



TALLY HO

VOLUME 9 No. 12

NEWSLETTER OF THE BIG BEND MGs

MAY 2008

Prime Minister's Message

Whew, well April, 2008 is now in the can. It was a busy month for our club members and for that matter for MG owners in general as there were shows all over the state. I was fortunate enough to attend two of them.

First there was the GOF in Ocala. I went down for the day on Saturday. When I left Tallahassee it was a misty, cool gloomy day. But as I got closer to Ocala, the skies parted and it became a perfect day. Silver Springs provided a gorgeous backdrop for all the MG's that were there, and there was a variety. All the cars sat gleaming in the rays of sunshine that filtered through the moss draped oaks and cypress. It was a Thomas Kincaid setting. And to top it all, Tom and Wanda Phares kept the BBMG banner aloft and won 3rd in class.



Tom & Wanda Phares' Earl at GOF-S

Then there was the morning flood of the Tallahassee Scottish Games. We all met at the Apalachee Parkway K-Mart just in time to watch in awe as the meanest wall cloud ever approached us. Now normally we are used to seeing such things in Florida, but this one was especially menacing because I had just taken the top out of my car in preparation to replace it. Still POR is the MG creed and I figured if it started raining, I would drive fast enough to have the water go over my head. Also, if Blair can drive without a top on the TD then, darn it, I can too. Well it rained and we drove.....fast to the Fair Grounds just in time for it to stop raining, temporarily.

You all know Mike Miller to be a man of many talents, not the least of which is having the Boy Scout motto of Be Prepared. We all

got to the Fairgrounds, parked the cars (there were about 10 as well as a British motorcycle that just happened in) and watched another rain cloud form heavy overhead. We eyeballed the livestock pavilion as safe haven when along comes Mike. Out of the trunk of KillerB comes a 10x10 popup tent. This guy always amazes me. So, as all the Scottish Bands in their wool kilts got soaked, and the bagpipes sounded even more forlorn than usual, all us British car guys just stood under the tent and had our coffee until the rain passed over. Though, I will admit to a certain aroma of wet sheep in the air after the rains.

When the showers were over, we British car folks did what we always do, check out the other cars. Bonnets and boots open, everyone wanders in close, heads drop in, ooo's and ahhh's over the latest mods and then we see Stuart's latest addition. Along with all of the other bits and pieces there was this gray fuzzy thing that looked rather unique next to the radiator. Heck, I thought it was just another new

Moss Motors accessory, until I looked a little closer. Seems a local squirrel had decided



Racing TD at GOF-S

the area under the bonnet of the B was a nice place to ride out the storms. Trouble was that he stayed beyond his life span. Fortunately, not much beyond. So I guess poor

Mr. Squirrel won't be making it to our next event.

Speaking of which, the Capital Area British Car and Bike Picnic (as it's now being called) will be at Wakulla Springs State Park on Saturday May 17. Included in the roster will be all three of the local British Car Clubs, Bay British Car Club from Panama City and the local Triumph (motorcycle) club. As I've been saying for weeks now, just the sounds will be worth the price of admission. Everyone will be meeting at the K-Mart parking lot on the Apalachee Parkway at 9 AM rain or shine. Don't forget to bring your side dishes and your drinks. Keep high in mind that it's a state park and Uncle Charlie does not take kindly to alcoholic beverages. If you need any info, please call either Blair or me. This should be a great gathering and I hope to see all of you there.

I am very excited to announce that we had our kickoff meeting for the 2009 Rendezvous last Saturday. Mike and Julie presented a very detailed package of information concerning venue, the available facilities and the financial aspects for the event. The level of anticipation in the room was high and we all decided that this should become a destination event and not "just another car show". To do so, we are going to open up the entries to all British marque autos. Also, we talked about moving the event to the first or second weekend in May, 2009 and hold it at the Tallahassee Antique Car Museum. This is going to be one great event and to make it the huge success it can be, we are going to need to pitch in. More details will follow as things get firmed up.

We'll have more discussion on it at our meeting at 6:30PM, May 15 at the Old Town Café on Timberlane Rd. Please bring along all your ideas for the picnic, the Rendezvous and any summer activity you'd like. Above everthing, let's all keep having fun out there.

