

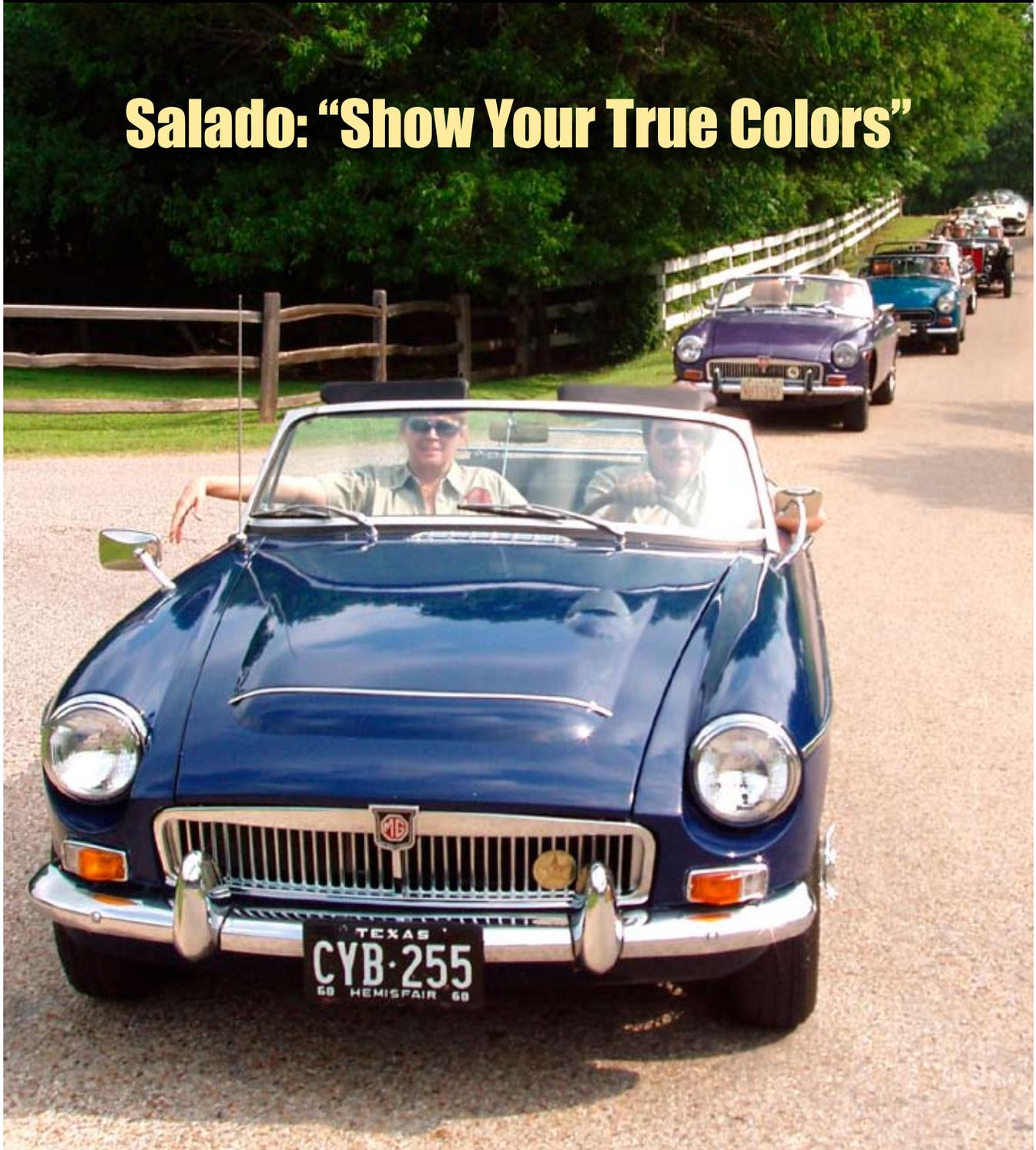


THIRD QUARTER 2009

HighBeam

PUBLISHED QUARTERLY BY THE ALAMO MG ASSOCIATION – A BUNCH OF FOLKS WHO ARE ENTHUSIASTIC ABOUT ALL THINGS MG

Salado: “Show Your True Colors”



