

THE OCTAGON

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



Photo Courtesy of Kim and Craig Kuezing

A Festive Midget

January 2009

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

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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

- Jan. 10 – **Annual Dinner**, [Francesco's](#), Oakland
 Jan. 17 – **Planning Meeting**, San Mateo, Bob Stine
 Jun. 22-26 – [GoF West](#), Squaw Valley
 Jun. 24-28 – [MG2009](#), Breckenridge, Colorado

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From the Editor...

If you're like me, your MG has sat lonely and idle for a few months now. Though the cold weather has kept it off the road, my MGB has issues that require remedy. Despite winter being the perfect time for such work, I find I don't think about the car much when there's no prospect of driving it. But this is shortsighted, as it will soon be spring and I'll no doubt want to hop in the car again soon. So let's take this opportunity to get our finicky machines ready for all the great activities ahead.

Some months ago member Richard Vance emailed me to ask if the Club would enjoy hearing about his experience at the 2008 Beaulieu Autojumble. It sounded interesting, so I asked him to write an article (page 10). After reading his piece, I was compelled to ask him what he bought there. His response,

which follows, shows a passion for British cars, verging on obsession, that many of us share.

Jeremy Palgon

I picked up 7 models, all 1:43, including Old No. 1, an M-type, a K-3, PB, and a couple of MGAs. I also bought a complete package (original) with color drawings of the 1.5 liter Saloon, the original MG Guarantee signed by Cecil Kimber on January 1, 1938, and an application for membership in the MG Car Club (indicating Cecil Kimber as a Director). This package was given to the purchaser of the car and includes beautiful drawings of all portions of the Tourer and the Saloon. I purchased quite a few car badges, representing various rallies and clubs in Europe. I also bought lots of pins representing various marques, including several MG pins going back to '40s and '50s. And I procured a few posters of various MG events in Europe. It sounds like a lot, and with the exchange rate it did get expensive, but you can't travel 10,000 miles and just look around! - Richard Vance

MG

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President's Ponderings...

Cabin Fever Anyone?

Hello to each and all of you and welcome to 2009. It is certain to be another fun and exciting year for our club.

We've had some fun over the holiday season. Bob and Beth Trencheny graciously hosted our wonderful annual holiday tea and toy drive for the club just a few weeks ago. Everyone who attended had a grand time. As a follow-on to that, I decorated my MG sleigh, dressed myself up as Santa Claus, and (with Randy Grossman, Melissa Johnson, and my friend Carol as my "reindeer") delivered the numerous toys we gathered to a local fire station in San Leandro. Odd that we chose possibly the skinniest member of the MGOC to be Santa, but there it goes....

As for my introductory title, with the excitement of the holidays now behind us, but with winter storms and rain threatening, it might be easy to succumb to cabin fever. You know the symptoms: those feelings of restlessness, irritability, forgetfulness, forgetfulness, and sleeping excessively. (Anyone sneak in an afternoon nap lately? I have!)

No need for concern. If you've experienced any of these, there are always things to do when you own an MG – and even more to do when you are a member of MGOC!

I know it may seem like it will be months before we're driving the roads of Northern California again. In reality, springtime is just around the corner. So rather than suffering through cabin fever, why not take the time to prepare your car for the upcoming season? You'll recall that, in recent editions of *The Octagon*, Mike Jacobsen provided wonderful tips on preparing your car for a long trip (though as he suggested, many of his tips ought to be done annually). Why not take the time over the next couple of weeks to check the engine, cooling system, lubricate the chassis, change the oil and filter, and check the brakes and clutch? As Mike mentioned, the list might seem lengthy and daunting, however doing these things will make your driving experience much more enjoyable.

Another thing you can do to avoid the "fever" or the winter doldrums is to get involved with the Club. Come on out and join us at one of our upcoming events! Our Annual Dinner is just around the corner and is sure to be a memorable evening.

We are in the midst of planning our events calendar for 2009, including a new site for MGs by the Bay. We are hosting the NAMGAR West Coast Regional car show and gathering in October. In addition, a number of members are already planning a caravan to attend the 2009 NAMGBR convention in Colorado. We look forward to seeing and driving with all of you in the upcoming year.

Regards,

Sam Gearhart

Annual Planning Meeting

Saturday, January 17, 1 pm

Bob Stine's House

3215 Llano Street

San Mateo

650-349-5128

RAStine@rcn.com

Come to the meeting with your ideas and plans for drives, meetings, events, and tech sessions.

