



# ON THE MARQUE

The Official Publication of the San Diego MG Club

## The Joys of Classic Car Ownership

*Our First Club Cruise*



We were apprehensive, but also very excited. We were going to be driving our newly acquired 1952 MG TD. We were the proud owners of a lovely 1950 RHD when we were in college at Cal Poly, San Luis Obispo, CA, over forty years ago. It was not as pretty as our present ride, but loved all the same. In college, even though our other car was a 1971 Corvette, the MG seemed more sporty. You were in the elements, close to the road, and you felt everything around you. Our biggest

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*Cogito ergo spud -  
I think, therefore I yam.*

## Under the Gavel



Autonomy is defined in part as "freedom from external control or influence, independence...." As we near the Fourth of July holiday, we stop to remember our nation's Founders' and their historic acts to provide autonomy for the (former) British colonies in the New World, and the creation of a new nation

which President Lincoln would say (in part) was founded in liberty. How does this apply to any car club, and more specifically to a club devoted to British cars? As I was reading the latest issue of *Car and Driver Magazine*, I came to a column at the end

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## From the Editor

I started working on this issue about five weeks ago, hoping to get it out in early July. However, other things in life kept weekends very busy and weekdays quite tiring. It's all good, though. Mary has asked me why it takes me so long – since I'm very adept at word processing. I find that I spend a lot of time figuring out where things will go. I want it to be appealing to view and easy to follow. Also, my engineering persona focuses on precision. At work we call it "polishing the rock."

In the last issue, I asked how people would prefer to have the multi-page articles organized. In this issue I have made nearly all articles continue on the next page. Please let me know how this works for you.

This issue is graced by contributions from a wider group in the club. I appreciate the articles from Mark Wilcox, Dave Allen, and Steve Kirby. I believe the personal perspectives they provide are wonderful additions to this issue. Also, Jerry Cole sent me a wealth of photographs from the San Diego Automotive Museum's *British Invasion*. They coordinated perfectly with Mark Wilcox's article on the same topic.

*Scott Davidson*



## 2016 SDMGC Officers and Volunteers

President	Jay Flynn
Vice President	Bob Bauer
Secretary	Miles Warren
Treasurer/CFO	Wes Sisson
Activities	Ernie Jimenez
Membership	Dave Allen
Newsletter	Scott Davidson
Regalia	Jim Timlin
Raffle	Debbie Henry & Joe Buchmiller
Sunshine	Susan Petersen & Sherry Bauer
Yahoo! Group	Dave Allen
Webmaster	Scott Davidson
SDBCCC	Bryson Pennoyer

## Meetings

General membership meetings are held on the first Tuesday of each month. The meeting officially begins at 7:30 P.M. at the Marie Callender's Restaurant, 6950 Alvarado Road, San Diego (adjacent to Interstate 8 just west of 70th Street exit). People start arriving at 6:30 P.M. to enjoy a bite to eat and socializing with other members.

## Membership

Membership in the San Diego MG Club is open to all with no restrictions. Ownership of an MG is not required. Annual dues are \$25, payable in January. There is a \$3 late fee for any member renewing after the March business meeting. A membership is considered to be a single person, a couple, or any two people desiring to join as a team. Associate non-voting membership is open to anyone not owning an MG, but wishing to participate in the club. New members receive a packet including a club license plate frame, name badge, and other assorted goodies. Dues payments can be made with checks or via PayPal. Mail checks to SDMGC, PO Box 500803, San Diego, CA 92150-0803.

### Under the Gavel (continued)

titled "How We See It: Autonomy," which describes the continued development of increasingly "autonomous" cars. There are six stages of automation per SAE Standard J3016, manufacturers have now reached stage three, with many automated aspects of the driving experience taken over by computerized systems, and, as the article states, "the driver does the rest of the driving."

My everyday car is a 2002 Acura TL Type-S which has many modern features, but is limited in "autonomous" features to anti-lock brakes. It is comfortable to drive, and I can put several hundred miles on it at a time without issue, including at speeds just a few miles over the speed limit (if absolutely necessary, or every time I drive; I'll let you decide). Every time I go somewhere, I see other drivers using smart phones, texting, reading, putting on makeup, eating, singing, arguing, and almost every act imaginable in a moving car, but very few people who are *driving* their cars. When I lived in Ventura County from 1990-95, I spent many hours visiting the job sites of my friend, Rich Cooper, a General Contractor who later found my 1978 MGB on line, which eventually led to my joining the SDMGC. As we drove through the freeways and streets of Southern California, he and I would both be scanning traffic well over a mile ahead, discerning traffic patterns and potential problems ahead, and we were both assured the other knew what he was doing behind the wheel of a car.