▲ *Traveling all the way from Hawaii to be there (no, they did not drive the MG), long-standing AMGA members Sharon and Barry O’Connell in their lovely ‘68 MGC roadster arriving at the show field at Salado.*



Salado '09 GOF - "Show Your True Colors" (continued from cover)

Since 1975 the Texas MG Register has put on a wonderful GOF (Gathering of the Faithful) in Salado, which is about 45 minutes north of Austin. MG enthusiasts show up from all over the state and even from out of state – we've seen cars there from as far as Colorado and Louisiana. This year, fifty-nine antique MGs and about 150 fun-loving people showed up.

My wife Debbie and I have been going to this event every year since 1992. (Except for one year when we had a chance to go to Maui for free. Salado would have been *almost* as much fun). The first year we went, we were simply blown away by the quality and variety of the cars there, and we're still impressed with the cars. But after all these years, it's now more about the people than the cars (though the cars seem to get better every year). It's always a very fun mini-vacation. Salado is a quaint village full of boutiques and shops. The ladies love the shopping and the great deals they find. The guys enjoy sitting around and telling lies about their cars. If you've never been to the Spring TMGR GOF, I highly recommend it. Just ask our president Larry Rogers, who first went in 1979 and has been back every year since. Or Doc Parker, who loves the hot-spring-fed hot tub. Or the O'Connells, who really get into the camaraderie. Or Tom Stuhldreher, who drives up to see the cars and say hi to old friends at the show on Saturday. That's Salado – Great cars. Great shopping. Great time!



▲ From left to right - Salado show coordinator Frank Kopec, who with his wife Debbie put on a great show they dubbed "Show Your True Colors"; Dick Tater - er - I mean Larry Rogers, AMGA president, and Barry O'Connell watch the funkana event.



▲ Driving blind! In the "funkana", Pat and Brad Lee from Austin take on the task of the passenger shouting directions to the driver – "left, now a very slow right, slow down!", etc. Notice the smiley face on the bag over Brad's head. The funkana was a very big hit. Everyone had a great time doing it and we all enjoyed watching it. As far as I know, no divorces were filed because of it.



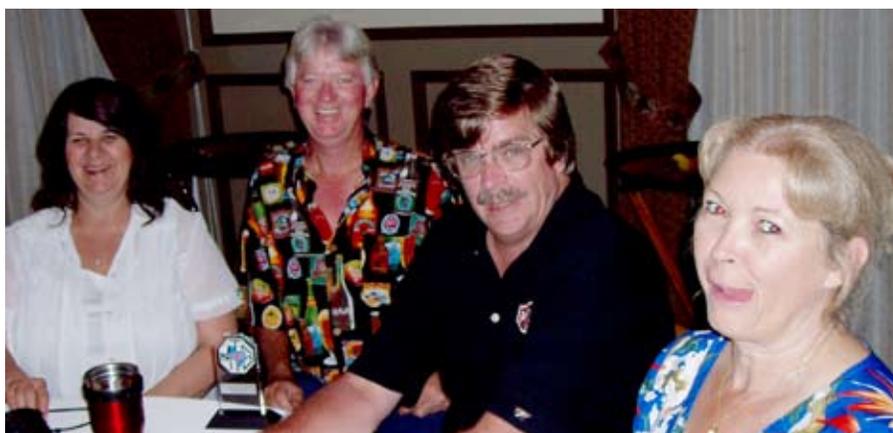
▲ Show coordinators Debbie and Frank Kopec look way out of character (serious) at the podium at the awards banquet.



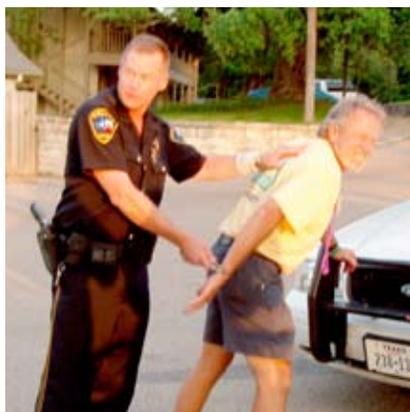
▲ The Best of Show, a 1934 MGJ2, owned by Ms. Lou Merchant of Keller, Texas. To quote Lou: "The Texas MG Register is great because it accepts and welcomes all MGs. There are some MG groups that only like one type of car, but I have found that I like lots of models. When someone asks me which is my favorite it's hard to answer. It's like asking a parent which child is their favorite – you just can't choose one!" Difficult choice indeed for someone who, together with her fiancée Jim Yule, own 22 MGs!



