info and RSVP: Sharon and John Hunt, 925-299-9006, Huntsails@worldnet.att.net.

Address:

629 Burton Drive
Lafayette, CA

Directions:

From San Jose, San Francisco and Marin:

- ❖ Take Hwy 24 East/Walnut Creek
- ❖ Go through tunnel and past town of Orinda
- ❖ Take Central Lafayette Exit
- ❖ At Stop sign, turn Right
- ❖ Select middle lane
- ❖ At Light, turn Left onto Mt. Diablo Blvd.
- ❖ At next Light, turn Right onto Moraga Rd.
- ❖ Pass three Lights
- ❖ 4th Light, turn Left onto St. Mary's Road.
- ❖ Go past 1st. Stop sign (Don't turn onto this part of Glenside)
- ❖ 2nd Stop sign, turn Left onto Glenside Dr.
- ❖ Next Stop sign, turn Right onto Burton Drive
- ❖ We are the 3rd house on the right hand side, Number 629

See you there!

Regalia Report (David Wright)

Nothing sold, nothing ordered since last month.

Secretary Report (Nina Barton)

Minutes approved as read. The club has an e-mail list, which we use to send out reminders of events and items that occur at too short notice to put in the Octagon. If you would like to be on this list but are not, send an e-mail to Dan Shockey at: magnut_dan@hotmail.com

Octagon Report (Felix Wong)

Felix Wong is looking for an enthusiastic person to replace him as Octagon Editor. Please contact any club officer or Felix himself to learn more.

EVENTS

Tire Kickers - This event will be near McHarts Pizza. See elsewhere in Octagon for driving directions.

Planning and Direction of Club Meeting - Meet at Nina Barton's house at 10 AM on November 2, 2002. Address is 21 Avenida Dr. Berkeley, CA 94708. Phone is (510) 845-7212

Holiday Tea - This event will be at John Hunt's home in Lafayette from 2 - 5 PM. More information to follow.

OLD BUSINESS

Annual Jack London Car Show Alternate Venue Planning

Costs for holding our annual show in San Mateo are more than originally anticipated, so we are thinking of remaining at Jack London Square. Event will be planned for May 10, 2003. To cover costs, entry fee will be raised to \$25.00.

Annual Dinner 2003

We are looking for suggestions for a place in the Berkeley/Oakland area for this year's Annual Dinner. Send suggestions to Nina Barton at ninaba@mindspring.com or call me at 510 845-7212

Elections Committee - Nina Barton, Mike Jacobsen, and David Wright are this year's election committee. Please contact one of us if you would like to be on the ballot for next year's Officers.

Octagon Editor - Felix will formulate a job description for the position of Octagon Editor so that we will have it for interested parties to view.

New Business

Domain Name - We are looking at trying to secure MGOC.org for a domain name for the club. We will keep Jennifer Steneberg up to date on changes for the web site so that members may stay informed.

Affiliate with NEMGTR - There are approximately 30 members of the Peninsula Ts Club, which will no longer function as an independent club. If we bring them into the MGOC, it would give us additional members and possibly bring us an affiliation with the New England MG T Register. We could have a member write a monthly column for older cars and include it in the Octagon.

Next Meeting and Natter

Will be held November 14, 2002, at The Englander.

Meeting adjourned at 9:05.

From the President

*By Dan Shockey
October 28, 2002 (Mon)*

Greetings, Earthlings,

We had had a nice MG week. First Nancy and I drove the Beater B to San Juan Bautista for the Autumn Classic. (See separate report.) Driving north to the meeting point added brought up our departure time by an hour but Nancy was a good sport.

Friday evening was our first South Bay Friday Nighter. We were pleased with the turn out. We had 6 MGs and 8 people. A good start. Saturday was the Bob Wall tour back up Mt. Hamilton and on to the 'back side'. We had 10 cars on that drive and a perfect day. So three events within 7 days!

and (3) I am need of more time for other activities that such as bicycle racing, training for an Ironman triathlon next year, and (of course) working on my MG.

This position will allow you to do a great service for the club while sharpening your creative and writing skills. As Editor you will also be the first to know about all MGOC events and MG-related news. So if you are even remotely interested, please contact me! (Felix Wong, 510-226-7721, or email me@felixwong.com [best]) I will continue to be your Editor indefinitely until someone steps up. It's been a pleasure serving you.

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win and drive home again.

In keeping with this tradition, the XPower SV Club Sport proposition will allow customers to either buy a complete XPower model ready for road and track or to enhance the specification of their car with competition derived parts.

The XPower SV Club Sport features a more powerful 5.0-litre V8 with 410bhp, a 0-62mph (100km/h) of c4.4 seconds and a top speed limited to 195mph (314km/h).

The car on show at the British International Motor Show is the MG XPower SV Club Sport spec, in this case powered by a special 465bhp Sean Hyland tuned 5.0-litre quad-cam V8 engine. A top speed in excess of 200mph (320km/h) and a 0-60mph (0-100km/h) time of c4.2 seconds is possible. Engines with much higher stages of tune, even with factory approved nitrous oxide injection kits, will be available to produce extreme power outputs.