Joe Torre

Safety  Fast!



MG 2008



An event of the North American MGB Register - NAMGBR

Hosted by The Philadelphia MG Club, Inc.

JUNE 26 - 29
2008



JUNE 26 - 29
2008

Name _____ NAMGBR ID# _____ AMGCR ID# _____
Address _____ City _____ State/Province _____ Postal/Zip Code _____
Country _____ *Email _____ *Phone no. _____

Is this your first NAMGBR Annual Convention? Yes No *For information on event updates
AMGCR? Yes No

Will you be trailering your car? Yes No *Off-site parking is available for trailers*

Others in your party: Name: _____ Adult Child
Name: _____ Adult Child

Vehicle Registration Classes:

- | | | |
|---|--|---|
| <input type="checkbox"/> MGB Mk I (62-67) | <input type="checkbox"/> MGB Limited Edition (79-80) | <input type="checkbox"/> MGC Roadster (All Years) |
| <input type="checkbox"/> MGB Mk II (Chrome Grille 68-69) | <input type="checkbox"/> MGB GT (Chrome Bumper 65-74) | <input type="checkbox"/> MGC GT (All Years) |
| <input type="checkbox"/> MGB Mk II (Recessed Grille 70-72) | <input type="checkbox"/> MGB GT (Rubber Bumper 74 1/2 -75) | <input type="checkbox"/> MG 1100/1300 (All Years) |
| <input type="checkbox"/> MGB Mk II (Honeycomb Grille 73-74) | <input type="checkbox"/> MG Midget (Chrome Bumper 61-74) | <input type="checkbox"/> Other MG |
| <input type="checkbox"/> MGB Mk III (74 1/2 -76) | <input type="checkbox"/> MG Midget (Rubber Bumper 75-79) | (Model: _____ Year _____) |
| <input type="checkbox"/> MGB Mk IV (Early 77-78) | <input type="checkbox"/> MGB V8 (Factory) | <input type="checkbox"/> British Other |
| <input type="checkbox"/> MGB Mk IV (Late 79-80) | <input type="checkbox"/> MGB/GT (Modified V6-V8 etc.) | (Model: _____ Year _____) |

Car/s you are registering:

No. 1 Year _____ Marque: _____ Model: _____
No. 2 Year _____ Marque: _____ Model: _____

Check the appropriate box: If you will have an entry for any of the following:

- Photography competition (no Photoshop) Model competition Valve cover races Craft competition

Concours Judging: Will you be entering your car? Yes* (extra fee of \$10.00) No

**You must be a NAMGBR member in good standing to be eligible for Concours Judging.*

Activity Registration:

(MG2008 Registration includes one car and two people, and is not refundable)

	Qty:	Cost ea.	Subtotal
NAMGBR / AMGCR Member registration, postmarked by May 1, 2008	_____	\$50.00	_____
Non-member of NAMGBR / AMGCR registration, postmarked by May 1, 2008	_____	\$60.00	_____
All registration after May 1, 2008	_____	\$70.00	_____
Concours Judging	_____	\$10.00	_____
Additional Car Registration	_____	\$15.00	_____
Historical Philadelphia Bus Tour, (to and from the Sheraton Park Ridge Hotel, Thursday 9:00am -3:00pm per person)	_____	\$50.00	_____
Drive/Tour to Mermaid Lake & Bar-B-Que and Entertainment (Thursday night - per person)	_____	\$25.00	_____
Philly Feast & Outdoor Movie (Friday night - per person)	_____	\$25.00	_____
Awards Banquet (Saturday night - per person)	_____	\$35.00	_____
Food served: Beef (London Broil) & Chicken or Veggie		Subtotal \$	_____

MG 2008 Regalia - with Event Logo	S/M (qty)	Lg (qty)	X-Lg (qty)	XX-Lg (qty)	
T-shirt gray - full color front & back	_____	_____	_____	_____	\$15.00ea.
Men's or Ladies Emb. golf shirt (please indicate M or L).....	_____	_____	_____	_____	\$25.00ea.
Men's Denim short sleeve embroidered	_____	_____	_____	_____	\$25.00ea.
Women's Stretch Emborided T-shirt (Proceeds to Cancer Research).....	_____	_____	_____	_____	\$30.00ea.
Sweatshirt embroidered	_____	_____	_____	_____	\$30.00ea.
Ball cap embroidered	_____	_____	_____	(Qty) _____	\$15.00ea.
Event Pin	_____	_____	_____	(Qty) _____	\$5.00ea.
MG 2008 Commemorative Grille Badge <i>Limited Number Available</i>	_____	_____	_____	(Qty) _____	\$35.00ea.