I began looking for a sports car, and an MG specifically, about three years ago, specifically because I wanted a *driver's* car, one without technological gadgets seeking to prevent me from some act an algorithm decided was not in my best interest. As you all know, MGs not only have no such gadgetry in them, but the electronic systems that come with the cars are at times entertainingly unreliable. The result of which is that MG owners need to be aware of what their car is doing at all times, and the person behind the wheel must at all times actively drive the car. This is a good thing. It is also, at times, a wonderfully rewarding thing. As we roll through the winding roads throughout the county, we are actively engaged in, and take pleasure in, driving the cars. Many of us are also involved, to a small or great degree, in doing the things needed to repair, maintain, and restore the cars, and keep them in safe condition for ourselves and those with whom we share the roads. I would love to more of this myself, but my aching back keeps me from the joy of automotive maintenance, and helps keep Paul Konkle in business.

The fourth stage of "Automation" for cars is defined in the article as a point where "the vehicle can assume all aspects of the driving task, but the driver will intervene as necessary." The article does not describe exactly how the conflict between computer and human should or would be resolved in such a situation. While I understand and appreciate the tremendous reduction in driving fatalities and injuries that are the result of all of the technological changes during my lifetime, I still prefer to control the machine myself. I hope you do as well. Washington, Jefferson, and the rest would be proud (if they had any concept of what an automobile was...).

I also read through the latest edition of *Automobile Magazine*, and in the column titled "Ignition," New York Bureau Chief Jamie Kitman has assembled his list of "Magic Machines," which he describes as cars that did everything right. He claims to have listed them in no particular order, but at the top of the list was the MG MGA 1600 (1959-'62). I tend to agree.

As we move into Summer 2016, we have many fun events in store, including the Coronado Fourth of July Parade, and the Past Presidents' Pot Luck Party, which I will be hosting on August 20<sup>th</sup> in Rancho Bernardo

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### Under the Gavel (continued)

(yes, the air conditioner works in the house). I look forward to hearing about NAMGBR 2016 in Louisville, KY from the Kirbys and Johnsons, as we move forward to hosting NAMGBR 2017 next June. Planning has already begun for the 2017 Installation Dinner, with great help from Roy and Cathy Hubecky who have volunteered to sponsor our appearance at the Silvergate Yacht Club on Harbor Island.

On a final note, congratulations to Joe Buchmiller and Debbie Henry on their wedding. Debbie will be keeping her last name, but has asked for volunteers to take over the monthly Raffle duties she has led for over two years now. It would be a nice gift from anyone who may have missed the ceremony.

*Jay Flynn, President*

### First Club Drive (continued)

adventure was a drive from San Luis Obispo to Santa Clara, California, a 400 mile round trip drive. Other than the loss of two of the blades on the fan, it was uneventful. Back then 55 mph was the freeway speed limit, so we were not the menace we are now. We decided to start some new memories with another MG.

This drive to Santa Clara probably clouded our thinking with our new baby. The college car was tired in many respects. The biscuit leather interior had more padding showing than leather. We had stretched a golden bedspread over the seats to make it look not so tacky. The engine was tired, but started easily and ran pretty well. It never gave us a worry. Our new car, let's call her Emma, is a very pretty and cute lady.

She, at present, wants to always run like the wind. She is bored at idle and gets a little cranky. You give her a touch of gas, and she races off singing her beautiful song (a little loud for my wife, Janet's, taste). The engine had less than a thousand miles on it since it was rebuilt. The problem was, it was rebuilt in 1997. But, heck, Emma is so beautiful. Her paint has a few chips in the fenders, the biscuit interior is fairly new, the tires are new, and everything works. What could ever go wrong? This is such a simple car. No smog. No electronics. No windows. Just four cylinders with a whopping 54 horsepower and a top speed of almost 60 mph at the tachometer redline. The brakes and suspension were completely rebuilt two years and a hundred miles ago. Other than the normal MG rear main oil drip, she was very dry. So, why have a concern about a little 50-mile club drive? Heck, I just drove Emma from Laguna Niguel to her new home in La Mesa without a hitch.

I thought we would be okay, but I decided a tune-up would be good insurance. I just wanted to get the timing checked and carburetors adjusted to get the little lady happier at stop signs. Being that I had but a few days before the event, a professional was in order. I drove her to a gentleman in San Diego for the job. He did a compression check on all the cylinders and found she was as good as new. I had discovered Emma was sporting an MGA distributor the week prior and figured it was going to be an issue. As it turned out, other than a useless vacuum chamber on the side, it was a better unit than the original. Unfortunately, the mechanic had no clue as to how you loosen the distributor to set it (I guess he was not familiar with a cotter bolt). He also could not figure out how to adjust the idle. Not what I was hoping for as a result. I paid him for his time and drove home.



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## First Club Drive (continued)

Still being concerned that Emma might get off on the wrong foot with Janet. I decided to time her myself. In fifteen minutes she was static timed. One issue resolved. The idle was a real concern. Emma had a taste for fuel. She ran very rich at idle and would diesel when the ignition was turned off. I decided to give another professional a shot. This gentleman knew his stuff, but had hurt his back and could only give it a quick once over. He got the idle lowered from 1,800 to about 1,000. He did this by splitting the connection between the two carburetors and adjusting the rear-most carburetor. Its throttle plate was not positioned correctly nor synced with its sister. He did a cursory look at the car and, other than commenting on the engine appearing to have too much oil splattered around, she seemed fine. He was not able to give the oil leak much of a look due to his back, but thought it was from the valve cover gasket. I felt really good and drove Emma home.