▲ In front of the Stagecoach Inn, where most MG'ers stay, a restored stagecoach – how appropriate!



▲ From right to left: Sharon O'Connell hams it up while her husband Barry and the Rogers enjoy the awards banquet. The award in front of Pam and Larry Rogers is for their "Black tulip" 1973 MGB, which took third place in class. (the competition was tough).



▲ Famous (infamous) for his practical jokes at Salado, Ed Sass of Dallas finally found himself on the other end of a joke. A Salado cop with a sense of humor took a cue to "harass Sass". He wasn't really arrested – it was all just in fun.



◀ Warren "Doc" Parker and his lovely wife Julieta enjoying themselves at the awards banquet. Could those smiles be much brighter - do you think they're having fun? Doc's been going to Salado for many years now and always enjoys the whole MG scene.



Fellow AMGA'ers:

We Texans always look forward to summertime. If you're in Texas and own a MG, now's a time of year to get excited about. Good weather, tops down, hair blowing in the wind (if you have any). In any case, there's a lot going on and the AMGA always



Larry Rogers
aka "Dick Tater"

tries to take advantage of nice weather.

We had two breakfast meets, one down by the Pearl Brewery, the other at La Hacienda Los Barrios. Those

who attended said they really enjoyed this kind of get together. I think there were about 10 or 12 people at Los Barrios, where we sat outside, it was very pleasant. I would like to do more of these and ask for your help in finding some neat breakfast places – so call me if you know of one.

We always look forward to the GOF at Salado - seeing old friends, making new ones, showing and looking at the cars, and the drive through the country to get there and back is always fun. New AMGA members Todd and Robin Garner brought up their freshly restored MGC Roadster and placed first. I placed 3rd with my '73 Black Tulip MGB roadster. I was surprised to get 3rd because the competition was tough. I noticed that I do not agree with the way most people judge the

cars. It seems like the ones with the most chrome on the engines and braided hoses and shiny silver parts won. Folks, MG's did not come like that. I don't agree with all the flash, but that is my opinion. I voted for more original cars – the way they came from the factory.

On May 16th the Blanco Car Show was held. Let's see ... Pam & I got up real early to get us a covered picnic table. Mark & Debbie Rue showed up with Debbie's parents (Debbie's parents have a black '73 MGB at home in Florida), but no one else from the club showed up! The mayor of Blanco gives a 'Mayor's Choice Award'. She must really like purple cars, because I got the award.

Then, on May 30th, the first British & Foreign Car Show held at the Dell Webb Hill Country Retreat. We met at HEB and had a pretty good showing for this one, about six AMGA'ers. This was not an award-type show, but just a get-together to chat and have lunch. There were shade trees, so we took our chairs and sat amongst the oaks, meeting new people and visiting old friends. I found it quite relaxing.

Now that we have a good start on the year, it's not time to park your car. We have a great summer to look forward to. Right on! Or is that Drive on!

Larry Rogers, President

BOOK REVIEW

By Mark Rue

Recently an AMGA friend lent me this book. I could not put it down – just ask my wife – ha! I have read *The Last Open Road*, so I was already a big fan of Burt Levy (now known as "BS" Levy – get it?). This is the second in a series of four novels: 1) *The Last Open Road* 2) *Montezuma's Ferrari* 3) *The Fabulous Thrashwagon* and 4) *Toly's Ghost*.

"BS" wrote it in first-person from young, coming-of-age British sportscar mechanic Buddy Palumbo's point of view. Buddy's a "salt-of-the-earth" guy with a simple outlook on life and insightfulness way beyond his tender years. Buddy is having the time of his life going off to races as often as he can, developing his wrenching skills, growing his shop, his relationships with car guys, his girlfriend and weird family. They're all very interesting characters, to say the least.