Payment: Check Money Order **Payable to: "MG 2008"**

Credit Card: Select which, Visa MasterCard

Card Number _____ Exp. Date _____

Signature as shown on card _____

Release: Each person who will be attending must sign this release before your registration can be processed!
Neither I nor my heirs will hold the North American MGB Register (NAMGBR) or its affiliated chapters liable for any personal injuries or damages sustained by me, my party, or my car while traveling to and from this event and while participating in this event.

Signature _____ Date _____

Send Registration to: "MG 2008" • c/o Larry Macy 729 Barclay Ave • Morrisville, PA 19067

Event Hotel: Sheraton Park Ridge Hotel • 480 Gulph Rd.

King of Prussia, PA • 800-325-3535 • www.sheraton.com/parkridge

Additional information: <http://www.mg2008.com> • e-mail: mg2008@phillymgclub.com

Registration Starts Wednesday June 25th, at 4:00 to 8:00pm

Subtotal \$ _____

For register use only:

Member of: NAMGBR AMGCR

Reg. No. _____

Class No. _____

Concours: YES NO

Date Rec. _____ Amount Pd. _____

Activity: _____ **# Attending** _____

- Awards Banquet _____
- Phila. Bus Tour _____
- Drive Tour & Bar-B-Que _____
- Philly Feast & Movie _____

GOF-S Silver Springs 2008 Car Show Winners

Midget

1st-Ron Phillips

MGA

1st-Bruce Rauch, 2nd-Bob Wrenn
3rd-Tom Phares,
Outstanding Entry-Ralph Decker

MGC

1st-Ron Boisvert

MGB Chrome

1st-Ron Boisvert, 2nd-Wayne Snook
3rd-Frank Kingston,
Outstanding Entry-Henry Hirschman

MGB Rubber

1st-Steve McDowell, 2nd-Ken Gregory
3rd-Tom Bruno,
Outstanding Entry-Phillip Ross

MGB-GT

1st-Norm Ridgely, 2nd-Lynn Fleury
3rd-Jim Hall

MG TC

1st-Paul Luther, 2nd-Gene Gillam
3rd-Arthur Floyd

MG TD

1st-George Butz, 2nd-Wayne Ottoson
3rd-Olin Catlett,
Outstanding Entry-P. John Camichos

MG TF

1st-J.D. Cellars, 2nd-Roger Brinkley
3rd-Glenn Lenhard
Outstanding entry-Lester Ariaih

MG Modern

1st-Michael Grosso

Premier

1st-William King, 2nd-Norris Williams
3rd-Lou Ballard

Pre-War

1st-Ron Fitch

V-8/Variant

1st-Bob Murphy

First Timers

1st-Bruce & Bert Rauch,
2nd-Gene & Ann Gillam,
3rd-Matt Williams

Best of Show

Gene and Ann Gillam - 49 MG-TC

BBMGs MEMBER



Seaworthy?

Several people have asked me for more details concerning the photo(s) of the red Midget, on the pontoon boat ...

On Friday, April 11, 2008, Helen Kingston (67 MGB), Art & Yvonne Floyd (MG TC), Richard and JoAnn Jensen (55 MGA), myself ('79 Midget), and a friend of the Floyds- Pat (Toyota sedan), caravanned over some back roads thru Deltona, around Deland, then west on RT 40 at Barbersville thru Astor and on into Silver Springs for the GOF '08.

