



THE OCTAGON



Newsletter of the M.G. Owners Club
The Northern California Centre of the M.G. Car Club



North American MGB Register



Since 1957!



Photo: Mike Jacobsen

MGOC members Cathy and Scott Johnston in their MGA Twin Cam on the Clovis tour

May 2026

About *The Octagon* and the MG Owners Club

The M.G. Owners Club, formed in 1957, is the Northern California Centre of the M.G. Car Club, formed in England in 1930. The Peninsula T Register was formed in 1973 and is now an informal sub-group of the MGOC. We receive a copy of the MGCC's *Safety Fast*, available to members on loan from the Corresponding Secretary. The club is also associated with the North American MGB Register, the North American MGA Register, and the New England MG T Register. *The Octagon*, our newsletter, is published monthly by the MG Owners Club. Opinions expressed in *The Octagon* are not necessarily those of the MGOC, its members, or Board of Directors.

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Feel free to call these members, who have volunteered to help with purchase, repair, and restoration of various M.G. models, etc.

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COMMERCIAL ADVERTISING IN *THE OCTAGON*

Direct all questions about advertising to webmaster@mgocsf.org. 2026 rates are: monthly (yearly): full pg. \$25 (\$240), half page \$18 (\$175), third page \$12 (\$120), business card \$8 (\$75).

All ads expire on Jan. 1st, and fees for a partial year will be pro-rated to that date. Deadline for ad materials is the 10th of the preceding month. The MGOC makes no claims as to the reputation or quality of work performed by businesses advertising in *The Octagon*.

MAKING CONTRIBUTIONS TO *THE OCTAGON*

Your stories, photos, tips, questions, and anything MGOC-related are always welcome in *The Octagon*. Please make your contributions by the 15th of the month preceding the issue in which you want them to appear. Please email all contributions to magnut_dan@hotmail.com or send them to: Dan Shockey, 12632 Edith Dr., Garden Grove, CA 92841

RECRUITING MEMBERS FOR THE MGOC

Have you helped recruit any new members lately? The club roster is available from Steve Kellogg upon request.

MGOCSE.ORG

Upcoming events, MGOC history, photos, membership forms, *The Octagon*, and helpful links are posted on the Club Web site at <http://www.mgocsf.org>

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The Alpine Run Tour

Saturday May 2nd

The tour will encompass the vistas and open space (and, perhaps the poppies and lupines) of the Russian Ridge Open Space Preserve and the San Mateo County backcountry and redwoods of the Alpine, La Honda and Pescadero creek watersheds

The tour will lunch at the Loma Mar Outpost in Loma Mar with tour return options via Highway 1 or Highway 280

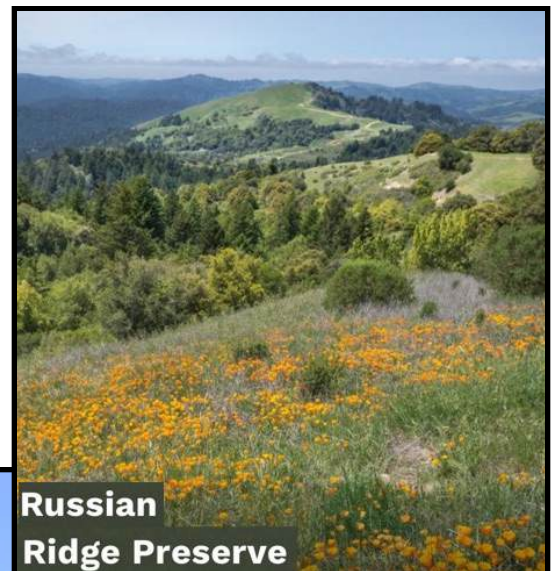
Meet at: 9:30 AM, depart at 10 AM

Crystal Springs Village Shopping Center
De Anza Boulevard & Polhemus Road
San Mateo, CA 94402

Gas stations are adjacent to the meeting site

All MGOC & Sorry Safari members and friends are welcome.

RSVP to Doug at [hollander.douglas7@gmail](mailto:hollander.douglas7@gmail.com) by Wednesday, April 29th



