

GoF West Gazette

July 2023

www.GoFWest.Org

Volume 29, Issue 3



MGs in the octagon border are ones shown in this issue and or are coming to GoF West 2023

MG Marque of Friendship

Lots of of friendly faces - say Hi when you see them

People in the MG logo are just some of your MG friends attending in October so far and include: Registration #1 Rick & Jill Pullen, Pete & Fran Thelander, Kevin & Pat Gaston, Butch Taras, Richard & Sandra Loe, David Miller, Danny & Barbara Young, Dan Shockey, Gorden Bundy & June Wennekamp, Ed Reynolds, Jackie Francis, Mike Campbell, Doug Pelton, Pat Garity



More MG Friends to Look Forward to Seeing

George & Nancy Jackson reg #31 in their MG TF



Joel & Silvia Taylor reg #33 in their MG TC



Donna Johnson reg #61 driving her MGC - (more on this on pg 11)



Ed Reynolds' tool display reg #58 - MG TD (more info on him and MG on page 14)

Moss Motors is bringing the Al Moss' TC



Charley Williams reg #17 with his MG TC



Carl Haglund reg #6 with his MG TD



Brian Keene reg #38 with his MG Y



Steve & Vicky Kellogg reg #15 with their MG TF



Mike Campbell, reg #29 with his award winning Arnolt

Tenative Schedule of Weeks Events - Subject to Change

Sunday, October 15, 2023

1400 > ~ Staff doing set up - early arrivals can call (619) 922-4149 to make arrangements to pick up registration material or drop off auction donations

Monday, October 16, 2023

9:00am - 4:30pm Registration and Auction drop-offs
11:00am - 4:00pm Arts, Crafts, & Photos - Dropoffs only
2:00pm - 4:00pm Hospitality
4:45pm - 6:00pm **First Timer Car Display**
6:00pm - 6:30pm **Welcome & Orientation**

Contact David & Joyce Edgar (Co-Chairs)
at GoFWestInc@gmail.com
or 619-593-8255 if you have questions

Tuesday, October 17, 2023

8:00am - 11:00am Registration *After hours call 619-922-4149
9:00am - 11:00am Hospitality
9:00am - 11:00am **Arts, Crafts, & Photos - VOTING STARTS**
8:30am - 9:30am **Zoomed tech Session:** Len Fanelli on performance Improvements for Vintage MG's
10:00am - 11:00am **Paul Konkle**, How to have fun Vintage Racing with your MG
11:30am - 2:00pm Car Display photos and car placement
2:00pm - 5:00pm **CAR DISPLAY VOTING at Burtech Family Vineyard Tasting Room**
6:30pm - 8:30pm **Bunco Party** Space limits us to 24 players (email GoFWestInc@gmail.com to pre register)
6:30pm - 8:30pm **Tech Session:** Jim McGhee, on wire wheel building and maintenance

Wednesday, October 18, 2023

8:00am - 2:00pm **RALLYE** - about 3 hours - staggered start
open as needed Registration {call 619-922-4149}
1:00pm - 4:00pm Hospitality
1:00pm - 4:00pm **Arts, Crafts, & Photos**
1:45pm - 2:45pm **Tech Session:** Butch Taras on rebuilding water pumps
3:00pm - 4:00pm **Watercoloring Clinic** with Jackie Francis
5:00pm - 6:30pm Social Time - No Host Bar
5:00pm - 6:15pm **Silent Auction**
6:30pm - 7:30pm **Auction Dinner**
7:30pm - 10:00pm **Auction** {after dinner ends}



Thursday, October 19, 2023

7:30am - 11:00am **Flea Market**
9:00am - noon **Funkhana**
9:00am - noon **Carless Funkhana**
1:00pm - 4:00pm Hospitality
1:00pm - 1:30pm **Arts, Crafts, & Photos**
1:30pm - 2:30pm Arts, Crafts, & Photos - Owner's pick-up entries
2:30pm - 3:30pm **Advisory Council** [EACH Club should send a representative]
3:30pm - 4:30pm Steering Committee [all are invited to observe]
5:30pm - 6:30pm Social Time - No Host Bar
5:30pm - 6:30pm Slideshow from the event
6:30pm - 7:30pm **Awards Banquet**
7:30pm - 10:00pm **Awards Program**



Friday, October 20, 2023

8:00am - 10:00am **Winner's Circle** - 1st place winners in each class are invited to show
8:00am - 10:00am Hospitality

Thank you to Car Show Depot

They are donating a 24" x 24" car show sign to our auction. This custom layout vinyl sign with your design rolls out from the base. Comes with a carrying case. Put your MG's info on the sign to really show it off when on display. These retail for \$380, so come to our auction to support GoF West and see if you are the top bid. Or buy one now so you have it for the GoF West Car Display.



View at the website at: carshowdepot.net



GoF West 2023 Meal Ordering

Please join your
MG friends for
these meals

Name _____ Registraton # _____

Wednesday Auction Dinner selections (list number of each)

- ___ Santa Maria Tri Tip
- ___ Grilled Salmon
- ___ Savory Portobello Ravioli

Total Auction Dinners ordered _____

Thursday Award Dinner selections (list number of each)

- ___ Chicken Marsala
- ___ Grilled Salmon
- ___ Vegetable Pasta Primavera

Total Award Dinners ordered _____

Note: Checks payable to GoF West 2023
We accept orders and money for meals and regalia together or separately

Important Meal Order Due Date
Must order dinners and make payment by Oct 1, 2023

MEAL RECAP

Wed, Auction Dinner _____ @ \$65 = \$ _____

Thur, Awards Dinner _____ @ \$65 = \$ _____

Save \$5 by attending both dinners _____ @ \$125 = \$ _____

Total can be paid together with regalia (see below)

TOTAL \$ _____

Mail form and check:

GOF WEST 2023
1454 CHASE TER
EL CAJON, CA 92020-8368

PayPal or Zelle to:

Send to:
GoFWestInc@gmail.com
and then **email** order info so we know what you are paying for

or

Auction Dinner, Wednesday Oct 18, 2023

Meals: \$65 each*

Choice of:

- **Santa Maria Tri Tip:** seasoned & marinated Tri Tip - Oven roasted cabernet demi-glace, roasted red potatoes, seasonal vegetables
- **Grilled Salmon** with brown sugar and mustard galze - rice pilaf, seasonal vegetables
- **Savory Portobello Ravioli** with marinara sauce {vegetarian}

Meals include: spinach salad (spinach, shaved red onion, mandarin orange, candied walnuts, house made raspberry vinaigrette), dinner rolls, butter, coffee (& decaf), hot tea & dessert.