As we got to the bridge in Astor, we decided to pull into the Blackwater Inn for some nourishment. We went up to the deck for a fabulous view of the St. Johns and ordered some food. As we were yakking it up, all of a sudden Helen shouted "Look at that!!". We all turned toward the bridge, and here comes a slow moving pontoon deck, WITH A BRIGHT

RED MG MIDGET on it! Here was a Midget with a driver and a passenger, slowly moving, via outboard power, but steering with the Midget's steering wheel somehow, down the river towards us. I scrambled to take some photos as they went by, returning our waving and shouting. We were flabbergasted! .. As we were eating our "late lunch" about 15 minutes later, they returned back upstream and slowly disappeared under and around the bridge ... What a memorable Sight!! We found out from our waitress, the couple lives across the river, not far from the restaurant. Someone needs to interview them and get All the details ...

Made me proud to be a Midget owner!!

Regards,
Saul Kline

Webmaster, MGCCF

Member of Our Club

As I volunteered to expose my past in the newsletter, the thought occurred to me that this was going to be like making love to Paris Hilton. You know what to do. You just hope it is interesting enough.

Now, to do this without overuse of personal pronouns.

If you ever have read any of Jean Shepherd, author of the classic movie “A Christmas Story”, and classic short stories such as “Wanda Hickey’s Night of Golden Memories” then you know what it was like as a child in the post-war Rust Belt. I was born in Northern Indiana, where the car of choice in the 1950’s seemed to be the Studebaker Champ. In fact, Mom was a model for Studebaker. Take out that owner’s manual from your ’39 Studebaker Dictator. Yup, that’s Mom’s feet showing you where the brake and clutch pedals are located. Evidently Studebaker owners needed detailed instructions.

We moved to the Clearwater, FL area in the 60’s. What a grand place to come of age. What is now Sand Key was then called Dan’s Island. It was where we went parking as teenagers. But the guys who really made out were the guys with Jeeps who charged \$5 to pull the guys with dates out of the soft sand. Maybe that’s why I have a penchant for Jeeps today.

My fascination with cars started early. Some of my earliest memories are of hand waxing Dad’s ’56 Cadillac with Johnson’s Paste Wax. Dad used the same can of wax Mom used to wax the wood floors. The stuff was pure, hard carnauba and I still remember the smell. Maybe that’s why I hate waxing cars today.

As a tall, very skinny 16 year old, I took the money saved from mowing lawns (and Dad co-signed a \$600 bank note) and bought my first car: a gorgeous, restored red 1953 MG-TD. I loved that car. Actually we had a love-hate relationship. The TD taught me to be a mechanic. She WAS Christine. The TD got me a lot of dates with pretty girls my senior year at Largo High. The TD tried mightily to keep me from going on those dates. It was a classic battle of SU carburetors vs. teenage hormones. Hormones won. I became a mechanic.

I was one of those kids who worked his way through college. In retrospect, it was really the beginning of my career in the Florida tourism industry. I washed cars for Avis in Clearwater. Soon they made me a rental agent, and got to wear a tie and stand behind the counter. I attended what was then called St. Petersburg Jr. College. After graduation from USF-Tampa, I was set to attend Stetson Law School, but had saved enough shekels to pay for a summer trip to Europe. With \$1200 in American Express Traveler’s Cheques to

Bio: Bud Nocerea *Past Prime Minster*

spend, I was able to stay almost three months. Today, converted to Euros, it might get you a Big Mac and a Coke in Paris. The trip was to define my career. I returned to Florida knowing I didn’t want to be a lawyer. Much to the disappointment and chagrin of my parents, I became a \$75-a-week travel agent apprentice. Maybe that’s why they didn’t speak to me for a year.

Fast forward, I evolved from retail and wholesale travel into a career in destination marketing, beginning in Jacksonville in the early 80’s. Then this lucky duck was selected to start the destination marketing program for the Fort Myers Beach – Sanibel area. A difficult job, but somebody had to do it. Today I am CEO of VISIT FLORIDA®, the company that does the tourism marketing for the State of Florida.

It was in Fort Myers I got married. I have been a bachelor again for the past five years. My two wonderful children from that marriage are the real accomplishments of my life. Tommy is 20 and will be Junior at FSU this fall, majoring in business and finance and making better grades than his old man ever did. Katie is 16 going on 25. She is currently attending North Florida Christian School, but I’m

looking for a convent school for her...somewhere high in the Himalayas would be nice.

