



ON THE MARQUE

The Official Publication of the San Diego MG Club



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FROM THE EDITOR



On the Cover – Sky and Ruth Hoffman’s 1932 MG J2 on display at BCD 2018.

This editor may have a grin on his face next time you see him as the yearlong restoration of Gracie (1967 MGBGT) is just about complete. All the long hours of rust repair, body work, engine bay restoration, new carpet and upholstery, paint and polishing and all the little things that must be done are coming to a close. My thanks to the many club members who have offered up required parts and advice. I would estimate that I spent about 25 hours a week for the past year to reach this point. As Gracie is my third restoration I must say that this one was the least frustrating. Perhaps it is the learning curve from doing multiple LBC’s. Gracie is looking forward to making her debut!



No San Diego MG is complete without the SDMGC badge!

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

T. J. Moran – Editor OTM SDMGC

2017 SDMGC Officers and Volunteers

President	Andy Lincoln
Vice President	Bob Bauer
Secretary	Miles Warren
Treasurer/CFO	Wes Sisson
Activities	Ernie Jimenez
Membership	Dave Allen
Newsletter	T.J.Moran
Regalia	Jim Timlin
Raffle	Joe Phillips / Fran Roe
Sunshine	Jay Flynn
Yahoo! Group	Dave Allen
Webmaster	Scott Davidson
SDBCCC	Bryson Pennoyer

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 16 with Membership News from Dave.

IDYLLWILD RUN



September 29th was the day for the Idyllwild run following the absolutely beautiful route set up by Richard Rafter. A good showing of MG enthusiasts met up at the Marie Callenders in Escondido. We headed up the old 395 through Rainbow and Temecula. The sun was shining on us all the way to our final destination. We did make a scheduled stop at the Anza Dairy Queen for refreshments and of course ice cream. The pumpkin spice treats were offered up on the menu with many of us taking part in the delightful fall treats. Sated we loaded up into our trusty steeds as we continued toward Idyllwild gaining elevation all the while. We stopped just outside the delightful little town at the Mountain Center Café to enjoy a delightful lunch with great comradery and good times. Following lunch we were free to explore the hamlet to take in the shops and sites. It just so happened that the town was having an annual party at the local fire station. There was live music and dancing along with lots of tasty food offered up. They had an auction which I believe was to raise funds for firefighting efforts. There was ample evidence of last year's fires in the area however all the burn areas were well below the town. A small band of our little club also took advantage of the area by staying overnight. This editor along with the lovely Jennifer booked a cute little cabin bungalow via AIRB&B to enjoy the evening mountain air. The lack of light pollution provided awesome views of the nightly heavens. When is the last time anyone has looked up and could plainly see the Milkyway galaxy? Good times!