* Order both Auction and Awards Dinners and get the combo for \$125

Awards Banquet Thursday, Oct 19, 2023

Meals: \$65 each*

Choice of:

- **Chicken Marsala** - grilled chicken breast, sautéed onions, mushrooms, garlic, marsala wine with cream sauce.
- **Grilled Salmon** with lemon butter sauce, rice pilaf, seasonal vegetables
- **Vegetable Pasta Primavera** (sautéed garden vegetables, roasted red peppers, pesto linguine, shaved parmesan cheese, grilled ciabatta)

Meals include: spring salad (mixed greens, roma tomatoes, cucumbers, julienne carrots, balsamic vinaigrette), dinner rolls, butter, coffee (& decaf), hot tea & dessert

IMPORTANT

Regalia Order must be received by
Sunday, August 20, 2023



Men's polo available w or w/o pocket

Men's & Women's Polo

by Port Authority
7-ounce, 100% cotten pique
Prewashed for softness
Shrink resistance
two color embroidery on front,



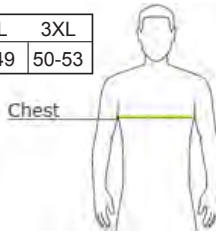
Embroidered Logo
Red & Silver on Royal



How to Measure for Men's Polo

	S	M	L	XL	2XL	3XL
chest	35-37	38-40	41-43	44-46	47-49	50-53

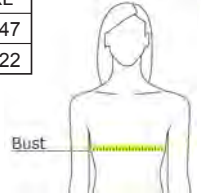
CHEST
Measure under your arms, around the fullest part of your chest with arms down



How to Measure for Women's Polo

	S	M	L	XL	2XL
bust	35-36	37-38	39-41	42-44	45-47
size	4-6	8-10	12-14	16-18	20-22

BUST - Measure under the arm and around the fullest part of the bust with arms down, keeping tape horizontal.



Men's T-shirt

\$15 each w/o pocket - \$20 w/pocket

Gildan Ultra cotton {classic fit}

6 oz, 100% U.S. cotton
preshrunk, w or w/o pocket



	S	M	L	XL	2XL	3XL
chest	34-36	38-40	42-44	46-48	50-52	54-56



T-Shirts in royal blue with white silkscreen



Back designed by MG owner Jim Sullivan



Sweatshirt, Crew neck \$25.

Color Royal, Adult Sizes S-3XL

9 oz 50/50 cotton poly fleece

Embroidered on front

	S	M	L	XL	2XL	3XL
chest*	20	22	24	26	28	30

* chest measured differently than shirts. Measure horizontal flat distance between under arm (not around)



Ball Cap in khaki with sandwich bill in charcoal blue, 100% garment-washed cotton twill, unstructured cap with low profile & velcro like closure \$15 each



Visor in navy moisture-wicking 100% polyester with velcro like closure \$15 each

Ball Cap and Sun Hat 2 color embroidered logo design



Visor embroidered logo



Lady's T-shirt

\$15 each w/o pocket

Gildan Ladies Ultra Cotton Tee

Made from 100% pre-shrunk cotton, 6-ounce fabric feminine inspired styling

	S	M	L	XL	2XL
chest	34-36	38-40	42-44	46-48	50-52

White logo on front and white design on back

No pocket option with ladies shirt



Sun Hat in Stone

Poly/nylon and air mesh w/insect repellent tech

UPF 30+ \$25 each

Sizes S/M or L/XL

Hat size 6 7/8-7 1/4 or 7 3/8 - 7 3/4



Has neck strap and crown adjustment for fit

S/M head size 21 5/8 - 22 3/4"
L/XL head size 23 - 24 1/4"



GoF West 2023 Meal & Regalia Order Sheet

Name _____ Registraton # _____

Polo - Royal, Embroidered on chest

Men no pocket size _____ Qty _____ @ \$25 = _____
 Men w/pocket size _____ Qty _____ @ \$30 = _____
 Women size _____ Qty _____ @ \$25 = _____

T-Shirt - Royal with silkscreen on chest and back

Men no pocket Size _____ Qty _____ @ \$15 = _____
 Men w/pocket Size _____ Qty _____ @ \$20 = _____
 Ladies Size _____ Qty _____ @ \$15 = _____

Sweatshirt - Royal, Embroidered on chest

Adult size _____ Qty _____ @ \$25 = _____
 Adult size _____ Qty _____ @ \$25 = _____

Sun Hat - Stone

size _____ Qty _____ @ \$25 = _____

Visor - Navy

Qty _____ @ \$15 = _____

Ballcap - Khaki

Qty _____ @ \$15 = _____

Still working on on-line credit card payments - They can be called into 619-922-4149

Regalia Total _____

payment by Aug 20, 2023

**Important Regalia
Order Due Date**

To guarantee these prices,
must order and receive
payment by **Aug 20, 2023**

Mail form and check:

GoF West 2023
c/o Joyce Edgar
1454 Chase Terrace
El Cajon, CA 92020

or

PayPal or Zelle to:

Send to:
GoFWestInc@gmail.com
and then **email** order info
so we know what
you are paying for

Total can be paid together with
meals and flea market remittance
in one payment if you wish

Sell your (extra) MG related product.
Flea Market will be Thur morning, Oct 19th
Table sizes approx 2' x 6' *

Flea Market

\$15 per table due October 1, 2023
after Oct 1st, if space is available
\$20 (at event cash or check only)

**Important Flea Market
Order Due Date**

Must order dinners and Flea Market
payment by **Oct 1, 2023**

Use this recap if combining
payment for any of the following
(regalia, meals, flea market)

Regalia total \$ _____ < must be received
by Aug 20th

Meal total \$ _____

Flea
Market total \$ _____

TOTAL \$ _____

To be clear, Regalia payment must be received by Aug 20th, but Meal and Flea Market payment isn't due until Oct 1st. You do not have to use this recap and is only here for your convenience.

* depends on what the hotel has available

Special Note Regarding Lodging in Carlsbad

We encourage you to make your reservations using the link on the GoF West 2023 website or click on this [DIRECT LINK](#). The special rate is \$159 -King or \$189 -2 queens (+ tax and fees on both). These rates are good until Sept 15th. After the 15th, any rooms available will be charged at the prevailing rate, so be sure to make your reservations early.



Carlsbad Holiday Inn

REGISTRATION NOTE: Confirmations of registrations go out by email. If you've registered but not received a confirmation of the registration with a registration number, please contact Joyce Edgar, email preferred. GoFWestInc@gmail.com or 619-593-8255

Clubs represented at GoF West 2023 as of press date:

Abingdon Lowriders
Abingdon Rough Riders
Arizona MG Club
Arizona MG "T" Roadrunners
Bakersfield British Car Club
British Motor Club of Utah
Central Coast British Car Club
Classic Cruisers of N. Orange County Club "T" MG
Columbia Gorge MG Club
MG Car Club, Northwest Centre
MG Car Club, Rocky Mountain Centre
MG Owners of No. Calif
MG Owner's Club
NAMGAR
NAMGBR
NA MMM Register
NEMGTR
Octagon Car Club
Paradise British Car Club
Reno British Car Club
Sacramento Valley MG Club
San Diego MG Club
San Diego MG T Register
Sorry Safari Touring Society
Southern Calif MG Club
TC Motoring Guild
Vintage MG of So. Calif
Willamette MG Club

Don't see your club listed? Come join us and talk to your fellow club members about coming.