The language is sometimes, er, "colorful" and the writing style is crisp. It's a very interesting car-guy book. The author's knowledge and sense of humor comes shining through on every page. If you read *The Last Open Road*, you know what I mean. If you haven't read either one, read both. Or all four.

I'm chomping at the bit to read the other two.





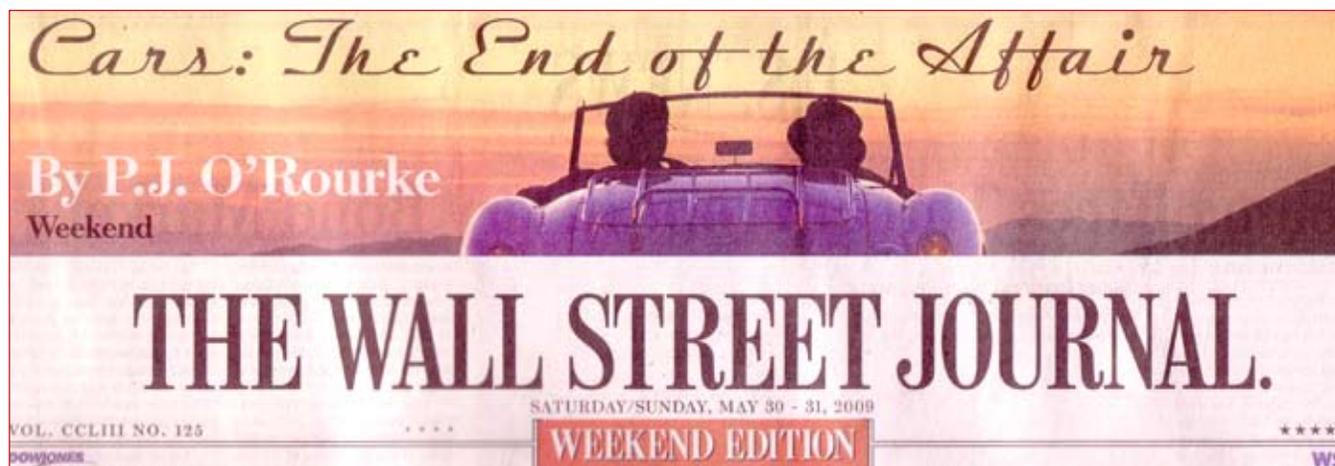
MAT'S GARAGE

By Mat Maetcko

had an early morning wake up call on Saturday. I thought it was going to be a great day, catching an early flight home to San Antonio, and having an opportunity to catch some rays in the MGA.

Picked up a Wall Street Journal on the way out the door, and looked at it once I got to the terminal.

requiring that the 'new' GM not import any Opel vehicles or parts. Yes, European parts and technology will save one car company, but the same solution is prohibited to another. This makes sense only if you live in an alternate universe.



And there it was, above the Wall Street Journal masthead, on page 1, a rear view of an MGA. Forty seven years after production ended, an MGA to illustrate the lost days of America's affair with the car.

My affair with the MGA continues. As a celebration, when I came home, I bought my wife some flowers, and for the MGA, ordered a period correct Blaupunkt radio from Germany.

From the exhaust pipe, a bit of flatulence...

It's hard for me to look at the newspaper ... unless it has a picture of an MGA on page 1. It just looks like we're following the path of the British motor industry ... a 'soft nationalization' where government bureaucrats dictate the models of the cars, and give comfortable raises to the union members.

Of all the things that puzzle me, the biggest is the government's belief that Fiat is the savior of Chrysler. And at the same time, the government mandating that GM divest itself of Opel (owned by GM since 1929), and

Through the windshield, in living color....

After years of abstinence, I upgraded to a HDTV, with a sizable channel array. The first thing I noticed was – British Car Shows abound. Actually, more like, shows from the UK, about cars, since many of the cars are European, more than British. The channels have to be filled with shows, and the Brits are producing them!

There's a trio of shows on Discovery HD that feature some of the same cast. Wheeler Dealers, Auto Traders, and Classic Car Club deal with used 'special interest cars'.

