



EST. 1952

# The Gasline



## Letter from the President

Hi PBSCC,

Now that fall is upon us, we can look back at how great our summer was. Car week was fantastic, I went to a lot of events this year and everywhere I went I ran into fellow members. From the Monterey kickoff party, the little car show, out at the track and other events there you were. It was a great time. It was also good to see members who entered their cars in events. A hand full of members won awards. But the best thing is seeing members volunteering to help our community.

I enjoyed the BBQ at the Rippey's and the picnic in the park because I get to know everyone and see your wonderful cars. I glad we had such a good turnout at both events.

The Rennsport Reunion was a lot of fun, all the vintage Porsche race cars on display and on the track. There was something for everybody except for parking.

I hope everyone is happy with our new meeting place and I will see you all at the Christmas party.

Gary

### 2023 Club Officers

#### Pebble Beach Sports Car Club BOARD OF DIRECTORS

Gary Reid  
President

Anthony Jimenez  
Vice President

Sandi Miller  
Treasurer

Secretary  
Marisa Martinez

Markus Woehler\*  
Immediate Past President

Buck Jones  
Merchandise

Vicky Kellogg\*  
Gasline Editor

Steve Fields\*\*  
Mike Hayworth  
Monica Nathan  
Warren Pierce\*

\*Past President  
\*\*New Board Member  
(S. Fields returning board)

## ATTENTION!

### NEW MEETING PLACE FOR MEMBER AND BOARD MEETINGS!

After more than 25 years, the PBSCC will no longer be holding any of their meetings at the Elks Lodge. The people that run the Elks Lodge have decided to go in different directions and unfortunately that does not include hosting any car club meetings including ours. Also, they have more than doubled the cost for using their meeting rooms. **Gary Reid**, our club president along with other board members have been actively looking for a new meeting spot. Thanks to long time board member, **Buck Jones** we have a new meeting space, at least for the foreseeable future. Our new meeting place is:

Monterey Peninsula American Legion  
Post 41  
1110 Veterans Drive  
Monterey, CA 93940

Meeting Times will be 7:00 P.M., same as always.

Meeting Dates are:

Full Membership Meetings: Second Monday of the month, Board Meetings are  
the Fourth Monday of the Month  
(see enclosed calendar for more detail)

**PARKING:** There are two parking lots. One is in the front entrance to the building. A second larger parking lot is in the back of the building.

## Calendar

Important note: The following calendar is subject to change. You are strongly urged to look for updates regarding the dates listed below.

### **November 2023:**

Sat., 11/23      Veteran's Day  
Mon., 11/13      Membership Meeting, 7:00 p.m., Monterey Peninsula  
American Legion  
Thurs., 11/23      Thanksgiving Holiday  
Mon., 11/27      Board Meeting, 7:00 p.m., Monterey Peninsula American  
Legion

### **December 2023:** NO BOARD OR MEMBERSHIP MEETINGS THIS MONTH

Sat., 12/9      Annual Holiday Luncheon, 11:00 a.m. to 2:00 p.m., Marriott  
Hotel,  
  
Downtown Monterey  
Mon., 12/25      Christmas Day Holiday  
Sun., 12/31      New Year's Eve

### **January 2024:**

Mon., 1/1      New Year's Day Holiday  
Mon., 1/8      Membership Meeting, 7:00 p.m. American Legion  
Mon., 1/15      Martin Luther King Holiday  
Mon., 1/22      Board Meeting, 7:00 p.m., American Legion  
Wed., 1/31-2/4      ATT&T Pebble Beach Pro Am

### **February 2024:**

Mon., 2/12      Membership Meeting, 7:00 p.m., American Legion, Monterey  
Wed. 2/14      Valentine's Day  
Mon. 2/19      President's Day Holiday  
Mon., 2/26      Board Meeting, 7:00 p.m., American Legion, Monterey

# PBSCC Barbecue and Picnic

Report  
By  
Steve Fields

Our September 16 PBSCC Picnic in the Park was once again a big success! About 90 members attended, with more than 40 cars on the field representing 14 different car marques. A casual 'People's Choice' car show was held, with members voting on their favorite car.

Voting was strong for five cars, with trophies going to the top three. The winners were:

First Place: **Anthony Jimenez** in his recently acquired 1914 REO. This car was definitely the star of the show!

