

THE OCTAGON

Newsletter of the M.G. Owners Club & the Peninsula T Register
The Northern California Centre of the M.G. Car Club



Photo by Bob Stine

San Francisco Tour

November 2008

About *The Octagon* and MGOC...

The M.G. Owners Club, formed in 1957, is the Northern California Centre of the M.G. Car Club, formed in England in 1930. The Peninsula T Register was formed in 1973 and is now an informal sub-group of the MGOC. We receive a copy of the MGCC's *Safety Fast*, available to members on loan from the corresponding secretary. The Club is also associated with the North American MGB Register, the North American MGA Register, and the New England MG T 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. Owners Club. Opinions expressed in *The Octagon* are not necessarily those of the MGOC, its members, or Board of Directors.

DIRECTORY OF MGOC OFFICERS FOR 2008

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Photographer: Jeremy Palgon, 510-378-1821, alistaircookie@gmail.com

CLUB ADVISOR PROGRAM

Feel free to call these members, who have volunteered to help with purchase, repair, and restoration of various MG models.

MGB 1962-74: Marty Ray, 831-475-6204, martyray@cruzio.com

MGB 1974-1980: Ed Adams, 510-483-6821

MGB V8 Conversion: Tony Bates, 408-666-6174, Tony@BatesFamily.net

MGC: Kent Leech, 925-253-9757, kent@kentleech.com

MG Midget: Mark Hertz, 925-757-2070, damhertz@prodigy.net

MGA/Coupe/Twin Cam 1955-62: George Steneberg, 510-525-9125

Z-Magnette Saloon: Eric Baker, 510-531-7032, mgpb36@yahoo.com

T-types: George Steneberg, 510-525-9125, j2george@pacbell.net

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

PA/PB Midget 1934-36: Eric Baker, 510-531-7032, mgpb36@yahoo.com

S.U. Carburetters: Marty Ray, 831-475-6204, martyray@cruzio.com

COMMERCIAL ADVERTISING IN *THE OCTAGON*

Direct all questions about advertising to Mike Jacobsen at 415-333-9699 or MikesMuseum@yahoo.com. 2008 rates are: monthly (yearly): full page \$25 (\$240), half page \$18 (\$175), third page \$12 (\$120), business card \$8 (\$75). All ads expire on January 1, 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*.

MGOC FINANCIAL INFORMATION

Information on the MGOC finances is available upon request from the treasurer.

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 20th of the month preceding the issue in which you want them to appear. Please email all contributions to mgowners@gmail.com or send them to: MGOC, 7230 Silver Lode Lane, San Jose, CA 95120.

RECRUITING MEMBERS FOR THE MGOC

Have you helped recruit any new members lately? Bob Stine is in charge of new member recruitment and can send you flyers. The Club roster is available to members from Mike Jacobsen upon request.

MGOC.ORG

Upcoming events, MGOC history, photos, membership forms, *The Octagon*, and helpful links are posted on the Club Web site at <http://mgoc.org>.

Forthcoming Events

MGOC Events in bold

Nov. 15 – **B-25 Open House and Open Shop Tech Session**, Morgan Hill

Nov. 23 – **MG Parts Exchange**, Fullerton, Vintage MG Club

Dec. 7 – **Holiday Tea and Toy Drive**, Danville, Bob Trencheny

Jan. 10 – **Annual Dinner**, **Francesco's**, Oakland

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From the Editor...

This edition of *The Octagon* was held back in anticipation of some late breaking news. A friend of a friend happens to be in town painting Betty Grable on a historic B-25 airplane at the San Martin Airport. I just received confirmation that the MGOC is welcome to attend the small open house the painter has planned for this Saturday, November 15.

Now I know that this is terribly late notice, but please do consider going. I waited to publish in the hope that I'd be able to extend this invitation to all of you. Unfortunately, I only just got confirmation.