Typical of the way in which a prospective customer might specify their XPower SV, this car is fitted with Sparco carbon shell racing seats, a cabin-installed spare wheel, custom helmet storage cubbies, four point electrically-locked harnesses and Motec racing instrumentation. Some of the specification of this car will be carried over to the production specification of MG XPower SVs. MG XPower SV UK prices will start at £65,000.

Commenting on the project, Peter Stevens said: "I've been working with a small team of experts and enthusiasts to ensure we produce an MG car that will deliver the ultimate in driving exhilaration. The MG XPower SV is a car with appeal to passionate sports car drivers who will relish its extraordinary racetrack performance characteristics.

"MG is all about having fun, extending the boundaries of excitement and generating visual entertainment for a wider audience. The MG XPower SV delivers this objective in a forceful manner, demonstrating the immense potential for MG."

URGENT: New Editor for *The Octagon* Wanted!

by Felix Wong, your current Editor

After serving for you 4 years, I would like to make available the opportunity for one of you to be the next *Octagon* Editor. The reasons are threefold: (1) This newsletter could probably use some new creative blood every now and then, (2) as you have noticed, I am consistently finding myself late in producing this newsletter due to too many other things going on in my life,

I am looking forward to the planning meeting this Saturday. I apologize to those of you not on the club email list. Both of these events were organized too late for the October newsletter and too early for the November newsletter. If you aren't getting emails from the club, send us your email. Or ask that I send you a postcard with the info.

I am finishing the partial restoration of my TR3 at present. I put in a rebuilt engine so decided to pull everything from under the bonnet and paint there. Now I am cleaning, de-rusting and painting everything before it goes back in. Takes a lot of time. The interior is almost finished, too, with new leather seat covers. I'd rather be doing one of the MGs but need to get the TR on the road again. It belonged to an old friend who had it since 1964. My first three British sports cars were TR3s so it is a first love sort of thing. When he wanted to sell it, I found I couldn't turn it down. The MGA is a much better car, I think, in terms of steering, suspension and comfort.

The PA is on hold while I wait for the engine block to be welded and get new bearings poured for it. So I have had two non-running cars in the garage and have to roll one out to pull in another car to work on. I managed to squeeze the MGA coupe project car into the side yard but I can't work on it there and I hate to have it out in the weather. I'll have to move it before the redwood tree gets much bigger!

Hope to see you all soon.

The 2002 Palo Alto British Car Meet Report



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by Richard Feibusch

After a year off due to road and park repairs, the Palo Alto meet came back on track on a new lawn and few glitches. Anticipation was high and people were really happy to come back El Camino Park again this year.

Saturday, Sept. 7 was the "Tour To The Sea" with over 80 cars leaving the car park in Palo Alto in groups of six, arranged by size and horsepower to rendezvous at Cameron's Pub in Half Moon Bay. A number of club people from the Santa Cruz area drove north on the coast highway and the Jensen Club set up their own rally amongst the same roads in the same hills as the official tour. There were so many British cars on the road that it could have been England! By noon almost 120 cars filled Cameron's car park, and the side street, and the highway shoulder. Participants came from as far as Los Angeles and Carson City Nevada.

Sunday, Sept. 8 The Big Show. Over 550 cars came from all over California as well as some from Oregon, Nevada and Arizona. More than ever came on trailers. There was a recently restored, red Healey Silverstone that really caught my eye, as did Del Boscacci's little faded blue A.C. Ace, as original as it left the factory. Somebody brought an early 1950s Rolls that had been stretched between the doors like they do today but looked to be a very long standard car in black with huge white sidewall tyres. Someone whispered that it didn't have a proper engine. The Jags were amazing and more Morris Minors than we'd seen in a long time. Participant gifts were large 15oz coffee mugs and dash plaques with this year's Union Jack-behind-the Postal-van logo.

There seemed to be one of about everything there from a minute Peel mini-car made on the Isle Of Man to a blue painted, restored London Bus used as a promotional vehicle for a San Jose bicycle shop. One jolly fellow brought a 472 cube Cobra both days terrorizing the tourers on Saturday and aweing the audience on Sunday. A number of British bikes were parked at the corners of the car park.

Held in tandem with this all-marque British Meet was the West Coast American MGB Association Convention which brought out over 100 Bs and Midgets and the first time inclusion of the Arcane Auto Society. The Arcane folks brought some amazing iron (or in some cases fiberglass). The above mentioned Peel won the people's choice award but it was a tough choice with contenders like Citroen 2CVs (one a German-made roadster conversion), Isetta front-loaders, a DKW, and an Austin or two. Along with the good showing, they signed up a number of orphan British saloons that have no local clubs.