Second Place: **Rob Duarte** with his nicely restored Mini Cooper S

Third Place: **Greg and Cheryl Thompson** with their maroon first generation Mustang

A couple of other special cars were very close in the voting, the early Jaguar sedan of **Peter Tweedt** and **Steve Kellogg's** MGTF 1500.

While our club has "Sports Car" in the name, the fact that an early American car would get the most interest shows that we welcome and appreciate all cars that have a story to tell.

Great food, good company and fun cars made for a nice event!



**Anthony Jimenez** and his  
1914 REO



The Gang

“If everything seems under control, you’re just not going fast enough.”

Mario Andretti

IMPORTANT NOTE! The printing of this quote is in no way meant to encourage reckless driving of any kind, on the road or on the track!!!!!!

## **Welcome New Members**

**Victoria and Alan Campbell**  
**Mike and Margo Musing**

PBSCC Total Membership: 191  
(as of this printing)

## Cambria Excursion

Includes Members of  
PBSCC and Cypress British Car Club of Monterey

Close to 25 cars and about 45 members from both the PBSCC and the Cypress British Car Club (CBCCM) of Monterey went on a two-night excursion down to Cambria during the weekend of October 27 through Sunday, October 29. The tour was organized and led by **Steve Kellogg**, president of the CBCCM and the current 'pinch hitting' web master for PBSCC.

The weather all three days was the epitome of warm, sunny Indian Summer perfection. We were all treated to beautiful California backroad scenery of fall colors; golden grasses, red, green and orange grape vines, rolling hills dotted with native oaks, eucalyptus and a rare flowering bush or two. We saw elk, long horn steer (we think), and a herd of what looked like baby boars.

Due to a dramatic thinning out of summer tourists, traffic was rare to almost nonexistent.

"It was as if we had the back roads all to ourselves and it was great," said **Steve** of the close to 300-mile round trip adventure.

We all met on Friday morning at the Crossroads parking lot in Carmel. After **Steve** reviewed the directions with the participants, we all took off on Carmel Valley Road then drove through the back roads of Monterey County and beyond.

Arriving at the Paso Pizza Kitchen around 1:30 pm, we all enjoyed delicious pizzas, huge blue cheese dressing drenched wedge salads and much more.

After lunch we all piled back into our various treasured autos, continued our drive southward and all arrived at the Cambria Pines Lodge a little past 3:00 pm.

Well, not everyone. **Julie and John Tomlin**, driving their stunning Porsche 356 didn't quite make it to Cambria that evening. About a half hour before lunch, they hit a big cement rock in the middle of the road, most likely ripped a hole in their oil pan and lost all their engine oil rendering the well cared for classic undriveable. After more than six hours of waiting and many calls and disappointments, a flatbed AAA tow truck finally arrived just before 7:00 pm to rescue a very tired, hungry and cold **John and Julie** along with their beautiful, yet undriveable Porsche.

Looking at the bright side, **Julie** said, "We had so many wonderful people including two cops stop to see if we were ok. It was very heartwarming and gave us a renewed faith in humanity that so many people stopped to check on us."

After they and their car were delivered back home to Carmel Valley, **Julie and John** spent the night then woke up early the next day and drove their much more reliable, yet not as fun, SUV

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back down to Cambria to join us all again. So great they both drove down again to rejoin the trip after such an exhausting and very frustrating mishap!

Saturday morning **Tom Tallone** led the group to downtown San Luis Obispo for a tour of the British Sports Car shop where we wandered through an amazing array of MG's, Jaguars (including an SS 100 from the 1930's), an old Bugatti, Triumphs, a vintage Rolls Royce and much more. Bicycles and tons of memorabilia hung from the ceiling and the walls. A very impressive collection indeed! After lunch on our own we then followed **Tom** to his and his wife **Susan's** home in Los Osos nearby for refreshments and a tour of their car collection including two MGA's, a Fiat 124 Spyder and a Fiat 124 Coupe, all in pristine condition. Many thanks to **Tom** for arranging the two tours, and to both he and Susan for arranging for chilled drinks and yummy cookies.

Back at Cambria Pines that evening at dinner several attendees dressed up for Halloween. After dinner Steve Kellogg awarded best costumes to **Cathy O'Brian and her friend David**.