While it does not excuse the tardiness of the newsletter presently before you, this is a rare opportunity to see a B-25 up close (and at no cost). And

what's more, Bill Hiland has volunteered his shop for us to work on our cars in conjunction with this event. See page 6 for details.

The large, annual MG Parts Exchange is also coming up. Marty Ray would like to know if anyone would like to make the trip down to Southern California with him. If you're interested, please contact him at martyray@cruzio.com.

The Holiday Tea is also fast approaching. I'd like to encourage everyone to bring a gift for the toy drive again this year. Dropping off the gifts has become a bit of a club tradition. Perhaps we'll even be able to encourage some of our jollier members to lead a tour to a local firehouse again.

Finally, I attended the Los Altos Fall Festival, the California Autumn Classic, and caught up with the San Francisco Tour at Crissy Field. All were lovely affairs. As always, I present photos and stories for your enjoyment - and as an offer of proof.

Jeremy Palgon

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President's Ponderings...

Diversity – right here in the MGOC...

Yes, it's election season and there are certainly enough candidates and issues on the ballots to prove that indeed we are a diverse nation. But that is not the diversity I'm talking about. It is fast approaching one year since I became President of the MG Owners Club and during that time I have tried to attend many of the events we host and participate in as a club. More I think than I had in any previous year. One of the things I've observed is just how geographically diverse (see, there's that word) our club is, and I'm speaking specifically of the Bay Area. For those who are curious, we have approximately 284 Club members: 13 live outside the Bay Area, 11 outside California with the vast majority of us, all 260 strong, here in the greater Bay Area.

What this leads to, I have observed, is that except for special events, East Bay members generally only attend events closer to them; North Bay members seldom drive down to cross the Richmond/San Rafael or Golden Gate bridges, and many from the South Bay or Peninsula are not often inclined to head that far north to a Sonoma or Napa area tour or event. Of course, the reasons are obvious: Bay Area traffic and distances, particularly in an older model British car, can be daunting. For example, it is 115 miles from Morgan Hill to Rohnert Park, 50 miles from Danville to Palo Alto, and 81 miles from Suisun City to San Jose. Double those miles for a round trip, and add a tour or hours at a show and it quickly can be just too far for many to want to attend.

Months ago, I dabbled with thoughts of regional chapters of MGOC and quickly realized that such chapters would defeat the purpose of the club. Each chapter would require its own board and officers, finances, planning, and so on. It would also likely lead to a further decentralization of MGOC and might actually decrease participation in events as the South Bay and North Bay chapters, for example, would seldom if ever cross paths.

Every year in January a group of club members gathers to plan and schedule our sponsored events. Many of those events are the same year after year: tours tied to other major events (such as the former Palo Alto All British Meet or the Dixon show). Other events, MGs by the Bay for instance, remain somewhat centrally located to our entire Bay Area membership (though some members may have to drive further than others in order to attend). Likewise, it seems we try to have the Annual Dinner at a more central location.

My goal in mentioning all this is to generate feed back from our many members and solicit ideas as to how we can improve our events planning and scheduling so that more of you will have the opportunity, and desire, to participate. I have no master plan to solve the difficulty that geography, our freeways, infamous tolls, and traffic have created for our club. One possible idea I have is to assure that our club plans a number of specific events, even on the same day in each of our geographical areas so that everyone has the opportunity to participate in more events closer to their region.

I certainly can't do that planning alone, and the Club's Board of Directors can't either. We need you, our members, particularly those willing to plan *your* local events. The Club and the Board will support, help you with planning, and

Late Breaking News

B-25 Open House & Open Shop Tech Session Saturday, November 15



We've just received word that the MGOC is invited to visit a historic B-25 aircraft that's at the San Martin Airport to have Betty Grable painted on its nose. The painter himself has generously expanded his small open house to include us.

In conjunction, Bill Hiland has offered us the opportunity to make use of his nearby shop to work on our cars. There's no tech session agenda. If you have some work to do on your car, here's a chance put it up on the lift.