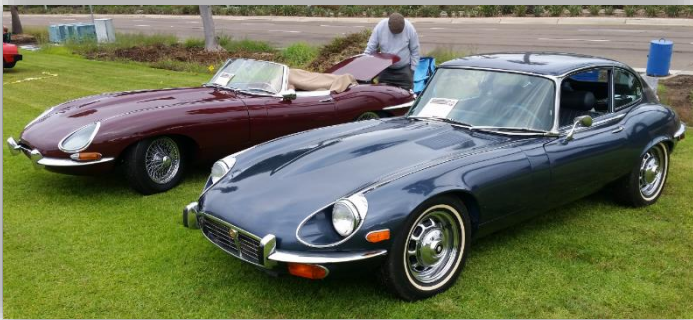


SAN DIEGO BRITISH CAR DAY 2018

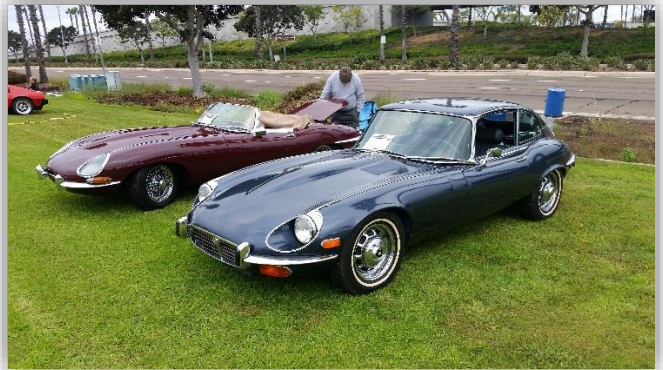


Spanish Landing was the venue for this year's BCD featuring British Race and Rally cars. Our thanks to the San Diego British Car Club Council who sponsored this tremendous event with the fine leadership of Joanie Berkwitz. Of course various local clubs also participated in the planning and execution of this fine event including the San Diego MG Club with Bryson Pennoyer as the prestigious *Lord of the Lawn*. Bryson and many others were on hand early to set up the grounds and provide guidance for the parking of the many British marques. So much work went on to once again pull off a wonderful display of our British buggies. Many thanks to all those who make this event happen year after year! The previous evening rains subsided and the day proved to be without rain however with slight overcast. Even without direct sunlight our English autos were able to shine. A variety of vendors were also on hand including our own Jim McGhee offering up scale models of primarily British makes. Results of the voting for our favorite SDMGC cars is listed on page 11.















Finally, there were awards offered up to the highest vote getters in the various British automobile categories. As there were so many British makes on display let's just focus on what is really important... how did our MGs fair and who was acknowledged with an award. Drum roll please....

<u>Category</u>	<u>Place</u>	<u>Winners</u>	<u>Model</u>
MG2 - MG TC, Y Type, TD, TF	1ST	Robert Brooks	1955 TF
	2ND	Schuyler Hoffman	1952 TD
MG3 – MGA	1st	Jay Flynn	1959 MGA
MG5 – MGB 1962-1974	1st	Miles Warren	1967 MGB
	2nd	Robert Petersen	1963 MGB
	3rd	Andrew Lincoln	1965 MGB
MG6 – MGB 1975-1980	1st	Bryson Pennoyer	1980 MGB

But wait, there's more... although not an MG, it must be noted that some of our members do actually own other British makes and it was British Car Day.

MC1 – Mini Classic	1st	Schuyler Hoffman	1964 Mini
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Congratulations to all!

Tech Article – Refurbishing My MGBGT Leaf Springs

As most of you know, I have two MGs, a 65B roadster that I've had for over 20 years (and most of those disassembled in my garage) and a 67BGT that I bought two years ago. My mantra with the BGT has been to not over-do it on repairs or upgrades to avoid a repeat of a disassembled MG in the garage for 10+ years. That's a bit difficult for me, as I enjoy working on the cars almost as much as driving them. The parts buying, the effort, the frustration, and the eventual success are really quite special. So, for the BGT, I have decided to take a simplistic approach of fixing what I can vs. buying all new parts. This sort of thing is what Alan Turing (father of modern computers) called his "desert island experiments": practical work done with minimal expense on equipment and supplies.

I recently applied this approach to the problem of my rear suspension: though the car sat at the right height, and looked all right, it felt very loose on the road. When I crawled underneath, I could see one of the dampers was leaking, the rebound straps were cracked and the springs' bushings were shot. I could have bought new springs, but folks have had issues with new springs sitting too high and being too firm. I decided to redo the rear suspension for minimal cash outlay, and (spoiler alert) it went very well.

I started with some spare rear dampers that I'd gotten from a friend. I cleaned them, removed the valve and top-up plug and flushed them out with new shock fluid. It took about an hour to flush out all the dirty oil and debris from the shocks, and then I filled them up and put them to the side. I can report now that they are working fine, no leaks, nice and consistent. I'll get the leaking set rebuilt (better than new) by Peter Caldwell at Worldwide Imports when I have time.

I then jacked up the car, *carefully* supported it on stands, and removed the leaf springs (see picture "A Car without Springs"). I was shocked to find that the leaf springs clips were very loose and the leaves moved around in my hand! No wonder it felt so squirrely on the road. These were the original leaf springs, with two piece clips of relatively thin metal (see picture "Lots of Clips") that were very easy to remove with a punch and a chisel.



A Car without Springs

When I had one spring disassembled, I took a picture (“Before & After, or Is That After & Before?”) and used different color paint on each side to prevent mixing up the individual pieces later. I cleaned off the surface rust with a wire wheel and painted each leaf with a paint-over-rusty-metal paint from Eastwood.