Directions to Bob's House: Take Hwy 101 to Hillsdale Blvd. East. Turn right on Norfolk (Shell station and Blockbuster on corners), keep to left at the stop sign. Norfolk becomes Los Prados Blvd. Turn right on Bahia. Turn left on Llano.

Inside the Octagon II

Exciting news! After years of fund raising, *Inside the Octagon II* has been released and is available to purchase.

This documentary was produced by Gary Watson who bought his first MG, a Midget, in 1977. After relocating to Houston, Texas in the 1980s, he learned about the Houston MG Car Club in 1986 and soon became a member and editor of the club newsletter. In 1992, he was elected club president.

In 1990, Watson prepared a special edition of the newsletter noting the tenth anniversary of the closing of the MG factory in Abingdon, England. The issue was a history of MG and the people involved with the marque. Being a professional film maker since 1967, he later decided to make a documentary of the MG story.

The first installment was *Inside the Octagon I, MG 1921-1945*. That film was released in 1993 and has received acclaim worldwide. Inside one sees rare vintage film clips, interviews with key MG people such as John Thornley, Jean Kimber Cook, Don Hayter, Jim Simpson and W.E. "Wilde" Wilkerson.

Due to fund raising and technical challenges it's taken many years to bring the second and final installment to the MG community. Now, thanks to many in the MG community, including our club, and due to technical advances, *Inside the Octagon II* is finally available. It's a must have for any MG fan. It is reasonably priced at \$19.98. To order it, simply go online to: www.insidetheoctagon.net/.



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The MGOC is Looking for a New Registrar

Interested in helping out in the club, without having to attend meetings or be on the Board? Want to know every member's name, or how many examples of any MG model are in the club? Then Registrar is the job for you.

The Registrar is the person that maintains the club membership list and fields inquiries from new and potential members. The job takes about an hour a week, except in July, when the annual member renewals come in - then the time goes up to three to five hours a week.

The Registrar's duties include the following on-going tasks:

- Maintain the membership list – changes, deletions, additions
- Answer questions from potential members
- Order MGOC name badges

Once a month, the Registrar creates updated mailing lists:

- General membership email list
- Email list for the online newsletter
- Mailing labels for the printed newsletter

Every June, the Registrar sends out the annual renewal notices to the members and processes the renewals received. Also, when requested, the Registrar produces membership rosters and provides membership statistics to the MGOC Board. The job requires that you have a home computer with Microsoft Office (Windows or Mac) and be fairly comfortable with Word and Excel. No fancy macros, but the thought of doing mail merge shouldn't be scary. If you're interested, contact Mike Jacobsen at 415-333-9699 or MikesMuseum@yahoo.com.



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The Beaulieu Autojumble

By Richard Vance

For two days in September, it was a car guy's dream. Perfect weather, but with just a slight aftermath of mud. The event was the annual Autojumble in Beaulieu, England (near Southampton). This gigantic swap meet is held on the grounds of the famous National Motor Museum, and admission is included in the price of entrance to the Autojumble. A very worthwhile museum indeed!

As for the Autojumble itself, it takes place over a weekend in a forest-like setting, spread across several acres, with more than 2,000 vendors, and over 200 used cars to boot (mostly European sports cars). The meet opened at 10 am, with roughly 7,000 people going through the gates immediately. Overall, an estimated 25,000 to 30,000 people attended the event over the two day period. And yet, one does not get the feeling of overcrowding. The composition of vendor goods is staggering: car parts, car badges, car models, historical advertising, literature, whole cars, and everything in between – and all of it relating to European cars. Chances are if the item you are looking for is NOT there, it may not exist! The MG marque was very well represented in practically every aspect of a collector's desire – from 1925 to present day.

It took two full days to canvas the event, and even then, I missed an entire section due to time constraints. (I had to catch a train back to London.) The ongoing haggling was enjoyable; and of course the pricing takes on a new dimension Sunday afternoon near closing time. On the other hand, there is always that certain item you want, which may not be there Sunday, regardless of price. Food and drink was not a problem, with beer and wine making negotiations a lot easier.

The event is held the second weekend of each September, with tickets purchased at the gate. The program booklet details where everything is, including Marque and classification locations. Needless to say, it's a very well organized event with a logical grid for easy navigating. My tentative plan is to go back next year, since I view it as the mother lode of swap meets; and hopefully the US Dollar will gain some strength to create reasonable purchasing power. The 2008 event was based on approximately two dollars to each sterling pound, and purchasing reason had to prevail.