Hate having to wiggle under your MG to bleed the brakes? Well then bring it out to On the Road Again in Morgan Hill this Saturday. It's a great chance to save your back and get a helping hand from your friends in the MGOC.

When and Where: Meet at 10 am on Saturday, November 15 at On the Road Again, [16840 Joleen Way, Unit G4](#), Morgan Hill. We'll make our way to the [San Martin Airport](#) at noon.

Please RSVP to: Jeremy Palgon at mgowners@gmail.com or 510-378-1821.

Directions to On the Road Again: Take 101 South to Morgan Hill. Exit at East Dunne Ave. and go Right on E. Dunne. Turn Left onto Joleen Way (2nd street), and follow Joleen to the end. Enter the parking lot and go straight to the back. On the Road Again is in the back on your left.

The 35th Annual MG Parts Exchange



Presented by
The Vintage
MG Club of
Southern
California



Sunday, November 23 7 am to 1 pm

The largest all MG parts exchange in America is located in Fullerton at:
College Park, College of Communications, 2600 E. Nutwood Avenue,
Fullerton, California (across the street from CSU – Fullerton)

Admission: General: \$5, Vendors: \$20

Directions: Near 91/57 interchange. Exit Nutwood Avenue off the 57 freeway. Head west. Turn left onto Langsdorf Drive.

Closest Lodging: (across street) Fullerton Marriott at Cal State University, 2701 E. Nutwood Ave, Fullerton, 714-738-7800

Contact: Don Kosup, 714-828-5688, dkosup@aol.com

More Information: http://www.vintagemg.com/parts_exchange_info.htm

President's Ponderings

Continued from Page 5

even assist with route selections. The key, however, will be ***Your*** involvement. So if you live in the South Bay or up towards Napa, or anywhere else in our region, take the step and come up with an idea or two, pass it along to any Board Member or our Club Activities Director. We can even provide you with a regional membership list so it will be easier to find fellow members nearby. We're challenged by our geographic diversity, but with a little creativity and involvement from members everyone can enjoy some motoring a bit closer to home.

Finally, I want to apologize to you all for having missed my deadline last month and not preparing my ponderings in sufficient time to be included in the October *Octagon*. As we all know, life sometimes just overwhelms us and there simply are not enough hours in a day.

Regards,
Sam Gearhart

Holiday Tea and Toy Drive

Sunday, December 7

Come out for the last MGOC sponsored event of the year and enjoy the holiday season with friends from the club. There are two special treats this year. First we'll watch the episode of Great Cars on the history of MG. And second, at sunset we'll view the aircraft beacon atop Mount Diablo, which is lighted every year in honor of Pearl Harbor Day.

Please bring an unwrapped toy for someone in need. A Club member will deliver toys to a local fire house. Please bring hors d'oeuvres, dessert, or festive food to share. We will have tea, coffee, and soda available.

When and Where: The fun starts at 2 pm on December 7 at the Trencheny's home at [1518 Colchester Street, Danville](#).

Please RSVP to: Bob Trencheny at Tbobb@aol.com or 925-984-2472.

Directions:

From San Francisco and points North: Take the Bay Bridge/ I-80 East to I-580 East towards Hayward/Stockton. Then take CA-24 towards Walnut Creek passing through the Caldecott Tunnel. At Walnut Creek take I-680 South towards San Jose. Travel 7.9 miles to Sycamore Valley Road. Take Sycamore Valley east. Sycamore Valley will become Camino Tassajara. Travel 4.4 miles on Camino Tassajara. Turn right on Monterosso Street. Make first right on Casa Blanca. Follow around the bend to Colchester. We are the fourth house on the right.