Before



Andy – The MG Whisperer?

Once the paint was dry, I started reassembly. I had bought a roll of 1 3/4" wide leaf spring liner from Amazon and I used the rotten old liner to determine how much to use on each leaf. The standard package was enough to do both springs with a couple of feet left over. I reassembled each spring using a vise, working from the center outwards. As I clamped the spring together near each clip, I used a C-clamp to hold the 2-piece clip together. Each clip has a little tab that fits into its partner's slot and the tabs are hammered over to hold the clip together tightly against the spring leaves. A few of the tabs broke, of course, as I pounded them back into place: metal fatigue. I had a spare original leaf spring from the 65B's restoration, so I used that to get some spares to make up for the breakages. Amazon also sells a similar type of 2 piece metal clips: I'd bought some of those but it was easier to reuse the ones I had.



Hooke's law of springs came into play on the renewed springs. I put them upside down on the patio and measured their default height: within about 1/8" (not too bad). Then, with Jacob's help one of us stood on each spring while the other measured the loaded height. A calibrated Jacob (145 lbs.) deflected each spring by the about same amount (to within 1/8") and this was confirmed by stress testing with a calibrated Andy (rather more than 145 lbs., but whose weight is a State Secret). Since both springs were very close loaded and unloaded, I decided I'd done a good enough job and put the slightly taller one on the driver's side.

I went for a ride after reassembly and reinstalling them on the car, along with new Superpro bushings, the refurbished dampers, and new rebound straps. The rear suspension is transformed and the car is a much more enjoyable drive now! Not bad for a "desert island experiment".



Repro Spring

There one more picture to share “Repro Spring (bottom) and Original Spring (top)” which shows how the new replacement springs compare to the 1960’s ones that came on the car. You can see that the new clips are one piece and comparatively thick steel vs. the original two-piece clips. I think it would be quite a lot of work to get those clips off & then back on again: they were probably put on with a press. If anyone is interested in doing this for their own car, I can look up the leaf spring material, and I have extra original two-piece clips and a set of replacement two-piece clips. It was a pretty enjoyable weekend of work: the hardest part was getting the front spring eye metalastic bushing out so that I could replace it.

On my 65B, my springs were sagged and the car had “bachelor’s lean” pretty badly. So, for that car, I bought new springs. I’m all for making do and mending, but I am not interested in learning the blacksmith’s art of re-arching and tempering springs. Joe Buchmiller “knows a guy” who can professionally refurbish leaf springs on our LBCs if that’s what your car needs. As I said it was a lot of fun to accomplish this and I’d do it again, especially since that means I’d probably be doing it on a third MG!

Andy Lincoln – President SDMGC



Membership News from Dave



A Warm Welcome to New Members

Jim Duvall – 1954 MG TF, Joined Sept. 2018

Sean O'Brien – 1979 MGB, Joined Oct. 2018

Tom Wilson – 1973 MGB, Joined Oct. 2018

Current member units – October, 2018: 157

SDMGC 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. 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. Dues payments can be made with check or via PayPal.

Mail checks to SDMGC, PO Box 500803, San Diego, CA 92150-0803.

PayPal to: sdmgclub@gmail.com

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 happy to send you a copy.

Dave Allen – Membership SDMGC (dallen135@sbcglobal.net) (619-370-1795)



YEAH - 2019 Membership Campaign Kickoff

October marks the kickoff for the 2019 Membership Campaign.

You won't want to miss out on all the great events, activities, News Letters, etc. planned for 2019.

The campaign runs from October to January 1st 2019.

The club membership and finance persons are now accepting annual dues of \$25.

The club also, invites, and greatly appreciates donations from "Life Time" members.

Please remember to pay early and avoid the \$3 reinstatement fee if paid after the March 2019 General Meeting.

Methods for paying \$25 renewals:

1. Payments by check or cash are welcomed at the club's monthly General Meetings.
2. Send check made out to SDMGCC by mail to: P.O. Box 500803, San Diego, CA 92150-0803.
3. PayPal (Friends & Family) send payment to: sdmgclub@gmail.com

Big thank you for those that have already paid/donated to the 2019 Membership



From the High Minister of Activities



Greetings club members and car aficionados everywhere, it certainly looks like fall is upon us and our holiday season is just around the bend. It was a long hot summer but with the weather changing somewhat it's time to keep those little gems in your garages in proper nick and enjoy our upcoming events.

