



ON THE MARQUE

The Official Publication of the San Diego MG Club



SDMGC - CORONADO INDEPENDENCE DAY PARADE 1959



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SDMGC - CORONADO INDEPENDENCE DAY PARADE 2017

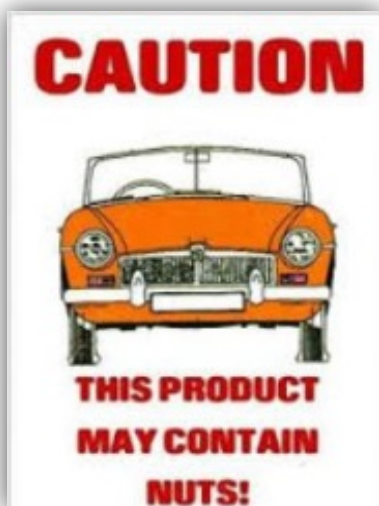
FROM THE EDITOR



On the Cover – SDMGC members at the staging area for the Coronado 4th of July parade.

This issue of OTM is not as long as the last issue, as there was just not much going on after MG2017. I have included another article in the continuing series *A Look Back on an MG Model* for your enjoyment.

I consulted with The High Minister of Activities as to upcoming events and he informed me that there were only a few in the works. An ice cream social and a poker rallye are in the planning stages. Additionally, mark your calendars for San Diego British Car Day, which will be held October 8th. The location has been changed to Spanish Landing Park East. Registration is available online for a mere \$25. Any club member can suggest or put together an event. If you have a good idea for an outing, please make it happen!



To submit items to *On the Marque*, Please email to: lmoe777@yahoo.com

T. J. Moran – Editor OTM SDMGC

2017 SDMGC Officers and Volunteers

| | |
|----------------|-------------------------------|
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Chair- NAMBGR Scott Davidson

Meetings

General membership meetings are held 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 before the meeting starts.

More on membership on page 12 with Membership News from Dave.

A Note from NAMBGR Chairman



The following message was included in a card sent from Alan Magnuson to Steve and Diane Kirby, who wish to share this with the SDMGC

MG2017 has passed, but the wonderful memories are alive. Thank you both for the hours and hours of planning, organizing, and working through all the details to make MG2017 the exciting and glorious event it was.

Please share the appreciation and thanks with the members of the San Diego MG Club. MG2017 was a great event enjoyed by all! Your volunteers, in bright green, were easily seen and very helpful with directions and answers to questions. Your event signage was clearly visible for each day's events.

Your team was full of energy and the Registration, Regalia, Raffle, Silent Auction, and Vendor area had a positive hum the whole event! Dinner on Casa Guadalajara's festive and colorful patio was great! Folks enjoyed the guided drives and hospitality! Thanks for making all the "right" contacts to have a sunny day for the car show. Who did you ask to get the Navy to have ships, helicopters, planes and seal team training to occur?

The banquets live action had great items and very spirited bidding!

Thanks again for organizing such a wonderful MG2017!

Alan Magnuson / Chairman - NAMBGR



Independence Day Parade Coronado

Once again the SDMGMC represented the MG Marque in the annual Coronado Independence Day parade. Thanks to the High Minister of Activities Ernie Jimenez for providing all the background work to allow us to present our motorcars at one of the best 4th of July parades in the country. The beautiful morning found us decorating our LBCs with festive patriotic banners, garland, and flags. The SDMBBC has been active in this celebration for decades now. The photo on the cover is from the SDMGMC participation in 1959!

The crowd was many rows deep on both sides of the parade route and our MG's were very well received by the throngs of spectators.



Escondido's Cruisin' Grand



August 4th was the date for the Cruisin' Grand Avenue in Escondido. 2017 is the 18th year that this event has been presented. The theme for the evening was British and German Night. SDMGC members brought out their MGs to represent the British marque. There were various DJs and bands performing music for all the participants and enthusiasts. For those who are not familiar with this event, it will be continuing each Friday night until 9/29/2017. For more information please visit <https://cruisinggrand.com/events/calendar/>