From San Jose and the I-580/I-680 interchange: Take I-680 north through San Ramon towards Danville. Take Sycamore Valley east. Sycamore Valley will become Camino Tassajara. Travel 4.4 miles on Camino Tassajara. Turn right on Monterosso Street. Make first right on Casa Blanca. Follow around the bend to Colchester. We are the fourth house on the right.

From Livermore and points east: Take I-580 to Santa Rita Road/Tassajara Road. Turn right onto Tassajara which is now called Camino Tassajara. Continue on Camino Tassajara 5.6 miles to Monterosso St. Turn left on Monterosso Street. Make first right on Casa Blanca. Follow around the bend to Colchester. We are the fourth house on the right.

Save the Date

The Annual Dinner will be held at [Francesco's](#)
in Oakland on January 10.

Details in the December *Octagon*.

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San Francisco Tour

By Marty and Naomi Rayman

Dateline San Francisco - October 26, 2008

It was a glorious, top down, San Francisco, Sunday when Lee and Valerie Sheldon gathered nine intrepid MG owners (and passengers) for a Tour de San Francisco. We met in the parking lot of Coit Tower, much to the delight of the tourists and locals viewing the gorgeous San Francisco views. It seemed that British Racing Green was the dominant color of the six MGBs, a TF, TD, and Saloon. Mike Jacobson graciously acquiesced to follow Lee and Valerie's detailed drive instructions and lead us on the adventure.

Our first encounter, at the Embarcadero, was waiting for hundreds of motorcycles to drive by. There were many vintage vehicles. I don't know how they drove around on those uncomfortable looking saddles. Our TD's seats were positively sumptuous compared to those saddles. We crossed their paths again during our drive. We stopped in the Marina to enjoy the fog encased view of the Golden Gate Bridge. We then proceeded by a circuitous route to the top of Twin Peaks. Wouldn't you know that a tour bus pulled up that was filled to the gills with Brits. They loved our motorcars. Said one, who builds double decker buses for export, "When I was growing up, they couldn't give those MGs away!"

Lee and Valerie had disappeared from Coit Tower, in their reliable Ford Focus. They went off to nab a table for us on Crissy Field. They scored with a lovely table and we all enjoyed a delightful picnic following a visit to Fort Point. Perfect weather, a magnificent city, delightful motorcars, and lovely friends all added up to a sweet day of motoring.



Marty and Naomi Rayman at Coit Tower

Photo by Ken Gittings



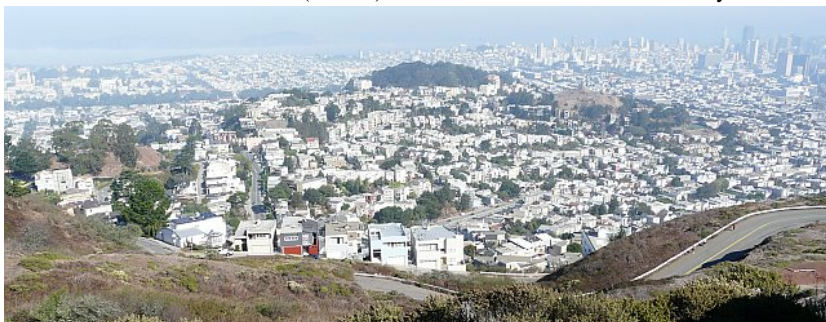
At the Marina

Photos by Bob Stine (above) and Marty Rayman (below)



The view from Twin Peaks (below)

Photo by Bob Stine



Picnicking at Crissy Field (below)

Photo by Bob Stine



California Autumn Classic & Los Altos Fall Festival

Photos by Jeremy Palgon



The Cal Autumn Classic at its new home in Morgan Hill



MGs at the Los Altos Fall Festival

Road Trip Checklist

By Mike Jacobsen

During the June Wine Country Tour, two of the cars on the tour “failed to proceed”. We were able to get both of them going again thanks to a box of parts and tools that were in my car. The box contains things that have proven useful over the years to resolve many of the problems you’re likely to see when traveling with a 30- to 60-year-old car. (The contents of the box will be published next month.)