Russian Ridge Preserve

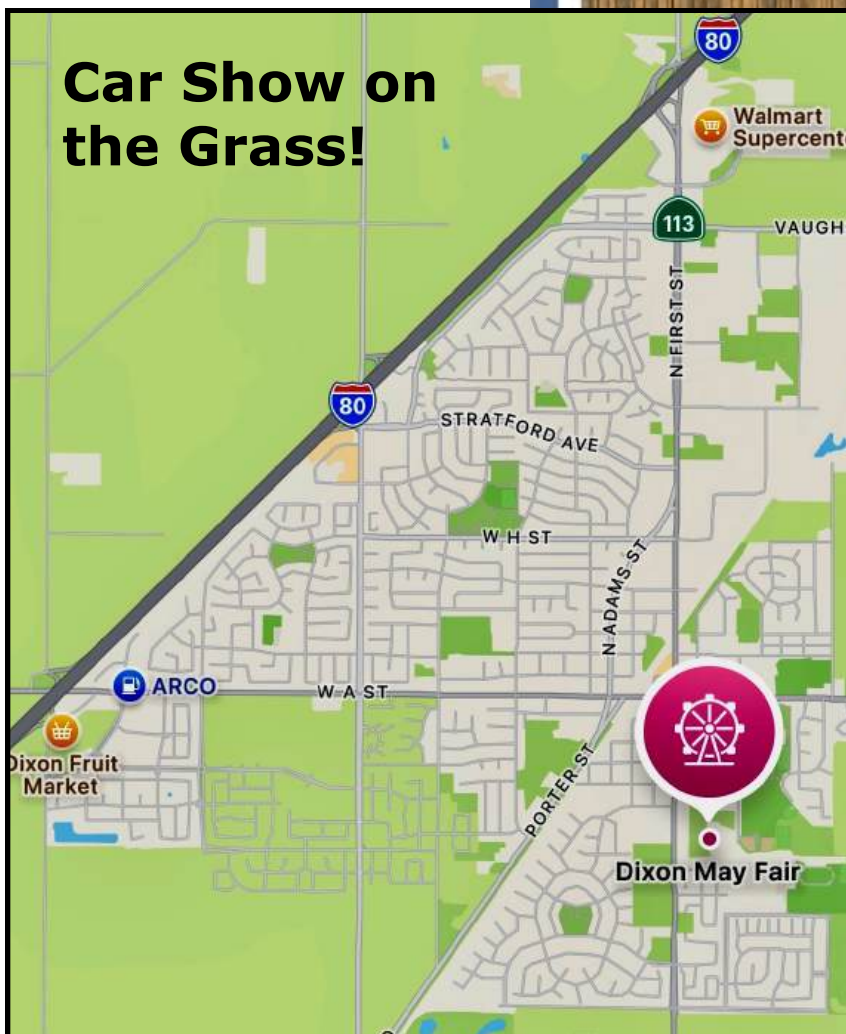


Wildflowers hoped for, not promised!



Photo: Marja van den Hende

Shockey pics



Register at: <https://near.tl/sm/VYpnEiDCyl>

**You MUST register in advance to show your vehicle on the field.
Remember, 3 cars of like make or model are needed to set a class.**

From the Editor

Greetings, MG-lings,

30 April 2026

I feel like I have been in space. My 101-year-old father's wife died and we rushed back to be with him and then move him from Illinois to New Mexico near my sister. I was gone a busy 17 days and still feel a little upended. This was during the NASA mission around the moon so I relate my expedition to that.

Folks are preparing for trips to the GOF in Flagstaff. Many are going but everyone seems to be doing their own thing to get there and back. I plan to drive my MGA coupe. It is always a fun event, multiple full days of MG cars and people. Not too late for you to participate!

I removed the heater from my MGA and installed an A/C evaporator under the dash instead (while I had the engine out). I was lamenting the loss of a defroster then I realized that I have a fan I can employ. I was able to use the stock hoses connected to the air outlets and have a powerful 3-speed fan now for defrost. There is always plenty of heat in the foot-wells of an MGA. Modern cars use the a/c (and heat) for defrosting since it dries the air.

The PA Midget (Mr. Toad) seems annoyingly loud for such a small, low-powered engine. (Mr. Toad is loud and pretentious in the *Wind in the Willows* story.) I made my own exhaust using a 1960s Midget muffler plus a tractor muffler. The original was a long, narrow muffler. The TC uses a similar muffler but I decided to replace the tractor muffler with a second Midget one. Two 15" mufflers instead of one 30". Will see if that helps. The later Midgets just use the one 15". Perhaps it is a tuning issue. I seem to have forgotten more than I ever learned about that.

Happy trails to you!

Dan



Thuy and her friends like the MG, at least for photographs

Shockey pics

How much is a stone? Seems like 18 pounds



Geoffrey Locquenutte & Nelson: At The Doctor's

Cartoon by
Brian Sonner
of Placerville

May Comments

May is almost here and we are well into spring. Six months ago, I made camping reservations for this past week at Pfeiffer Big Sur State Park. April reservations six months in advance is a real crap shoot but with the new California State Parks registration system, it's "roll the dice" or lose out. Luckily, we made out with good weather. Camping, other than White Stag Boy Scout Camp, means taking the MG and running on "MG roads."

This started when my son was at Humboldt State University. I would take MG up the coast and camp somewhere around Mendocino or Fort Bragg on the first night. The following day would see me in Arcata hosting my son and roommates for dinner. Accommodations that evening would be at Humboldt Redwoods State Park with a return home the following day. I did this for John's four years of college.

When Connie and I joined and became active in this organization, I mentioned it to Wayne and Janet Veatch and an informal MG camping club was formed featuring two MGs and a Datsun 1600 Sport Roadster. The purpose was to drive the cars on back roads and camp up and down the coast in a format similar to back packing. Stop for lunch, buy supplies for dinner and breakfast, drive to the next campsite, set up and repeat the process for four or five days at different state parks.

Janet and Wayne have since passed away, Connie is now frowning on sleeping in tents and my friends in the Datsun have a camper van that he and his wife now use. (In fact, it was Al



and Rosemary and myself this weekend). I have "kept the faith" and will continue to retain my tent and MG. I have thought of this format for a tour but don't think I would get any takers.