Our September and October events came quickly and were all eventful with good participation from club members and fun times for all. Summer always seem to be the hardest time for getting out and about because of vacations, visiting relatives, home and garden projects and a myriad of other things to do. I mean this is San Diego where the choices of outdoor activities are endless, so I'm always pleased to have people enjoying their vehicles and in the company of other club members.

In September we had several car events to attend beginning with the GOF (Gathering of the Faithful) event in South Lake Tahoe the week of September 10th to September 14th. There was also the Cajon Classic Cruise Night with the "British Invasion" in El Cajon on September 12th. On September 22nd we had the Annual Ice Cream Social at Hammonds Ice Cream Shop in Point Loma which drew several of our members for their delicious ice creams. Terry and I had a fun time selecting that shop because of the wide variety of ice creams and even had vegan ice cream! Such a deal! And then to close out the month there was the fun run to Idyllwild on September 29th which was a big success. Many thanks to Richard Rafter who planned the route and even put in a potty break at the halfway mark. This run turned out to be a beautiful drive on a beautiful day and many people were very happy with the drive and the delicious food at the Mountain Center Cafe. I've had this run in my planning book for over a year and a half and was very happy it finally came to reality. This drive was so nice we may have to do it twice, eh?

October came in so fast it was hard to believe we were in another month. But what a great event we had on October 13th with British Car Day at Spanish Landing. This was such a special day and British cars of all marques, sizes, colors and combinations were in attendance.

The theme this year was Traditional British Race and Rally Cars. And each and every car was a pristine jewel. TJ and I assisted Bryson Pennoyer marking off the areas for vehicle entries with yellow tape, while Scott Davidson, Miles Warren, and Andy Lincoln were busy doing their duties, hanging banners, directing traffic and other things related to making this a smashing event. There were other members assisting so please forgive me if I missed you. And special kudos to Joanie and Craig Berkwitz from the British Car Council who worked tirelessly for many months to pull all this together.

And now, just as a matter of information, the Hagerty Youth Driving Experience, scheduled for November 10th at Liberty Station, has been postponed due to a space issue. This same event will go on as planned on February 16th 2019 at the Del mar Fairgrounds so I hope you get a chance to sign up with Wes Sisson for that date if you plan to bring your car. Details to follow.

On Saturday, November 17th will be our Annual Poker Rally complete with trophies for best winning poker hands. Remember, please, that everyone who wants to participate in this event must register. Cost is \$15 prior to Nov 17th and \$20 day of. You can go to britishcouncil.com or contact Joanie Berkwitz at mold40@roadrunner.com for further registration info. I will also be sending out a reminder to our car club. I have a feeling there's going to be a lot of Minis there.

And finally I had a Save the Date for Dec 1st for a quick fun picnic run which I'll announce at a different date. December 15th will be our annual "lots o' fun" Christmas Holiday Party and White Elephant Gift Exchange at the home of Pat Garity who promises to move his models and car parts out of the living room and put his little doggie in her pen! I'll also be bringing a sign-up sheet for members to bring dishes for a potluck. Our main meal will be provided by your car club, yay!

Our final event will be the Midnite at Abingdon Happy New Year event to be held at Filippi's Restaurant in Kearny Mesa, 4:00 pm. So come by, say goodbye to 2018 and ring in 2019 Abingdon style! More details as we get closer to the date.

I hope everyone is well and doing fine, I applaud all of you for making this such a wonderful car club. Please remember if you need assistance getting your car running, or a problem you are having difficulties with, don't hesitate to contact me or any other member for help. I will put you in touch with any number of members willing to go the extra mile for you. We have a lot of member expertise at your fingertips and this is what makes us a unique car club, we help each other.