Having the box along is only half of what you need on a trip. The other half is to prepare the car before you leave. While it wouldn’t have helped either of the cars on the Wine Tour (coils about to fail and defective shock absorbers can’t be spotted in advance), pre-trip preparation is still a good idea. The following checklist was originally created for a cross-country trip, but much of it applies to a day trip through the countryside.

First, things to do before leaving home. This list might seem lengthy, but it contains items that should be done annually or even less often, depending on how much you drive your car.

Engine

- Adjust the valves
- Check the timing
- Check the fuel line for cracks and leaks
- Replace or clean the fuel filter
- Check fan belt tension and condition
- Check plugs, high tension wires, cap, rotor, points and condenser and replace if necessary
- Check that the vacuum advance is still hooked up and working

Cooling system

- Check coolant level (Use a 50-50 mix.)
- Check the pressure cap’s seal
- Check the hoses (heater too) for cracks and softness

Lube

- Engine oil and filter change
- Oil the generator and distributor
- Check the carb oil levels
- Chassis lube
- Check the transmission, steering rack and rear axle levels
- Repack the wheel bearings if you haven’t done this for several years

Brakes and clutch

- Check the front brake linings
- Check the fluid level in the master cylinder(s)

- Look for leaks along the lines (No kidding – you can go a long time with a small leak.)
- Check the three brake hoses and the clutch hose for swelling, cracks and softness

General things to check

- Battery electrolyte levels
- Battery terminals and clamps
- Shock absorber fluid levels (Even the rears.)
- Look for broken spokes in the wheels if you have wire wheels
- Check tire pressures (Remember the spare!)
- Fuel pump electrical and piping connections (And the points for the very ambitious.)
- Check the exhaust system for leaks and secure mounting
- Check that the front suspension hardware is secure, and that the A-arm bushings are OK

Weirdies that have surprised me in the past, but that I check now

- Check the nuts on the rear axle U-bolts (The car will rear steer if they're loose.)
- Make sure that the choke and throttle cables aren't frayed (Frayed ones get stuck in the housings and hold the throttle open.)
- Clean the fuse contacts in the fuse box (Corrosion here can disable the entire electrical system.)
- Check the front and rear shock absorber mountings (Loose ones cause funny clunks that you can never find.)
- Lube the driveshaft U-joints, if you can, and check for wear (You can't tell they're bad at freeway speeds until it's too late.)
- Look for leaks at the hose between the engine and oil gauge pipe (You'll see a mist near the hose if it's going away.)

You may see some omissions. I've given up checking the rear brake linings on my car. I've always had to change them because they became oil-soaked before they wore out. I'm also not going to bother to check the carbs' mixture and balance – since they never screw up, I never mess with them. Also, consider changing a fluid where I suggested just checking its level, if you haven't done so in awhile. Check your service manual for the recommended intervals.

Once these “annually or even less often” items are checked, I check these things every morning:

Engine oil level

Coolant level

A general check for loose or leaking items

That's it. It seems like a lot of stuff to do, but you're going to need to do those things sooner or later, so why not before the trip? Peace of mind while far from home is a wonderful thing.

On the Road Again

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Los Altos Fall Festival

Member Jack Ford organized an impressive MG display at the Los Altos Fall Festival. Many club members brought their cars, including a handful of somewhat less common MGs. In addition to an assortment of MGBs, MGAs, Midgets, TFs, and TDs, Bill Hiland and Elliott Sopkin drove their Y-types, Mike Jacobsen drove his Magnette, and George Steneberg brought his J2. The MGOC swept the awards as Clark and Marina Mason's TF won first place, Mike Jacobsen's Magnette took second, and James Brown's MGB garnered third.