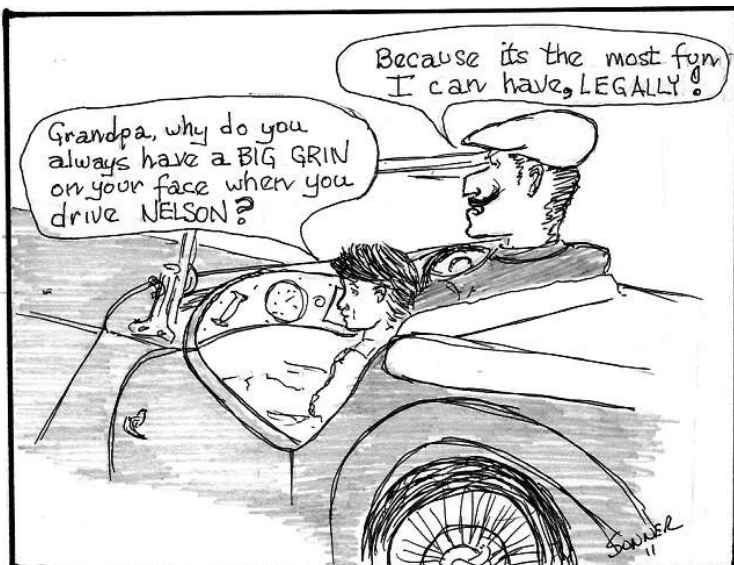
The main event this month was the Clovis British Auto Roundup. Connie and I caravanned down on Friday the 27th with Mike Jacobsen and stayed three nights returning on Monday. It was a nice affair with eighty-eight cars registered and seventy-six cars on display. Two of our members won awards. Mike Jacobsen for his blue MGA and Don Herrick for his bright red MGA coupe. Don was especially attentive to wax and polish touch-ups the entire day and it paid off.

The Roundup is held in conjunction with the Clovis Antique Street Fair and there is a constant stream of observers and admirers on the street of the show. Don seemed to have somebody at his car the entire day. Up the street, Ray Davis was holding court with his Morris Bullnose Cowley. The Cowley seemed to attract a lot of kids.

The format is a Saturday ride in the back country with a group lunch at Tommy Salazar's in Clovis. Cars are in the show by nine and the event is over at three PM. It's a fun event and close enough and low in cost. It draws people from as far as Reno to the north and Ventura to the south. I also wanted to mention the ride back on Highway 152. It was absolutely spectacular between Lake San Luis and San Jose.

Final comment, don't miss my Alpine Tour on May 2nd in San Mateo County!

Doug



Geoffrey Locquenutte & Nelson: With Cruz

Cartoon by
Brian Sonner
of Placerville

BON AIR

GREENBRAE

- and -



The MG Owners Club
of Northern California

host

BRITS BY THE BAY

A Show for Classic British Automobiles

BON AIR | Greenbrae | Marin County

June 6th, 2026

10:30am-2pm

Welcoming British Automobiles
Manufactured 1980 and Earlier*

Registration (\$40) through May 1st, 2026

details & registration at:
bonair.com/brits



* see bonair.com/brits for details



Southern Marin Drive

Friday, July 10th



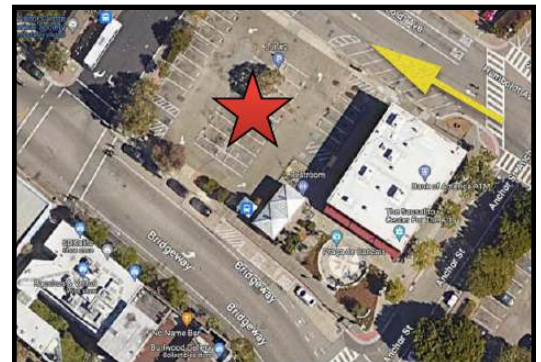
Marty Rayman and I will recreate the Southern Marin Drive into the Marin Headlands with a leisurely drive through scenic Belvedere before arriving at the Corinthian Yacht Club parking lot in Tiburon

Route maps will be provided. Hope for clear weather so we can all appreciate the amazing scenery

Lunch will be on the deck overlooking Angel Island and San Francisco. We are limited to twenty for lunch as the staff cannot handle more. The first twenty to RSVP eat at the Corinthian. The consolation meal is at Sam's that also has a great view of the Bay

All vintage cars will be allowed in the parking lot but the lot is small and any other cars need to park in the public lot across the street from the Yacht Club

Meet: At the Bank of America (now Sausalito Art Center) parking lot at 570 Bridgeway in Sausalito. Entrance to the parking lot is behind the BofA building. Map at right