The morning of the drive was two days later. It was a bright a sunny day. The cruise was to begin in Solana Beach, about 25 miles away. We decided to take highway 1 up the coast. Emma purred right along, but still had some idle issues. She seemed to have grown accustomed to the rich taste of gasoline. She kept telling us she hated stop signs and stop and go traffic. I could see now that a carburetor rebuild was in my future. Here again, as long as Emma was cruising along she was happy. We arrived a little early at the club's rendezvous spot. We were the first car there, so we decided to grab some lunch.

With lunch in our bellies, we drove back across the parking lot to meet up with the gang. So many beautiful cars began arriving. Our little Emma fit right in. Her green body and black fenders shined as bright as my lovely wife's smile. There were MGAs, a TC, a TF, MGBs, and many more. Everyone had a smile. All were ready for a sweet country drive. Janet and I were stoked.



The fifty-mile drive began without a hitch. The string of MGs was a sight to see. The onlookers were many and the waves and thumbs-up were given to us all.

The drive was scenic. We all went at a leisurely pace. No one was going to be left behind. Little Emma ran like top through hill and dale. Never was there a hint of a problem. Being new to the car, now three weeks in our ownership, I watched all the gauges like a hawk. My biggest fear was to have a breakdown and disappoint Janet. She was yet to be comfortable with Emma. The trust just was not there yet. We also did not want to be a burden to other members of the club we had just joined.



As we approached Ramona, about the midpoint of the drive, the oil pressure gauge began to bounce from 50 to zero and back again. The car was running normally. The temperature was fine. I tapped the gauge and she stuck at 50. "Oh, well," I said to Janet, "it looks like we will be buying a new oil pressure gauge." We drove about half a mile farther, saw the oil pressure drop and stay at zero, and watched the water temperature begin to rise. This was not good. I quickly pulled over and killed the engine. A string of loyal MG-ers pulled in behind. I hopped out, popped the hood, and yanked out the dipstick. There was nothing showing on the stick. There did not seem to be any more oil than normal

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## First Club Drive (continued)

thrown under the hood, so I grabbed my spare quart of oil, and poured it in. Still nothing registered on the stick. As all MG-ers do, everyone came to our aid. Quarts of oil came from everywhere. Four and a half quarts later Emma had her fill. Everyone looked the engine over and could not see where the oil went. So I buttoned Emma up and off we all went. Emma once again was running great, but lost all her oil pressure once again in less than a mile. Once again, off to the side we pull. Everyone again rushed to our aid. As before, no oil was on the dipstick. Everyone was puzzled. One smart individual (not I) asked me to start the engine with the bonnet raised. He immediately told me to shut Emma down. Oil was squirting out from behind the lower banjo bolt for the oil line from the block to the head. As with all MG-ers, the group went digging for tools and deciding who should go for more oil. Alas, Emma is a 1952 MG TD. All her bolts are special, as everything is on any fine lady. They are not SAE or metric, but are Whitworth. Because of its location, the banjo bolt was not accessible with a crescent wrench. Time for a tow!



Our commander and chief, Bryson, hung back to make sure we were okay with AAA and then raced to catch up with the club.

The tow was uneventful. Once unloaded in front of our home, I drove Emma up the hill to her garage and quickly grabbed my Moss Motors catalog. Once examining the parts I might need, I decided to pull the questionable culprits the next day.

What did I find? The block and head side of the banjo fitting had no sealing washers and the lower banjo bolt was the wrong unit! In fifteen minutes I had everything off and the new parts ordered. I replaced the oil line between the head and block, the line to oil pressure gauge, and all the sealing washers. As all good classic car owners do, I ordered a bunch of other things as well.

Emma is all cleaned up now and she has a bone-dry engine compartment. One thing that we had all wondered was where all that oil had gone. Bryson emailed me that he had found it. It was all over the front of his car. Now for our next adventure ....

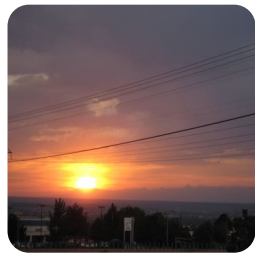
*Mark Wilcox*

## On the way to MG2016 in Louisville



☞ I'm not sayin' some MG drivers are old, but ...

Frankly, Gallup, New Mexico has never been one of our favorite tourist meccas. We really don't like to eat at fast food places, so often go out of our way to find something local. This was **not** on *Trip Advisor*, etc. Ended up in the very old downtown area, where we found virtually no places to eat. Then, at the very end of the area, we spotted this old-school sign, and gave it a try. Definitely the local hot spot, and some of the best Mexican food we've ever had. A truly homemade chili relleno ... yum. However, the best was the complimentary, freshly made sopapillas served at the end, with honey. We'll be back.



Albuquerque sunset!