Photos by George Steneberg
Courtesy of Mike Jacobsen

Clark Mason (left) and Mike Jacobsen (right) receiving their awards

The *Los Altos Town Crier*, a local weekly newspaper that was being distributed at the show, had a two page article on the MG display featuring pictures of Jack and his TD, George's J2, and the Mason's TF. Although there are no pictures, you can read the article on the *Town Crier* Web site:

http://www.losaltosonline.com/index.php?option=com_content&task=view&id=1356&Itemid=132

SECTION **Los Altos Town Crier**

On the Road

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Wednesday, October 1, 2008

Classic cars 'fall' into Los Altos

Nearly 100 vintage automobiles featured at weekend festival

By Gary and Genie Anderson
Special to the Town Crier

The sights and sounds of nearly 100 classic cars, organized through the efforts of local car hobbyist Bob Mahe, will again highlight the annual Los Altos Fall Festival, scheduled Saturday and Sunday in downtown Los Altos. This year a special display of MGs, the cars that introduced America to high-performance sports cars, will be featured on Sunday.

The cars will be displayed on the South Plaza, between First and Second streets and Main and Whitney streets, with approximately 50 cars shown each day. Because most cars will be shown only one of the two days, it's worth the time to visit the exhibition both days to see the complete range of interesting local classic

A photograph of a man in a dark jacket standing next to a dark-colored vintage MG car. The car is a convertible with a red interior. They are outdoors with trees and a fence in the background.

MGOC Business Meeting Minutes

October 9, 2008

The meeting was called to order by President Sam Gearhart at 7:10 pm. Also attending were Ken Gittings, Mike Jacobsen, David Sarasua, Lee Sheldon, George Steneberg, and David Wright.

The September minutes were approved as printed in *The Octagon*.

Treasurer's Report: The only expense since last month was \$75 for name badges. The bill for the October issue of *The Octagon* hasn't yet been received.

Registrar's Report: 287 Members Total: 215 Regular, 60 Auxiliary, 0 Associate, and 12 Corresponding. 11% of the membership has not renewed; they will be dropped this month.

Secretary's Report: Absent.

Corresponding Secretary's Report: Received the Club's ballot from NAMGBR for their annual election. After discussion, the Club voted for Kim de Bourbon for Vice-Chairman, Denny Elliman for Secretary, and assigned our proxy to Chairman Bruce Wyckoff for any other items that come up at the NAMGBR Annual Meeting. George Steneberg will return the completed ballot to NAMGBR.

Regalia: David Wright is still working with the MGCC in England and their source in Wales. There was \$36 in regalia sales for the month.

The Octagon: Published on time.

Web site: Absent, though the site appears to be up-to-date.

Past Club Events

Mt. Diablo Tour: September 20 – Three MGs and one Mini made up the English contingent. One comment was that it was a long drive.

Los Altos Show: October 5 – Member Jack Ford arranged for MG to be the featured marque at this year's Los Altos Fall Festival, and several members were present. The local newspaper editor selects his favorite cars from the featured marque to receive awards, which all went to MGOC members. First place went to Marina and Clark Mason and their black TF, second to Mike Jacobsen for his Magnette, and third to James Brown for his modified MGB.

Upcoming Club Events

CSRG Vintage Racing: At Infineon Raceway, Saturday, October 11. We have organized a club paddock just to the right as you enter the facility. Look for the Sheldon's motorhome.

Autumn Classic: Morgan Hill, October 18 (tour) and 19 (show). Some members are going on only the tour, others to only the show, and some to both events. This is the event's first year in Morgan Hill.

San Francisco Tour: Sunday, October 26. Lee Sheldon passed out route instructions for the tour, starting at Coit Tower at 9:30 am and finishing at the Presidio for a picnic lunch.

Holiday Tea: Bob Trencheny has offered to host this event. We need to determine a date and time at the next meeting.

Annual Dinner: Sam Gearhart has been unable to make progress planning the event. Lee Sheldon will assist him with the planning.

