

# GoF West Gazette

June 2023

[www.GoFWest.Org](http://www.GoFWest.Org)

Volume 29, Issue 2



Come for the MGs  
but stay for the  
Friendship



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Register before  
Sept 1st

October 16-20 (registration form pg 17)



# GoF

# Gathering of the Faithful

# "Gee Oh Eff"



The idea of gathering vintage MG owners together from a broad area for MG fun started on the east coast back in 1964. In 1973 a few enthusiasts decided we should have a west coast event as well. We have continued the west coast event each year for over 50 years now. We hope you join your fellow MG enthusiast for lots of fun. We have over 80 registrations from about 30 clubs represented so far.



In addition to a car display there are arts & crafts sessions, tech sessions, a fun rallye, a crazy funkhana, dinners, Bunco, and many places nearby for sightseeing.

## Car Display

GoF West Car Displays are usually on Tuesday mornings, but this year the Burtech Family Vineyard stepped forward and offered to host the car show at their tasting room, so it will be in the afternoon this year. The tasting room is not at the actual vineyard, but only 2.6 miles from the hotel. Food will be available for sale at the tasting room for those that get hungry during the car display.

The Burtech Family founded Burtech Pipeline, a general engineering contractor company in 1992. Several family members are passionate equestrians, so the family purchased an 11-acre horse farm and built that up into a thriving facility. Then the family set out with the goal of sharing their love for quality wine with their community. Over 2000 grape vines composed of several varieties were planted on the farm. Although they are fairly new in the wine industry, their wines are very highly rated and will be available at the tasting facility where our car display will be held.



Burtech promises the ever important clean restrooms, and a special prize for the crowd favorite MG. Aside from the traditional GOFW voting, we'll have a special ballot for their customers to pick the crowd favorite MG to which they have a special prize to be given out.

Bring your MG to the display and get a photo taken. Another MG'r is going to PRINT an 8x10 copy as a GoF West 2023 souvenir. If all goes right, we'll have these ready to give (as in no cost) to you by the end of the Wednesday evening Auction.

### Special Note Regarding Lodging in Carlsbad

We encourage you to make your reservations direct with the hotel requesting the "GoF West 2023" rate. 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

# Arts & Crafts Feature Many Categories

by Rick Pullen

"There's something for everybody" is a familiar cry for promoters of gatherings and conventions. In the case of the October GoF West in Carlsbad, the organizers are working hard to create "something for everybody."

Among the many events and activities is Arts & Crafts. This requires your participation. Although our MG's don't have a lot of extra room when we travel, there is likely a niche for an MG model or two, a few of your favorite photos, or even an MG-related craft that you created.

In past GoFs, it is clear that those attending enjoy looking over the entries in Arts & Crafts. This year the entries will be easily viewed given that they will be located adjacent to Hospitality. Each registered participant will have an opportunity to vote for his/her favorite in each category.

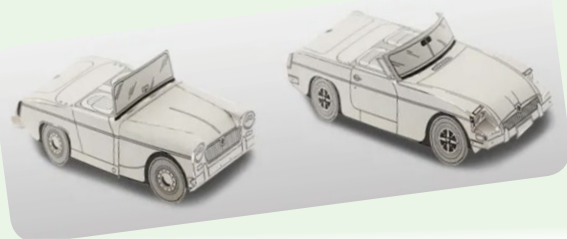
The various categories of competition are **Models, Collections, Photos and Art & Crafts**. And to break it down further, Models includes two categories: Best Single Model and Best MG Model Collection. The category of diorama has been eliminated because of difficulty in transporting the materials required.

Collections is just that: enter your MG collection of jewelry, pins, patches or just a potpourri of various MG items. Art is hand created paintings while Crafts covers a wide variety of MG creations such as sewn goods and handmade items.

The popular category of Photos is broken into three areas this year: Best Snapshot or Snapshots, General Interest, and Humor. The Photo competition has always drawn the most entries and results in the most discussion among those viewing the entries.