Wheeler Dealers – features Mike Brewer and Edd China (yes, spelled Edd, not Ed). Think of Mike as Marlin Perkins (*Mutual of Omaha's Wild Kingdom*), and Edd as 'Jim'. Jim was the hapless guy who got every dangerous job, Marlin was always saying 'and now we'll see Jim cleaning the teeth of the angry mongoose'.

Mike Brewer is a plain looking Brit who owns a small car store (converted gas station), he takes the customers for rides in equivalent priced cars. "In the sports car

(Continued on page 9)



English lesson

From Susan Jones' "American vs. British differences", found on the web ...

AMERICAN	BRITISH
apartment	flat
argument	row
baby carriage	pram
band-aid	plaster
bathroom	loo or WC
can	tin
chopped beef	mince
cookie	biscuit
corn	maize
diaper	nappy
elevator	lift
eraser	rubber
flashlight	torch
fries	chips
gas	petrol
guy	bloke, chap
highway	motorway
hood (car)	bonnet
jello	jelly
jelly	jam
kerosene	paraffin
lawyer	solicitor
license plate	number plate
line	queue
mail	post
motor home	caravan
muffler	silencer
napkin	nought
overpass	flyover
pacifier	dummy
parking lot	car park
period	full stop
pharmacist	chemist
potato chips	crisps
rent	hire
sausage	banger
sweater	jumper
tire	tyre
truck	lorry
trunk (car)	boot
vest	waistcoat
windshield	windscreen
zip code	postal code



▲ Dealing with the rain, wind and unseasonably chilly weather, from left to right: Bill Brown (Debbie Rue's dad), Debbie Rue, Lilla Brown, (Debbie's mom), Pam Rogers, Mark Rue (your editor) and AMGA prez Larry Rogers.

Blanco Car Show: soggy and short



We got to Blanco May 16th in ample time for the show, got the cars all shined up and ready to go – bonnets up and all. Things were looking good. The ladies went to shop at the craft booths set up on the town square only to find the vendors closing up due to the crummy weather. Then, within minutes it started to rain– not sprinkle, but pour! So we had a nice little lunch under the shelter, shivered, talked a bit, then split. Thank goodness for Rainex®– Larry and Mark's wipers were not working (thanks to Lucas electronics and our 30+ year old wiper motors). But we made it home safely, wiped off the cars, and all was well.



THE MG A-B-C's

For all us big kids with little MG toys in our lives.

- A** is for Abingdon the town where MG's were built.
- B** is for Brooklands the famous banked race track where MG's broke many records.
- C** is for Cecil Cousins, the works manager for many years.
- D** is for "Dancing Daughters", Eayston's all female 1935 Le Mans racing team driving MG P types.
- E** is for Capt. George Eayston MG race driver, record breaker and winner of the 1933 Mille Miglia in a K-3 MG.
- F** is for Rivers Fletcher MG race driver and author.
- G** is for Goldie Gardner MG World Record holder. His record in Germany of 206 mph still stands.
- H** is for Alec Hounslow, riding mechanic for Tazio Nuvolari winning the Ulster Tourist Trophy race.
- I** is for Mme Iter who raced and finished a P type MG in the Le Mans race in 1934.
- J** is for the MG J-2 and J-4 two of the prettiest MG's ever built and raced.
- K** is for Cecil Kimber, the "father" of the MG Car Company. "Kim" pushed Morris Garages into developing a sports car later to become the MG.
- L** is for Count Giovanni Laurani ("Johnny" as he asked me to call him) co driver in the winning Mille Miglia.
- M** is for Sir William Morris founder of Morris Garages, forerunner of MG car Company.
- N** is for Lord Nuffield (aka Sir William Morris) and originator of the Nuffield Trophy.
- O** is for "Old number One" the Morris that Kimber converted to what has become known as the first MG. Its license number was and is FC7900.
- P** is for George Phillips, the first private owner to race his special bodied MG TC at Le Mans.
- Q** is for Kjell Quavle who built three cars for Indy& raced them as MG Liquid Suspension Specials.
- R** is for Reid Railton noted body designer who designed a new body for the Eayston/Gardner K-3.
- S** is for Salmons Coachworks who designed some beautiful bodies for the large MG Saloons.
- T** is for John Thornley General Manager of the MG Company and first Honorary Secretary of the MG Car Club. The number plate on his B GT was MG 1.
- U** is for United Kingdom, home of our beloved MG's.
- V** is for Victories. From 1930-1939 and 1945-1968 MG scored international victories every single year, in both racing and rallying.
- W** is for Tommy Wisdom who won the Alpine Cup driving a 1933 MG Works L Type Magna in the International Alpine Trial.
- W** is also for WIVES who tolerate our love affairs with these four wheeled mistresses.
- X** is short for all the EX experimental and prototypes that captured and held so many world records.
- Y** is for the model designation given to the Y Series Tourers and Sedans.
- Z** is for the ZA and ZB Magnette Sedans the last sedans made by the original MG factory.