Cheers and (Root) Beers,

Ernie Jimenez, SDMGC

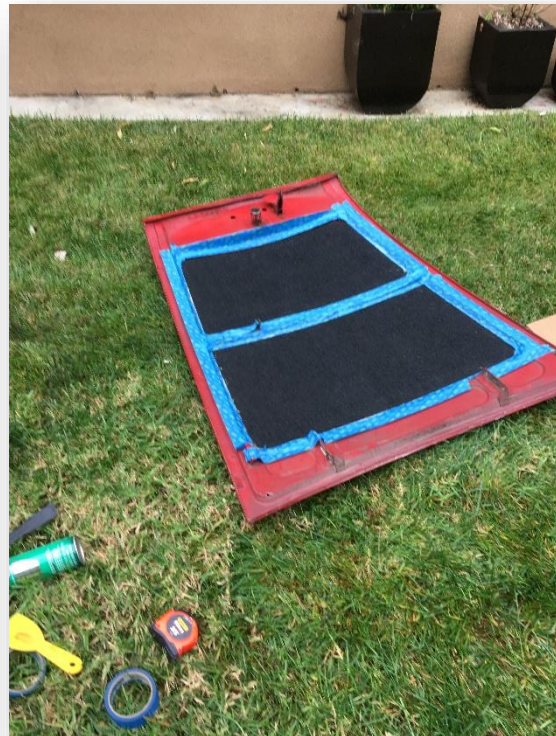
High Minister of Activities

FROM THE GAVEL



Greetings, San Diego MG Club! Both of my MGs have been going really well lately, so well that I'm reluctant to take them apart in an effort to improve either one of them. Which means I've been careful to do things that I could finish in a day...

I've been playing around with some spare master cylinders and distributors, refurbishing them to have spares ready to go if needed. Most recently, Larry Hallanger gave me a 5/8" sway bar for my 65B roadster and I only had some 9/16" Superpro bushings available. I thought about it for a minute, and decided I would (carefully) drill out the hole to make it work. Using a drill press on slow speed and a wood bit, it was pretty easy to carefully center the bit in the hole and ease it out to 5/8". I had my local garage press new metalastic bushings on the sway bar ends and I'll install it when I get back from my impending travel to the UK and Australia. Before that, I bought a bonnet sound deadening kit for the 67BGT and enlisted Jacob's help in taking it off & putting it back on. It was a lot easier to install the material with the bonnet upside down on the back lawn than trying to do it on the car. Luckily, the previous owner had drilled a couple of guide holes into the hinge/flange so that we could get the bonnet pretty well lined up, only needing one slight adjustment afterwards. I've enclosed a couple of pictures to prove that I actually have been doing this work!



Next, I will miss seeing you all at the November meeting, but I'm sure that our Vice President, Mr. Bob Bauer will do his usual exceptional job in running the meeting and the all-important election of officers. I would strongly ask folks to consider how they might contribute to the club, as many of our officers have served for 3 years. I know they will be more than willing to help you get settled into your new role and support you in your tenure on the club's board.

While you're all that the meeting, I'll be in the UK on a business trip to meet with customers and speak at a conference (Global Milsatcom—military satellite communications). I have managed to fit in some car-related events for that trip, of course! First is the Regent's Street Motor Show (Saturday 3 November) that precedes the London-to-Brighton Veteran Car Run (Sunday 4 November). After a week of working, I'm taking part of Friday off to visit the classic car show at the Birmingham NEC. I'll post some pictures of that. I'm also buying a Brown and Gammons castor correction kit (only £24) to reduce the steering effort on the 67 BGT, since I need to redo the front suspension bushings this winter anyway.

Looking forward to January, we have confirmed the date and venue for our annual winter party where we celebrate active members and install the new officers. Thanks to the efforts of Belinda Konkle, Renee Neale, and Ruth Hoffman, we have booked the Rancho Bernardo Swim & Tennis Club for Saturday 19 January. Please block this date in your diary and make plans to attend: we'll have great people, great food, and a nice event.