We do need individuals or clubs to volunteer to host future GoF Wests. Bring it close to your home. Contact Joyce if you have questions email preferred - GoFWestInc@gmail.com or 619-593-8255.

Does your club get a say?

GoF West Advisory Council

Each year at our GoF West events, we hold a meeting with representatives of all participating clubs to discuss, how we can make GoF West better for participants as well as clubs. We truly want to hear what you have to say, good or bad. We also talk about future GoF West locations and a number of other things including selecting new members to the Steering Committee. It roughly is an hour long and while everyone is invited, only the designated club representative can vote. Please decide on who will represent your club (your choice) and impress upon them that they should attend this meeting. To be held Thursday afternoon.

Please share this GoF West Gazette

Share this with your club members if you have not done so already. Send to your webmaster, newsletter editor, keeper of your club email list, bring to a meeting or whatever. Please just spread the word in whatever way you feel comfortable with to all the MG owners you know. We appreciate it.

More info at GoFWest.org or write to GoFWestInc@gmail.com

Paper MG Model Contest

Moss Motors was established by Al Moss 75 years ago. He was also one of the founders of GoF West in 1973. Al was also a prolific model builder. Moss Motors offers cut-outs of MG's and other Little British Cars on their website and are providing a 75th Anniversary prize package for the winner of this year's Paper MG Model contest at GoF West. You are not limited to the Moss

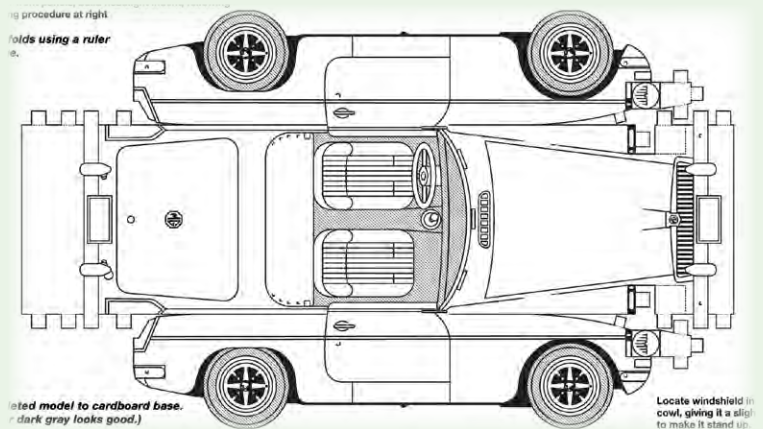
cut-outs, Al Moss was a creative thinker and would applaud your ingenuity, but it must be a paper MG to compete in this category. We expect to see some Moss representatives at the event and for them to bring the Al Moss TC. Lots to look forward to. Hopefully many of you will start on your models early, even with the cut outs building nice ones can take some time.



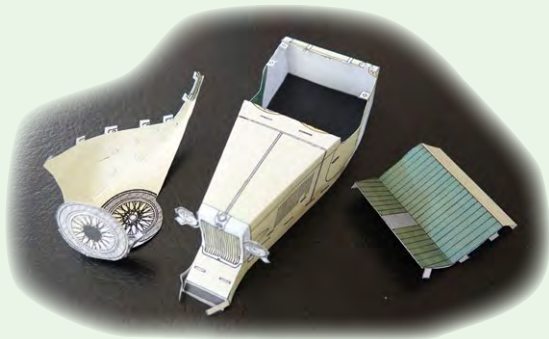
MGB model and cutout below



TC model modified as a racer



Find the Moss patterns here
mossmotors.com/papercar-cutouts



TC model in progress

This MGB model was highly modified to include extra details



Moss has Austin Healey, Mini, Jaguar and Triumph models as well as several MG types to choose from. Maybe modify to create your own MG. Present it in a diorama if you wish. Be creative



Winner of the Paper MG Model Contest will receive a 75th Anniversary Prize from Moss Motors including a 75th Anniversary Moss Motors ball cap, mug, coin and an Moss Gripper Fender Cover.



Thank You Moss Motors
 for the Support

Tech Session Presenters

Jim McGhee

Reg #87
in 2023

By profession, Jim was trained as a mechanical engineer, being educated at University in Glasgow, Scotland. As a Certified mechanical engineer, he has always been attracted to hands-on aspect of Engineering.

As very young child his oldest automotive memory is of riding as a passenger in his local doctor's Mk 1 Jaguar who had participated in the Monte Carlo Rally in it. He has resided in San Diego for over 40 years now. Jim purchased the California Wire Wheels company located in Lemon Grove around 1980.

He specializes in the repair and restoration of Dunlop and Boranni wire wheels for European autos, but also caters to wheels of U.S. manufacture for vehicles such as Franklin and others. One of the oldest cars he has worked on is a TAHIZ, made in San Diego in the early 1900's, a car often seen in the San Diego Auto Museum.

Much of the work he undertake now consists of installing customer's tires and balancing, on his spline drive static balancer set up.

Boranni wire wheels are a delight to restore however competent chrome plating in California is proving more difficult to find. The majority of these wheels include an aluminum outer rim and when polished and assembled with re-chromed center and polished stainless spokes, they glitter like diamonds.

Most common repairs are for Dunlop spline drive wheels.

He has customers drive from Los Angeles, Las Vegas and Arizona to have him work on their wheels.

In addition to his wire wheel work he is often seen at car shows in Southern California with his die-cast model car display. He specializes in 1/43 scale models of British and European vehicles, most which he imports from trips to the U.K. He also collects, buys, sells and restores original Dinky, Corgi, Spot-on models as well as Wm. Britian's model soldiers. He has also gotten into model trains as a hobby so can also be found at train shows.

Jim McGhee, 619-733-4946

Jim will discuss wire wheels, and their rebuilding at a tech session Tuesday evening.

Len's family has been in the automobile business since 1911 as his grandfather was the first licensed used car dealer in the state of NY! His dad and uncle were professional race car drivers for 25 years as well as were part of the founding members of the Classic Car Club of America. Len was a UAW (United Auto Workers) Shop Steward and lead mechanic for Manhattan Ford, Ford Trucks/Lincoln Mercury and was called "The professor" by his co-workers. He also earned Land Rover, Ford & ASE (Automotive Service Excellence) Master Technician and Jaguar Master Service advisor (Retired) ratings

Following his father and uncle, he also did Formula Ford & IMSA racing.

Len Fanelli

During his Tuesday morning tech session on Zoom (he is from the east coast), he will be discussing MG engines from 1923 to 1980, talking about the advancements and differences over the years.

And always with performance improvements in mind he will touch on improvements you can make on your MG. We are sure he will bring up CSI distributors, and roller cams, but he also has suspension fixes, gear box lube suggestions, cooling improvements and much, much more.

Len Fanelli - Abingdon Performance, Ltd
914-420-8699
laf48@aol.com



Does a perfect man really exist, Mom?