Old Business

Planning Update on NAMGAR Regional Event: Andy Preston has secured a list of possible dates and room rates for next October from the Doubletree Hotel. The room rates vary by weekend from \$99 to \$160 per night, due to the wine season. He will discuss this with members at the club paddock at Infineon on 10/11 and determine a date to secure.

Progress Update on Club History Project: No report – due to scheduling issues the committee members have been unable to meet.

MGs by the Bay Alternate Venue Committee: Discussion of various sites considered. Some committee members haven't seen all the sites. The matter will be voted on and a new site selected at the November meeting.

New Business

Progress Update from the Nominating Committee: David Sarasua, club member and CPA, attended the meeting to discuss his candidacy for Treasurer. Sam Gearhart has agreed to run again for President, and George Steneberg for Vice President. Bob Trencheny will run for Secretary. We are still searching for a new Registrar, though this is an appointed, not elected, office.

Next Meeting and Natter: 7 pm on Thursday, November 13, 2008 at The Englander in San Leandro.

The meeting was adjourned at 8:40 pm.

Submitted by Mike Jacobsen.



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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, 7230 Silver Lode Lane, San Jose, CA 95120. Members may also email ads to the editor at mgowners@gmail.com.

Cars for Sale:

1961 MGA 1600 – \$18,500 – Older restoration with approximately 18,000 miles on complete engine rebuild. Uses regular unleaded and gets 20+ miles per gallon. Contact Member Bob at (510) 530-8784 for more information.



1977 MGB with 54,000 original miles, overdrive transmission, original "Sandglow" paint and autumn leaf interior. Well maintained and other extras included. Note: the engine has not been overhauled or rebuilt. Most repair receipts available since new, as well as other photos and independent appraisal of the vehicle. Price \$6,750. Contact Member Ellis at Bovet177@gmail.com.



1975 MGB, 50th Anniversary Edition, 44,000 miles. White with Autumn Leaf interior, wire wheels, hardtop, original soft top (needs replacement), both tonneaus (as new), and tools. Running when parked in 1996. Interior has some sun damage. \$2,800 OBO. For basic info on the car, contact Sam at SWG3@comcast.net. To arrange to see the car, contact Stephanie at BS2464@netzero.com.



1979 MGB with overdrive. Brooklands Green with gold LE type lower body stripe. In original unrestored condition. Just 34k miles! Has won more than two dozen 1st and 2nd place awards at West Coast car shows. Always garaged and never driven in winter. Drives as good as it looks. \$11,500. I also have a 1980 Triumph TR8 in similar condition. Platinum Silver. 86k miles. \$14,750. If purchased together I will sell both cars for \$25,000 and include an open four wheel car hauling trailer. Contact Member Frank Oglesby at (775) 322-5179 or flogles@sbcglobal.net.



1967 MGB – \$2,750 OBO. I used to run it as my primary vehicle (for about 3-4 years) until our first child arrived. I am running the car at the moment when I don't have the children. I have had the car for 10 years. The engine has been rebored, clutch renewed, master cylinder replaced, and driver side brake caliper renewed. There is a little rust at the wheel arches. At some point within the next couple of years the floor would need replaced. There are cosmetic needs too. Contact Non-member William Cain at (408) 667-1707 (no later than 9 pm please, as I have young children) or billcain@pacbell.net.



Parts for Sale:

MGB Transmission set up for and used in MGA conversion to 5 Bearing MGB Block. Tranny rebuilt by Butch Gilbert less than 10K miles ago. Equipped with MGA tailshaft, includes custom built, balanced driveshaft to fit MGA. Runs smooth, quiet, shifts well. I updated to 5 speed so this is available. \$300.00. Contact Member Tim at (408) 529-4117 or tmoriarty@fastmail.fm.

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From Southbound I-880, take Davis St. exit and turn left on Davis. Travel 1.3 miles, then turn right on E. 14th St. Travel 0.3 miles, and then right on Parrott Street.



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