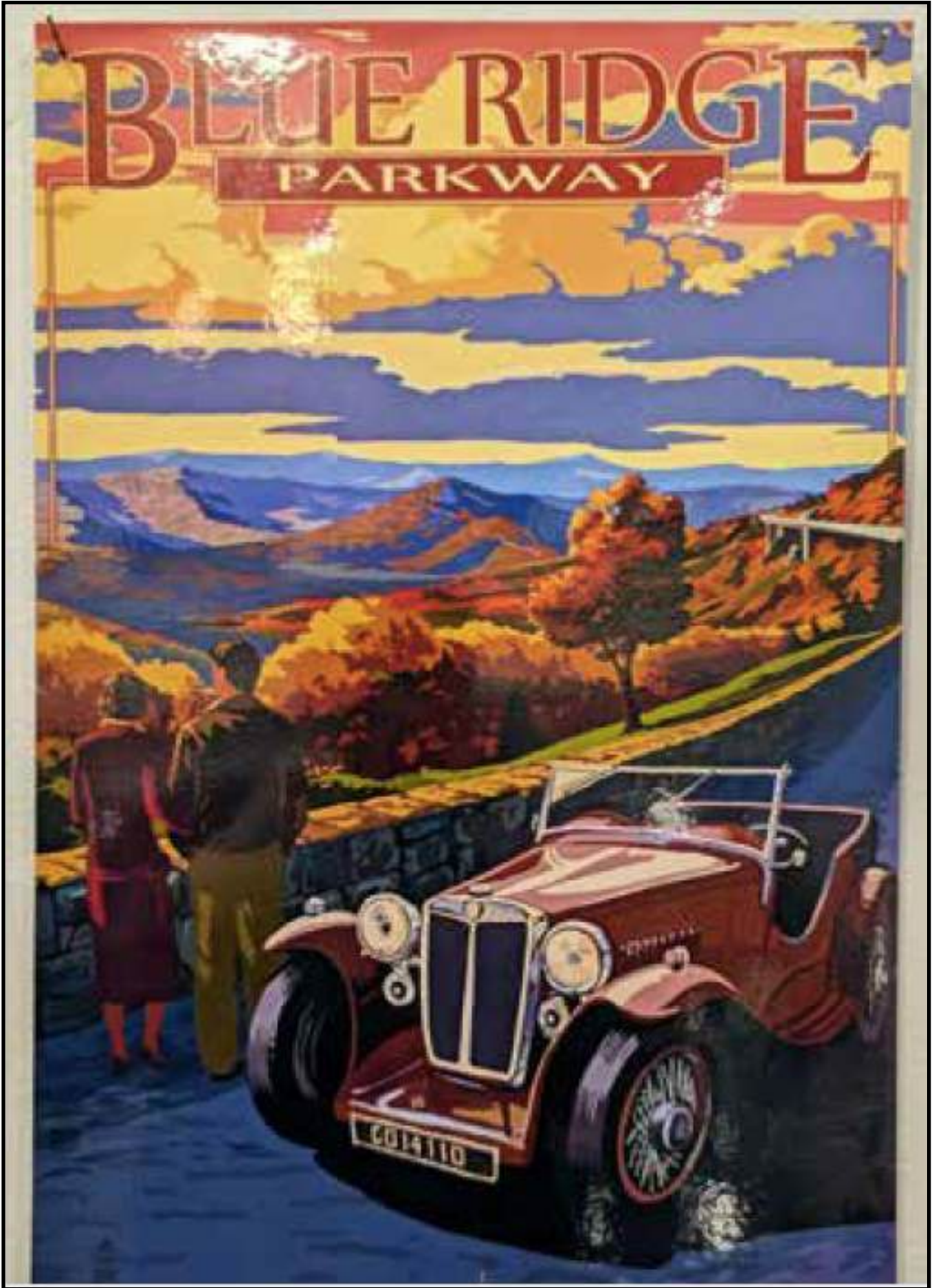
Clean public bathrooms are close. Coffee and pastries are available at Poggio's across the street. If you stay near your car, you may be able to avoid stuffing the meters as the parking police do not usually come until later

Meet time: 9:30 with a 10:00 departure

Bring: Cash as the bill will come to me. Pay the price on the menu and the tax and gratuity are on me

RSVP to: Bob at bundyworld@comcast.net. Also available at (415) 342-4935







Clovis British Auto Roundup 2026

From member Don Herrick

MGOC/SSTS members enjoyed good weather, good company and a good gander at a wonderful selection of both modern and classic British cars at the 23rd annual **Clovis British Auto Roundup** presented by the Valley British Auto Club on the weekend of March 28 in Old Town Clovis in the Central Valley. There were about 82 entrants from the Fresno/Clovis area and from all over the state, from as far away as Long Beach and Reno.

MGs were prevalent (25 out of the 82 entrants), Jags came in next (15) then Triumphs (12). Almost every example was gorgeous and well presented. Remarkable entries included a pristine 1980 Rolls Royce Silver Silver Shadow II, a 1961 Jaguar MK IX limo which was created for a 1961 LA show, Ray Davis' 1923 Bullnose Morris Cowley which was the forerunner of the MG marque, a couple of McLarens, a 2025 Morgan, 4 stainless-steel DeLoreans and an interesting hybrid of a car with a Camaro frame and motor, MGB tub, body parts from a 1947 Cadillac and even at least one piece from a '57 Thunderbird! Surprisingly, there were only two examples of MG T series cars shown and only one MG Midget.

The weekend started with a Saturday group rally tour on some twisty Sierra foothill roads. The large displacement vehicles headed off early in a group and the smaller vehicles followed later. We had two stops in Piedra and Yocuts Valley and ended with a great rally lunch at Bobby Salazar's Mexican Restaurant back in Clovis.

The car show was on Sunday on a closed street in Old Town Clovis. Awards included trophies presented for Best Vintage Vehicle, Classic Vehicle, Modern Vehicle, Ultra-Modern Vehicle, Sports Car, Show Committee's Choice Award, Participants' Choice Award and President's Award. MGOC/SSTS members showing cars included Ray Davis with his 1923 Bullnose Morris Cowley mentioned previously. This car is in unrestored condition and Ray is waiting for an ignition capacitor to get the car running again.