Of course, Darling. They all drive MG's.

Traveling Thru England with Jack Kahler

by Pat Garity, Reg #73 in 2023

A few years back I made the trip of a lifetime for an old British sportscar fan. Another chance to travel through England with my fellow MG fan Jack Kahler happened again this year. Jack is the Chairman of the Triple M Register for the United States. Goodwood, Abingdon and Brooklands were familiar with this years trip. But I was treated to an amazing side trip this year. Not far from Heathrow down a road called Devil's Lane we traveled down to a row of small nondescript workshops. Knocking on the door we were greeted with a wry smile and a look of "oh no another looky loo" about to bring the production of my shop to a standstill. Steve Gilbert welcomed us in to see his latest re-creation. Steve's well known for his amazing work with metal to those who restore pre-war MGs.

He is currently building bodies that replicate a famous racing MG. Students of MG history will recognize the Phillips MG TC. George Phillips was a privateer who raced MGs in England and the continent. The special that is being re-created once raced at the 24 Hours of Le Mans. This body provides much better aerodynamics and considerable weight saving. This made huge improvements to the MG's performance. Sadly a faulty distributor condenser in the late stages of the race and a minor rule infraction caused the car to not finish. When Phillips mechanic arrived with a replacement part Phillips codriver gave him a ride back to the pits. He was later disqualified for his actions. One has to wonder what the TC would have done had that condenser not failed. Phillips rebodding of MGs later resulted in what we now know as the MGA.



Steve has orders for five of this body and is limiting production to twelve. He has gone to great pains to replicate the original body. Only pictures remain of the original car. Further snooping in Steve's shop found bicycle

cartons full of ash timbers that Steve's brother-in-law produces and he assures that fit much better than those of his competitors. The metal forming equipment found was incredible. In corners were complex aluminum gas tanks and completed body tubs. Hanging on the walls were patterns and bits of body panels. Steve pointed out the finer points of properly louvering a MG bonnet.

Seeing a two man shop produce car bodies that start as sheets of aluminum is amazing to me. The skills these two men have are sadly becoming a thing of the past. Steve was once approached by an American millionaire about relocating to the U.S. but love of country and ties to home cemented his decision to stay put. Seeing nearly completed K and J series body tubs stashed on walls and corners of his shop tells me they have plenty of business.



The tooling and assortments of presses, brakes, shears, rollers and English wheels represent years of experience. The finished products display the various skillsets of these talented artisans.



George Phillips TC Le Mans Special

Stuffing Two MGs into a 22' Enclosed Trailer

By Mario Johnson

Registrations #60 & #61 for 2023



Although my wife and I are new to GOF, we have had MG's for about 20 years. Before I go further, I must share that there is no sound logical reason to have

these little cars. So for us to own them means we are a little off. Having said this, that anything we do, therefore is a little off. Proof of this fact, we own 5 MGs.

About 3 years ago we bought a very nice show quality '51 MGTD. After attending a few MG events, we decided to show it at MG car shows and all British car shows. We have done okay and really enjoyed visiting and making new friends. Since we live in Northern California and shows generally are a ways from us we trailer most of the time, either in an enclosed or open trailer.

Each year we spend a month out in the desert in Arizona, dry camping in our motorhome. I left the campsite to go to town for something and on the way back in the middle of the desert on rough gravel road, I ran into a guy that asked me to drop by his RV and we could talk MG's, since he has had a few. Well much to my wife's dismay, upon returning from a visit with him, I shared with her that we now have bought a 1968 MGC. After a few counseling sessions the marriage was salvaged.

We have two very nice MG's, (not that the other three drivers aren't, just not for showing). So how do I take both to shows was my new dilemma. My enclosed trailer is 22' long the cars are general a little over 12'. If you do the math, I was unable get both in the trailer. I also didn't want to go to a 24 foot trailer, since it is longer, yet still would need some adaption to get them both in.

In the past I have had welder fabricate a few things for me. So I explained to him what I wanted to do and if he thought it could be done. A few people I talked to said it wasn't feasible. The welder thought he could do it, but admitted he had never done anything like this before. I agreed to give it a try. The design would be to mount a lift in the front of the trailer that would raise up the rear of the car with a hydraulic ram. The on and off switch runs off a battery. If the car is raised too high it will hit the roof

with the top of the car. After it is raised two supporting safety jacks on each side of the rear of the ramp are set so that the ramp can't come down once raised. I could then drive the second car's front end under the ramp enough to close the door.

Life was good for a short time. After 3 or 4 times of use, I heard a cracking and popping sound. I took it back and we learned that the aluminum towers for the ramp were cracking. These were replaced with steel towers. We also learned that these trailers, of course, were not built to be used like this. There is very little structure under the floor beyond the wood. This was allowing the ramp to move when lifting the car. The welder had to remove the floor in the front of the trailer and attach bracing to the frame in several areas. This solved the issue. It probably goes without saying that this design was not by any means cheap. As I alluded to earlier, if I had good sense I wouldn't be driving these cars.

Now we go wherever we want to with both of these cars. And to date the trailer is performing as designed. We either tow with our 1 ton dually or our motorhome. I've offered a few pictures to help describe the set up. We will be at the GOF West in October with the setup. If anyone is interested in taking a look at it, please ask me.



Their MGC was the class winner for the C class in 2022 and is thus in the Premier class for 2023

Go GoF West, Old MG!

I had not attended a GOF before my 1935 MG P-type Midget came my way. I had had been to a couple national NAMGAR events (MGA Register) that are of a similar format. My first GOF West, in Napa, California, came soon after I bought the PA and got it running. (The PA was called the P-type until the larger-engine PB came along.)

The event that year was also the national meet for the "MMM" group of pre-WWII overhead-cam MGs so it was a great introduction for my family and me. The GOF is a family event after all. My father and his wife - and their dog - drove out from Illinois to join us. They were able to participate and even borrow an MG TD for the show day.

We were able to join the tour and to navigate to the Sears Point track. That was a special time for my father and me. The MG ran well despite the daily temps over 100 degrees.



Since then I have attended several GOFs, both the West gathering and the Central GOF after we moved back to Illinois for several years. Those were special events as well. One was based in Auburn, Indiana, with the banquet inside the Auburn-Cord-Deussenberg Museum (and former factory).

The P-type had an amateur restoration by the prior owner who cared for it for 30 years. He nearly finished but had not driven it. It was left to me to finish things and put it on



the road. It had full "swept wings" (fenders) as original. I had an accident with the MG in Solvang during the GOF in Buellton in 2005 and later replaced the full fenders with cycle-style fenders on the front. I was not sure if I would like the style and may change it back some time. I won the Hard Luck Award that year.

I heard about the MG from a co-worker in the San Jose area. His neighbor owned it. This gentleman, a mechanical engineer at HP, was giving up doing such work.

