



ONTHEMARQUE

The Official Publication of the San Diego MG Club



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FROM THE EDITOR



On the Cover – A 1965 MG1100 Sport Saloon dressed up for the holidays, this editor calls her Alice!

Happy New Year to all who love MGs and also to those who have not caught the MG bug quite yet! This is the final issue of OTM with me as its editor. Yes, Alice is one of my own in my small stable of MGs. It was my pleasure chronicling the SDMGC activities and events for you all to enjoy. There awaits a whole new crop of Officers and volunteers to fill the shoes of those of us who have served the club for the past year(s), but that announcement will have to wait for the next issue after they are installed. It truly is the wonderful membership that makes our SDMGC what it is today, and what it will become in the future. Thank you all!

Over the weekend I was watching the wonderful holiday movie titled A Christmas Story where Ralph's father wins a "Major Award". (turns out to be a lamp of a woman's leg in fishnet stockings) Seems he was not the only one to win a major award! Please read on and you will find out which club has been recognized this new year with the prestigious trophy that in the words of its namesake "will enhance the Clubs prestige, assist its growth, and add to the enthusiasm of its members."

Congratulations to the SAN DIEGO MG CLUB!

2018 SDMGC Officers and Volunteers

| | |
|----------------|----------------------|
| President | Andy Lincoln |
| Vice President | Bob Bauer |
| Secretary | MilesWarren |
| Treasurer/CFO | Wes Sisson |
| Activities | Ernie Jimenez |
| Membership | Dave Allen |
| Newsletter | T.J.Moran |
| Regalia | Jim Timlin |
| Raffle | Joe Phillips/FranRoe |
| 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.

POKER RUN



Saturday November 17th was date for the annual Poker Rally. This was a joint event sponsored by the San Diego MG Club and the British Car Club Council. This run was designed by Richard Rafter as a fun driving road tour with the added bonus of collecting playing cards at various checkpoints. The aim was to acquire the highest 5 card draw poker hand. The run covered approximately 75 miles of scenic back-country roads in north San Diego County as well as a brief venture into Riverside County. The SDMGC wishes to thank the folks who manned the check-points:

Diane and Steve Kirby

Wes and Joseph Sisson

Joe and Debbie Buchmiller

Richard and Susan Rafter

Terry and Ernie Jimenez

Our thanks also go out to Joanie Berkwitz of the San Diego Car Club Council. It turns out that there were many great hands compiled by the cars involved. Ernie stated that there were multiple full house hands submitted at the end of the run. A full hand of Kings and Queens won first place. Trophies were presented to the highest hands at the end of the run.



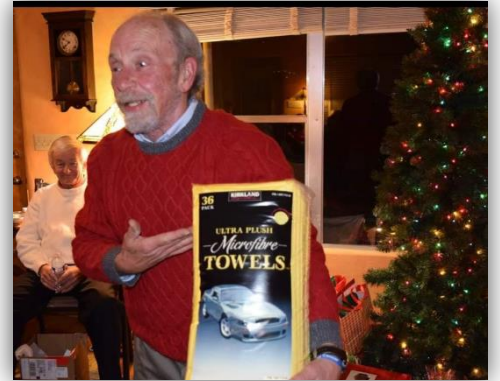




SDMGC HOLIDAY PARTY

Pat Garity (the Professor) once again opened his lovely spacious home for the Club's Holiday party. His neighborhood was overtaken by a great number of MG automobiles filling his sprawling driveway and the roadway below. Members dressed up in festive season's attire and brought interesting and thoughtful White Elephant gifts for a rousing round of theft and amusement. Main dishes were provided, with club members bringing wonderful salads and side dishes and tasty desserts.





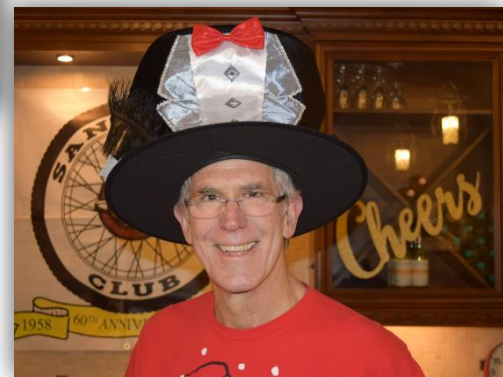
MIDNIGHT AT ABINGDON

It is the tradition for the SDMGC here, in our southern California hamlet, to bring in the New Year not at midnight local time but rather to celebrate the New Year at midnight GMT. We do this to honor the birthplace of most all of our MG's – Abingdon, Great Britain. It must confuse the locals, we don't care!



Monday, December 31st the faithful gathered at Filippi's Pizza Grotto to celebrate another fine year of the SDMGC, our 60th! It was a great turn out and all who attended enjoyed the festive decorations that Ernie and Terry put up. There were celebratory hats and noise makers at every table. The wonderful Italian food was delicious and included lasagna, spaghetti, eggplant parmesan, salad and bread. Although the tables were packed with food it was all gone by the time the Abingdon New Year arrived. Our President Andy Lincoln made the official announcement that the SDMGC has been awarded the Nuffield Trophy to the delight of all. Our outgoing High Minister of Activities Ernie Jimenez was the Club timekeeper ensuring that we all knew when the New Year was upon us! Just another of the awesome activities that this man has created during his tenure.





It Takes a Club to Build a Car

Submitted by SDMGC Treasurer – Wes Sisson

During the summer of 2016 my then 14 year old son, Joseph, and I took a 1700 mile California road trip in my recently restored '66 MGB. I think it was during this trip that he decided that these 'Lil British Cars are actually pretty cool. It also didn't hurt that whenever I dropped him off at school or baseball practice his friends would say, "Wow, cool car!" So when I asked him if he wanted to work with me to restore a car for him, he jumped at the offer.