A new category has been added this year, the best Paper MG Model. This is made easier with cut out MG Models on the Moss Motors website. Select one of the MGs or make up your own. The finished products will be on display with the winner earning a prize. This will require a lot of patience but well worth the time when finished.

Without a doubt, the four days of GoF West is replete with the Car Show/Display, the First Timers display, Funkhanas (carless and with cars), Rallye, Flea Market, tech sessions and entertaining events for all. And of course, the auction always creates a lot of excitement whether one bids or not. Add to your list the must see (and enter) Arts & Crafts!



## Paper MG Model Building

Use the link below and choose a model to build (free to download). Color it in and then cut it out and assemble. Bring it to display and win a prize if you get the most votes. Use link to print your choice of cut-out car. MGB sample shown here.

[mossmotors.com/papercar-cutouts](http://mossmotors.com/papercar-cutouts)

**Moss Motors Car Cutout Model**

**MGB ROADSTER**  
The best loved sports car of them all? The MGB roadster was a winner around the world, with 397, 675 cars produced between 1962 and 1980. Note the rubber bumper that was federally mandated from 1974 on.

It is easier to color your MGB before you cut it out. Felt tip markers or color pencils work great.

Carefully cut out the car with an X-Acto knife or scissors.

After cutting out car, fold down tabs, then roll over front and rear body panels, gluing or taping tabs inside to hold body curvature.

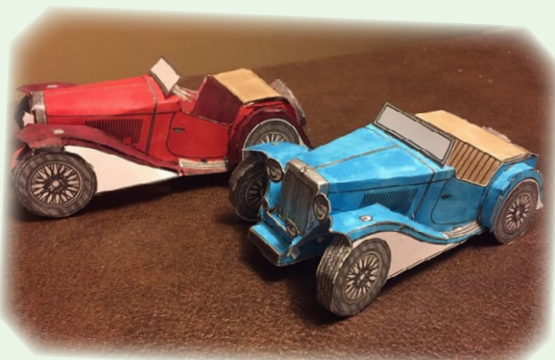
\*Before rolling over front panels, build headlight indent, following the headlight folding procedure at right

Tip: Make long folds using a ruler for straight-edge.

Tip: Tape completed model to cardboard base. (Black or dark gray looks good.)

Optional Accessories!

Locate windshield in slots on cowl, giving it a slight curvature to make it stand up.





# Funkhana



Between the seriousness of some competitors and the silliness of others, it can be hilarious for spectators.



Do you remember how to parallel park?

The Arizona MG-T Roadrunners have volunteered to produce this years Funkhana, and we look forward to it.

They are still in the planning stages but sure there are some new ideas and some old tricks. Organizing a committees to help make the props and work out all the other details is next.

We know that Funkhanas are not everyone's forte, so if you just want to have fun and drive the course without any blindfolds, spilling water, or leaning out

of the side of your MG, then please do so. Just have fun and let the rest of the MGers enjoy watching MGs in motion. But if you are out to get an award then, be prepared as we will put you and your MG to the TEST with slow speed maneuvers.

So get your MGs ready and be prepared for the thrill of victory... and the agony of defeat. We hope to see you all there at the GOF in Carlsbad for lots of fun.

Event Coordinator, Randy Koontz





# Just a Few GoF West Activites You Might Enjoy

## Tech Sessions

**Len Fanelli** via Zoom on performance improvements for our MG's such as roller cams, roller rockers and much more.

**Paul Konkle** on how to have fun vintage racing, with on track footage of him racing his B



**Butch Taras** on rebuilding MG water pumps.



**Jim McGhee** on everything you need to know about wire wheels.



# Watercolor Fun

by Jackie Francis



What if, back in the day, your MG had been the model for a full-page magazine ad? Well now it can be! At the watercolor workshop at the upcoming GOF at Carlsbad you will have the opportunity to make your own advertisement mock-up in ink and watercolor. Here's our inspiration (an actual magazine ad from many years ago):



**Step 1:** Select your model MG from the line drawings conveniently provided for you by your watercolor workshop guide (Jackie Francis).