The paint was lacquer over bondo and over some poor body repair. Despite all my touch-up work it needed refreshed. Last year, my brother-in-law helped me to repaint the MG in its current red and white two-tone colors. The P-types came originally in two-tone but it would have been two-tone red or green or blue. Mine was originally black with a green interior. MG purchased the body panels already painted. Since the fenders came from a different vendor

By Dan Shockey

Member of Vintage MG Club,
MG Owners Club, Sorry Safari
Touring Society, Abingdon
Rough Riders

Registration #26 for 2023



than the body, they decided not try to match the paints. It was actually a cost-savings feature. (The black panels matched.) Some parts were painted at MG, such as the gas tanks, and debate still rages over which color was used.

I debated the new color scheme for some time. I didn't really like the shade of green that it wore. What finally decided it was that I had a gallon of the off-white purchased for a TR3 plus a gallon of the red TD paint purchased second-hand from another guy who never got to his project. I didn't want a dark color over the lower sides of the body with its imperfections and I liked the two-tone look. The paint is single-stage polyurethane (no clear coat).

My father has owned two green cars and had accidents with both so he decided early on not to buy another green car. I have owned one green car - the 1935 MG - and only one accident. So I am avoiding the family green-car curse.

I was in the habit of calling the PA "Mister Toad" from *The Wind in the Willows* stories. It was loud and pretentious and odd shades of green but still generous and loveable. I still call it that but now also "Peppermint Paddy" with its new clothes. I did not want to change its gender! The PA was originally sold in Belfast, Northern Ireland, so 'Paddy' is a suitable name. Green is a better color for an Irish car, of course.

I have had many other adventures with the MG, some great and some less so. The engine threw a rod while driving on the freeway near Oakland. After getting the block welded and other machining done, I rebuilt the complex engine myself. The longest trip I have made was to the GOF in Auburn, Indiana, from my home in Western Illinois. I drove it 700 miles

that week and won a special award. Another PA joined me and we enjoyed empty secondary roads lined with wildflowers

and small towns. Other memorable trips include journeys across the Golden Gate Bridge to the North Bay, once to Phil Frank's unique summer place in Bolinas.



(continued next page)



With current two tone paint scheme

One advantage of the cycle front fenders and lack of low running boards is that I can more easily carry the MG in the 8-foot bed of my pickup truck. I use 11' ramps and some boards to get it into the truck, using an electric winch mounted to the truck's trailer hitch with a cable under the MG to the rear of the MG. I carried the P-type this way to the GOF West at Mt. Hood. Loading is more work but I avoid the "travel adventures" and lower speed limits of towing a trailer.

The PA can generally keep up with the other MGs on tour but is not a comfortable car on the freeway. I have enjoyed allowing more time and finding alternate routes to get places. It is most comfortable running at 50 to 55mph though I can push it to 65mph without feeling unsafe. Climbing hills requires keeping the RPMs up so I find myself pushing it harder at times than I wish to avoid having to shift down. The drum brakes are cable-operated so best to "plan ahead" when braking, as suggested by my father.

The PA has an 850cc motor, rated at 36hp. Because of its small displacement and overhead cam, it develops power at higher RPMs. The compression is low on the motor by design due to the poor quality of fuel available in England in the 1930s. These cars are often supercharged as a result. Mine still runs on its original twin SUs. Other than finishes, the car is remarkably as it left the factory in April, 1935.

I plan to drive Mr. Toad to the GOF in Carlsbad. It is about 70 miles but will be a little longer as I find the roads less traveled to get there. It appears I will have to get on I-5 for part of the way. Camp Pendleton is in the way of other roads. Be sure to allow time to stop along the way when you see a scenic place. I hope to see you there.



GoF West Gazette

The GoF West Gazette is a publication put out by GoF West Inc. It is produced roughly three times a year and available in PDF form only. Issues can be found at the GoF West website: www.GoFWest.org

Bob & Kathy Tyzzer registration #21
for 2023
in their MGC-GT

My MG-TD History

or Why I Like a Paper Mate Pen



Ed Reynolds
Reg #87 in 2023

In 1953 I was a freshman from Weston, CT attending SMU in Dallas, TX. Ball point pens were not that common, having really only been selling since 1949. To encourage the purchase of ball point pens, Skillern's Drug Store chain in Dallas and Ft. Worth, TX, sponsored a contest with The Frawley Pen Company, manufacturers of Paper Mate pens. The first prize was a new 1953 Red MG and the second prize was a one-year college scholarship.

My mother lived 15 miles from the campus. One day I took my dirty clothes out to her house to use her washing machine. I left the only ballpoint pen I owned at the time at her house. That evening I knew that my step-father was going to be attending a meeting near the campus and delivering my laundry to my dorm, so I called and asked him to drop my pen off with my laundry.

He couldn't find my pen and on his way to his meeting he stopped at a Skillern Drug Store and bought me a new pen. He saw the entry forms for the contest and wished to win the second prize since my mother was paying for my freshman year at SMU, he was in essence paying my bill. He entered the contest in my name, his name, my brother's name, my mother's name, the dog's name and any other names he could think of.

During the second week of October, I was in an afternoon Engineering Drawing lab when the Dean's secretary called me out of class to tell me that I needed to call a certain telephone immediately. When I called the number, it turned out to be an executive at the drug store. I thought it was a prank when he asked if I would like to come down to the Skillern warehouse and pick up my new MG. My instructor let me out of class and I had a fraternity brother drive me to the warehouse. When I arrived, I told the executive that I hadn't entered the contest but he showed me the entry with my name on it. I recognized my step-father's handwriting, but I didn't get a copy of the entry. Basically, the entry stated that "I liked my Paper Mate pen because I can use it to take notes in class, do my homework, take tests and write letters to home" in exactly 25 words. After accepting the car, I told my step-father that he should have the car, but he was 6' 2" and weighed 250 lbs. and did not find it comfortable to drive.

One year later I met the son of the drug store owner and he told me the contest was rigged. They only evaluated SMU and TCU college students for the first prize thinking it would get maximum publicity among the students that would potentially buy a ball point pen. For the second prize they only evaluated Seniors in High School in the city opposite to the winner of the first prize, therefore the second prize winner was a high school senior in Ft. Worth.

I had a radio installed in the glove box, an Arnolt heater and fastened a box in front of the heater with a radio speaker and two headphone jacks. I used the old stethoscope style head phones to listen to the radio with the top down. My first long drive in the car was in Thanksgiving when I drove from Dallas to Houston, and that was followed at Christmas when I drove from Dallas to Weston, CT and back. In shop class I built a heavy-duty luggage rack to hold a trunk. During that first year I installed a "Coffin" valve cover (losing the valve setting plate that is fastened to the factory installed valve cover), Hellings Air Filters and replaced the radiator grille slats with chrome wire mesh.

The car was manufactured in July 1953, one of the last 900 manufactured and imported by Clarence Tally Motors through New Orleans with the last shipment of MG TDs. The next shipment was MG TFs. The last TDs were configured with a mix of parts and my car had a TF head requiring different valve settings than the TDs. Without the valve setting plate on the valve cover I used the TD setting from the manual supplied with the car and kept burning out valves on my drives from Texas to Connecticut and back.