Steve had wanted to see the *Negro League Baseball Museum*, in Kansas City (which is in Missouri ... eh?). Well worth it, especially if you are a baseball fan. Little did we know, however, about the early jazz culture in this town, which rivaled New Orleans, in its day, and still continues



Interesting, the *American Jazz Museum* and *Negro League Baseball Museum* have been combined, with the overall theme "Let Them Play." We truly enjoyed this.



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**On the Way  
(continued)**

The famous Arthur Bryant's Kansas City BBQ. OK, did do a little research on *Trip Advisor* for this one. This is the place which started the whole Kansas City BBQ experience, and little of the décor has changed since! Mr. Bryant is still there ... a great personality. Many, many pictures on the walls of famous folks and Presidents (and wanna-be Presidents). Interesting that Arthur Bryant has unofficially trained perhaps hundreds of folks, who have since gone on to open their own, competing restaurants. When asked about this, he replies with a smile that this is what makes America great!



Arthur Bryant

On Diane's list of places she wanted to see was *Antique Archaeology* in Le Claire, Iowa. She was crushed that Mike wasn't there.

*Steve and Diane Kirby*





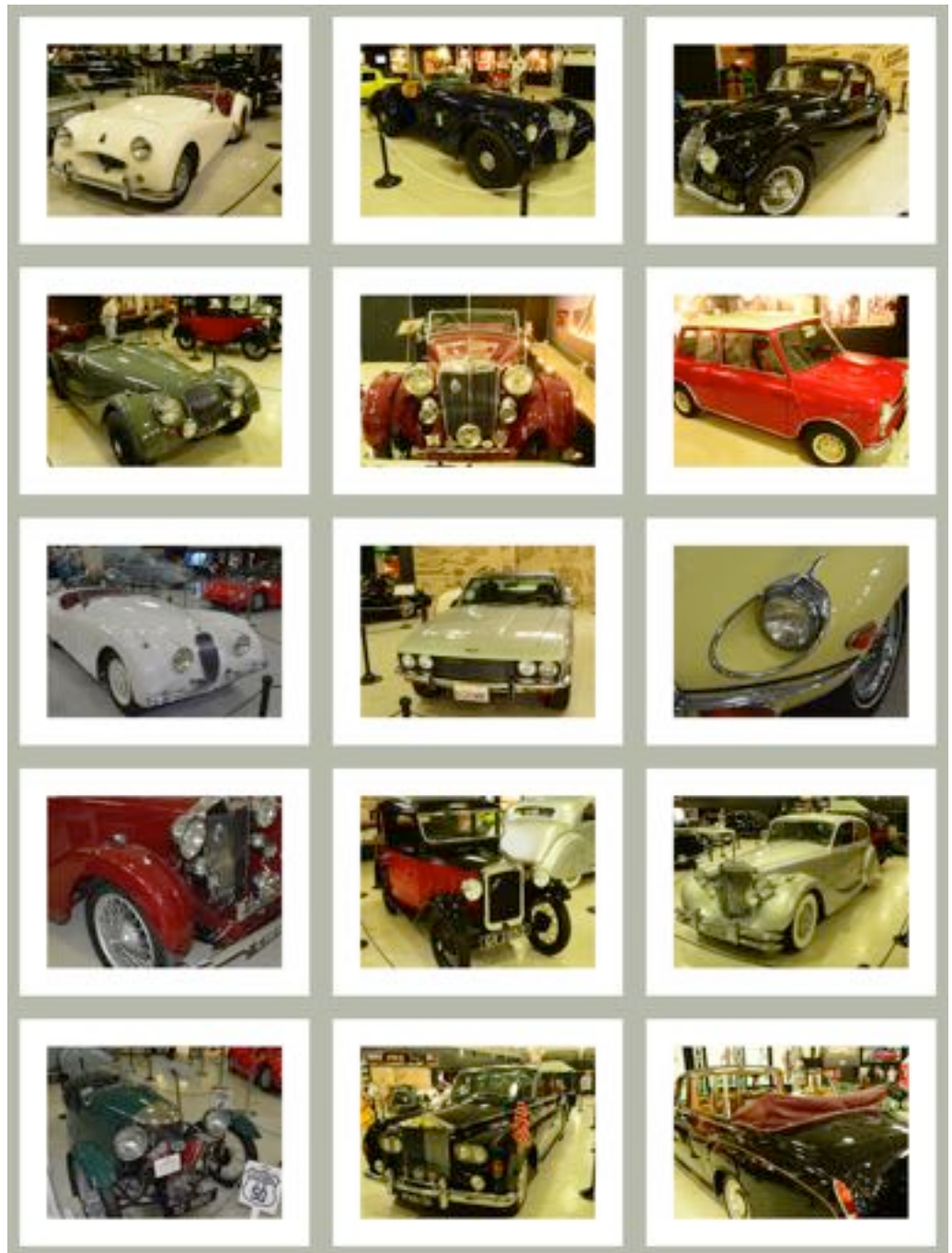
## San Diego Automotive Museum's British Invasion

*One Guy's Opinion*

While misnamed, the "British Invasion" show at the San Diego Automotive Museum was interesting ... and well worth the visit (especially on a free Tuesday), but it hardly represented the depth of the "export mentality" in the British Car Industry of the 50s and 60s. Just think of the impact that the Mini Cooper has had upon subsequent automotive design worldwide!