This 1966 B sat in a field for 32 years. It had rust in all the usual places as well as unusual. But the aluminum hood, deck lid, grill, and bumpers were all straight. The metal dash was in good shape with the gauges all present and accounted for. The seller assured us the engine was complete and original and if the hood release cable hadn't been chewed/rusted through, we were welcome to check it out.

The Parts Car



The Project Car



Also a 1966 model year, but with much better bones. It only had rust in the usual places - floor pans, rockers, dog legs, and the lower front fenders. This was bought as a stalled project with the floor pans already done. It also included a bunch of new parts in which the Moss price alone for these items was more than we paid for the car. So that's where we started, two old rusty cars and a bunch of extra parts.... and some Harbor Freight coupons.



Much of our progress over the last two years came with an assist from other club members. We are fortunate to have so many talented members who are willing to teach and lend their time, expertise, tools, and/or wisdom in helping other members with their projects. Joseph and I have been overwhelmed with this generosity. The list is long and unfortunately I didn't always remember to take pictures so I hope I didn't forget anyone. Joe Buckmiller hauled both of the carcasses home for us. Miles Warren and Dave Allen got us started on the metal work and TJ came by when we got stuck. And all three have helped on various other jobs and parts acquisitions. Pat Garity helped us straighten a frame rail to my great relief. Thanks to Steve Kirby for his excellent choice of paint color and guidance, Andy Lincoln, Jim Timlin and Richard Rafter for their generous donations of parts, Nick Colovus for the use of his paint gun and color sanding lesson, Bill Masquelier for random help on all things mechanical or electrical. Lastly Robert Noble for his calming guidance on any drive train related question.



TJ working his magic. Notice proper use of all safety equipment.



Joseph welding up the frame rail.



Grinding off the old paint



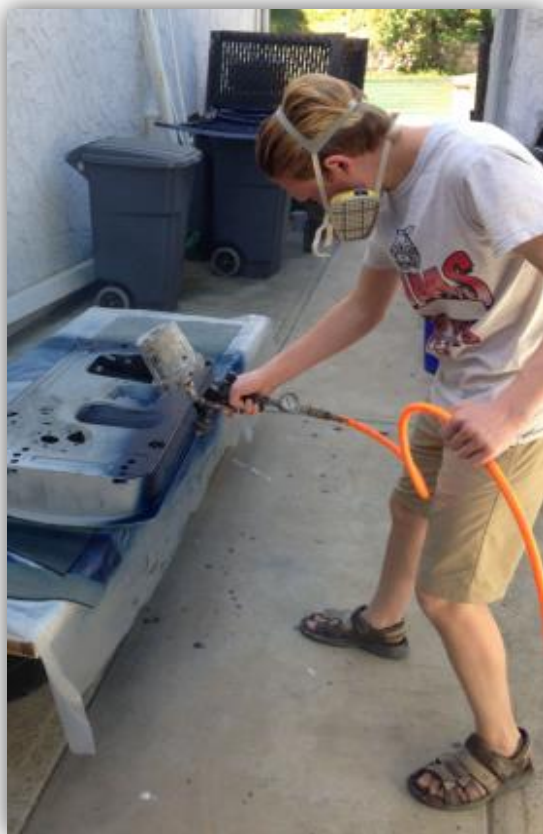
Block sanding the deck lid



John Dryja is the gentleman in the picture with Joseph. He overheard me pestering an employee at Meza Paint about something and said he could help. It turns out that he is a master craftsman and has worked on cars that have won national awards. He is no longer able to work as much as he used to, but when he came by he really liked the project. We worked a deal and he spent several Saturdays teaching and getting the car prepped for paint.



Everything fits together, so now take it all apart to paint.



Painting the door jams

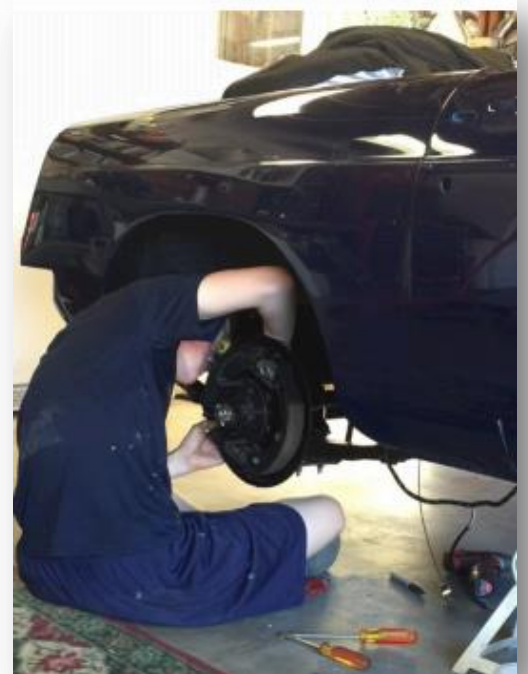


First coat done

Color sanding the car was both frustrating and very satisfying. Frustrating because it doesn't take much to burn through the paint which then requires that area to be scuffed and repainted and then re-sanded. Satisfying because when running through the various sanding grits (1500 to 2000 to 3000) knocking down the orange peel, then applying the various compounding pastes in order to bring out the true luster and beauty of the paint. Joseph took to this task more than any other on the car thus far and his efforts really show.



Reassembling after paint and color sanding.



Brake job



Getting the pistons ready for installation.



My neighbor Rod stops by frequently to see how things are going and lend a hand. This is the second time he has helped with a windshield seal. One of the most dreaded jobs on a MGB roadster.