Mike Jacobsen presented his lovely Iris Blue 1960 MGA 1600 Roadster, which won the Best Vintage Vehicle (through 1960) Award. Don Herrick presented his Chariot Red 1960 MGA 1600 Coupe winning the Participants' Choice Award. (*Good job, Don – and Andy!*) Doug Hollander presented his 1976 Bracken MGB. MGOC members Scott & Kathy Johnston presented their lovely 1958 OEW MGA Twin Cam. (*OEW = Old English White color*)

In fact, MGAs were well represented at the show with seven examples. Andy and Marla Preston attended but did not show a vehicle this time. The President's Award went to a gorgeous "trailer queen" red 1955 MG TF 1500 presented by Bud Alkema of Visalia.

It was a pretty warm trip in a non-air-conditioned classic MG from the Bay Area to Clovis, but it was worth it. Looking forward to the 24th annual event next year!



Photo: Doug Hollander

No rain this year!

Photo: Doug Hollander



Photo: Don Herrick



Photo: Don Herrick



Photo: Doug Hollander



Ray Photo: Doug Hollander



Photo: Doug Hollander



Ray's 1923 Morris. Photo: Doug Hollander

Here is the MGB with Cadillac body parts. Looks like an MGA Island Green color



Mike gets award
Photo: Doug Hollander



Photos: Mike Jacobsen



Photos: Mike Jacobsen

More views of the
MG/Cadillac

Maybe the MGB next
to it is more an
Island Green?



Here is an MG
Midget with a
Austin-Healey
Sprite bug-eye
front clip. A Mk. I
Sprite with a trunk!

An easy and fun
conversion



Photo: Doug Hollander

On the Clovis Tour

Photo: Doug Hollander



Early morning start - or not?
Photo: Mike Jacobsen





Those loveley red TRs keep getting into the photos!

Photo: Mike Jacobsen

On the Clovis Tour

Photos: Don Herrick. Don's coupe at right





Keep Planning for 2026!



Photo: Mike Jacobsen

SPRING - SUMMER

Sat., May 2: San Mateo Tour, Doug Hollander, p3

May 11-15: GOF West, Flagstaff, AZ

Sun., May 17: Dixon All-British Meet & Swap, p. 4

Sat., June 6: Brits by the Bay, Greenbrae, MGOCSponsor, page 7

Sat., June 20: Juneteenth Event, SSTS South Bay



Photo: Doug Hollander

SUMMER

Fri., July 10: Southern Marin Drive, by Bob Bundy and Marty Rayman, page 8

Mon., Aug. 10: Monterey British Car Show

Wed., Aug. 12: Little Car Show, Pacific Grove, Car Week events

August 24-27: MG2026 All-Register Event, Ohio

BRITISH SLANG LESSON

Full of Beans

This phrase comes from horse racing, back to the days when horses were fed beans to give them energy and stamina. The original phrase was 'full of prunes', but changed to beans sometime in the 19th century. If a horse was full of beans, it would be lively and energetic. The expression was later applied to people, meaning someone who's bursting with energy or excitement. Complete different meaning than here in the states

Borrowed from the TC Motoring Guild.

Tech Tip

Suggestions for Trailering an MG on a U-Haul Trailer

I know that a lot of you like to drive your MGs long distances to shows, but I am not someone who enjoys long distances in my MGs. I like to keep my drives to be exclusively shorter, pleasure only drives. If you are like me, you might consider trailering your MG to events that are further than your driving taste. The reason for this article is to make some suggestions if you decide to use a trailer like the ones available from U-haul. I have seen in chat groups online that you can't fit an MG on U-haul trailer, and that is clearly not true. I do it every year when I take a car down to Amelia Island for Concours week. So here is how I do it.

As you can see from the picture, the trailers will work, but are not ideal, because of the narrow wheelbases of MGs. The car narrowly fits, but it does fit adequately, flat and between the bend up of the rails. I wish they rented complete flatbeds, with really wide ramps, but they don't.



Warning, the most dangerous time is getting the car on and off the trailer because the ramps are even more narrow than the rails. Notice the small margin of error, and the ramps can slip sideways. The protection of your car during the process is the reason for this article.

From the Peachtree MG Registry, Georgia

I forgot to copy page 2. The author adds two boards between the ramps - from the cross beam to the ground - as a safety catch should the tires miss on one side. - Dan

1952 Cooper-MG T21 Barchetta

Info from member Suzy Savage

Seen on ***Bring a Trailer***

Interesting car. I have never seen one of these - in person or in print. - Suzy

<https://bringatrailer.com/listing/1952-cooper-mg-t21/>

This race car is one of about two dozen built between 1950 and 1953. Most were supplied in chassis kit form and fitted with bodywork of the purchaser's choice. This car uses an MG TD XPAG engine, a TC gearbox, and hand-formed aluminum bodywork by Gray & Rich Panelcraft of London. It was made in the style of a Ferrari 166 barchetta. (Barchetta is Italian for a small open car.) The car was featured at Silverstone in the August 1952 issue of Autosport magazine. In recent years its circuit has



been concours meets rather than race meets.

Founded by Charles Cooper and his son John, Cooper began by building single-seater race cars. Later cars used other drivetrains. MG racer Ken Miles had road racing success with his infamous "Pooper" racer, a Cooper with a Porsche motor.



MacGregor Door Seals

This company from Canada has supplied original style body seals for our cars that are not so thick that doors won't close. They have been difficult to contact in recent years and have now gone out of business. Abingdon Spares is rumored to have taken over this product line.

"I spoke with Jason at Abingdon Spares about their purchase of the seal business from MacGregor. He said that they are in the process of identifying and inventorying the seals from Martin's business. They also purchased his supplier info, so the hope and expectation is that the seals should remain the same.