Where were the TCs, the TDs, MGAs and MGBs? The lone MG in the show was Bob & Donna Hanselman's gorgeous 1937 MGVA, hardly representative of the "invasion" presented by even that one little Abingdon-on-Thames car company.

While the cars in the exhibit were worthy, the title more appropriately would have been "Automotive Jewels from the British Isles."



*Mark Wilcox*

*Photos courtesy of Jerry Cole*

### Dave Allen's Roadster Garage – June 2016

#### Transplanting an 1800cc Engine Into an MGA

In my pursuit of achieving better drivability of my MGA, endeavoring to eliminate the socially embarrassing oil leaks, and improve the painfully poor performance (horsepower), I decided to ditch the 1500cc, and go with a 5 main 1800cc, GB engine. This is a summary of the endeavor.



The old 1500cc is liberated from the MGA.  
Note: an engine hoist and leveler is essential for removal of engine and trans together.

Newly rebuilt 1800GB engine, dynamically balanced, is ready for dressing.  
Note: There are a number of modifications that are needed to the configuration of back-plate, block, oil seal, which require good attention to detail for assembly success.



New 1800cc installed. Std. cam, ported & polished cyl. head bench-flowed, "blue printed" manifold ports, velocity plates added to SU's, electronic ignition, polish alloy engine components, , alternator upgrade.



Fine tuning of the carbs by Normita proved critical for optimum engine tuning.

### ON THE ROAD AGAIN





## What Did You Do Over Memorial Weekend? We drove our beautiful Emma to Idyllwild!

We loaded her up for the approximate 250-mile round trip. We used the AAA mapping program to route us on all back roads. No freeways this trip. I had her cleaned up and polished. No nook or granny was unused. The toolbox was full, two spare quarts of oil and whatever tools could be crammed in. New seat belts, wind wings, and a luggage rack were installed specifically for this trip. All fluids were checked and after the valve stem seals install, no smoke or oil consumption. All looked and sounded good.

We left a little later than planned, 1 PM. Janet had some issues to resolve at work. I had hoped to climb the grades in the cool morning, but not everything works as planned. What was surprising, there was little traffic. I guess the word got out to the general public that two old folks in an old car were going to poke up the hill at a snail's pace. We rarely got out of fourth gear, but geez, some people love to see

how exciting they can make their trip. Passing us across double lines at 10 to 30 miles per hour over the posted limit was far too common. Even Emma's throaty exhaust was drowned out by the four-wheel-drive pickups with their knobby tires and engine roar. With the suitcase on the luggage rack these unseen road monsters gave us many a start. We decided the addition of rear view mirrors were on the Moss ordering list.

The drive was spectacular. The green valleys and lush meadows were treats to behold.

The weather could not have been better. My only "oops" was that I forgot my sunscreen. As a sailor, how silly is that?

We drove through Ramona, shot past Julian,

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## What Did You Do? (continued)



Warner Springs, and many other small towns we had never known existed. So many of the towns had native Indian names. They were just spots on the map, with what seemed like no real meaning to exist. As we climbed the gentle grades, hitting first 2,000, then 3,000, then 4,000, and finally 5,000 feet, Emma never complained. My only concern was the temperature gauge. She never boiled over, but that concern was always on my mind. I just wished we had left in the morning.

We reached our destination at about 5 PM. We were tired, but thrilled with the quick drive through town. We saw many shops and restaurants we would surely visit over the next three days. We unloaded Emma and sat down to relax. Our accommodations were over the top!



Our cottage was the guest house for the owner's main house. It was built in 1925 and is a historic landmark. Elvis Presley had rented the main house when he filmed *Kid Galahad* in the area.

We ordered a pizza and relaxed with our biggest vices - iPads. Our grandson has some Internet game that we play with him every weekend. It is such a great way to keep in touch with him when we are hundreds of miles away. See, computer games have some family value.



When I went to pick up the pizza, I heard a squeak coming from under the bonnet. It sounded like a loose fan belt. Before I went inside to grab our pizza, I thought it would be best to see what Emma was telling me. The belt was not loose and the tach was working fine. I deduced that the generator, "dynamo" for you purists, might need some lube. I pulled out a screwdriver, removed the felt wiper, and found it was dryer than the La Mesa Main Street on a hot summer day (had to throw the La Mesa thing in). Well, that meant some shopping at a store that was not on our list tomorrow.

The next morning we decided to get some exercise and walk down to the town, get some breakfast,

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## What Did You Do? (continued)

find Emma's grease, and see what there was to see. We had gotten some recommendations on restaurants and, for breakfast, the Red Kettle was at the top of everyone's list. The Red Kettle was the locals' hangout for breakfast and lunch. It also was John Wayne's choice when he was filming in the hills surrounding town. The food was great, as all small town cafes seem to be.