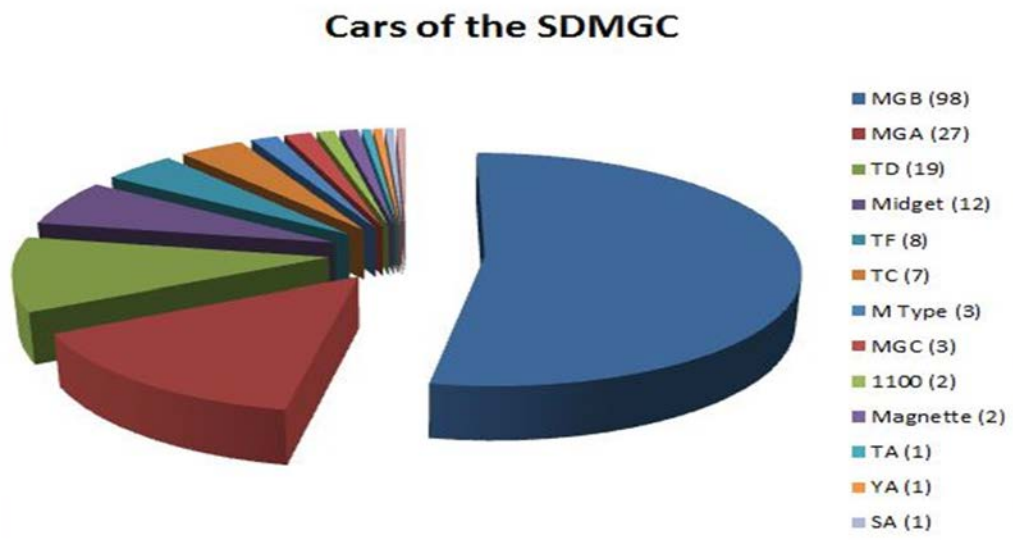
Congratulations to our own **Bob Hanselman**, who was awarded the Best MG of the Show for his 1937 VA.

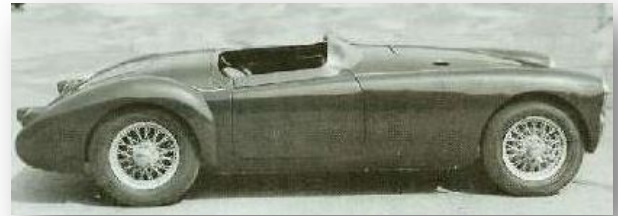




A Look Back on an MG Model

I found myself curious of the quantity and models of the cars that make up the SDMGC stable. Below is an unofficial chart of the almost 200 MG's within the club. The MGA represent a substantial slice of the "pie" (and that this Editor has one in his garage) I have selected the spectacular MGA "The 1st of a New Line" for this edition of.... A Look Back...





Prototype MGA – EX-182 built for the 1955 Le Mans

It's 1951 and George Phillips is preparing to race Le Mans piloting in a very new looking MG race car. (MG EX 172) The aerodynamic body was designed by MG's Syd Enever. The body sat atop a TD powertrain and chassis. Notice how George is sitting rather high in the cockpit. The car performed well, however dropped out of the endurance race after completing 80 of the 8.5 mile laps. The winning British car that day was a Jaguar C-Type (267 laps in 24 hours), but for the MG marque a rather fine showing for a new racer.

The appealing body almost never went any further as a prototype was offered up to the Chairman of BMC. It was dismissed as a deal had been brokered to produce Austin-Healey cars. Fortunately the slumping sales of traditional MG T-series caused the powers that be to rethink the prototype known within the company as the UA-Series.

The 1955 **MGA 1500** was a completely new design from the bottom up. To solve the issue that Racer Phillips endured, the floor of the MGA was mounted at the bottom of the frame rather than the top, resulting in a lower seat position thus lowering the occupants. The XPAG was not used as the B series engine was incorporated from the Magnette saloon. The 1489 cc engine initially produced 68hp, but was soon increased to 72hp. The MGA Coupe version was offered in September of 1956.

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This potential trophy-winner breaks clean away from traditional M.G. styling, yet inherits all the qualities and fine craftsmanship that have for over a quarter of a century distinguished its famous predecessors. Many of its features are identical to those embodied and tested in George Eyston's record-smashing M.G. Special. Faster... sturdier... safer, it holds the road like a limpet and its 1500 cc. o.h.v. engine puts up a performance that is quite exceptional.