So there we have the MG A-B-C's. There were many more names that could have been added to the list, and I know that many of you have a favorite that could have replaced some of mine. I got this started because of a compliment to me on my MG art exhibition and "history lesson". History can be a very boring subject but where our wonderful MG's are concerned, by breaking it down to the basic ABC's, I hope I given everyone a short history

review without getting too technical. Every letter and person could be an article by itself and I encourage all to pick up and read some of the MG books available. The racing and rallying history of our cars is fantastic and there are records that were broken many years ago that still stand today. This article was submitted by Brian Martin, and was written by George Herschell.



Dell Webb Hill Country British & European Car Show, May 30th



▲ Foreground: AMGA Barry O'Connell decided to show off his beautiful Austin Healey BJ-8 instead of one of his MGs. The purple car next to Barry's was once owned by Bryan Prindle, our past president – this car is for sale (talk to Larry Rogers), the green MGB next to it is owned by long-standing AMGA Tom Stuhldreher. Then there's a Plymouth Prowler with flames on it (no comment - editor). Behind Barry's Healey - from left to right – the very tail-end of Brian Martin's MGB, Jim Irland's rubber bumper MGB, your editor's red MGB, AMGA member's Jay Musgrove's cool Pontiac Solstice (welcome back Musgroves!), and some stranger's green rubber bumper Midget.

Breakfast at Farm to Table, Pearl Brewery, March 28th

One thing's for sure, AMGA'ers enjoy a good meal, and that's exactly what we got at Farm to Table. It had been a long time since we had seen Jim Earl and Joe Frey. (Editor's note: Hey, you two, we see Barry and Sharon O'Connell more often than we see you – and they live in Hawaii - ha!)



▲ Left to right: Jim Place and Hank Noble in a serious discussion (probably about cars) as Brian Martin, Trish Martin, and Joe Frey listen in. Not pictured: M. G. "Ham" Hamilton. (Editor's note: check out Hank's new, very cool club shirt. Note that Larry also has one on in the photo to the right. There may still be a few available. Larry and Pam brought some to the event and I bought one that day – I like it a lot! It's a little dressier than a t-shirt, and 100% cotton is the only way to go in Texas).



▲ Left to right: Past president Bryan Prindle and Susie, Debbie Rue, AMGA Queso Largo Larry Rogers, Barry O'Connell, Jim Earl, and Jim Irland chow down on some good groceries and enjoy each other's company. Not pictured is Pam Rogers, who just left to get more coffee. It was a great little get-together and everyone had a good time.



“Mat’s Garage” (continued from page 5)

category, under 20,000 quid, let’s look at a three year old Zed 4’...ahh, the common language that separates us. And peculiar Brit phrases populate the show ‘looks as nice as when it came out of Longbridge ... but let’s hear from the RAC.

While Mike Brewer is driving the Zed 4 (BMW Z4), Edd is usually showing the viewers how to solder holes in not quite empty gas tanks, or remove rusty bolts that are holding springs in place.

Auto Traders also features Mike and Edd. Mike tries to buy cheap cars, have Edd fix them up, and sell them for a profit. Mike: ‘I love the 1987 Range Rover, you sit high enough to see over the hedgerows’. ...’ Now let’s watch Edd replace the head liner of the Ranger, which requires ‘monkey like contortions’.