With our bellies full, we were off to shop. The grease was first, a half a mile down the hill and a grueling half a mile back. Our feet were not very happy with us.



The shops were plentiful and with much variance. Most were not the Touristy type, lots of ways to empty our wallets. Idyllwild is known as an artsy community. There were many specialty shops with fine paintings and sculptures. There were two wine tasting rooms in town, and a couple in the neighboring townships. There was more to see than our feet would allow. We still needed to hike back up to the cottage.

The walk was very pleasant. The area was extremely well kept. We drooled at many of the cabins wishing we were the lucky owners. The walk brought us to the only real area with a climb home. It was the stone entrance to the cottages gated compound. We felt very special.



We then relaxed reading and iPad-ing. I greased the generator and strolled the grounds. It was a vacationer's dream. It had a private spa, BBQ, hammock in the shade, custom patio, and a killer view. I won't go into the internal accommodations, but needless to say, five star, and only \$169 a night.

There are many choices for dining. Most serve breakfast and lunch, or lunch and dinner. There is something for everyone. We chose *Gastrognome* for dinner. They have the best atmosphere, menu, and wine list. The service was impeccable and the portions large. Janet had a macadamia, coconut breaded halibut with a creamed pineapple sauce. I had bacon wrapped scallops and prawns. Both were choices I would have over and over again. Never had better. We plan to return for their long list of turf choices, if we had the time. Again, I will not make your mouths water by describing the desserts. Again, perfect!

After having our fill, it was a short drive back to our not-so-humble quarters. Emma's squeak was gone and she purred like a kitten. The host supplied free DVDs for the cabin, so we climbed the stairs to the sitting area to relax with the movie *Jerry Maguire*.

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## What Did You Do? (continued)

The next morning, our legs told us that we were not going to be walking to town. It was going to be Emma who got us to town. It is so rewarding to drive Emma around. Everyone waved and gave us thumbs up. Many a passerby yelled out “great car,” “cool,” or some other compliment. We are getting smile wrinkles from every kind word said. As we shopped the day away, I am sure many stopped and dreamed of owning our little Emma as we did the fine cabins we walked by the previous day. During our walking tour through town, we saw a restaurant called *Ferro*. It was Italian food with a five-star rating.



This was a poor choice for us. While I am sure it was an anomaly, the service was bad, the food not to our liking, and the ambiance paled by comparison to *Gastrognome*. Not being a very worldly person, the prawn, mussel, and clam dish took me aback. There, laying on top of the concoction, were two prawns, still in their shells and heads intact. Pulling off their heads with innards remaining with the prawn, was too, too much. My appetite was seeping away fast. But, not one to let seafood pass by, I covered the heads and guts with a napkin on a separate plate and dug in. It was, in fact, pretty tasty. Never had I been forced to work so hard for a meal. Mussels and clams were in their shells and the prawns as previously explained. It was a meal I will remember for some time.

All in all, it was an adventure. We returned to our cottage for some wine and another movie.

It was Memorial Day and we were heading home. Emma was loaded and we bid our lovely cottage good bye. We had another breakfast at the Red Kettle and were on our way. It was so much fun with our little Emma. Everywhere we went people stopped us to admire and comment on her beauty. Everyone had a story from their pasts about an MG or other classic sports car. If I had had buttons on my shirt, they would have been popping.

The drive began very uneventfully. It was so much easier descending in elevation than climbing. Emma was purring right along enjoying the drive as much as we. Unfortunately, all cruises in 60 plus year old cars must have their bit of excitement. Shortly after we started, Emma’s tach stopped working. I had given the zerk on the tach gear drive a couple of pumps of grease thinking it might be the cause of the squeak a couple of days ago and knew I had pumped in too much. Well, Moss would get some additional cash to lighten my wallet. It was no big deal; I was comfortable with my shift points by speed and sound. We continued on enjoying the countryside.

Oh, the ignorance of youth (I still think I am young, no matter what anyone else thinks)! Long drives in old cars must have some excitement. You know you really aren’t going very fast, no matter how it feels. You are out in the open, wind in your face, butt inches from the ground, and cars whizzing past at break-neck speeds. Old British sports cars know you need your heart pumping just a little faster. We had just stopped at Julian for an old person stop and were off to Ramona for an ice cream. I noticed the ignition light had come on solid and it appeared our generator was not producing any juice. We were close to home, but yet so far. Not to worry my navigator, Janet, we cruised on without a word from me. I was thankful for a new battery and the little

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## What Did You Do? (continued)

use of juice needed. We ignored the stretches of road that required headlights to be lit and I prayed that if we were stopped, we would get a sympathetic officer. Fortunately, the balance of the trip was without incident. Emma motored on without a care. She had done her job. She gave us a fun trip, full of beauty, and just enough excitement to exercise my heart.

Time to plan another adventure!

*Mark Wilcox*

## New Members

The San Diego MG Club welcomes the following new members to our ranks.