The bottom line: This event is a must do. It's fun to watch grown men revert back to age 14, when everything was pretty much a toy. However, another tangible, is meeting a great group of people from all over Europe, and America, who were there for the same reason – to have fun, and buy that must have item. I highly recommend a visit.

For details, go to www.beaulieu.co.uk. Beaulieu is located in the "New Forest" area of southern England. Lodging is mostly at B&B's, and prices are reasonable if booked early. So if you like swap meets, you will love this one. And as they say, go for it!

MGOC Delivers Toys for Tots in Time for Santa

By Sam Gearhart

In spite of a dire weather forecast the evening before, on Saturday December 13 the MGOC delivered all of the toys we collected at the Holiday Tea to the Alameda County fire station in San Leandro. Sadly, as a result of some scheduling conflicts and a looming deadline for delivery, only a couple participants could assist Santa.

After a flurry of late Friday evening and early Saturday morning telephone calls, I met Randy Grossman and Melissa Johnson at their home in San Leandro at 10:00 am. Inspired at least in spirit by Craig and Kim Kuenzinger's decorated Midget, I had a bright red bow, a garland, and a brightly decorated present adorning my blue MGB. I also happen to own a Santa costume complete with white wig and whiskers (as well as a big pillow), and dressed the part for the event.

We drove to the nearby station where the firemen were all very friendly, greeted us with smiles, and opened up the large overhead doors to let us get some pictures with the fire trucks. We added three large bags of wonderful toys to an already impressive collection others had dropped off at the station.

I drove around downtown San Leandro and back home to Oakland on International Boulevard, loudly playing "Santa Claus is Coming to Town" along the way. I was greeted at nearly every block by smiles, beeping car horns, and wide-eyed children staring from the sidewalks.

This is a very worthwhile cause: collecting and giving toys for less fortunate children. Surely there will be many more smiles on Christmas morning as a result of the generosity and efforts of MGOC members.

Next year we'll work harder to coordinate both the collection and delivery. We hope to collect more toys and involve many more club members. In that spirit, if you would like to volunteer to be the MGOC's Toys for Tots campaign coordinator please send an email to swg3@comcast.net.



Photo Courtesy of Sam Gearhart

A Look Back at 2008

Photos by Jeremy Palgon



MG Vintage Races at Laguna Seca



MGs at the Annual Picnic in Tilden Park



The All British Car Meet at the Brisbane Marina

Changing Seat Diaphragms in Early MGBs

By Marty Ray

Are you sitting on the floor? Is your hindquarter scraping the ground or getting toasted on the exhaust pipe?

Never fear! Most likely you need a new seat diaphragm. The foam is likely to be good, but may need inspection.

Many people resist changing seat rubber diaphragms because it is harder than it first seems. You can get to thinking, “Oh, that shouldn’t take too long!” I had forgotten this, until recently, when I went to do the job and it ended up taking me three days.

Unsurprisingly, I looked in various books I have and none have a good detailed description of the problem. Why is it that so many books tell you to do some task that is quite difficult, but completely skip over any actual description of how to accomplish said task? Lindsay Porter’s book on MGB restoration, for example, says something to the effect that yes, you should definitely change the seat diaphragm, but you might be able to fix it by pushing the wires in the rubber back in when they have slipped out (and that you shouldn’t forget to put any of the hooks back in). Whoop-di-doo. Great. Real helpful there Lindsay.

However, I think I have some pointers that will help make it a lot easier. First, take out the offending seat. I won’t go into this too much, but if you have not put a bunch of anti-seize on the seat bolts in the floor you may be in for a tough job. Be careful, use a lot of penetrating oil, go slow, and work the bolts back and forth if they are stuck in there. In the bad cases, broken off bolts have to be drilled out, or worse yet, chunks of the floor come loose if the whole thing is pretty rusty. So do be patient and consider the condition of your floor before starting in on this project.

Don’t loose the pieces of wood, and the thick round lead spacers that go in the holes in the wood. This may also be an opportunity to reposition the seat fore and aft, if you want to get a bit daring. The bolts are special. If they are original, note they have conical ends on the threads (this helps to get them started). I have never checked if Moss sells these but you definitely cannot get them at the corner hardware store. If you were clever, you might take a suitable 1/4-28 size bolt and, having a die on hand to fix the threads, grind down the end to a conical shape (and then fix the threads with the die). Maybe.