"Abingdon Spares seems very interested in maintaining the quality of Martin's products, and it seems they are simply in the initial phase of establishing the product line and enhancing the presentation/customer service response time associated with these items."

from Jeffrey Delk of Hartwell. Georgia

<http://www.macgregorukcarparts.com/>

They have historically been an excellent source of latches, seals and trim for hardtops.

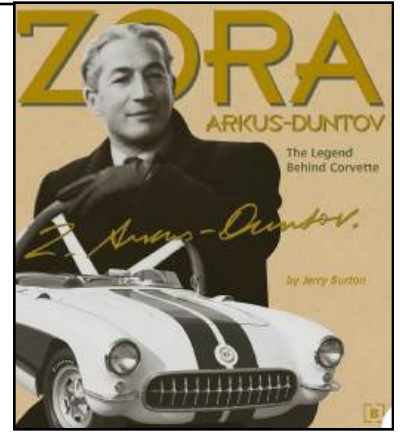
A Corvette – MG Tie?

By Dan Shockey

Is there a direct link between MG and the Chevrolet Corvette? There is indeed a strong tie according to the biography of Zora Arkus-Duntov, the creator and entrepreneur for the development and production of the Corvette within General Motors. The biography's sub-title is, "The Legend Behind Corvette." (Biography by Jerry Burton. Find used copies on Abe and Amazon.)

Born in Russia, Zora was living in Germany in 1933 when he met another Russian who became his best friend. Asia Orley (originally Owzarow) moved to Paris in 1933 and acquired several MG racers, a J3, a Q and apparently one or two K3s. Zora became a back-up driver for Orley. Orley is mysterious since he did not use his real name for racing because of his parents who did not approve. Neither name, Orley or Duntov, appear in racing records of the time. When Orley's K3 caught fire, injured Orley and was reportedly destroyed, Orley told his parents he fell asleep smoking a cigarette and had to jump out of his window. These racing MGs were winning all their races at the time.

Duntov is quoted as saying about later MGs compared to Corvettes, "The MG is inferior in road performance, accommodation and suspension, but superior in controllability." He said that MG's appeal was the intangibles: its toy appeal, its racing heritage and it was fun to drive. Zora's MG experiences helped him convince GM to build his Corvette. The rest is history.



MG Sets Sales Record

Reported in **Safety Fast!** magazine

In 2025 MG Motor sold over 300,000 cars in Europe and the UK for the first time. This is a remarkable increase of 30% over 2024 sales of 233,000 vehicles. Sales include new models of SUVs and electric cars. The marque now sells in 34 countries with 1300 retail outlets. There are 150 outlets in the UK.

I have mixed feelings about this. It is grand to see the MG name successful in the market. However the MG brand is now something of a Trojan horse for sales of cars made in China. European manufacturers are now feeling the heat from low-cost cars made in China. These MGs bear little if anything in common with our beloved sports cars made in Abingdon. I do not know how many of the electric two-seater sports cars MG has been able to sell. SAIC/MG do have an MG design studio in London.

SAIC has even shown a concept electric "MG" bus made in China as a possible new venture in Europe and the UK.





Great art above by Bob Winklemann, Abingdon Rough Rider club

At right, art of another sort. Real or Photoshop? What is a "Shooting Brake"?

 Classic MG Magazine · [Follow](#) 7h ·   

This is a first for me... an MGB shooting brake. Not on my lust list. (Martin Graddon and MGB... [See more](#))



Dorothy Stanley-Turner: Accomplished MG Race Driver

Summarized by Dan Shockey

Dorothy was born in 1916. Her father was a medical officer during WWI. He first served in the Falkland Islands and had been appointed commander of the defense forces when the German fleet attacked the islands. He later served with the British army in France then transferred to the RAF and after the war took his family to Egypt where he was the principal medical officer for the region.

Dorothy's mother also served in the Haslar Naval Hospital so that she grew up with a service-style discipline. Her half-brothers all served in the RAF. As the only girl in the family, Dorothy tended to adventuresome, outdoor activities. She was a first rate shot and drove motorcars from an early age.

Dorothy's father was a friend of Cecil Kimber and a racing enthusiast. He was also a friend with many racing drivers including the Honourable Mrs. Chetwynd who was recruited to teach Dorothy racing techniques. Dorothy was described as, "petite and determined with a cheeky sense of humour."

Dorothy was taught to drive by her father and, due to her father's friendship with Cecil Kimber, most often raced MG cars. As an attractive young woman with large blue eyes, she received much attention. She was first a navigator on trials, sometimes with Mrs. Kimber.

She began racing at Brooklands with a J Midget that had been built for LeMans and then in a C-type MG racecar. The Brooklands engineers Thomson and Taylor prepared the MGs. She stood out in her pale blue racing coveralls.

Dorothy became accomplished as an amateur driver and was a familiar sight at prewar (WWII) events. It was a world dominated by male drivers and cars lacked the safety features of later racing cars. Dorothy was hit in the eye by a stone thrown by another car during the Nuffield Trophy Race of 1937 while she was well placed.

The eye injury did not prevent her from competing in the 1937 LeMans race driving a factory-prepared PB along with Enid Riddell. During the race, one of the fuel fillers came adrift. Dorothy replaced it with an orange, wired on but

she had to convince the French "Plombeur" to place his official seal on the orange before they could continue. They finished an excellent 16th overall and 2nd in the Rudge Cup awarded to the top British finisher. In fact, Dorothy volunteered to take a message to the broken Aston out on the circuit, providing the instructions required to finish the race and win the trophy. (To MG management's chagrin?)