Reassembly is well under way. We are hoping to have it on the road by summertime.

Membership News from Dave



A Warm Welcome to New Members

Jim Massman - Joined November 2018

Current member units -December, 2018: 158

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)

2019 Membership Campaign Underway

October marks the kickoff for the 2019 Membership Campaign.

66 Members have renewed for 2019 - Thank You

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.

From the High Minister of Activities



Well, here we are right in the middle of the holiday season and, as I write this article, Christmas is only a few short days from now. I am hoping everyone is keeping their wits about them and practicing precious patience as you go about your holiday shopping.

As we enter our final days of 2018 I would like to reflect on the events of this past year for our car club before we move forward.

In January we had our annual Installation Dinner and Awards Banquet at the Admiral Baker Club. Everyone had a really great time. Our continuing club officers were brought in and Bob Hanselman won the prestigious Carl Barbour trophy award. This trophy is awarded to the club member who has demonstrated active service in the club above and beyond for the calendar year. Points are kept to determine who the ultimate winner will be. TJ Moran was presented the High Points Board Member Award and nine members were awarded 100 Point Pins and certificates. The dinner was delicious and everyone was very complimentary of the food and desserts. The official handover of the Presidential reins took place as Jay Flynn passed the gavel over to Andy Lincoln. There were also a number of very nice prizes given out to lucky ticket holders; and let us not forget the gorgeous long stemmed red roses which were handed out to all the lovely ladies present, compliments of Paul and Belinda Konkle. Thank you!

In February we had a fun time for the Valentine's Day Event and Luncheon at the unique Studio Diner in Kearney Mesa. We had the entire back room all to ourselves lending itself to a very romantic ambiance. We all had a super time. Delicious food and a romantic venue, it just doesn't get better than that. It was just great to see their parking lot full of all our beautiful and colorful little British cars glistening in the warm mid-afternoon sunshine. It was a perfect weather day!

We had the Big 3 Swap Meet at SDCCU Stadium just a couple of weeks later which Pat Garity set up and I closed up on Sunday. I'm not sure we had a lot of parts for sale, but Pat sold one or two bumpers from a Chevy Malibu or Nova. The weather was sunny and warm so what car parts we had out weren't in danger of rusting any more than they already were.

On Saturday March 10th we had the St. Patrick's Day Run event and it turned out to be a wet and cold day. Even though the weather was not great we all ended up at Hoolie's Irish Pub off Jamacha Rd. for a cozy and well deserved luncheon. There were 13 members present and 3 guests, one of which was my 94 year old mother who had a wonderful time.

On April 14th our car club was invited to the House of England event in Balboa Park which turned out to be a fun day. There were knights in armor battling it out for the hand of the fair maiden, dancing, and a Beatles tribute band that sounded pretty darn good. Bangers and mash with a cup of hot tea topped the day off for me in my SDMGC booth.

The very next day, April 15th, was Rolling British Car Day and we had a lot of people from our car club show up for this event. There were so many beautiful British marques in attendance and driving on the road; it was a great fun day to be sure. We all ended up at the famous Bates Nut Farm. There were over 130 cars at the end and people had a great time with their picnics. We had several cars in attendance from our car club and we all gathered together to socialize. And, yes, it was a perfect weather day.

Our last event for April was the 2nd Annual Poker Rallye on Saturday April 28th. We all met at the Village Shopping Center in Bonsall and ended up at the Marie Callendar's in Escondido. There were 10 cars participating this year and we were all following a custom designed route by Richard Rafter who provided a beautiful selection of roads for all to enjoy. Our 1st Place Trophy went to Dave and Norma Allen with 3 fives; 2nd Place Trophy to John and Alice Wesley with 2 Aces; and 3rd Place Trophy to Norman and Bruce Denny with 2 Kings and an Ace kicker. Way to go members!!

The month of May opened with Jay Flynn's "Drive Your MGA Day" on May 5th which was a lot of fun for the attending members. On May 12th there was the visit to the Calumet Collection in San Marcos followed by the Meal On Wheels on the same day. On May 19th Pat Garity hosted the Basic Electrical Tech Session at his house and we had a grand time learning all about the mysteries of electrics and electrical systems. We later enjoyed hamburgers and hot dogs and had a lot of members in attendance for this session. I think many members left with a little more knowledge on electrical components, systems, and functions. Every little bit helps when it comes to Lucas electrics!

Our final event for May was the Ball Bearing Breaker Fun Pre-Rally which turned to be a fun for the few members who participated. We wanted members to be able to make this run because we were planning the actual rally in a couple of weeks in conjunction with the BCC. SDMGC members were not eligible to participate in the upcoming rally because that rally is a time and distance event that requires no prior knowledge of the route. Richard and I felt it would be a lot of fun for SDMGC members to drive this beautiful route first and have fun with their cars!

And so we move to our June 2nd Ball Bearing Breaker Rally which was the same route Richard had designed for the pre-rally and was in collaboration with Joanie Berkwitz from the British Car Council. It turned out to be a big success. We actually made a good amount of money for the SDMGC treasury. This was a very memorable event, everything worked out fine with no mishaps. Trophies were handed out at the La Caretta Mexican Restaurant in Alpine.

July 4th came very quickly and we had a nice turnout for the annual Coronado Independence Day Parade. We had about 12 cars all dressed in their finest patriotic regalia and ribbons. This parade is one of the largest July 4th parades in the nation and there were people packed on both sides of the street. I could see a lot of smiles and thumbs up as we drove the parade route giving pleasure to young and old together. I even saw a few teenagers look up from their cell phones and look at us approvingly.