**Step 3:** Paint! Match your car or pick a new color. As a finishing touch, add some shadows.



**Step 2:** Using the provided pens, ink in lettering and the outlines. Then erase the pencil lines.

**Step 4:** Try another!

**B**unco has nothing to do with MGs\* although it did originate as a gambling game in England. Many enjoy playing it, so it is a great way to kick back and relax with other like-minded players. \$5 buy-in for prize money

Register ahead any time by sending an email to [gofwestinc@gmail.com](mailto:gofwestinc@gmail.com) with your name (or names if registering for others too) & cell phone number. Space is limited.

Bunco party planned for Tuesday evening (Oct 17th)

\* except maybe you are rolling the dice that you don't break down in your MG

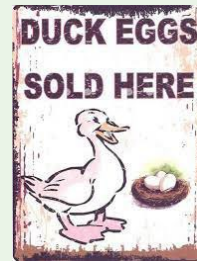




# The Rallye



Wednesday morning will be our rallye made up by MG'ers, Ken & Marie Thomas (shown left). Whether you just take the drive to enjoy the countryside or get serious looking for clue answers, either are lots of fun. These MG owners put together a booklet to make handling the pages needed (and they use BIG text) easy even in an open car. So when you see the quality booklet they hand you when you take off on the rally, give them an extra thanks. They not only donate all their time to research and write the rally, they donate all the printing too.



Some typical questions are:

What can you buy at 1234 Tavern Road?

How many windmills did you pass between points A and B?

What is the Sycamore School mascot?

It is best to read the questions ahead of time to get a feel and at least read a couple questions ahead as you go to let you know if you may have missed seeing one of the answers



## 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 Owners of No. Calif
- NA MMM Register
- NAMGAR
- NAMGBR
- NEMGTR
- MG Car Club, Northwest Centre
- MG Car Club, Rocky Mountain Centre
- MG Owner's Club
- 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
- 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.

## Other Major MG Events in 2023

We REALLY want you to be at our GoF West 2023 event, but in the interest of sharing information, we list other major MG events of interest.

NAMGBR - July 17-20, 2023 - Calgary

GoF Central/NAMMMR - June 20-23, 2023 - South Bend, IN

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. 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. We appreciate it.

More info at [GoFWest.org](http://GoFWest.org)  
or write to [GoFWestInc@gmail.com](mailto:GoFWestInc@gmail.com)

**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](mailto:GoFWestInc@gmail.com) or 619-593-8255



# One of the many MGs that will be at GoF West 2023

## Sky Hoffman's 1932 MG J2



The **MG J-Type** was produced by the MG Car Company from 1932 to 1934. This 2 door sports car used an updated version of the overhead camshaft, crossflow engine, used in the 1928 Morris Minor and Wolseley 10 and previously fitted in the MG M-Type Midget of 1929 to 1932, driving the rear wheels through a four-speed non-synchromesh gearbox. The chassis was from the D-Type with suspension by half elliptic springs and Hartfor friction shock absorbers all round with rigid front and rear axles. The car had a wheelbase of 86 inches (2184mm) and a track of 42 inches (1067 mm). Most cars were open two-seaters but a closed saloonette version of the J1 was also made and some chassis were supplied to external coachbuilders. The open cars can be distinguished from the M-Type by having cut away tops to the doors.

The **J1** was the four-seat car in the range. The engine was 847 cc unit previously seen in the C-Type with twin SU carburetors giving 36 bhp. The car cost £220 in open and £225 in Saloonette form.

The **J2** was the commonest car in the range and was a road going two-seater. Early cars had cycle wings but these were replaced in 1933 by the full length type that was typical of all sports MGs until the 1950s TF. The top speed of a standard car was 65 mph (132 km/h). The car cost £199.