Dorothy at LeMans 1937 in MG PB



Dorothy did well at Brooklands, winning the first Easter Road Handicap over the created road course in 1938, averaging over 61 mph on the difficult circuit. She also took further 2nd and 3rd places in her C-type at Brooklands in 1938. She took 3rd at the First August Road Handicap after being slowed by the crash of a competitor. She then took 2nd in the Second August Handicap race behind a Frazier Nash 328. Unfortunately she had to give up her drive in the 1938 LeMans race due to illness.

In 1939, she won the last race at Brooklands before the war – and thus forever – in her white MG. This was the First Mountain Handicap race. Not limited to circuit racing, Dorothy broke the ladies' record for the Shelsley Walsh hill climb and raced in continental rallies including the Monte Carlo winter Alpine rally.

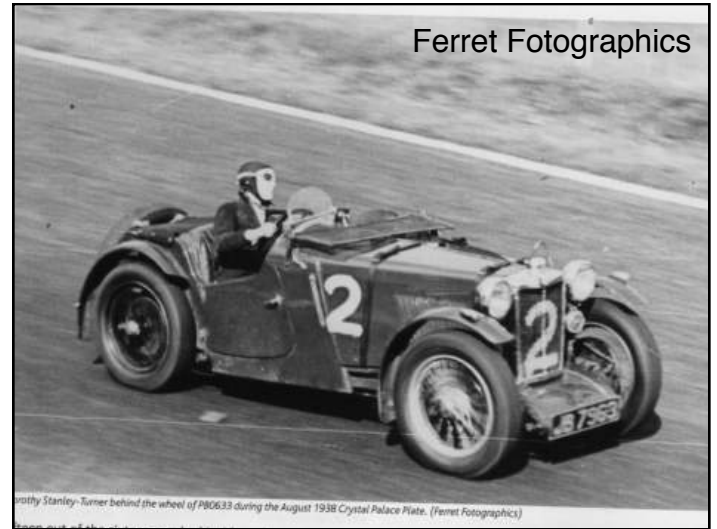
When the war came, Dorothy was one of the early women to volunteer, becoming an officer in a barrage balloon unit. She was assigned to Washington, DC, for a stint then later became a Flight Officer. Dorothy was a successful rifle shot, a sport she continued after giving up racing. She stayed on active-duty in the WAAF until 1951 and as a reserve officer until 1959. She returned to run rallies at Monte Carlo in the early 1950s.

Dorothy married Air Commodore Geoffrey Tindal-Carill-Worsley and accompanied him to various Far East postings following WWII. In retirement they lived in Scotland then later in Somerset. They had no children. Dorothy died in 1995, aged 78.



With MG photos taken at Crystal Palace in 1937 & 1938.

MG PB race car



Dorothy Stanley-Turner behind the wheel of PB0633 during the August 1938 Crystal Palace Plate. (Ferret Fotographics)