The last show of the trio is Classic Car Club, which features Penny Mallory, a rallye driver who is easy on the eyes (but in true Brit fashion, has less than perfect teeth). Edd continues to crawl underneath the cars to show us how to remove undercoating from an old Rover 45 with nothing but rags and kerosene, and appears intoxicated after the demonstration. Tonight another member of the cast followed a 1972 Austin Healey Sprite through an auction (2,400 quid), while another drove a 1971 Mercedes 350SL with a 4 speed tranny. And they counseled a young buyer of a ‘left hooker’ (LHD, German spec VW) that he’s be better off getting a ‘regular’ RHD vehicle.

In the Crankcase ...

My MGA is running better than ever with the rebuilt engine. The last rebuild in 1973 only lasted 36 years... poor quality parts I think. For all MGs it is important (especially after a rebuild) to use only oil with adequate zinc...If you have to use oil rated as SL or SM, be sure to include a zinc additive.

Tail lights glowing...

Looks like Larry has some great events set up this summer. Look forward to seeing you ... you’ll recognize me as the guy who continues his affair with an MGA.

Worth a bookmark

The ultimate MGA web site - MGA With Attitude: www.mgaguru.com

The source for all MG web sites (195 of them) The MG Experience: www.mgexperience.net/links.php

This one’s interesting: www.britishcarlinks.com

For all your detailing needs – Mat’s and Mark’s favorite brand of cleaning and wax products: www.meguiarsdirect.com

UPCOMING AMGA EVENTS

JULY

- Tues. July 2nd. Monthly meeting. Socializing 6:30PM, meeting at 7:30 PM. Los Cucos Mexican Cafe, 226 W. Bitters Road (right off 281, close to the Embassy Theatre), San Antonio, TX 78216, phone 210-403-2704, www.loscucos.com
- Sat. July 11th - The Blue Hole Run. This is going to be fun! Departs at 9:30 from Water Street Oyster Bar corner of Basse & Broadway. See the beginning spring for the San Antonio River then over to the Tea Gardens and to Augies for B-B-Q.
- Sun. July 19th – Larry Umpteenth Annual Flip-Off! Noonish. Take a drive through the country. Bring a swim suit & towel if you wish, there’s a pool. B.Y.O.B. We will burn the burgers. This is a beautiful spot with a cool breeze and great view. (See directions on the top right of page 11).

AUGUST

- Tues. August 4th. Monthly meeting. Socializing 6:30PM, meeting at 7:30 PM. Los Cucos Mexican Cafe, 226 W. Bitters Road (right off 281, close to the Embassy Theatre), San Antonio, TX 78216, phone 210-403-2704, www.loscucos.com
- Sat. August 8th – Moonlight Mystery Drive. Meet at 6:30PM at 1604 & 281 at SACU.
- Sat. August 29th – We’ll be doing an Ice Cream Run with the Austin Healey Club. More info to come.

SEPTEMBER

- Tues. Monthly meeting. Socializing 6:30PM, meeting at 7:30 PM. Los Cucos Mexican Cafe, 226 W. Bitters Road (right off 281, close to the Embassy Theatre)
- Sat. September 26th -Sun. 27th – Round Rock All British Car Day. More info to come.
- Sat. November 7th – South Texas All British Car Day, Boerne. It’s a short drive and the event is fun. More info to come.



How much are our MGs worth these days?

The other day I was wondering what our '72B was worth, so I went to www.nadaguides.com to find out – and quite frankly, I was quite surprised. So I thought it would be interesting to show the values of some of the most popular cars in our club. But, before you go reading the rest of this, there are a few things you need to know: 1) these values do not necessarily reflect what the cars go for on ebay motors.com or when listed in the local newspaper, etc. The prices are “guidelines”, not gospel. After all a car, is only worth what you can get for it, right? 2) Note that working over-drive transmissions usually increase the value by about \$1,000.

LOW RETAIL VALUE

This vehicle would be in mechanically functional condition, needing only minor reconditioning. The exterior paint, trim, and interior would show normal wear, needing only minor reconditioning. May also be a deteriorated restoration or a very poor amateur restoration. Most usable “as-is”. When determining a value for a daily driver, it is recommended that the subscriber use the low retail value. Note: This value does not represent a “parts car”.