There were a few serious failings of the J2, most seriously that it only had a two-bearing crankshaft that can break if over-revved. The overhead camshaft is driven by a vertical shaft through bevel gears, a shaft which also forms the armature of the dynamo. Thus any oil leak from the cambox seal goes into the dynamo brushgear, presenting a fire hazard. Another problem was that it was not fitted

with hydraulic brakes, but had Bowden cables to each drum. These require no more pedal force than any other non-power-assisted drum brake, provided that they are well maintained. The drums themselves are small and even in period it was a common modification to replace them with larger drums from later models.

The non-synromesh gearbox takes some getting used to, for any car of this period, but with its short gear stick it becomes second nature to de-clutch and rare to grind the gears.

The **J3** was a racing version with the engine capacity reduced to 746 cc by shortening the stroke from 83 to 73 mm and fitted with a Powerplus supercharger. The smaller engine capacity was to allow the car to compete in 750 cc class racing events. Larger brakes from the L-Type were fitted.

The **J4** was a pure racing version with light-weight body work and the J3 engine, but using more boost from a supercharger to obtain 72 bhp.

While Sky has been to previous GoF Wests, this will be the the first time the J2 has appeared.

J 2648 was manufactured on Nov. 14, 1932 with engine 1312A J72

Original issued UK road plate was MG 2041

Known owners:

H.M. Duff-Still Nov 18, 1932

C.B. Digby-Worsley 1938-1947

Mike Hewson 1970 (and first time registered in the USA

Eugene W. Wilkin by 1982

Jack Cooper (sometime before 1986)

Schuyler V.V. Hoffman IV in 2007

Before and After



To give you a size perspective





# The Family Tree of Millie the MG

By Pamela Schueler



1966 ADO16 is badged as a MG 1100 Mark 1 Two-Door Saloon

Millie is a 1966 MG 1100, Mark 1 Two-Door Saloon, built in Crowley, England, April 1965 and shipped to the USA on 13 April 1965. It has a 1048 cc engine, hydrolastic interconnected fluid suspension system, twin carburetors, and front-wheel drive. Marketing material highlighted the spacious cabin when compared to competitor models in the UK.



Las Vegas heat was not kind to Millie



Restoration started in 2017 and completed in 2018. Restoration included rebuild of the engine, new paint, upholstery and several new window gaskets.

The original color was Tartan Red with black trim. The Black Cherry and White paint was selected to honor my childhood memory of drinking black cherry floats at my grandmother's house in Murphys. My grandmother would not let anyone drive her car. But on one visit, while I was in college, she let me drive it a mile or two up the road to see the creek. The next time I drove it was after it was restored.

Millie won first in class last year so will be in the Premiere Class this year. Watch out for this beautiful car.



Millie has been in the family since it was purchased at San Francisco British Motor Car Distributors by Mildred Schueler (current owner's grandmother). It spent its early life in Sausalito and Murphys, CA.

Don Schueler (father of current owner) took it

to Las Vegas, NV and used it to drive to work. Needless to say the hot, dry desert took its toll on the paint and rubber gaskets. It returned to Murphys, CA in the 1990s and was given to me around 2005 and taken to Reno, NV.



# TC Becomes Part of the Family After 53 Years of Ownership: Was Part of the First GoF West in Santa Barbara in 1973

By Rick Pullen

Registration #1 for 2023



One might label this piece "It's All in the Family." The big idea is that many long-term owners of MGs look to their classic as a member of the family. Jill and I plead guilty as charged.

Ownership of our 1948 TC goes back to 1970, 53 years if you do the math. So, you tell me: If you have a possession hanging around for 53 years, doesn't it become part of the family? In fact, I know a few long-term MG owners who have even given their classic a name, just as they would a child or pet.

We purchased the TC from a school teacher in Vancouver, WA. Soon after, we left the car with Jill's father, Harold Gray, in Portland, who excitedly said he would restore it while we were away attending graduate school in Illinois. And he was true to his word. By the time I finished work on my degree in 1973, Harold had completed the restoration.