A few short days after July 4th we had a new venue this year. Our car club was invited to an event this year called "Summer Sundays at the Village Walk in Eastlake." This was a static car display event that was promoted for the Village Walk Shopping Center in Eastlake. During "Summer Sundays" a new car marque was featured every Sunday for 6 weeks. I'm proud to say the SDMGC was the most attended Sunday of all the events with 24 cars present including two trailered cars: one from Bob Hanselman and the other from Paul Konkle. The Porsche Club of San Diego didn't have half the cars we did the previous week! I went out there and checked out the car displays for several weeks. I have to admit the Corvettes had a pretty good showing but still not as good as ours. I was also presented a check, from the marketing group that contacted me about this event, for a cool \$200 for our club treasury for participating. Thank you club members!

And now on to our main event of the year, the famous 60th Birthday party for our car club. This event was held on Saturday July 21st at the Admiral Baker Picnic area under a very welcome shady gazebo. The SDMGC was formed by a small group of MG enthusiasts back in July 1958 and has grown in size and popularity ever since. The turnout was excellent and we all mingled and enjoyed delicious barbecue hamburgers, hot dogs and a huge variety of potluck items. The weather was summer hot perfect and everyone was rockin' out to the live music provided by the Randy Ryden Duo as they played great American Rock and Roll songs. Happy Birthday San Diego MG Club!!

Onward to August and the British Auto Repair Open Day hosted by Paul and Belinda Konkle on Saturday, August 4th. We all had a chance to come to Paul's shop and look around, talk car stuff, and enjoy waffles and fruit in the morning and barbecue burgers in the afternoon. I couldn't believe all the people who came, even Dennis Yard, past president of the SDMGC, and now with the Land Rover club. This was a fun, relaxing day and great to see so many members, non-members and very cool cars.

And now we fast forward to September 22nd for the annual Ice Cream Social event which was held at Hammonds Gourmet Ice Cream Shop in Point Loma. Terry and I thought this would be a unique venue and were impressed that they offered a huge variety of selections including vegan ice creams. The regular gourmet ice creams were pretty awesome and everyone had a wonderful time eating ice cream on a warm sunny day.

Saturday, September 29th came and the car club was off on a driving adventure to Idyllwild. We had a pretty good showing and a simply beautiful driving route put together by Richard Rafter. The drive was fun with gorgeous scenery and roads; no mishaps were reported along the way. There was a lot of positive feedback and I do believe this run could be repeated sometime in the spring by popular demand.

Spanish Landing was the venue for this year's British Car Day on October 13th featuring British Race and Rally cars. Thanks all around to the British Car Council who sponsored this wonderful event with Joanie Berkwitz at the helm and Bryson Pennoyer working hard with the planning. The SDMGCC ran the board with trophies and awards:

MG TC, Y Type, TD, TF

1st Robert Brooks 1955 TF

2nd Schuyler Hoffman 1952 TD

MGA

1st Jay Flynn 1959 MGA

MGB 1962-1974

1st Miles Warren 1967 MGB

2nd Bobby Peterson 1963 MGB

3rd Andy Lincoln 1965 MGB

MGB 1975-1980

1st Bryson Pennoyer 1980 MGB

Mini Classic

1st Schuyler Hoffman 1964 Mini



The November 17th BCC & SDMGC Poker Rally was a very welcome success for our car club as we worked in conjunction with Joanie Berkwitz and the British Car Council. We welcomed all the different British marques in attendance with open arms. The back roads driving rally was crafted again by our very own Richard Rafter and people who had never driven it were amazed at the beautiful roads in our gorgeous back country. We began at the Park 'n Ride parking lot off Freeway 15 and ended up at the Marie Callendar's in Escondido. We had an overflow of people in attendance and extra tables had to be brought into an adjacent room to accommodate everyone. Trophies and awards were handed out and along with the delicious food we all left with a sense of job well done. This event also brought in several hundred dollars to our car club treasury.

December is finally upon us and the annual Christmas Party was held at the home of Pat Garity. This was a very special night with several members coming and contributing their wonderful potluck dishes. There was food galore with plenty of barbecue beef and chicken and vegan dishes for everyone. After dinner and desserts, the floor was given to Jay Flynn to orchestrate the white elephant gift exchange. This is always a fun time and gifts of all sorts were chosen, opened, and promptly stolen. Good times all around!! A special thanks to everyone who came, brought a potluck, and participated in this very merry annual event for our car club. And a very special thank you to Pat Garity for letting us set up the venue at his home.

As I write this article, our last event of the year is just around the corner next week: the Annual New Year's Eve Abingdon Celebration Event to be held at Filippi's Italian Restaurant in Kearney Mesa.



And now it comes back to me, your humble activities person, aka the Royal High Minister of Activities. As I get ready to pass the activities baton on to the next member, I just want to say these past 3 years of acting in this capacity for the San Diego MG Club have been a pleasure and an honor. I give so much credit to so many people who have assisted me along the way but none more than my loving partner, Terry Goldie. Terry has been hugely instrumental doing so many behind the scenes tasks for the club and she's done everything very quietly with a smile on her face and a song in her heart. What a treasure! I will truly miss researching the back roads for events and drives, either in my car or on my motorcycle, organizing, planning, checking and re-checking dates, the pre-drives, publicity emails/reminders, post write-ups, photo documentations, record keeping including all sign-in sheets, final tallying of annual points (thanks TJ) and ordering trophies and awards for our annual Installation Dinner and Awards Banquet. This was a time consuming position but such a wonderfully satisfying position. I will always look back upon this time as one of my happiest with the club. Thank all of you for your support and participation and, lastly, keep the dream of a small group of MG enthusiasts from July 1958 alive and well. Safety Fast!