Next morning, we all left for home at our own pace. And as far as we know, no mishaps occurred on the way back to the Monterey Peninsula. Many thanks to both **Steve Kellogg** for creating the whole trip and to **Tom Tallone** for arranging the Saturday tours.



Eugenia and Buck Jones, Steve Kellogg,  
David Pickenpaugh and Cathy O'Brian



**Francine Stewart at British Sports Car**



**Larry Tack**



**Gil and Aprille Lucero**



**WHO ARE WE?**



Car collectors!



**WHAT DO WE WANT?**



More cars!



**WHERE WILL  
WE PUT THEM?**



We don't know!



# MG 100 Year Anniversary

By Vicky Kellogg

## The Early Years

Very few of today's automobile brands can boast the passion fueled storied history and longevity of MG.

It began in 1923 in Oxford, England when Cecil Kimber, considered the 'father of MG,' approached his boss, William Morris (and owner of Morris Garages) with his idea for a new, two-seater super sports car. In honor of his boss, Mr. Kimber decided to name his new automotive creation, MG which stands for Morris Garage. And so, in August of that same year, the MG sports car and brand was formally registered.

Also, in '23 MG's now famous octagon was designed and registered. (see MG logo above). This classic logo can be seen on all MG's ever made from 1923 through the very last MGB produced at the final MG factory in Abingdon, England in 1980. And it continues today to be incorporated in all MG cars now produced in China.

The MG name first appeared in 1923 on a Kimber bodied bull nosed Morris Cowley special in which Kimber won gold in the world-famous Land's End Trial. Although this first MG claimed to be the prototype MG, the model recognized today as the first ever MG, or 'Old Number One,' is a preserved pointed tail two-seater.

In the mid 1920's a range of rebodied Morris and MG models were being sold as 'Kimber Specials' and an overflowing order book resulted in the need for expansion at several production locations. However, in 1928 MG finally found its permanent home in the town of Abingdon, England in an old leather factory.

In 1930, MG became very active in racing which led to the incorporation of the MG Car Company Ltd. Up until this time William Morris owned MG personally. In 1935, he sold MG to Morris Motors, the lead company in the Morris Organization.

One of the first models to be built after MG came under the control of Morris Motors was a 1936 TA Midget, the first of the company's famous T-Series sports cars.

### **MG Company During World War II**

In 1941 WWII was in full swing and MG car production was halted. All MG factory workers began the sad arduous task of dismantling all MG production equipment and removing it to cold storage to transform the MG factories into war machinery production sites to support the fight against Hitler and his Nazi regime in Europe. It took some time, but eventually the old MG factories started repairing guns, tanks and machinery and eventually, wartime aircraft. This was no small transformation as many of the tools needed for this critical work had to be designed and built first by the MG factory workers themselves before they could even begin tackling the urgently needed repairs on war machinery.

### **Post WWII MG Expansion Explodes**

During WWII, American soldiers in Europe became enamored with MG sports cars, primarily early MGTC's. So much so that after the war many soldiers bought and shipped one these mighty midgets back to the U.S. once they were released from wartime duty.

Very soon afterwards, America started to fall in love with these little MG TC's and leadership at MG soon realized they were sitting on a potential gold mine. As a result, MG TC's, mostly 1948 models, were produced, shipped and sold to anxious Americans longing for a taste of MG's fast little cars. However, it soon became clear that the unfamiliar right-hand drive, four on the floor left hand stick shift, and uncomfortable interior was not going to keep the American market happy for long.

And so, in 1950, MG came out with the MGTD. They had more power, were built with left hand drives and were far more comfortable than the earlier TC. More than 30,000 MG TDs were produced, mostly for the American market although many MGTD's were also sent to Australia and other countries as well.

In 1954, production of the MGTD was replaced with the MGTF. The first TFs only had a 1250cc engine, the same as the MGTD's. Headlights were incorporated into the body rather than sitting separately on the fender. The TD body was elongated a bit for a more streamline look. However, the American market was looking for more power and other sports car manufacturers were starting to cut into the MG market. So, in 1955, MG came out with the MGTF 1500 increasing its engine capacity by 250cc's. It was all a stopgap measure. The new MGA, which would be one of the first envelope body sports cars in the U.S. wasn't ready for production, so MG made do with 'tweaking' the TF. Only about 9,000 MGTF's were produced and only a little more than 3,000 MG TF 1500's was made.