One problem: that same year, I was hired by Cal State Fullerton, 1,000 miles away from the TC, which was garaged in Portland. Perfect timing, however. Turns out a small group of MG enthusiasts planned an event that would replicate the east coast GoFs, and it conveniently was scheduled for Santa Barbara, about two hours from home.

## GoF West I, First Stop

No problem, said Harold, "I'll drive the car down the coast route, and we'll meet at GoF West." Harold arrived-- no roadside restorations-- and we had an enjoyable time at the very first GoF West. Adding to the fun was the fact that the TC won an award at the car display.

Receiving such a beautiful car was a gift from heaven. We were jubilant and desired the camaraderie of other MG owners. Soon after, we joined the Vintage MG Club where we met marvelous folks who remain friends up to this day.

Drive, enjoy the car, and we did. But then I got the "car show" bug. With a little polishing and changing out a few replica parts for the real thing, the car was ready for its first show. Although we drove to club events and weekend getaways, the focus was participating in Southern California car shows. Of course, GoF West car displays were on the list.

We were unable to attend GoF West II in Monterrey but did enjoy the 1975 GoF West III in Bend, OR. After receiving first place in the TC class, the car was ready for and won first place in the premier class the next year at

the Queen Mary in Long Beach. That was the beginning of many more shows and awards.

## My Specialty Was Detailing the Car

Although I had owned a 1967 MGB and had inherited a 1957 MGA prior to buying the TC, I never felt comfortable working on the MGs. I simply was not a mechanic. My specialty was/is maintaining and detailing, which makes a dramatic difference when up against the best cars in the west. Fortunately, I have never owned an MG that had consistent mechanical issues, but when I had a problem, I relied on wonderful VMG Club support from Jerry Felper, John Seim, Kevin Gaston, and Pete Thelander. All had relevant advice and were always willing to quickly visit and assist me with the wrench.

The stage was set. The TC would become a special car driven to club events, but there would be a focus on Southern California car shows. "Spit and shine" became a familiar part of my life. As our son Reid saw it, "I remember seeing dad's legs, on many occasions, sticking out from under the MG while he cleaned under the car."

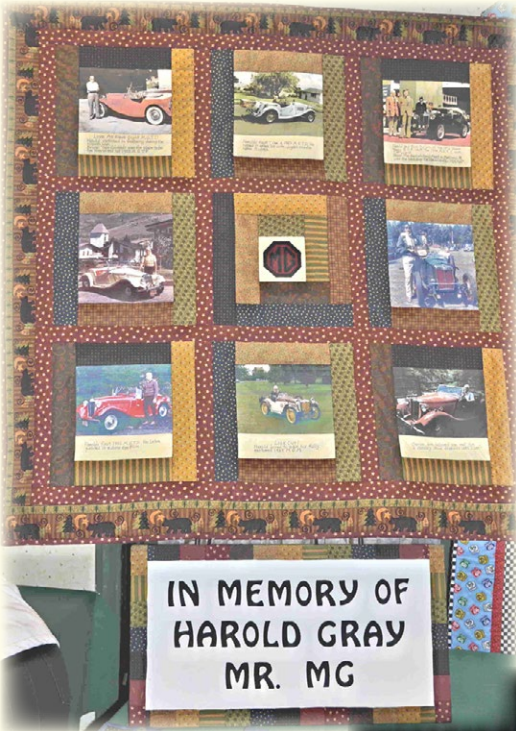
Thanks to the amazing restoration skills of Harold Gray and Dick Maxey, the car was widely admired by many enthusiasts at car shows from the very beginning of my journey that led me down that path of showing the car. In fact, the TC won "Best Paint" at the Muckenthaler Car Festival show (Fullerton) in 2019, 30 years after Dick had meticulously painted it. It was a treat to show the car, to receive compliments, to display a British masterpiece, and to receive a trophy for the effort. The car was shown at a variety of cities in Southern California: Los Angeles, San Diego, La Jolla, Irvine, Fullerton, Huntington Beach, Newport Beach, Laguna Beach Canyon Country, Placentia and Yorba Linda. And it appeared at a number of GoF Wests including Santa Barbara, (twice) Long Beach (twice), San Marcos, Napa, Buellton, Bend, Big Bear, Mission Bay, Ventura and others.