Sincerely,

Ernie Jimenez, SDMGC



FROM THE GAVEL



Greetings, San Diego MG Club! I hope you've all had joyful holidays with friends and family, and like me, you're probably reflecting on 2018 and making plans for 2019. I'm honored to have been your President for my first year in 2018 and am excited about the possibilities for our Club going into my second year in 2019. I have a very special surprise to announce in this issue, and I'll touch on it below.

As I mentioned in my last From The Gavel, I travelled extensively for work in November and then December: 10 days in London, just over a week in Australia, and then 4 days in Canada. I missed the excitement of our club elections (but was able to follow the mid-terms on-line) and I'm gratified that so many talented, friendly, and passionate people stood for election in the club elections. The new leadership team will work to make 2019 a great year for the San Diego MG Club, building on top of the accomplishments of our 60th year in 2018.

I saw very few old cars on my travels and no old MGs, except for two events. First was the London to Brighton Veteran Car Run (Sunday 4th November) where cars must be 1905 or older. I then was lucky enough to visit the Lancaster Insurance Classic Motor Show (Friday-Sunday 9-11 November) the largest gathering of classic car clubs in the UK. I saw hundreds of delightful old cars, of all makes and models, including one of my favorite steam powered cars, stoked by the owner as it sped down the road. I bought some tickets from the Sporting Bears Car Club at the motor show and was treated to rides in an MGCGT and an Austin-Healey 3000 (with side pipes). They were both fantastic cars driven by enthusiastic owners, but I have to give the Big Healey my vote because the owner drove it as fast and loudly as local regulations and the weather permitted. Who cares about getting rained on when you can hear those side pipes roaring?!



Now, the surprise announcement: the San Diego MG Club has been awarded the Nuffield Challenge Trophy for North America by the MG Car Club for 2018. This prestigious award is one of five (one in gold for the UK, four in silver for North America, Europe, Africa, and Asia-Pacific) created in the 1930's and 1950's to celebrate MG Club excellence around the world. We'll read the pronouncement at the January business meeting and I'll post pictures of the trophy in the run-up to the annual Awards and Installation Dinner. A few personal observations about the trophy: it is really tall; it is so shiny that it's almost impossible to photograph well, and we're one of a handful of clubs to have won it multiple times (2012 and 2018) since it came back into circulation in the 1980's. This award is a completely fitting acknowledgement of the people, the activities, the passion, and the friendships of our club in its 60th year. The Trophy will be on display at the annual Awards and Installation Dinner.

Looking forward to January, we will have our business meeting on Wednesday 2nd January (7:30 pm at Marie Callender's) and not Tuesday the 1st. And then we will have our 60th annual Awards and Installation Dinner on Saturday 19th January at the Rancho Bernardo Swim and Tennis Club. At the Awards / Installation dinner, we will celebrate the accomplishments of our 60th year, recognize the contributions of our members, thank our out-going board members, and welcome our new board members. We will also unveil the Nuffield Challenge Cup at the dinner, so that you can all look at this impressively designed trophy wrought out of solid silver. If you haven't got your tickets yet, please buy them at the business meeting or via PayPal today (PayPal address sdmgclub@gmail.com).



From the Sovereign Prince of Sunshine



Holiday Greetings to all in the SDMGC and our extended family! The Sovereign Prince is (mostly) recovered from his recent bout of self-inflicted pain (too much time at the computer and a round of golf equals severe muscle spasms), and Mom is mostly recovered from her recent unexpected colonoscopy (apparently this is NOT what every girl wants for Christmas...).

On a serious note, thoughts and prayers are still needed for Joe and Debbie Buchmiller's 3 year old granddaughter, Lucy, who has been going through an up and down recovery from a heart condition, which will require a pacemaker. Please keep her in your thoughts and hope for the best for her and the entire family. Also, for those who knew Bob Ekstrand, we were given the sad news that he passed away suddenly in late October (his niece Meggin (Ekstrand) Dahse let us know). Again, please keep his family in your thoughts and prayers as well.

2018 turned out to be a year of turnover for SDMGC, and I would like to recognize the couples who have moved away from sunny Southern CA for other parts of the country in the last year (or so...). Bob and Donna Hansleman recently moved back to the Chicago, IL area, Mike and Julie Wilson moved off to TX, Mike and Ally Benbrook are enjoying all that Oakhurst, CA has to offer, and we learned at the last General Business Meeting that John and Aldys Childs will be moving to Melbourne, FL soon... Also, Joe Phelps and Fran Roe are trying to move to FL, despite the objections of the City of San Diego...

On a much happier note, Birthday greetings to our December celebrants, Mary Davidson, Ruth Hoffman, Michael Neale, Mark Shelley, Jennifer Tisone and Maggie Conway... if I missed anyone, I apologize, it seemed half the room stood up at the last meeting when I asked about birthdays...

Finally, the Sovereign Prince will be abdicating his responsibilities to our beloved Queen, Dee Johnson, who as we all know is the living embodiment of Sunshine. The Prince will be taking over the duties of Vice-President from Bob Bauer, who has earned a rest. During the next year, I will be taking over for Andy Lincoln on the rare occasions when he is unavailable to lead the General Business meetings and/or E-Board meetings, and I promise NOT to bring up the friggin' ants in my freezer... thanks to all who have taken spots on the new E-Board. On that note, Merry Christmas, Happy Hanukkah, and Happy Holidays and Happy New Year to all, and to all a good night... thanks, Jay...