I grew up in the small town of Weston, Connecticut with a population of less than 2,000. It had a car community element with Jim Hoe regarded as one of the most skilled Duesenberg mechanics in the nation, as a neighbor. The town had no bus service, and I hitchhiked a lot and loved to be picked up by Jim as he test-drove Duesenberg's like the Clark Gable, Gary Cooper, SSJs, Greta Garbo's, and Model Js. Ken Purdy, the Automotive writer, lived in the area and I would ride in Cords, Cad-Allards and other exotic cars he was test driving for articles and his books. Bugatti's, MG TCs, Morgans and other sports cars were common sights on the roads of Weston. The singer James Melton had a collection of antique autos in town that I would occasionally ride in before he moved them to Florida.



See all the MG TCs

(continued next page)

The SMU Campus

Published Semi-Weekly by SMU Students Publishing Company
89th Year Southern Methodist University, Dallas, Texas, Friday, October 16, 1953. No. 9



WON'T HAVE TO WORRY ABOUT DATES NOW

The Sports Car Club of America National Headquarters was located in nearby Westport, and Briggs Cunningham lived in Southport, CT, before relocating to California. Needless to say, there were a lot of MG's and other sports cars on the road as I grew up.

My drives back and forth from Texas to Connecticut were essentially non-stop in 24 to 36 hours causing great wear on the engine. I performed my first valve job on the TD's engine in the summer of 1954. During my engine work I installed an exhaust cut-out which gave the impression of dual exhausts. In 1954 Carroll Shelby purchased the Tally dealership in Dallas and I was leaving his shop after a tune up in November 1954 when I was "rear ended" at a stop light by a drunk coming from a Thanksgiving office party. Shelby's mechanics told the insurance estimator that my exhaust manifold was cracked and that I was configured with dual exhaust. (It turned out they had a split manifold for a TD that they couldn't sell so it was installed on my car).

To combat the Texas heat I built a "Rube Goldberg" air conditioner by installing a picnic cooler behind the front seat with a coil of tubing and an electric fan. I would fill the cooler with ice and the fan would blow cool air into the cockpit - mostly on my neck. Years later I rigged a clothes dryer vent pipe on the side of the car to catch air and cool the lower compartment area.

The engine required another valve job in the summer of 1955 and again in 1956. That summer I worked in an auto body shop and I painted the car a GM Blue since the original red was fading and from the 1954 wreck the fenders were a different shade of red from the main body.

My summer of 1956 overhaul caused an oil leak that weakened the main bearings, and on my drive back to SMU from Weston I collapsed the engine bearings on the Pennsylvania Turnpike as I tried to reach 85 mph downhill. Fortunately, it was near the Mack Truck Assembly Plant and I was able to ship the car back to Weston where it spent the winter in the woods covered by a tarp. In the summer of 1957, I had the engine rebuilt by Briggs Cunningham's mechanics as I entered the USAF. In December 1958 I was assigned to Dow AFB in Bangor, ME and had to drive up there in a snow storm (using a Dial shampoo bottle filled with alcohol to de-ice my windshield). I knew that it was not going to be a reliable winter car so I attempted to trade it in on a Mercury station wagon. The dealer would only give me \$100 because there was no market for a sports car in the winter and he didn't want to carry the inventory until the summer when he might be able to sell it. I elected to keep it as a second car. When I was transferred to Bermuda in 1962, I had to sell the station wagon and stored the MG in New York City so I could use it when I had stateside leave. While in Bermuda I was able purchase a number of TD parts from the local MG dealer for 1953 prices including a radiator shell for \$19 (currently worth over \$200).

Leaving Bermuda in 1963 I married, Judy a USAF school teacher in Newfoundland, Canada and my next duty station was Reno, NV. Judy had a VW and neither car could pull

the other so we "honeymooned" by driving across the US in two cars. With its streamlined nose the VW would pass me going down hills and the MG had more power and would pass her going up hills. Both cars had the same range on a tank of gas. We made the trip without incident, but I had to rebuild the engine again in 1963, 1965, 1969 and 1973. In 1967 I replaced the upholstery with a green kit from Moss and painted the car black.

It was my primary commute car during assignments in California, New Hampshire, Nebraska, California again, Nebraska again and finally the Pentagon in Washington, DC. When I was transferred to New Hampshire I purchased a fiberglass hard top in El Monte, CA which served me well in my travels back and forth across the United States. I drove the car in all 48 states and parts of Canada and

Mexico until 1977 when the wiring gave out (the cooper wires were just green dust when you peeled back the insulation). Moss Motors wiring harnesses were back ordered and there were strikes in England that prevented me from getting a new wiring harness for over a year.

In 1979 I retired from the USAF in Washington, DC, and I loaded the car in pieces into a trailer and towed it to California. In 1981 I took it to Mike O'Conner at O'Conner Classics for a frame-up restoration back to as original

configuration as possible. The car was completed in 1984. It is the only TD I know of in original configuration down to Dunlop 5.50 x 15 tires and a tar top battery. Most owners add or modify their cars to be able to drive with some degree of comfort on Interstate Highways.

Since then, it has been judged 1st in its class in over 12 Concours d'Elegance, voted the best TD by MG owners at six Gathering of the Faithful (GoF) meetings and first in its class in 13 car shows. Overall, it has been shown in 90 car shows. Due to work commitments, it was not shown between 1993 and 2001.

The car was written up in the March 16, 1989 issue of Old Cars Weekly and the September 2012 issue of Hemmings Sports and Exotic Cars.

This is a Youtube video of my story:
[youtube.com/watch?v=ueKjPTEeglw&t=23s](https://www.youtube.com/watch?v=ueKjPTEeglw&t=23s)



Ed's TD won the Premier Class at the 2021 GoF West so will be "Display Only" in 2023 for the final year (has to sit out for 2 years)

Our MG Memories

Kevin and Pat's 1954 MG TF

By Pat Gaston

Kevin and I bought our 1954 MGTF 1250 from his brother, Dave Gaston, back in 1995. Dave lives in Ohio and had owned the car for the 10 years prior. When he decided to sell, Kevin was more than eager to buy it and have it shipped to California. Since it has been in the family, for over 37 years, it's had a lot of tender loving care. When we got it I said I wanted a driving car, not a show car, and that's what it's been. When we joined the Vintage MG Club of Southern CA, 27 years ago, the car has been driven to every GoF gathering except the first year. We had no idea what GoF was and had no interest in going with a bunch of strangers to an event we didn't know anything about. After that GoF and hearing all the great things about it and the fun everyone seemed to have, our curiosity was peaked, and so the next year we made our way, by ourselves, to Monterey, California. Wow, what a great event and great people! Since then we haven't missed a GoF. It's a time to make great friends and renew friendships and we love seeing everyone and participating in all the events. We now travel in a caravan and love the comradery, the road side bonding, and the happy hour that follows each night when we stop at a motel.