I'm the first to admit that trophies are pretty worthless. Although they are worth nothing and collect dust, they are relevant in our competitive culture. There is this desire to compete, and winning a trophy feeds the ego telling you your entry is the best. Whenever my name is called, my mind drifts back to Harold and Dick who made it possible. They are the restorers; I am the detailer. However, putting aside trophy considerations, I had great fun in displaying the TC and watching folks ooh and aww over it. This was also good for the MG image.



## Shout Out to Harold Gray and Dick Maxey

Harold's and Dick's amazing work has earned the car many trophies, perhaps 75 or more. The two most proudly displayed in my MG room are the GoF West premier trophies: one is a beautifully mounted replica of the Queen Mary put together by Chris Couper, and another is a hand-crafted wooden plaque from Big Bear. And, of course, I will always cherish the trophy won at the very first GoF West in Santa Barbara. Reflections on the many car-related events over the years are etched into the memories of our entire family.



### Rest in Peace

Harold Gray.- died 2007

Dick Maxey.- died 2005

They will be with us In-Spirit but Harold's daughter, Jill Pullen and Dick's widow, Kate plan to attend GoF West 2023

## Pete Thelander Interview on Cars Yeah

Pete was interviewed for the May 10, 2023 broadcast of the Cars Yeah podcast, Listen to Mark Greene interview Pete, who is, one of the GoF West founding originators. [CarsYeah.com](https://carsyeah.com) (podcast #2315)

Pete & Fran Thelander still have the 1954 MG TF Pete had prior to their wedding 66 years ago. That MG will not make it to GoF WEST 2023 this year, but they will drive their 1948 MG TC and their son & grandson will bring the 1934 MG NE.

Check out carsyeah.com website and listen to this great MG resource talk about the cars we love.





# Grandpa Pete has had a great time at Vintage races with this MG NE

Come see their son Peter and grandson Aaron with the NE at GOF WEST 2023

Peter Thelander is bringing his parent's 1934 NE to GoF West this year. In 2003, Pete & Fran Thelander took this car to Ireland for the Commemoration of the 75th Anniversary of the Ards Tourist Trophy Races. The TT is the race for which the NEs were built. The organizers had banned superchargers for the 1934 event which disqualified the previous year's winning car, an MG K3. It had been driven by Tazio Nuvolari in his only drive in an English car. He wished to drive an MG again in the 1934 race and Pete's car was prepared for him, including painting it red. Unfortunately, there was a conflict in sponsorships, and he had to decline the drive.



Grandson Aaron in the NE at Monterey Historic Races in 2013



Granddaughter Autumn in the NE at Monterey Historic Races in 2006



# TD to TF and Fifty Some Years In-Between

In 1965 I was a fourteen year old 8th grader at Oak Avenue Junior High School in Temple City, California. Schools at that time in the past offered a variety of "manual arts" classes. One of the offerings was Auto Shop. Having just read *The Red Car*, a short story about a fellow who raced a "drop dead gorgeous" T-series MG, I had fallen in love and had to have one.

A neighbor of mine was going off to college at Dartmouth in New Hampshire, and couldn't take his red 1952 MG TD MKII "C" with him. He placed it for sale, and the opportunity to own my dream car was at hand. Having worked as a dishwasher at Earl's Café, I had saved my money and this was the time to use it. \$750 and a handshake was all it took, it was MINE!

Now I had a car to work on in auto shop at school. My friend, John Mutter, was 16 and had a license. I was set! All that year I worked on the car getting it in shape and running like a top. Now I had to learn how to drive the thing. John Mutter, the licensed driver, took me and the car up to Santa Anita Race Track in Arcadia which was about 2 miles from my home. Every weekend for the next few months I learned how to drive a stick, and how to handle a "sports car". Things are looking good.