Finally in 1962 the new, streamlined MGA made its way to the showroom floor. Its design was transformational in the sports car automotive industry. Gone were the square rigger gas tanks, suicide doors and running board fenders. In its place was a sleek modern sports car with a 1600cc engine that captured the imagination of forward-thinking drivers. The MGA was produced until 1962 and in the end more than 58,000 MGAs were sold.

The last and final MG that was a huge success in England, the U.S. and beyond was the final incarnation of MG in England. More than a half a million MGB's were produced between 1962 and 1980. In the mid 1960's the first MGB GT hardtop was made (also known as the first 'hatchback' auto made anywhere.) Sadly, and for many reasons the last MGB rolled out of MG's Abingdon's manufacturing site in 1980. Appropriately, every single MGB produced in this final year of MG production was painted black.

Over the years more than 31 different models of MG's were produced. After the closing of the MG factories in England in 1980 a small few other MGs were produced by another company but essentially the MG marquee stayed dormant for more than a decade.

### **MG, China and the Future**

In 2005 China bought the MG octagon brand. It started producing new cars in China using the beloved MG logo on the new cars. They are very popular in England and in other countries in Europe. However, the reincarnated MG has yet to make it to the American market. But watch the roads. You can still see many old and well-loved MGA's, MGB's, MG Midgets, TD's, a few TFs and even a TC now and then out on the roads.

Please see the attached list of PBSCC MG owners and some pictures of MG owners and their beloved little English sports cars. NOTE: Please let the editor know if your information is incorrect or missing altogether. A correction will be printed in the next issue. Thank you!

### **The Following is a List of PBSCC Members and Their MGs:**

Drew Barker	1971 MGB GT
Scott and Kari Brown	1957 MGA, 1960 MGA Outlaw
Victoria and Alan Campbell	MG
Frank and Tina D'Aquanno	1959 Elva – MG Running Gear
Neil and Myrna England	1952 MG TD
Barry and Kathleen Erickson	1971 MGB GT
Jim and Monica Firchow	1971 MGB
Scott and Louise Iredell	MGB
Vicky and Steve Kellogg	1955 MG TF 1500, 1974 MGB
Doug and Karen Learned	1978 MG Midget
Bata and Rose Mataja	1959 MG TC Special
Michael and Carolyn Pierce	1979 MGB
Warren and Kathy Pierce	1972 MB GT, 1953 MG TD plus several others!
Dan Rogers	1952 MG TD
Mike and Kathryn Splivalo	1971 MGB
Scott and Sarah Steinhauer	1958 MGA, 1967 MGB GT, plus more!
John and Julie Tomlin	1960 MGA
Bill and Colette Thatcher	1971 MGB GT
Rob and Connie Waldrop	MGC GT (?)
Jim and Jean Weissenborn	1959 MG Twin Cam, 1962 MGA Mark II

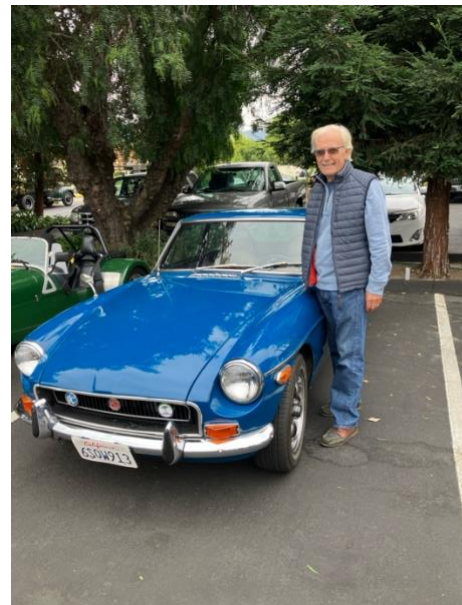
(Apologies if I have missed anyone's name or cars listed. If the mistake is glaring please notify the editor and the error will be corrected in the next issue of The Gasline Thank you)

## MG's and the Pebble Beach Races

From 1950 to 1956 Pebble Beach hosted its first annual car race on a section of private roads close to the Pebble Beach Lodge. MG was an instrumental part of these races as an original sponsor. Various MG models were also driven in the races themselves including MG TC's, MG TD's, MG TF's and in the later years, MGA's. Professional driver John Van Neuman (1921-2003) won the very first race Pebble Beach race in his modified MG TD. As is well known, the last race held in Pebble Beach was in 1956 due to tragic death Ernie McAfee. This prompted not only the end of the races in Pebble Beach but led to the creation of the Laguna Seca Raceway.