Andy Lincoln – President SDMGCC



From the Sovereign Prince of Sunshine



Greetings and Salutations to all... **First**, happy activities news from British Car Day, where many trophies were won by Members of SDMGC, including by Paul Konkle for his #26 MGB race car, which won out over several beautifully restored racers from other manufacturers. We all enjoyed wonderful weather the entire day, with mostly overcast skies keeping temperatures down and spirits up. Congratulations to all the winners, and thanks to all who participated. A big thanks from the Prince to Scott and Mary Davidson, who registered but did not BRING their gorgeous baby blue 1957 MGA, allowing the Prince to quietly run off with a 1st Place trophy against the only other MGA in competition that day. **Second**, a reminder that the High minister of Activities will be checking mileages at the end of the calendar year to determine the High Mileage award at the Installation Dinner in January, so get out and play with your toys, if you do it enough you may get a prize! **Third**, Happy Birthday to last month's only admitted birthday boy, Joe Buchmiller, and belated wishes to Secretary Miles Warren, who tried to sneak one past the goalie by only admitting to his July birthday in the minutes of the July general Business Meeting, but was caught by the eagle eye of the Prince, who sent a card with pretty pink flowers to note the occasion. **Fourth**, SDMGC extends its best hopes and wishes to the several long term Members who have left the county or State in the past few months, and those planning to do so in the near future. Mike and Ally Benbrook are happily running Oakhurst Spirits, where Mike creates quality Whiskey and other libations, and Ally continues her painting hobby. Mike and Julie Wilson are close to their beloved granddaughter Lyndsey in central Texas, and encourage visitors to stop by if at all possible. Bob and Donna Hanselman are off to Illinois with their pre-war beauties, and Fran Roe and Joe Phelps are fighting City Hall zombies so they can sell their home and head off to Florida. They are all loved and are and will be missed. Please take the time to reach out to the Prince if you have any friends, family, or others who may want or need a little sunshine sent their way (birthdays, weddings, babies are all good things to celebrate, and if things are not going so well, we'll send a little something to brighten the day of someone in need). **Lastly**, a new set of Executive Board Members is being formed, and there will be openings that need to be filled. The Prince is upgrading to Vice-President, so if someone would like to take over Sunshine duties, it would be appreciated. Current Members of the Board will be requesting/enforcing the help of the other Members to do the needed work to keep the Club running as smoothly as it has in the past. If you have the time and energy, please do your part to help. Remember the High Minister has set up several fun events for November and December (because we live here and we CAN!!!), please show up and join in the fun. Hope to see a full room at the next General Business Meeting, see you then.

Jay Flynn

Upcoming Events

POKER RALLY

Saturday, November 17

Hwy 76 + I-15 Park and Ride 9AM – 2PM

CLUB FUN RUN

Saturday, December 1

TBD

SDMGC HOLIDAY/CHRISTMAS PARTY

Saturday December 15th

Pat Garity's home 6PM – 10PM Details and info to be announced

MIDNIGHT AT ABINGDON

December 31st Filippi's Restaurant in Kearny Mesa 3PM

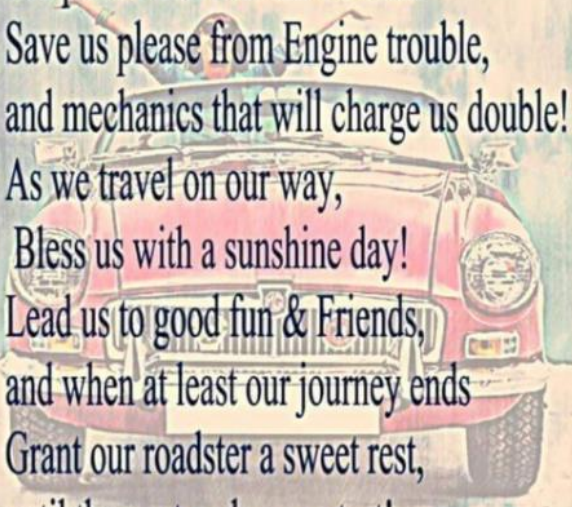
Details and info to be announced



And finally, the following was offered up by Diane Kirby on our Facebook page!

The MG Prayer

God Bless our little MG car,
and guide us as we travel a far.
Help us find the roads we seek,
and please don't let the oil leak.
Save us please from Engine trouble,
and mechanics that will charge us double!
As we travel on our way,
Bless us with a sunshine day!
Lead us to good fun & Friends,
and when at least our journey ends
Grant our roadster a sweet rest,
until the next endurance test!



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Thanks for sharing Diane!

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