AVERAGE RETAIL VALUE

This vehicle would be in good condition overall. It could be an older restoration or a well-maintained original vehicle. Completely operable. The exterior paint, trim, and mechanics are presentable and serviceable inside and out. Looks great from 20 feet.

HIGH RETAIL VALUE

This vehicle would be in excellent condition overall. It could be a completely restored or an extremely well-maintained original vehicle showing minimal wear. The

exterior paint, trim, and mechanics are not in need of reconditioning. The interior would be in excellent condition. Note: This value does not represent a “100 Point” or “#1” vehicle. A “100 Point” or “# 1” vehicle is not driven. It would be in a museum or transported in an enclosed trailer to car shows and be stored in a climate-regulated facility.

The values shown below are NADA retail:

	Low	Average	High
1980 MGB Roadster	3,925	6,700	16,300
1975 MGB Roadster	3,925	6,700	16,300
1974 Midget	5,150	6,575	16,100
1972 B Roadster	5,450	8,650	22,700
1969 C Roadster	5,850	9,650	15,200
1969 C GT	5,350	8,300	14,200
1967 B Roadster	7,075	12,650	28,000
1967 B GT Coupe	4,550	7,150	16,900
1967 Midget	5,925	10,000	18,600
1958 A Roadster	11,400	17,900	35,800
1955 TF	16,500	25,200	32,000
1952 TD	12,000	17,100	27,600
1949 TC	19,000	29,500	37,500

One thing to note is that a '67 MGB (Mark 1) has a higher value than the early 70's models (Mark 2). '67 Bs are often considered to be the best year with their pre-emissions engines and “Ralph Nader-be-damned” metal dashboards and toggle switches. Also worth noting is that a '80 MGB (the last year) is not worth more a anymore than the first year they had rubber bumpers, according to NADA. Hmm... So, what's your car worth? I guess the bottom line is how much could you get for it?

WIRING HARNESS BEAUTY MAKEOVER

Here's a good way to make the end of your wrapping a wiring harness. This was on a message board by Pat Harrison of Memphis. Before you get to the end of the bundle of wires you are wrapping, add a pull string (fishing line, kite string, nylon string, whatever) to add to the bundle. Leave one end of the string sticking out of the side of the wrapped bundle and continue wrapping to the end of the bundle of wires (with the pull string run-

ning along in the middle of the bundle). When you get to the end, wrap the bundle several times nice and snug with the blue tape. Now, attach the end of the tape to the end of the pull string and grab the other end of the pull string and pull the tape back down thru the bundle you just wrapped. Snip off the remainder and you will have a nicely done, professional looking harness.

Thanks to Brian Martin for sending this in.



When it was introduced in December of '62, the MGB roadster was available in five paint colours. The sixth colour, British Racing Green, was introduced in December of that year, but was replaced only a few months later for export with a darker colour known as Dark British Racing Green. In September 1965, the MGB GT was introduced and offered in the roadster colours. It was also available in the Darker Mineral Blue, rather than Iris Blue, although some roadsters may still have been Iris Blue into '66. In February '67 Primrose Yellow was added. In '69 Old English White was replaced with Snowberry. Two additions for GT's were offered in metallic colours. Metallic Golden Beige and Metallic Riviera Silver Blue, both discontinued in early '69. By the end of '66 all hoods (tops) were black. The hardtop

was introduced in '66 and only came in black. Until '69, roadster bodies were made and painted at Bodies Branch in Coventry. GT bodies were painted at Cowley. From '69 on, all cars were finished in synthetic (enamel) paints.

In 1970 the paint range changed as old BMC colours were being replaced with the first British Leyland BLVC coded colours. In '71 they all were BLVC and '71

was also the first year when the colours for roadsters and GT were the same.

True Colours

by Larry Rogers

The colours that prompted me to write this article are the two purple colors: Black Tulip and Aconite. These were one-year-only colours. Black Tulip was a '73 color and most cars came with autumn leaf trim. The Aconite was introduced in '74 and was discontinued in February '75. The book *Original MGB* notes these were "red spectrum" colours.

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