Upcoming Events

January Business Meeting

Wednesday!!! January 2nd at Marie Callenders (Not on regularly scheduled Tuesday)

SDMGC 2019 Awards and Installation Dinner

Saturday, January 19th

6PM Rancho Bernardo Swim and Tennis Club

Hagerty Youth Driving Experience

Saturday February 16th

Del Mar Fair Grounds



Tech Article – Rebushing SU Carburetors

Submitted by SDMGCC President – Andy Lincoln

I've got two MGBs (65 B, 67 BGT: AUD135 HS4s) and I noticed quite a lot of throttle shaft play in the 67 BGT's carburetors. What to do: splash out on a new set of carbs, get them professionally redone, or try to rebush and rebuild the carbs myself? As I said in my article on leaf springs, I'm a fan of Alan Turing and his idea of "desert island experiments" where one does one's best to make or repair something without spending a lot of money or investing in expensive tools. In the end, I decided to rebush and rebuild some carburetors myself using a chucking reamer, following the method the Chicagoland MG Club published some years back (<https://www.chicagolandmgclub.com/driveline00/1001/jasw.html>)

Before describing what I did and the lessons I learned, I want to acknowledge the skill of the several nationally-recognized rebuilding experts and the many local machinists who've done hundreds of carburetors and perform these services with a warranty. It took me several hours, a lot of patience, and good attention to detail to successfully disassemble, clean, rebush, rebuild, and reassemble a pair of SU carburetors. If your time is valuable, or if you have doubts about your patience or attention to detail for this type of work, then I would recommend you contact Joe Curto, Dave Braun, British Carburetors LLC, or other professionals in your area to ask for their services. Certainly I would do that if I had really valuable or rare SUs: mine are garden-variety AUD135s and also I have accumulated two spare sets over the years. So, I didn't have a lot to lose by trying this and the effort involved has given me a real appreciation for the craftsmen that help most of us keep our cars on the road. It is also important to recognize the contributions of Burlen Ltd., Joe Curto, Moss Motors, and other suppliers who make, source, and supply the parts we need: without them, the vast majority of our cars would be in a scrap yard as uneconomic to repair.

To begin with, one needs rebuild parts from your favorite supplier: at a minimum throttle shafts, screws, and washers (Figure 5 #39a, 40, 42, and 46); but also probably a rebuild kit with jets, gaskets, float valves, ethanol-resistant floats, etc. These parts can add up, but they are much cheaper than a new set of carburetors. The cost of parts and labor for professional rebuilding is also less than a new set of carburetors. You will also need a drill press, a 3/8" chucking reamer with a long pilot shaft, and a handful of 5/16" inner diameter (ID) 3/8" outer diameter (OD) bushings. I bought a Morse 3/8" chucking reamer (part number 22212) at my local industrial supply place for \$20 and some 5/16" (ID) x 3/8" (OD) x 3/4" (long) Oilite bushings (part number AA306-06B) from McMaster-Carr for less than \$1 each.

How this works: the HS4 throttle shafts are 5/16" (OD) and the chucking reamer's pilot shaft is also 5/16" to support a cutting end of 3/8" diameter. The basic idea is that one can use the reamer to cut out the bush from one side of the carburetor, using the other bush to guide the reamer's pilot shaft and keep things in alignment. This article isn't intended to replicate the excellent instructions found at

<https://www.chicagolandmgclub.com/driveline00/1001/jasw.html>, written by Ann & Jake Snyder of the Chicagoland MG club, but rather to build on them with my own observations and experience.

How I started: Figure 1 shows a pair of very dirty HS4s with some decades' old gasoline inside the float chambers, the carbs disassembled and cleaned, and a carburetor body in a drill press with the chucking reamer. I was replacing all the rubber bits, float valves, and gaskets, so I started by soaking each carb in a gallon of kerosene to get the worst of the crud loosened. I then marked each throttle disc (Figure 5, #41) so that I could put them back in the same carburetor and not get them back to front, since they are very slightly beveled. Good advice is to do one carb at a time to aid reassembly. Since I had spare sets of carbs for reference, I disassembled both carburetors down to basic parts and soaked/scrubbed the parts in a gallon of Berryman's carburetor cleaner, per the directions. I noticed that the brass parts started to discolor if I left them in very long, so I moved on to citrus oil degreaser and hot water to finish scrubbing.



Figure 1. A pair of HS4's in need of Rebuilding; Disassembled and Cleaned; and Getting Ready to Rebuild

Other people use Simple Green and I'm sure there are other popular mixes. I used Mother's Aluminum Polish to clean the parts to get them looking almost new. One can rebush the carburetor bodies before or after using the polish, since everything must be thoroughly cleaned before reassembly.



Figure 2. Reaming out an Old Bush; Cutting Down the Inner Bush; and Leaving the Outer Bush Long

As shown in Figure 2, left picture, I reamed out one side at a time, starting with the outer bush. For the four carburetors I've done, the outer bushing was much more worn than the inner bushing, eyeballing how much I could wiggle the chucking reamer's shaft in each bush. I think the outer bush wears more because of the load from the throttle return springs, (Figure 5 #58) has a longer moment arm and because the outer bushes aren't as long as the inners, so there is less bearing surface to take the greater load. By reaming the most worn bush first, the chucking reamer is held more nearly true by the less worn bush. I was careful not to ream all the way through to the carburetor throat, which meant I had to remove and check progress multiple times. When I trial-fit the replacement outer bush, I noticed it was much longer than the carburetor body (Figure 2, right picture) but left it that way, hoping that the longer bearing surface would help to reduce future wear.

My bushes had a $\frac{3}{4}$ " length and that was a bit of a mistake: $\frac{1}{2}$ " to maybe $\frac{5}{8}$ " would have been a better choice. The inner bush ends want to be $\frac{9}{16}$ " to maximum $\frac{11}{16}$ " because of the throttle linkage mechanism (Figure 5, #44, 45, 46, 50). Long bushes have to be cut down so that the mechanism rides on the carburetor body and washer (Figure 5 #39a). I did this using a brake pipe cutting tool (Figure 2, center picture), being careful to cut slowly so as not to pinch the cut end, and turning the bush from the scrap end with a pair of pliers. I then carefully chamfered the inside of the cut end until it didn't bind on the chucking reamer shaft (hard steel) and then finally checked on a new throttle shaft (soft brass). As noted above, it doesn't really matter if the outer bushes are left long (Figure 2, right picture) from a functional perspective.