£395. 0/6 Ex Works plus £200. 0/10 Purchase Tax

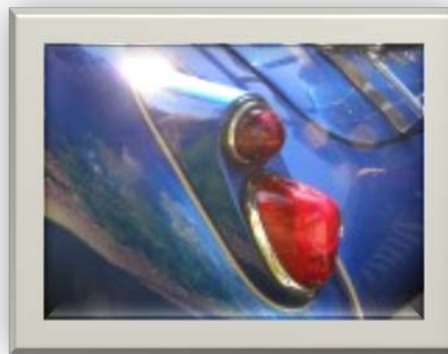
1958 saw the introduction of the high performance **Twin Cam** version of the MGA. It sported a high compression engine (9.9:1) with a Dual Overhead Cam (i.e. – twin cam) aluminum head which increased the horse power from 68HP to 108HP. Later a low compression version (8.3:1) was produced, which offered 100HP but dealt with the issue of detonation, which plagued the high compression engine. Gone were the drum brakes as this roadster utilized four wheel **disc** brakes manufactured by Dunlop. They also sported Dunlop knock off steel wheels. These same wheels were also used on the next variation, which was the MGA Deluxe. The distinguishing identifier for a twin cam is the Twin-Cam logo which was placed near the front vents. Unfortunately sales of the initial twin cam faltered, as there were a vast number of warranty issues that soured the twin cam in the eyes of the owners and potential buyers. The low compression version solved many of these issues, yet the word was out that the twin cam was temperamental and unreliable. Today these models are highly sought after and command a high price tag. A mere 2,210 twin cams were produced, which makes them even rarer today. Production for the Twin-Cam came to a halt in 1960.



1959 saw the launch of the **MGA 1600** and the **1600 De-Luxe**. MG turned up the production line for this model and in just shy of three years cranked out over 30,000 units. Essentially the same car, yet the increase in displacement also brought some styling changes in the exterior lamps and included front turn signals. The 1600 badge also appeared on the boot and up front. The De-Luxe version sported the same pressed steel wheels as the Twin-Cam and also used the 4 wheel disc brakes. (Using up the old stock?)



1500 Tail Lamp



1600 Tail Lamp



1600 Mark II Tail Lamp

1960 saw the introduction of the MGA Mark II. It again received an increase in engine displacement. At 1622cc, the increase in bore brought an increase in HP to 90HP, up from the previous 79.5 HP. This increased HP was also achieved with a new combustion chamber design which also incorporated larger valves. The exterior remained mostly the same except for a recessed front grille (done because of the US market, where owners complained of getting parking dents in their grilles) and horizontal rear tail lights. High speed was smoothed by a new ratio of the rear axle which was changed to 4:1. It sported a 0-60 time of 12.8 seconds with a top speed of 105 MPH.

Parts obviously remained and were incorporated in the 290 **1600 De Luxe** roadster and 23 De Luxe coupes. The 1600 Mark II De Luxe versions also received knock-off steel wheels.

MGAs were very popular in the U.S. and were used in multiple T.V. and film productions. A red 1960 MGA Mark I roadster was used in the making of **Blue Hawaii** starring Elvis Presley. Elvis was so taken by the car (pictured below) that he bought it after filming concluded. He ended up selling the MGA, but later missed it so much he purchased it back. It remains as part of the singer/actors estate and remains on display at Graceland.



The North American MGA Register (NAMGAR) reports 8,180 MGA registered with the organization. The goal of this organization is to promote the preservation and enjoyment of the MGA. It should be noted that NAMGAR also promotes other MG models including Magnettes and other MG variants. Originally organized for the North American geographic, it now includes membership in 12 additional counties around the world.

BMC produced 101,081 MGAs from 1955 to 1962. Only 5,869 were sold domestically in the UK. While all were manufactured in the UK, cars shipped as kits were assembled and sold in the nations of Australia, Canada, Mexico, Cuba, Holland, and Ireland. The U.S. market consumed over **80%** of all MGAs produced.





Below - MGAs being produced at the Abingdon factory



From The High Minister of Activities



As this summer comes to a very warm close of season, our car club is still basking in the afterglow of a very successful NAMGBR 2017 Event this past June and the annual Coronado July 4th Parade. Many thanks to all members who worked so hard to bring these events to fruition, and made these outings so memorable and successful. I also want to give a belated "Thank You" to Bob and Donna Hanselman for hosting the July 4th After Glow Party at their home for refreshments and to watch the fireworks.

And speaking of summers, many of our members were on the go, traveling hither and thither and enjoying the holidays. Myself, I was off fly fishing in the Wyoming and Idaho Territories and saw beautiful high mountain country with gorgeous wild rivers. It will be fun to swap holiday stories when we all meet up again. So with all these things happening, our car club was on sleepy auto pilot with not a lot of events planned. That being said, Louise Shappee did host the recent drive-in movie night with the T Register and I thank her for organizing that event.