Second, separate the seat back from the seat bottom (there are two bolts that hold them). Later seats have some extra parts that I won’t discuss. When separating the seat and disassembling the bottom, use cardboard, old towels,

or the like to protect the floor (and the seat). If you do it indoors in a nice carpeted room, some nasty debris will fall out of your old seat and you may regret it.

Third, you should bite the bullet and take the seat bottom apart completely. Don't waste your time trying to change the diaphragm with the cover and foam on there. Also, don't try to fix the old diaphragm. Just get a new one. The new ones are made by the modern derivative of the original company, "British Vitafoam Ltd." or something like that. New diaphragms are relatively cheap. Some later cars use a webbing assembly in a metal frame, but I'm not really covering that here. The foam cushion replacements sold by Moss are not really the same as the original "Vitafoam" ones, which are squishier and have two cavities on the bottom side near the front end of the seat bottom. Also, originally the seat cover was pulled down in the middle "bucket" area by various strings which pass through the foam and are attached somewhere in the bottom. Whether this aspect of the original seat, which helped to shape the seat, can be redone easily is uncertain. I haven't bothered on the seats I have done; but I think it would help to shape the bucket better. It's just that every seat I've ever seen was so deteriorated that I have never figured out where the strings were attached.

To get the seat bottom apart, you have to remove all the clips around the edges. These could cut your fingers, so be careful. Also they cut into the seat cover material, so try to use a small screwdriver to pry them away from the frame some to slip them off. Save these clips. Also save all the diaphragm hooks you can find. There are likely to be various bits of deteriorated burlap, strings, and such under there. You need to decide if you just want to replace your diaphragm or if you want to let the project snowball into a whole seat restoration.

I had to resist the strong temptation to repaint the rusty and bare metal seat frame where the original paint had just fallen off. Some things that are original are really good; but I really think that many chassis and body parts originally had very poor prep and paint. I think they often just sprayed right over the bare metal, without primer, or even any type of chemical prep at all. Much of this paint just flakes or falls off. It's pathetic really! Modern cars have powder coated parts that are often much better in this regard. But if you want to powder coat your frame, you will want a whole lot of other new parts too. All I wanted to do was to temporarily fix my seat so I was not on the floor.

To get the diaphragm on there, you have to stretch it. This is difficult and many expletives spewed forth from my mouth during this process. However, I think I have some helpful tips which may reduce this. But be prepared, it's a bit of a tough task. It would be helpful to have an assistant. I didn't.

The diaphragm has a specific shape. Study the old one before you remove it and compare it to the new one. You can't use some other

orientation. I suggest you start by hooking on one hook on one side, and then hook one on the other side. With the frame in the vertical orientation, and using some type of a bar like a tire iron to hold the frame down on the floor, grab the upper end of the hook with a vice grip pliers, get a good grip on it, stretch it, and try to get the hook into the tiny hole in the seat frame. The problem comes in that the force needed to stretch is large and the hole is very small. If the hook slips out of your vice grip, you need to have a tighter setting on it. If the hooks get bent up, this is why you saved the original ones. I also felt the originals were a better shape and possibly made stiffer too. Just try to do one hook at a time. If you can get the sides on you are doing well. Leave the front for last. After you get the sides (two hooks on each side) then go for the back end, one hook at a time. You will have to reposition the frame, and the holding bar, for each hook you try to put in. Finally, do the front middle hooks, and then do the two front side hooks. I think the order you do the hooks in makes a difference in how difficult it is. I was first trying to do this by hooking on the front two middle ones, and then the sides, and then the back, but I just could not get the back ones on. Then I let the front two go and was able to easily do the back, and then I was able to put the front ones back on again. So you may need to do it this way. It might also be that some stretching over time helped me, as I quit a few times and waited a day or so.

Once you finally get the hooks on, put the foam and the cover back on. Since it is relatively easy to re-stretch the cover on, and getting the middle part held down by strings is probably quite difficult, I did not try to use the center strings. To get the cover on, the idea is to stretch it tightly and evenly. Start on the front and put on one clip in the middle, then do one or two in the back, then do some at the back corners, then the sides, then the front corners. Eventually you can add more clips in various spots where you need them. You will often find that former seat re-coverers have put on way more clips than are actually needed.