- Charles Blasco
- Edward Coffey
- Steve Induni
- Meredith Priestley
- Bill Rogers
- Jon Schiff
- Randell & Rose Stark
- Stephen & Victoria Winter

*Dave Allen*

## Sunshine Corner



At our June 7<sup>th</sup> meeting, we celebrated three June birthdays and one belated May birthday for Bobby Petersen. The June birthday boys were TJ, Bob, and Jay. None of the “boys” would share their ages, but we sang a rousing *Happy Birthday* song enjoyed by all!

Paul Konkle had wonderful news about his business doing so well that he’s moving to a larger facility. Very exciting! His new place is close to his old shop. The address is 3476B Channel Way, San Diego.

Other exciting news is that the

Neales are grandparents to Ash Leroy Weber, who was born prematurely at 31 weeks on June 5<sup>th</sup>, weighing in at 3 lbs. 15 oz., measuring 16 ¾” long! Renee brought a picture to show to all of us.

Jerry and Diane Cole were at their first meeting since Jerry had his back surgery. Jerry had the same surgeon perform his surgery as Scott Davidson did earlier this year. Jerry is still healing, but doing well.

More surgery news: Bob Hanselman had surgery on June 7<sup>th</sup> for a total shoulder replacement. We were informed

that he should be home by the 8<sup>th</sup>, but haven’t received a current update, as of yet.

And, lastly, Susan Petersen shared that on May 31<sup>st</sup> she caught her right hand in their vertical wood fence. She injured three fingers and almost lost her ring finger. Whoa! She said that she’s healing nicely. Sounds pretty brave to me!

So that’s it for the month. Remember to email or call Susan or Sherry to keep us informed of all the current news, get-well cards needed, and any good gossip.

*Sherry Bauer/Susan Petersen*

## April/May Meeting Minutes

### *April Business Meeting*

April 5, 2016

SDMGC-Business Meeting

Minutes by Miles Warren

President, Jay Flynn, called the meeting to order at 7:30 pm.

Representatives from NAMGBR will be here in October to tour Embarcadero Park. Scott Davidson, Steve Kirby and Jay Flynn will accompany them.

Vice President - Bob Bauer made a correction to the newsletter stating that Steve Kirby is the recipient of the 2015 Carl Barber Award, not Mike Benbrook. Mike was the winner in 2014.

Secretary - Miles Warren reports no changes to the March minutes.

CFO - Wes Sisson reports a current balance of \$6,952.28

Membership - David Allen reports 142 paid members for 2016

New Member: Rick Marasco has a 1967 MGB

Sunshine - Well-wishes for Susan Peterson's Mother

April Birthdays: Lou Galper, Steve Kirby & Scott Davidson

Activities Czar - Ernie Jimenez reported a successful St. Patrick's Day drive with just one breakdown; Bryson Pennoyer.

La Jolla Concours d'Elegance is this weekend, April 8-10.

Bit-O-Britain is closing on 4-11-16

4-16 Parkinson's Walk at Liberty Station

4-17 Rolling British Car Day

4-23 Pat Garrity is hosting a tech session at his house, "Park In the Dirt"

Jay Flynn was awarded Regalia Bucks for leading the St Patrick's Day Tour

No SDBCCC news tonight as Bryson Pennoyer and Jim Revere are absent.

*Continued...*



### *April/May Minutes (continued)*

Newsletter – Scott Davidson apologized for his typographical error in the last newsletter.

Regalia – BUY A MUG!!

Paul Konkle ran all right at Willow Springs Raceway near Palmdale. He had a trouble-shooting weekend finishing 24<sup>th</sup> out of 40+ cars. He got to 15<sup>th</sup> overall. His friend finished 8<sup>th</sup> overall and 1<sup>st</sup> in the small-bore class. The next race is April 30-May 1 at Fontana.

No New Business

Raffle included Guinness beer, English cookies, a puzzle, MGB air filters, lights, and a 4" grinder with discs. Only participants in the inner circle took home a prize.

Lindsay, Julie Wilson's granddaughter, is our distinguished guest.

Wes Sisson won "Honey It Runs" for the second month running.

There is a 1951 MGTD for sale; anyone interested should contact Scott Davidson.

Meeting Adjourned at 8:23 pm.

### *April E-Board Meeting*

April 12, 2016

SDMGC E-Board Meeting

Minutes by Miles Warren

Vice President, Bob Bauer, brought the meeting to order at 6:58 pm.

President, Jay Flynn, is on vacation in Europe.

We are included in the 4<sup>th</sup> of July Parade in Coronado this year, Insurance Liability coverage is for 10 cars/ 20 participants.

NAMGBR 2017 – Contract has not been signed as of yet.

CFO, Wes Sisson, reports that we have a balance of \$7,092.28. We gained \$200 from the raffle and paid \$130 for the PO Box. The expense for the website is still unknown.

Secretary, Miles Warren, reported no changes to last month's minutes.

Membership Coordinator, David Allen reports that we have 143 paid current members.

*Continued...*

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### April/May Minutes (continued)

Newsletter – April 24 is the deadline for submissions for the March/ April newsletter

Activities Czar, Ernie Jimenez reminded us that the Parkinson’s Walk is Sat 4-16-16.