September will find us gearing up for end of summer and fall events. In addition to our monthly Business Meeting on September 5th, we will be having a Presidents Day Get Together hosted by Jay Flynn and an Ice Cream Social Event hosted by Terry and myself. Dates are TBD at this time. Also, Sunday October 8th will be the San Diego British Car Day event at Spanish Landing East, hosted by the San Diego British Car Club Council. Fun times and events coming soon, so no excuses for not getting your LBC tuned up and ready to go.

Summer is not over yet, so everyone take this opportunity and get the most out of what is left. Take care and see you at the next meeting!

Cheerio

Ernie Jimenez, SDMGC



It would appear that our High Minister was not the first member of Nobility to own an MG! HRH Prince Charles with his 1969 MGC GT

Membership News from Dave



A Warm Welcome to New Members

Kenneth & Sherri Mandell, Dammeron Valley, UT. '72 MGB, Joined July 2017

SDMGC Membership

SDMGC currently has 150 paid membership units.

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.

SDMGC Membership Roster

The Membership Chairperson maintains an official Roster of the SDMG Club members. Club members that have indicated that it's okay for the club to share their personal information i.e. email, phone numbers, addresses are listed on the club Roster. If you would like an electronic copy of the SDMGC Roster, please let me know and I will be pleased to send you a copy.

Dave Allen – Membership SDMGC (dallen@sbcglobal.net) (619.370.1795)



From the Gavel



The dog days of summer have hit San Diego, but I prefer to think of them as FANTASTIC convertible driving weather. We still have several events scheduled for the late summer and fall months, High Minister of Activities Ernie has planned an Ice Cream Social; look for details in an upcoming e-mail. I have been given the date of Saturday, September 23rd, 2017 for the Past President's Pot Luck Picnic Party, which will again be held at 12131 Bajada Rd., San Diego, CA, 92128, where we have previously held last year's event and last year's Holiday Party (for those who attended either or both of those events). This will be a pot-luck afternoon affair, and it would be greatly appreciated if a few members could show up early to help with set-up, and a few to stay a bit longer to help with clean-up. Hopefully the weather cools down a bit after this week's heat; it should be a fun day. Long term planning continues for the next Installation Dinner. Sadly I missed last month's general Business and E-Board meetings, so I will need to be updated on the conversation on that topic (um, Secretary Miles Warren, um, minutes?). Also, thanks to the San Diego T Register for inviting us (again) for burgers and a drive-in movie last Saturday night. A small but spirited crowd had a fun time at Anny's Burgers and at the Santee Drive-in.

Mom and I had a great time cruising the British Isles, but sadly we got nowhere near Abingdon during our visit. For those of you lucky enough to visit the Motherland of our little British cars, I highly recommend it (and if you can get on the direct flight on British Airways to and from Lan Diego and London's Heathrow airport, all the better. We needed 10 hours just to get to Los Angeles, and it took 26 hours (without sleep) to get to the cruise ship, but that is a story for another time. I was able to visit part of Hadrian's Wall and the remains of an ancient Roman fort, Stirling Castle (made famous by William Wallace, Edward the Longshanks, and Robert the Bruce), a far too brief visit to the traditional Home of Golf, St. Andrews, a very cool trip through Liverpool (the birthplace of my lovely neighbor, Caroline Grondin), following in the steps of the Beatles, including a drive down Penny Lane, where you can see the roundabout, Barber Shop, and bank all mentioned in the song, an interesting trip to the Guinness Brewery in Dublin (during which we passed a Tower Records store during the bus ride (another story for another time), a bus ride through the verdant hills of Wales, where the waterfalls were EVERYWHERE!!! We also visited Blarney Castle, where I took the time in line to kiss The Blarney Stone, and finally a visit to Stonehenge, which was amazing in the daytime, but must be spectacular under a dark summer night's sky. For those who have been there, in the past few years they removed the roadway that passed very close to the stones; it is now in a much more natural state.

On a very different note, most of you are probably aware of the health issues that our dear friend, Sherry Bauer, has been through in the past few weeks. the last word is that she is recovering, and will hopefully be back home soon as of this writing. Thanks to all of you who have taken the time to visit her, or to send your thoughts and prayers, which will continue on into the future. Please remember to keep Bob in your thoughts and prayers as well, he has done an amazing job of caring for her through her recent health issues.

I hope to see as many of you as we can fit in the room at Marie Callender's next Tuesday,

Jay

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