Kevin and I bought our 1954 MGTF 1250 from his brother, Dave Gaston, back in 1995. Dave lives in Ohio and had owned the car for the 10 years prior. When he decided to sell, Kevin was more than eager to buy it and have it shipped to California. Since it has been in the family, for over 37 years, it's had a lot of tender loving care. When we got it I said I wanted a driving car, not a show car, and that's what it's been. When we joined the Vintage MG Club of Southern CA, 27 years ago, the car has been driven to every GoF gathering except the first year. We had no idea what GoF was and had no interest in going with a bunch of strangers to an event we didn't know anything about. After that GoF and hearing all the great things about it and the fun everyone seemed to have, our curiosity was peaked, and so the next year we made our way, by ourselves, to Monterey, California. Wow, what a great event and great people! Since then we haven't missed a GoF. It's a time to make great friends and renew friendships and we love seeing everyone and participating in all the events. We now travel in a caravan and love the comradery, the road side bonding, and the happy hour that follows each night when we stop at a motel.

The top has never been up on our little gray MG, which is amazing in itself, but of all the trips our three week trip to Harrison Hot Springs, Canada, was our favorite. We traveled with 7 cars all the way up the coast to Canada. We saw some beautiful country and met some great folks along the way. This was the only trip, in all the years of travel, which we had rain, and it lasted only 15 miles!! Kevin told me that if we drove fast then I wouldn't get wet...well, we not only caught a red light but as soon as it changed an emergency squad came along. So much for not getting wet!!!! This only added to our great adventures and memories. Another trip, heading to Napa Valley, I looked up and a hawk was carrying a dangling snake in its talons and I could only hope that the unknown type of snake would not fall into our car or our sister-in-laws car that was traveling in front of us (poor snake). The only car problem, in all these years (knock on wood) was on our trip to Carefree, AZ, when the electric fuel pump decided to die in the middle of nowhere, in 105 degree weather. Kevin backed the car up onto the sand shoulder, he lay on his back under the car, and in record time changed it out to the cheers of our MG friends, and off we went on our way. He's still, to this day, is sorry no one timed the event!!

This car has not only gotten us to so many GoF gatherings it also got us through the tough Covid pandemic too. When we couldn't meet our friends or travel anywhere, we were able to take the car for rides in the open air and see the beautiful world we were all locked away from. It kept us sane and happy. There so many wonderful memories to share and we look forward to making more in our little MG for many more years to come. GoF is an adventure and one that we will always cherish. See you all at GoF West 2023 in Carlsbad, California.



Reg #88
for 2023



Kevin & Pat Gaston

There so many wonderful memories to share and we look forward to making more in our little MG for many more years to come. GoF is an adventure and one that we will always cherish. See you all at GoF West 2023 in Carlsbad, California.

This car has not only gotten us to so many GoF gatherings it also got us through the tough Covid pandemic too. When we couldn't meet our friends or travel anywhere, we were able to take the car for rides in the open air and see the beautiful world we were all locked away from. It kept us sane and happy.



Note - Kevin & Pat's TF was the class winner at the 2021 GoF West at Mt Hood, so check it out in the Premier class at the 2023 event. We have FIVE past winners registered to date, who will be competing for your vote in the Premier Class and two past Premier Class winners, who will be display only.



The Life and Times of Our MGA Roadster

Our "Hot Rod Red", 1958 MGA Roadster is not one of those cars that is rarely driven, that is stored, and/or only brought out for car shows and events, but a regular, if not daily driver.



1937 Austin A7 7Hp

The history of our A begins with my dad, Johnny Young. His interest and love of English cars started while he was in the Air Force and stationed in England (twice) and where he met and married my mom, Mai, and where I was born. While stationed at Fairford AFB in 1954, he bought his first LBC which was a 1937 Austin A7, 7hp. During his 2nd tour in England, 1958 - 1962 he had a 1958 Rover 108 automatic. Yes, that is me in the photo, leaning on the car with an apple core and wind spinner and thus became my introduction to and interest in British cars.



1958 Rover 108 automatic

He also at one time owned a 3 wheeled UK



UK built Isetta

He purchased a couple of work in process MG's that I helped him to rebuild the motors in, eventually selling those cars and buying a 1950 MG TD. With my help and that of Arizona MG "T" Roadrunners members, he did a full restore on the TD. Once completed, he used it in Roadrunners club events and represented American Legion Post 50 in Veteran's Day parades.



VETERANS DAY PARADE
PHOENIX, CENTRAL AVE 11/11/2000
ARNDL W0 + 715.

The history of our A begins with my dad, Johnny Young. His interest and love of English cars started while he was in the Air Force and stationed in England (twice) and where he met and married my mom, Mai, and where I was born. While stationed at



Can you spot the A under all the boxes?



The MGA after the boxes were cleared off and then hooking it up to tow it home



12 MAY 1999

My dad purchased it and started working on the frame up restoration with extensive help from Marie Thompson and Art Kaplan, who are close friends and members of the Roadrunners.

Art helped with the things that needed a couple of people to do. Marie helped with the electrical and also rebuilt a 1600 engine that was going in to replace the original 1500 motor. The front



Body & PAINT JOB
START AUG 2000



Registration #23
for GoF West '23

Danny & Barbara Young

In 1999, a friend in the Phoenix Chinese community let him know he had a 1958 MGA Roadster that he had driven while in college, it had been parked in his garage for quite a few years (not sure how many) and was currently being used as a "storage shelf".

(continued next page)

drum brakes were replaced with disc brakes with a lot better stopping power, which have been tested more than once.



Painting is done mid 2000 and it is then loaded to bring home to finish it up



Dad and Marie prepping the engine before install on December 30, 2000



Dad, Marie and I installing the engine



Wow, it actually fits!



Engine installation done and Dad, Marie, Betsy and I admire the work

Once the rebuilt engine was installed, all the electrical and everything else working, and the car was on the road my dad would start "tinkering". When on one or more occasions, the car would not start or ran funny; a call to Marie was made. Marie never asked what my dad had

done but just helped him fix the issue. I am still finding things that my dad "tinkered" with and I still scratch my head on what was he thinking.



January 2001 - the 1950 TD and finished MGA Roadster

Early in 2004, the car had been running OK but was overheating, and it was diagnosed to be a blown head gasket. Unfortunately my dad was not able to work on the problem; he was in the hospital and on dialysis after a failed kidney transplant. He sadly passed away March 10th, 2004.

Now this is what good friends and being members of a car club mean. Art Kaplan and Marie Thompson worked to replace the head gasket and getting her running again and Art was able to drive my dad's beloved 1958 MGA Roadster right behind the family during the funeral procession.

After dad passed away, I continued maintaining the A, and since my mom didn't know how to drive a stick, I started driving it and joined the MG "T" Roadrunners. After my mom passed away in 2013, the MGA was titled to us and we brought her to our home.