With the mechanicals sorted out, and a new clutch installed (remember the driving lessons) my attention turned to making the TD look as good as it ran. I figured a new shiny paint job was in order. John Mutter and I sanded and sanded and sanded away at the body, experimenting with bondo and rudimentary body work. Rattle can primer and more sanding, removing everything that was removable and the car was ready for paint. At the time there was a man named Earl Schieb who said he would paint "any car, any color" for just \$29.95. Earl was my man! Masked off and ready for paint, we dropped off the MG and chose an appropriate bright red. A few days later and the car was ready to pick-up. In the sun the paint had a wonderful shine and luster, it looked to be a mile deep, because it was very thick paint. Everything taken off is put back on, a serape for a seat cover and the world was my oyster; as I had turned the magical 15 ½ and eligible for a learner's permit.

Registration #11,  
coming to their first  
GOF West in 2023



Jeff & Carol Brown

Off to the CA DMV on Rosemead Blvd. in Pasadena, CA for the test. Passing it with no problems and my parents signing off on my permit, I was ready to go cruising on Colorado Blvd. in my own car and with me legally at the wheel and my licensed driver friend John Mutter as my "chaperone".

I drove the MG throughout my high school years and into my first year at Pasadena City College. Being an avid surfer, the MG didn't accommodate my board and I needed a vehicle more suitable to my needs. I sold the MG to my sister and purchased a VW camper van. Life moves on.

In the ensuing years I have owned a wide variety of cars like most of us. There is a long list of ones I wish I had kept, and others that "got away". Recently I sold a 1929 Ford Model A "boattail speedster". The money was burning a hole in my pocket and I "had" to buy something. Now that I'm in the sunset of my years, I did a lot of reflecting on what to purchase. Should I go for one of the got-aways? Or should I buy a car that I have lusted for over the years? Somehow fate stepped in and I found an old photo of me and the old MG at our beach house in Cardiff, CA. My heart stopped and at that moment I realized what car I "needed" to buy. Thinking that this would be the perfect bookend to a life of car collecting, a T-series MG was the thing.



TC along side the wildflowers

I began my search; Bring a Trailer, Barn Finds, Hemmings Motor News, Guys with Rides, and club websites. Looking at the New England T-Registry website classified section I came upon the perfect candidate; an ivory 1954 MG TF 1250 with wire wheels. Now, you would think that I would go for a red TD MKII "C" to relive my wasted youth, but once again memories form opinions. Go back a few more years in my history and there is Mrs. Furnehauf, a fourth grade teacher at St. Luke's Catholic school in Temple City, CA, in her IVORY MG TF! So, as you can see the seed was sown early.

*(continued on page 13)*



In the NE T-registry classified was an ad for the TF for sale by a very reputable MG restoration shop in Cincinnati, OH. The shop had restored this car in the early 2000's for a client who just so happened to be part owner of the Cincinnati Reds baseball team. Along with the TF were 10 other perfectly restored T-series cars that the fellow owned. Among them were a TA - Tickford coupe, a MG YT, MG YA, a couple of TC's and a race version of a TD. The gent who owned the collection stored them at the restoration shop, which maintained them and kept them in tip-top shape. Unfortunately, the gent passed away and the cars were left to his heirs, who had NO interest in the cars. Offered for sale, I contacted the shop and made inquiries about condition etc... along with documentation of statements made. Satisfied that the car was all it was said to be, I talked with the estate representative and asked what was the price. The estate rep gave me a price, but added that all reasonable offers would be considered. I made a "stupid" low offer, thinking it would be a good place to begin negotiations and to my surprise they took it! Arrangements were made for transportation and delivery and three weeks later the TF arrived.



Indeed, the car was everything described and more. The first thing to do was to complete a thorough tune-up; points, cap, rotor, condenser, wires and hotter NGK plugs. A good look at the brakes, brake fluid flush and fill, small adjustment. Install a spin-on oil filter adapter and complete fluid change of oil, coolant and transmission. Rebuild the H4 downdraft carbs (just because), full valve adjustment. Being shod in twenty some year old tires, new Michelin XS radials were ordered and installed. The car was now ready for a road test.