I cleaned all the oil from the carburetor body (carb cleaner spray) and smeared (red) Loctite in the outer bush hole, pressing the bush home and then wiping the excess Loctite from the inside of the bushing with a twist of paper towel. I then used a lightly oiled chucking reamer shaft passed through the carburetor body to help center the new bush while the Loctite set up. Once the first bush was done, I flipped the body around and reamed out the old inner bush using the newly-installed outer bush to act as a pilot. After pressing in the inner bush and letting the Loctite set up, I very carefully flat-filed swarf from the old inner bush so that the linkage washer (Figure 5 #39a) would ride flat on the body. I test fit the throttle shafts, linkage assembly to verify smooth operation. I test fit the throttle discs, making sure they were the right way 'round, noting that the beveled edges help to self-center the disc in the throat and temporarily installed the screws but didn't spread the split ends. Holding the closed throttle bodies up to a strong light showed that the discs were centered and properly oriented because very little light came around the edges.

Now that the throttle bushes were done, I wanted to clean up the rest of the carburetors. The air chambers were dirty, scratched, and gouged on the outside, while the vitally-important inside surfaces cleaned up well with carb cleaner and a rag. I found that I could use one of the long bolts from a Cooper air cleaner can (and some flat washers) to hold the chamber in my drill press without marking the machined surfaces that the piston touches. Carefully centering the chamber and running at a low speed, I used sandpaper, Scotch-Brite pads, and aluminum polish to clean most of the air chamber as shown in Figure 3. I finished the job by hand, in order to get at the neck and the mounting lugs. They came out pretty well, in my opinion.