Rolling British Car Day is Sunday 4-17-16.

Pat Garrity is hosting a tech session at his house 4-23-16.

No New Business

Meeting Adjourned at 7:56 pm.

### May Business Meeting

May 3, 2016

SDMGC-Business Meeting

Minutes by Miles Warren

President, Jay Flynn, called the meeting to order at 7:30 pm. He asked for 6-8 volunteers for the organization of NAMGBR 2017 festivities. Scott Davidson, Sky Hoffman, Mike Benbrook, Steve Kirby and Andy Lincoln volunteered to coordinate “something” and will meet next week.

David Coyote will photograph cars for register publicity.

A drive for the event needs to be organized.

Vice President - Bob Bauer deferred to “Honey It Runs”

Secretary – Miles Warren “can’t seem to get worried about not having your minutes done promptly” but will continue to try and will get the minutes done ASAP.

CFO – Wes Sisson reports a current balance of \$7,011.99; Debbie and Joe Buchmiller contributed over \$200 from the raffle and Steve Kirby gave more than \$200 from parts sales back to the club.

Membership – David Allen reports 153 paid current members.

We have 2 guests tonight:

- Dr. Jon Schiff has a 1952 MGTD. He is a retired USAF Colonel.
- Bill Rodgers has a 1968 MGB. He is a wooden boat builder with a reported “Genetic pre-disposition to love things that are high maintenance.”

New Member: Nick Colovus has a 1962 MK II

*Continued...*

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### **April/May Minutes (continued)**

Activities Czar – Ernie Jimenez told us a story of his meeting in a parking lot with a couple, Steve and Victoria Winter and their '74 Midget.

Saturday, May 7 is skills day at Cuyamaca College from 8:00am – 2:00pm

51<sup>st</sup> Annual Fallbrook Vintage Car Show is being held at Pala Mesa Resort this year

Dan Harmer raised \$5,333 in the Parkinson's Walk; the 3<sup>rd</sup> most \$ overall!

Newsletter is being edited and perhaps could be ready by the weekend.

Jim Timlin is pushing regalia; new items include a beach bag and first-aid kit.

Sunshine – Susan Peterson and Sherry Bauer report that Jerry Cole's back surgery was a success!

May Birthdays: Paul Konkle, Dan Harmer, Debbie & Joe Buchmiller, & Gavin Warren.

Racing at Fontana...Paul Konkle took 2<sup>nd</sup> Place!! The next race is the Coronado Speed Festival.

There is no BCCC representative present to report tonight.

Regalia Bucks were awarded to TJ for his part in the Valentine's Day drive and Pat Garrity for hosting the transmission tech session.

Raffle included part of a gas lamp, a shop apron, voltage tester, squeegee, lights, a folding knife, tequila and magnets.

Bob Bauer awarded the "Honey It Runs" redemption certificate for the Guatay Trailer Park Resort to Bill Masquelier redeemable beginning 12-24-2066

Meeting Adjourned at 8:47 pm.

### ***May E-Board Meeting***

May 10, 2016

SDMGC E-Board Meeting

Minutes by Miles Warren

President, Jay Flynn brought the meeting to order at 7:00 pm.

Jim McGhee has offered to do free wire wheel repair for NAMGBR 2017 attendees in need. Paul Konkle and Robert Nobles will be offering oil changes at Paul's Garage during the event. There will be approximately 135 national members in attendance; 90 rooms have been reserved for out of town guests at Paradise Point. Regalia specifically for the event is needed.

**Continued...**

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**April/May Minutes  
(continued)**

Vice President, Bob Bauer made a motion to sign the contract for NAMGBR 2017. The motion was seconded and unanimously passed.

Secretary, Miles Warren had nothing to contribute.

CFO, Wes Sisson expressed his interest in changing the method of keeping books from calendar to fiscal year; Positive or negative input is welcome. Our current balance is approximately \$6,900.

Membership Coordinator, David Allen reports 155 membership units.

Activities Czar, Ernie Jimenez reported that Jeff Taylor and Bruce Wyckoff, the president and vice president of NAMGBR are coming to tour the site.

The 51<sup>st</sup> Annual Fallbrook Vintage Car Show is May 29.

Urban Ramble III is Saturday, June 11.

Coronado Speed Festival is being held in July.

**Scott & Mary Davidson are hosting a Post-Wedding Reception for Joe and Debbie Buchmiller at the Davidson Residence on July 30. A bottle of red wine is the only gift that will be accepted.**

Jay will host this year's Past President's Picnic at his family's county club residence.

Scott Davidson moved that additional points be awarded to volunteers for NAMGBR 2017 festivities. The motion was seconded and unanimously passed.

Bob Bauer volunteered to be the Driving Chair for NAMGBR 2017 tour routes.

New Business – the topic of parts storage as a club was addressed and killed. Members are encouraged to inventory their stored parts for trade, sale or gift to members in need. Community storage as a club is not a viable option at this time.

Meeting Adjourned at 7:58 pm.

*Miles Warren*

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**Deadline for July/ August newsletter is, optimistically, August 26!**

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