Up the coast I went and the car ran flawlessly! The only "problem" I encountered was that at speeds around 65 mph the tach was revving around 5000 rpm. This was a little too high for my liking and I began thinking of a solution. One solution was the installation of a 5-speed transmission. Now, the part is about \$5000 and installation would be around \$1000, so I'm into it for around \$6000+-. This was a little steep and there had to be another way to go. The MG forums are a great source of information. I stumbled upon a thread that discussed changing the TF differential from the stock 4:81 to the MGA differential of 4:3 that makes cruising at 65 mph around 4000 rpm. A shop in Hemet, CA was highly recommended to do the work. I contacted the shop and spoke to the owner Butch Taras (mgytowner@yahoo.com) and made arrangements to have the conversion done at his shop. I trailered the TF to Hemet, CA dropped it off and a few weeks later the work was done. Let me say that this makes all the difference in drivability and performance. At 65 mph it does turn about 4000+/- and is very smooth. Highly recommended, especially for the TD cars that have the 5:125 differentials.

Earlier this year, those of you who follow international currencies, saw the GBP plunge to an exchange rate of GBP at 1.00 to \$1.00! Needless to say, I went on a shopping spree at the UK MG parts houses. I purchased a front disc brake conversion kit, full "biscuit" tonneau and a complete LED headlight, running/turn signal, brake light/turn light, license plate and instrument light set. These along with a wool thick pile carpet kit and logo floor mats. All of these are currently being installed and now I'm waiting for good weather to go for a cruise. Who knows, maybe it will be on Colorado Blvd. on a warm Saturday night!

## Club Awards

In addition to each entrant having a chance at winning awards, your club has a chance of winning an award as well. Start talking about these awards with your club members and plan your strategy to win.

### Monterey Cup

To the club with the highest number of members in attendance at the GoF Event

- 2022 TC Motoring Guild
- 2020+1 Club 'T' MG
- 2019 Arizona MG Club



### Santa Barbara Cup

To the club that racks up the highest number of combined miles driven in MGs to the GoF Event

- 2022 Pre 56 Unclub
- 2020+1 Vintage MG of SC
- 2019 Vintage MG of SC



### San Diego Cup

To the club with the highest percentage of their members at the GoF West (so smaller clubs have a chance at this)

- 2022 Sorry Safari Touring Society
- 2020+1 Sorry Safari Touring Society
- 2019 Arizona MG-T Roadrunners





# Please Support Our Supporters of GoF West 2023

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

Clicking on any of the logos, cards or text below will take you to their website or information

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J C Taylor Insurance

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British Auto Repair

Last Open Road

Trust Automation - SLO

British Car Interiors

Linkage Magazine

NAMGAR

Clark & Clark Specialty Products

New England MG T Register

California Wire Wheel  
(no website - call 619-390-0197)

North American Classic MG Magazine







# 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  
 9:00am - 11:00am Hospitality  
 9:00am - 11:00am **Arts, Crafts, & Photos** - VOTING STARTS  
 8:30am - 9:30am **Zoomed tech Session:** 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**  
 2:00pm - 4:00pm Registration {at Car Display Site}  
 6:30pm - 8:30pm **Bunco Party** Space limits us to 24 players  
 6:30pm - 8:30pm **Tech Session:** Jim McGhee, on wire wheel building and maintenance

## Wednesday, October 18, 2023

8:00am **RALLYE** - about 3 hours - staggered start  
 open as needed Registration  
 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

Down time nearby activities or before or after GoF West  
 Click on hyperlinks for more information

[Museum of Making Music](#)



[Riddle Routes Walking Tour of Carlsbad](#)

(discount offered to GoF West)



[Miniature Engineering Craftsmanship Museum](#)







# 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](mailto:GoFWestInc@gmail.com)

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

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