**Warren and Kathy Pierce**



**Bill Thatcher**



## MGs in an English Park by Bill Thatcher

Organized by the Oxfordshire MG Owners' Club, MGs in the Park 2023 was a great gathering of the faithful! Held annually at the 160-acre Cotswold Wildlife Park in West Oxfordshire this year's 100th anniversary event was blessed with a beautiful blue-sky day. Our club members **Bill and Colette Thatcher** were on holiday in the Cotswold area, went along and were completely bowled over by the five hundred diverse MGs on display! People had travelled from across the UK to the event, but our Monterey delegation was announced and welcomed over the public address system even though they'd arrived in their hire car! Some of their photos are set out below.

All classic and modern MGs are welcome. There was TA to TF, MGA, MGB and C, Midgets, diverse MG saloons, and modern ZR/ZS/ZTs, even new MG6 and MG3 models not sold in America (yet?). MGOC and MG Register had stands, as did others such as Moss Europe and various tuning and spares suppliers. If you travel to the UK in June you should put this event on your calendar.

There are two other visit 'must do' locations in the area to make your UK visit complete.

The Bicester Heritage, [bicesterheritage.co.uk](http://bicesterheritage.co.uk) is a collection of forty five specialist companies collectively making up an international centre of excellence for automobiles, past, present, and future, all located on a 444 acre former Royal Air Force Bomber Command airbase. Visit and explore or attend one of their 'Sunday Scramble' events which attract up to 10,000 visitors!

Another interesting visit is to schedule a factory tour in the town of Witney, between the Wildlife Park and Bicester and not far from Blenheim Palace to British Motor Heritage, [bmh-ltd.com](http://bmh-ltd.com) the largest organization of its type in the world. With a huge library of original drawings, patterns and body presses BMH manufactures body parts and full body shells for British classic cars. MG, Healey, Triumph, Jaguar, Mini, Riley, Rover, Austin, Wolseley and others. If you buy a body panel from Moss, guess where it is made!

Bill and Colette also visited Abingdon's MG Club headquarters Kimber House with its museum and historic MG archive at the site of the former Abingdon MG factory. The archive is housed in a new extension to the original building, a great research facility. The staff were very welcoming, and even provided coffee along with the guided tour!

Some of the cars at MGs in the Park:



## Attention All Triumph Enthusiasts!

An Apology from the Editor,  
Vicky Kellogg

Being an avid MG enthusiast my entire life I have been acutely aware of the fact that this year is the 100<sup>th</sup> anniversary of the creation of MG automobiles. Unfortunately, this means that I don't know beans about Triumphs and don't have them on my radar unless there is some snazzy TR6 or adorable Bug Eye sitting in front of me. This also means that I was clueless until recently that 2023 is also the 100<sup>th</sup> anniversary of the start of Triumphs. In this issue you'll see the story I wrote about MG and their 100-year history however due to my lack of awareness there is not a coinciding story about Triumphs. I promise to right this over site with a story about Triumph's 100-year legacy sometime in 2024. Thank you for your understanding and patience. PS: This means I will be needing someone to take the lead on writing this story on Triumph. Please email me at [vkellogglg@aol.com](mailto:vkellogglg@aol.com) if you are interested and want to help.

## Classifieds

2001 BMW 525i sedan, 5-speed manual transmission, BBS wheels, sport package, silver with gray interior, 188,000 miles. I've owned it since new. It's never been in an accident. I'm asking \$7,500 but will entertain all reasonable offers. Interested parties can contact me via this number. Thank you! Contact Vicky Kellogg at [vkellogg@aol.com](mailto:vkellogg@aol.com) and she will pass along the information to the owner Kyle Krassa via Gary Reid.