I started to have some issues with the clutch slipping and needed to pull the engine and transmission out of the car. We decided to replace the 4-speed with a 5-speed setup from Moss Motors. The 5-speed conversion only required 6 holes to be drilled; four in the frame to install the new motor mount, one for the new speedometer cable, one in the passenger side of the drive train tunnel and one more in the passenger side of the firewall. The kit comes with everything needed to do the replacement. and the 5-speed makes a whole lot of difference driving on the freeways.

In July 2014 we had a custom trailer built by Jimglo to enable us to fit the trailer under our carport ceiling and house the MGA. Parked facing into the carport, we could the drive the car in and out with the drop down ramp; the car was sheltered and secure but still easily accessible to us for events, rallies and shows.

With the A, we have won a number of 3rd, 2nd and 1st place awards at different events we've attended. The biggest highlight happened at GoF at Rohnert Park, CA in 2015 where we won the Al Moss Memorial High Point Award. This change in allowing post '55 "Moderns" to be eligible for the High Point award occurred afternoon of the Awards ceremony, during the Steering Committee Board meeting.

(continued next page)



2015 GoF West Rohnert Park where we won the 1st "post 55 modern" to win the Al Moss Memorial High Point Award!

We continue to attend GoF's and other car events and will also be attending the upcoming 2023 GoF West at Carlsbad, CA. We hope to see you there. Come find us if you have any questions, want to see any more pictures or just to chat.



GoF West 2022, Buellton, CA

We moved from Phoenix to Tempe, AZ in June 2017; we bought a 1958 MGA Coupe and needed garage space. So.... we bought a 3-car standalone garage/workshop that just happened to come with a house with its own attached 2 car garage and pool!

Restoration work on the Coupe really only started about 3 years ago and is taking time since I have been trying to make sure everything is done as cleanly and neatly as possible, without the need for tinkering.



We hope to have the Coupe ready to show for the 2024 GoF West

See you in Carlsbad, CA.

Safety Fast

Danny & Barbara Young

Registration #23
for GoF West 2023

How Car Display Classes Are Determined

As of July 10th we have the following MGs registered. Please take note that some classes do not have sufficient numbers of MGs yet to devote a totally separate class for the car display so possibly some models may included in a joint class. If you can, please contact friends with MGs in the low number class listings and invite them. We are about 3 months out right now so we have time to adjust classes. At this point we may put the lone Midget roadster in with the early B's and all the GTs together. Not ideal but the guidelines say there should be at least 3 cars to make up a class.

We also issue awards based on the number in the class (see Red Book for specifics). We order trophies based on the number in the class at the time of the order.

- Premier (1st place in classes from previous 3 years) - 5
- Pre War - 3
- MG Y-type - 2 (will be in Variant class at this point)
- TC - 19
- TD - 22
- TF - 6
- MGA - 5
- MG Midget - 1 (will be with early B class at this point)
- MGB (chrome bumper) - 6
- MGB (rubber bumper) - 4
- MGB-GT - 4
- MGC-GT - 1 (will be with the BGT class at this point)
- MG Modern (1100, Magnette) - 0
- Variet (Arnolt & those highly modified from regular class) - 2

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They have all helped us in various ways to make this GoF West great for you!

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[North American Classic MG Magazine](#)

[Classic Motorsports Magazine](#)

[California Wire Wheel](#)
(no website - call 619-733-4946)
mgjim@sbcglobal.net



Register now
and save

GoF WEST 2023 Registration Form Carlsbad, California Oct 16-20, 2023

Registr. #

staff use

~~\$60 USD before March 31, 2023~~
\$75 USD Apr 1-Aug 31, 2023
\$100 USD as of Sept 1, 2023
In-Spirit \$30 USD



In-Spirit registrants will receive a patch, pin, dash plaque and event guide

Cancellations will revert to "In-Spirit." If received by May 31, 2022 the remainder less fees incurred will be refunded. If received after May 31, 2023, no refunds will be given.

Names — as you want them on your name tag and the event guide

Last Name _____ First Name _____

Co-driver _____ First Name _____

Children, under 12, (or dependents) who will be attending with you: _____

Address _____

City _____ State _____ Zip Code _____

Country _____ Phone #1 _____ Phone #2 _____

Email _____ Note: Registration confirmation will be sent by email

Primary Club Affiliation (if any) _____

Other Club Affiliations (if any) _____

Have attended _____ GoF Wests or this is my First GoF West

MG to display*: Year _____ Model _____ Color _____

If your MG has major mods from stock, please check here and list on the back. (such as non MG engine or exterior resembling a different model)

want my MG listed but will not display

* Please notify us ASAP if you later plan to display a different MG so we can plan out the car display and have adequate class awards

Will you be bringing a trailer? Yes No

Will you participate in the rally? Yes No

Will you stay at the Holiday Inn? Yes No

Participate in the funkhana? Yes No

Method of Payment: PayPal
send to
GoFWestInc@gmail.com

Zelle
send to
GoFWestInc@gmail.com

Check
Make checks
payable to GoF West

Hotel Information:

Holiday Inn Carlsbad
2725 Palomar Airport Road
Carlsbad, CA 92009
Phone - 760-438-2725

"GoF West 2023" rate of King-\$159* or Two-Queens-\$189*
To get group rate, reserve by Sept 15, 2023.

* Plus tax and fees (currently a total of 12.195%)

Mail registration to:

GOF WEST 2023
1454 CHASE TER
El Cajon, CA 92020-8368

or email to:

GoFWestInc@gmail.com

More information will be posted on the www.GoFWest.org website as available (can use QR code above)

or contact David & Joyce Edgar (Co-Chairs) at GoFWestInc@gmail.com or 619-593-8255



GoF West Auction

The major source of income to the GoF West organization is our auction. These funds help keep the registration fees low, pay for overhead expenses such as insurance, plus provide startup funds for future events. We hope you or your club can help.

While we prefer MG related items, there have been non MG items

that have sold well too. So put on your thinking cap, look through your garage, parts bins, create an MG art work, or Just use your imagination.

Whether you donate something the to auction or contribute by bidding - Thank you!

Will you be contributing to our auction? If yes, please describe your item(s) as you would like the auctioneer to describe it/them to the audience. You would be surprised how many items could be better appreciated if this information was provided to the auctioneer.

We would like to recognized you for your contribution. Please list how you would like the acknowledgment to read.

I will mail/ship my items * or bring them to GoF West (bring to Carlsbad on Mon, Oct 16)

Items may be shipped to:

GOF WEST
1454 CHASE TER
EL CAJON, CA 92020-8368

Please contact Joyce Edgar at GoFWestInc@gmail.com or 619-922-4149 if you have questions or need assistance with delivery of auction items.

Club and individual donations are appreciated. If you know of a business that would be interested in supporting GoF West with advertising dollars or auction/raffle merchandise, Please ask them. We would love to have them added to our website supporters page. Please check out the companies already listed and thank them for supporting GoF West. gofwest.org/page22.html

* Must be received by Oct 9th (prefer by Sept 20th). If shipped please notify us at GoFWestInc@gmail.com with tracking number if available.