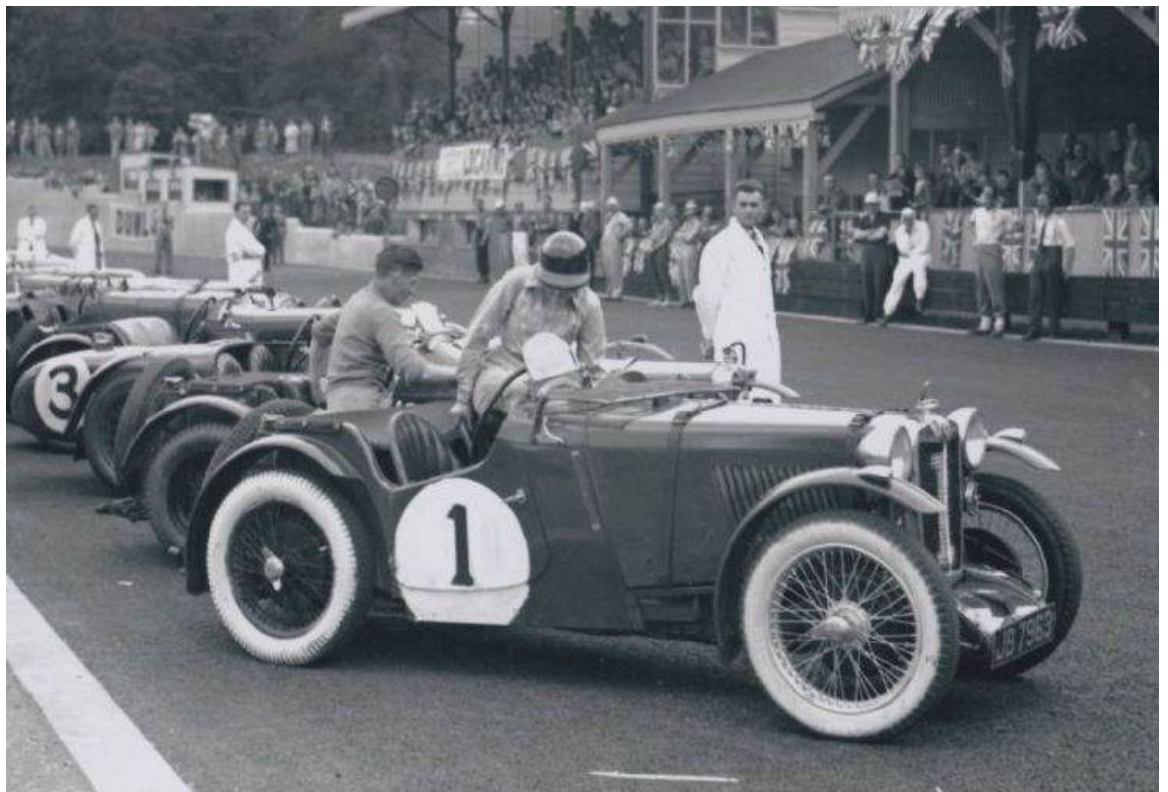
by Pat Rooney 1939



Dorothy Stanley-Turner at the Shelsley Walsh hill climb in 1937
From **Safety Fast** magazine

Dorothy Stanley-Turner at the Crystal Palace race in 1937

Why are the tires painted?
What color?





MG and Western Wear could Make Britain Great Again!

Classified Ads

Ads are free to MGOC members and \$6.00 per month for non-members. Some ads picked up from other clubs.

MG TD: I know of 3 or 4 TD and TF MGs available in the Orange County area. Club members are aging! Editor Dan

1967 Midget: Good engine and body. Project car. Darren Perry at 925-768-0671, lspdbone@gmail.com (non-member posted 5/26)

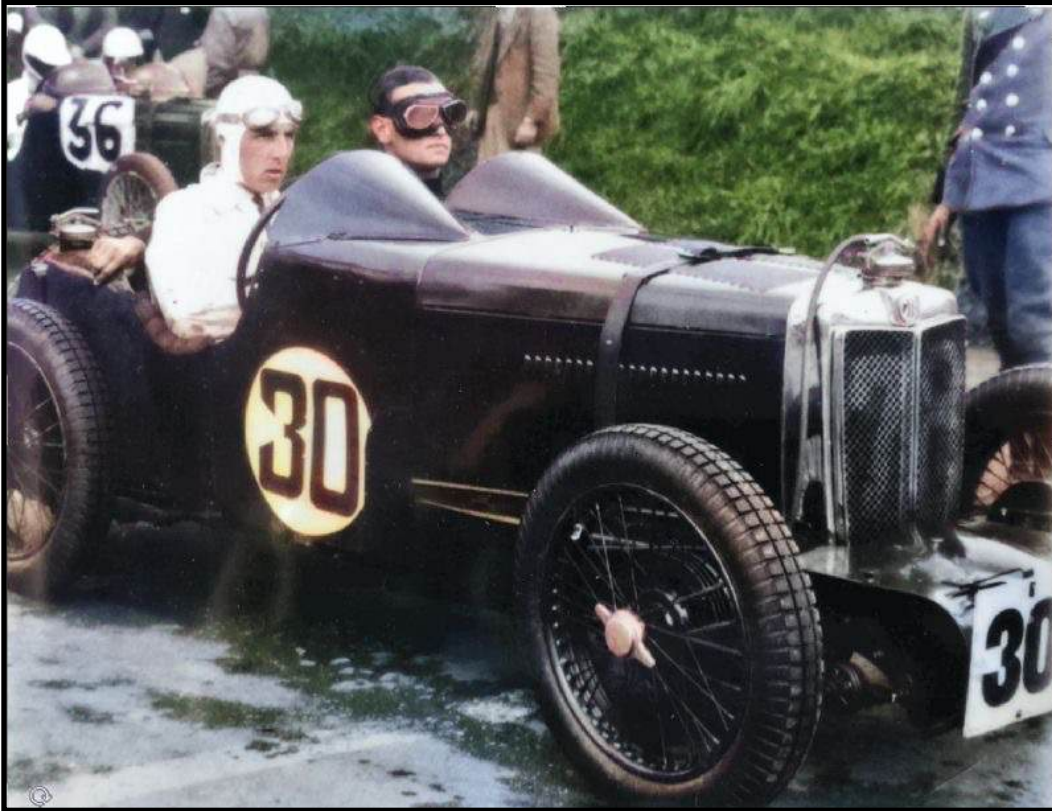
1967 MGB GT: Same owner since 1984. Cared-for California car. Very original Chrome wire wheels. Many spares. \$23,000. Tanya, tazzytoo@gmail.com (Posted 2/26)

1972 MGB/GT: Rebuilt engine & 5-speed gearbox. Ready for paint prep and paint. Member Ray Davis at iredavisiii@gmail.com (Re-Posted 2/26)

Enclosed Trailer for Rent: Enclosed car trailer for rent (16' x 8'). Trailer has integrated braking system and lights, 12 volt electric winch. Reasonable. Eric Baker (510) 517-2165

We list ads for 3 months. Advise if you want them extended. For additional ads, see prior issues of *The Octagon* or MGOCSE.org





Old MG photo now colorized

Great to see the world of the past in a new light.
- Editor Dan



Here's Hugh Hamilton with the Marquis de Belleruche in an MG C-type at practice for the Irish TT (Tourist Trophy race). He crashed and ended up in Ards Hospital.

Have worked on the photo and added a bit of colour.
NHJ Mears, UK

Calvin and Hobbes explained about the back & white world. See the entire Sunday strip. It gets weirder..

<https://www.gocomics.com/calvinandhobbes/2014/11/09>



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