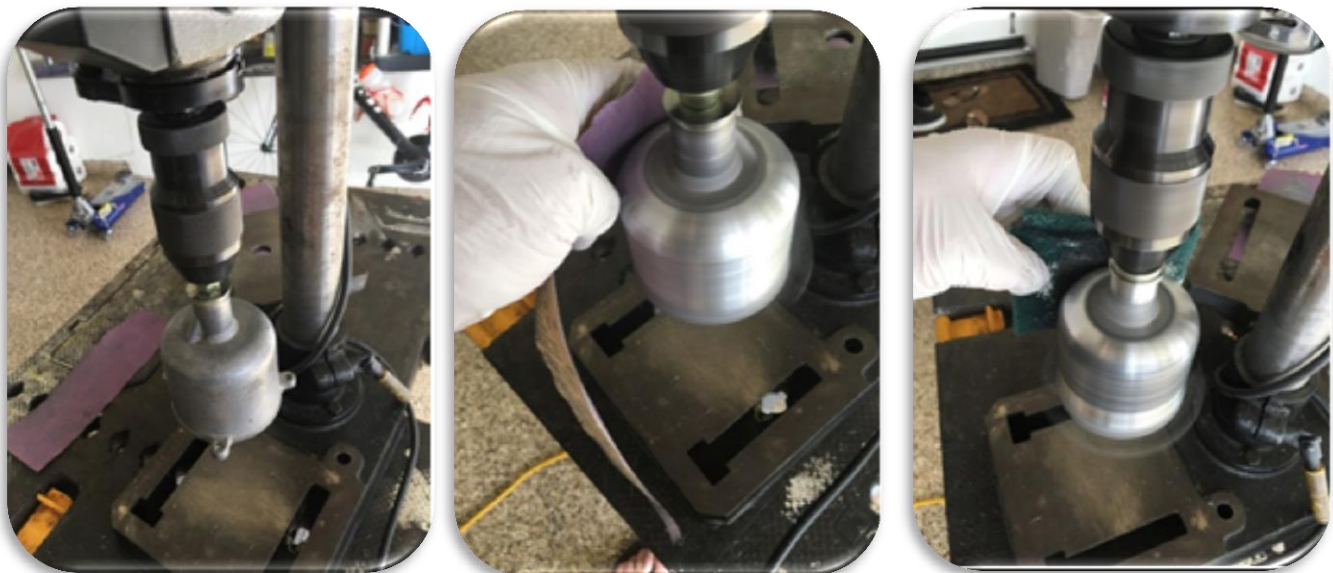


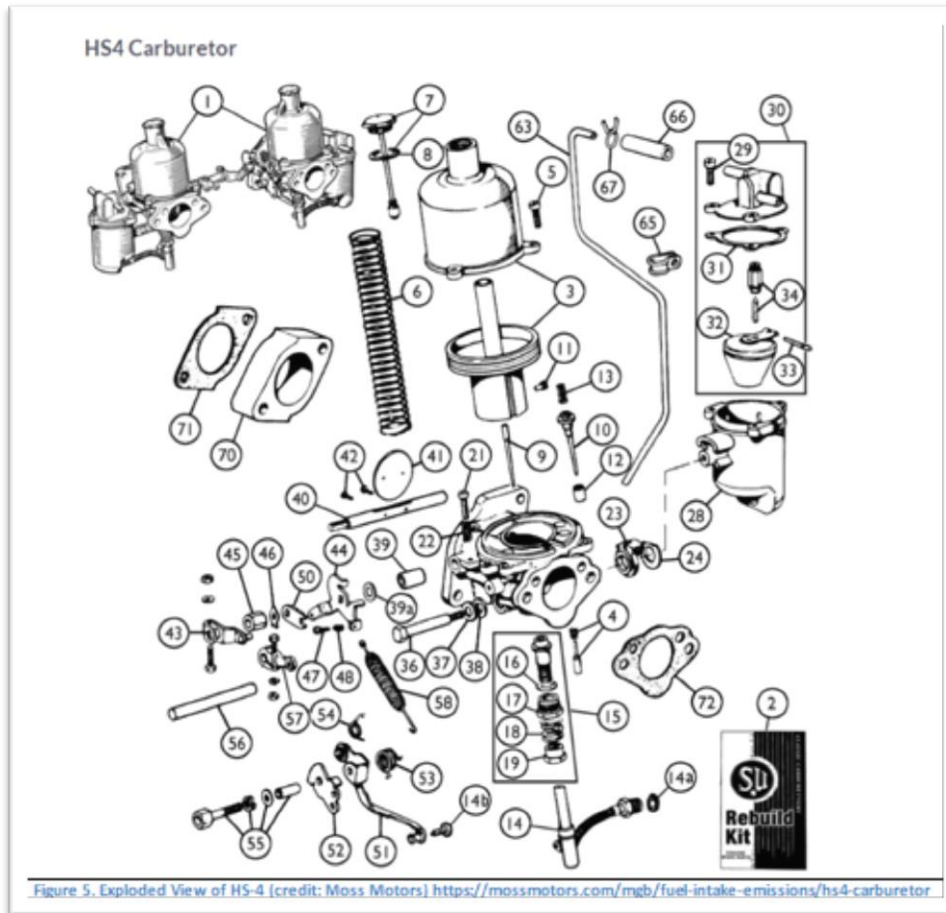
Figure 3. Sanding and Polishing the OUTSIDE of the Air Chamber

Famously, re-assembly is the reverse of disassembly, but the center picture in Figure 1 shows how many parts our little HS4s have. Several of the parts are handed, which is why it is good to either do one carb at a time or have a spare set of carbs to act as a reference when reassembling. Here are other tips I can pass along, with thanks to posts on the MG Experience for suggesting many of them.

- The idle speed screw, over time, will wear a little divot in the throttle linkage's stop arm (Figure 4, left picture). Before reassembly, you can carefully flat-file out this divot. I noticed on one carb that the reassembled linkage with new bushings put the divot slightly offset to the original position, which just can't help idle synchronization if left alone, so I recommend filing down the divots.
- The front (air cleaner) and rear (manifold) carburetor flanges can warp due to over tightening. The solution is to carefully sand them (220 or finer grit paper) against a flat surface: a plate of glass, an offcut of stone countertop, etc. The trick is to hold the carb near the paper in a way that it doesn't skip or tilt when you sand. It is easy to knock off a few thousandths and that's all you need. You can see the warping in Figure 4, center picture: it only took about 5 minutes to clean up that flange.
- The carb linkages (Figure 5 #51, 52, 53, 54, 55) are pretty complicated and are prone to getting gummed up with varnish, etc. so that they act slowly and reluctantly. There are little distance tubes and springs to pay attention to. I took the assemblies off the carb and cleaned them up with solvent and then oiled before re-installation: one carb improved dramatically with this simple step.
- The air chambers and pistons on a set of carbs need to be matched to each other, as John Twist shows on YouTube video 41 (<https://www.youtube.com/watch?v=lfU47Oqq9wA>). I found that some of mine were off by a ratio of 2:1 (e.g. 4 seconds vs. 8 seconds). I had some spare air chambers from a 1971 parts car and managed to get two well-matched sets out of my four pistons and total six air chambers. I just got them reasonably close to each other, as best I could.
- Jet centering should be done before the linkage is attached as the linkage puts a side load on the bearing (Figure 5, #15) I also found that one of my replacement washers (Figure 5, #16) was a little rough and I had to 'sand' it on a piece of stiff paper to keep it from moving the bearing during tightening.
- It's easy to get confused (front to back carbs) by the choke linkage assembly and to put the linkage to jet screw in from the wrong side. The jets are also handed. On my AUD 135s, the front carb choke assembly is marked AUD 2163 and the front jet has a green band. It is AUD 2164 and pink band for my rear carbs. This is an example of why folks recommend doing one carb at a time or having a spare set for reference during reassembly.
- The original inside float chamber mounting washer (Figure 5, #38) is a black rubber / Viton item that has some give. The replacement item from Moss (part number 378-070) is a white plastic that's a little too small to fit the bolt (Figure 5, #36). The ones from Joe Curto I got at MG2017 were perfect. I ended up getting some rubber washers from my industrial supply house for now, as those are the only parts I need from Joe Curto.



Figure 4. Filing the Idle Screw Divot; Sanding Flanges Flat; and the Finished Product



To summarize, I really have had a lot of fun doing these carburetors. I'm an (electrical) engineer who has to travel a lot for work, and I collected the parts and tools for this job in 2017 and early 2018. I spent most of November 2018 on business travel, thinking about the challenges and opportunities for my carburetor "desert island experiment". It was very rewarding to take on an achievable, yet pretty challenging task for the couple of weeks I had available in late November / early December. I've got two sets of carbs ready to install on my cars over the next few weeks. There are also several other things to do on my cars, and who knows, I may write about those jobs also?! Thanks for reading this article and if you have other tips from your experience, please let me know and I'll try to update the article and give you credit. Thanks also to folks on the MG Experience for their expertise and Moss Motors for the exploded diagram in this article.

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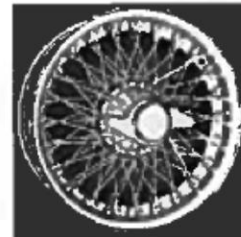
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