Once you are happy with the appearance of the bottom, put the seat back together and put it back in the car. If the bolts were tough to get out, I suggest running a tap (size 1/4-28) through the holes. Using taps and dies on old car threads is generally a good idea, as is the use of anti-seize to keep bolts from getting corroded and seized up again. It is worth noting that threads, and taps and dies, come not only in different nominal sizes, but also in different classes of fit within those sizes. You can learn more about this topic in a book like *Machinery's Handbook* (more, in fact, than you would ever want to know). Suffice it to say that in many cases a tap or a die will under-cut or over-cut threads, such that the resulting fit will be sloppier than it originally was; and thus it is worth considering the use of "rethreading taps and dies" which are designed simply to clean existing threads rather than to cut new ones. These are more difficult to find than the standard items.

At the end of this procedure, you should have a nice comfortable seat, absent the squish and sag of your old one.

On the Road Again

British Auto Restorations



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MGOC Business Meeting Minutes

December 11, 2008

The meeting was called to order by President Sam Gearhart at 7:10 pm. Also attending were Randy Grossman, Mike Jacobsen, George Steneberg, Bob Stine, and David Wright.

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

Treasurer's Report: Recent expenses were only for *The Octagon* at \$270.

Registrar's Report: We are still getting renewals. We now have 260 members.

Secretary's Report: Sam signed the hotel agreement for the NAMGAR Regional event at the Doubletree Hotel in Rohnert Park and sent it to Andy Preston (receipt confirmed).

Corresponding Secretary's Report: White Post Restoration wants to provide goodie bags in exchange for advertising. Discussion tabled for now.

The Octagon: Sam proposed having monthly interviews with club members about their cars. The first one ran in December, featuring Kim and Craig Kuenzinger's Midget.

Regalia: Mike will email Performance Clothing to follow up on our key fob order. Mike found an MG car calendar photographed by Ron Kimball, famous car photographer, and will find out if he can get a few for prizes at the Holiday dinner. We are also going to sell some of our regalia through On the Road Again Restorations.

Web site: No report.

Past Club Events

Holiday Tea: Well attended.

Open Shop Tech Session and B-25 Open House: Visit was attended by about 10 members.

Upcoming Club Events

Toys for Tots Delivery: This Saturday.

Annual Dinner – Sam Gearhart & Lee Sheldon: January 10, 2009 at Francesco's in Oakland, drinks at 6:30 and dinner at 7:30 pm. We are still accepting reservations.

Planning Meeting: Saturday, January 17 at 1:00 pm at Bob Stine's house in San Mateo. Bob will provide directions.

Old Business

NAMGAR 2009 Planning Meeting: December 14 at George Steneberg's at 9 am.

Update on Club History Project: No news.

MG2009 (NAMGBR) Breckenridge, Colorado: Caravan update given.

New Business

Election of 2009 Officers: Motion to accept slate as nominated last month:

President – Sam Gearhart

Vice President – George Steneberg

Secretary – Bob Trencheny

Treasurer – David Sarasua

Motion passed.

MGs Under the Trees: Sam gave a brief report noting the Livery at Danville's Web site reported a recent ownership or management change. No further details as Kim and Craig were not able to attend the meeting.

New Registrar Candidate Needed: Mike will put an ad in *The Octagon* for the Registrar position which has not been filled yet.

Annual Dinner Prizes: Motion made to increase budget for door prizes for annual dinner to \$125 from \$100. Motion passed.

Commercial Ads: Mike will mail renewal notices to the commercial advertisers this week.

Next Meeting and Natter: The Annual Dinner will substitute for the January meeting. The February meeting will be at 7 pm on Thursday, February 12, 2009 at The Englander in San Leandro.

The meeting adjourned at 8:12 pm.

Submitted by Randy Grossman.

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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 – \$16,500 – 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 by third owner. Price \$5,900. 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.



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 moriarty@fastmail.fm.



Photo Courtesy of Kim and Craig Kuezing

Kim and Craig Kuezing at the Walnut Creek Parade of Lights

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Club Meeting

Natter & Noggin

February 12, 7 pm

The Englander Sports Pub & Restaurant
101 Parrott Street, San Leandro
<http://www.englishpub.com/>
(510) 357-3571

The Englander is an enjoyable place where we have our own cozy room.
The food is good so bring your appetites.

Directions to The Englander:

From Northbound I-880, take the Washington Ave. exit within San Leandro and turn right on Washington St. Travel 2.2 miles until you see Parrott St. Turn right on Parrott Street. You will see The Englander on your right.

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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