As part of the project's weight reduction objectives, all body panels are made from lightweight carbon fibre. The flat underfloor and inbuilt front and rear diffusers manage the aerodynamic airflow for high-speed stability. Suspension geometry has been designed in collaboration with Steve Randle, responsible for the dynamic set-up of the McLaren F1 road car.

Rollover protection is provided by a tubular structure designed to comply with current FIA competition specifications. A rigorous development programme including high-speed stability tests at the Nardo circuit in Southern Italy saw the MG XPower SV regularly exceed 200mph (320km/h).

The MG XPower SV is a part of a unique range of products, which will ultimately be available with some of the most extreme levels of road performance ever offered.

MG XPower SV

The MG XPower SV range starts with a car powered by a 326bhp 4.6-litre quad-cam V8 engine. Weight is forecast at 1450kgs, which will provide approximate performance figures of 0-62mph (0-100km/h) in 5.0 seconds and a top speed of around 170mph (273km/h). More specification details will be released during the spring of 2003.

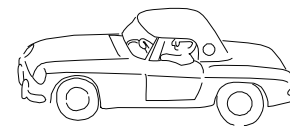
MG XPower SV Club Sport spec

Nearly 70 years ago, MG produced the K3 Magnette - an ultra high-performance supercharged road and track racer. K3 was commissioned and produced for the enthusiastic owner who wanted to drive to a race, compete,

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*Marla and Andy Preston won 1st place in the MGB GT category.
(Photo by Dan Shockey.)*

New MG XPower SV Revealed At The British International Motor Show

*Issued by MG Rover Group Communications
Submitted by Bob Wall*

MG has today revealed its new high performance sports car named the MG XPower SV. Following development of the original X80 concept, the MG has been radically evolved, is lighter and has increased levels of power with up to 965bhp. So extreme is the performance that all models will be marketed under the MG Sport & Racing XPower brand. The exterior styling of the two-seater MG sports car owes much to the demands of airflow management required for competition cars. These elements give the car an aggressive and overtly sporting stance implying its potential for high performance. Targeted at the premier driving enthusiast, the new MG XPower SV will become the icon of the MG brand with opportunity for both road and track exploitation.

Peter Stevens, MG Rover Group's world renowned product design director, previously with McLaren, Lamborghini and Lotus, has been appointed managing director of a new company specially formed to produce the MG XPower SV.

A great day was had by all. The AMGBA gave their additional MG and Midget awards earlier in the afternoon, followed by the Palo Alto, People's Choice Awards. Winners included:

- ❖ Best Pre-war Car: Peter Lundquist's '27 Austin Chummy
- ❖ Best Saloon: Burt Pershol's 1956 Rover 60
- ❖ Best Sports Car: 8-year-old Brandon O'Connor's MG-TD bodied go-kart
- ❖ Best Commercial: Chein Lieu's just restored 1954 Land Rover
- ❖ Best Daily Driver: Keith & Pam Shuckart's 1964 Land Rover
- ❖ Club Participation: The Bay Area Lotus Club.

We would like to thank all of you who participated in this year's event. We plan to be back next year better than ever. We thank you for the support and for all of the kind words on the day of the meet. I also would like to thank all of the enthusiasts that helped park the cars and score the ballots. See you all next year!

MGOC Cleans Up at Autumn Classic

by Dan Shockey

The MGOC was well represented at the California Autumn Classic in San Juan Bautista on October 20, 2002. We had many nice cars on display and five winners. There were two small caravans down from the San Jose area, one on Saturday for the drive and one on Sunday for the show. A total of 15 cars went counting two from the Sorry Safari that caravanned with us and one motorcycle.

First place awards were claimed by Marla and Andy Preston in the MGB-GT category and David Lehr for MGA Coupes. Second places went to Devon Hiland for chrome-bumpered MGB roadsters, to new member Don Davis also in the GT category, and to Michael Glenn for his lovely supercharged TD. (See photos.) The first place trophies are silver plates with medallions. Very nice. Also showing MGs were Sharon and John Hunt, Bob Wall, Mike Jacobsen, Bill Hiland, Wayne and son C.J. Veach, Esther and John Milsap, Judy and Robert Shepard, Randy Grossman and Nancy and me.

Andy reported that the Saturday drive was very nice - though not very 'spirited' - and that they provide fruit, wine and chocolates. I heard that the Saturday evening dinner was great fun, too. A total of 180 British sports cars were registered and there were many more parked outside the show area. The event is put on by Bill Meade.

This is a great venue in my favorite small town. The weather was perfect. The bakery had fresh-baked donuts and the restaurants are superb. Check it out next year.



Devin Hiland with his MGB which won 2nd place in the chrome-bumpered MGB category. (Photo by Bill Hiland.)



Devin's MGB on the road. (Photo by Bill Hiland.)



Michael Glenn in his supercharged TD, another 2nd place winner. (Photo by Dan Shockey)



David Lehr's MGA coupe, the 1st place winner in its category. (Photo by Dan Shockey.)