My love for cars continued after I got out of college. Previous romances include a ’30 Model A, a ’49 Plymouth Woody Wagon and had a pristine ’79 VW rag top. I also have had a life-long passion for aviation. I got my pilot’s license in the early 90’s and recently became a partner in a single engine Mooney aircraft (think Porsche with wings) based out of Quincy International Airport.

As many of you know, my passion for MGs re-emerged five years ago, right after my divorce, when I joined BBMGs. That’s when I acquired “Penelope”, a red ’56 MGA. I bought her from a retired FDOT employee. She was in pretty sad shape then. But with the help of Raphael and a lot of the members of this club, she is a cute, reliable, fun ride today. So here I am with another old red MG that gets me dates. Funny how life goes in a circle. But unlike my first MG, this one I intend to hang onto.

My experience in this club has been wonderful. I’ve made a lot of friends, gotten a lot of help, and found serving as PM a few years ago was a great way to get to know everyone. Thank you all for that opportunity, the camaraderie, the tech assistance, but most of all for the friendship. It’s been... and will continue to be... a great ride.

Safety MG Fast!



ED Note: Bud purchased the “GUS” car. It had been listed in Tally Ho for over five years and people all over the South looked it over during that time. They all just shook their heads and ran away! Bud took a tragic Sow’s Ear and converted it into the Primo MGA Roadster “Penelope” we see today! The only pictures available at printing are (above) Penelope and Earl (Tom Phares) at After Holiday Party 2007. (Bottom) Penelope w/trailer at the assembly point for the drive on the Seven Mile Bridge to Pigeon Key during NAMGAR Regional GT Key West 2006.

A little history on the MGTD

Reprinted from Tidewater MG Classics Car Club newsletter **Dipstick**

Geoff Wheatley

(2007)

I don't think any one would ever dispute the fact that the MGTD was the most successful and, of course, popular MGT vehicle ever produced by Abingdon. The sheer production numbers speak for themselves at 29,664 produced between 1949 and 1953. That represents more vehicles than Abingdon produced in total before the Second World War.

Sure, the MGB set a new production record from 1963 through to 1980 but it had 17 years to achieve this while the TD had only three and a half years! Its predecessor, the MGTC, was really a prewar car tarted up to sell in a post war world. Apart from being a few inches wider it was simply a rehash of the ill-fated MGTB that was never offered to the



public in any quantity simply because of the start of the war in 1939. No doubt it was a great improvement on the pathetic MGTA, which in reality was a collection of Morris Motors engineering parts designed for a family sedan. The TC was never designed as an export car, it was put together to fill a desperate need for a post war sports car. The original production run was estimated at around 4,000 vehicles. In reality by 1949 just over 10,000 had been sold with the vast majority going for export after 1946. With the steering wheel on the wrong side and a performance that certainly left something to be desired in a post war world with the One Point Five Riley out of the same Morris stable selling three to one against the TC.

It was suggested at one stage that the new MGYT Tourer might replace the TC but by 1948 it was obvious that this was not going to happen with sales for the YT about 50% of the original anticipation. Although the supply of new cars to the home market was tight and any British purchaser could easily wait six months to get a Morris or Austin vehicle, the MG Y Tourer was one car they could virtually buy off the show room floor such was its export appeal! The theme of the day set by the British government was "Export or Die", and

any motor manufacturer who did not meet the tough export figures set by the government faced a hard time. Steel was rationed and if you did not export you got no steel. It was as simple as that! The TC was an export car despite the fact that it had no export features, including the steering wheel on the wrong side as far as the US was concerned. However, it was realized that there was a growing market for the small cheeky sports car and in reality there were no real competitors. Triumph had yet to produce the TR Range and the best they could offer was a slow, cumbersome old fashioned under powered Triumph 1800. That bombed at the Earls Court Car show and never achieved any real following, especially when

the XK120 hit the market! So, MG had a challenge, produce a modern sports car that still had the attraction of a classic vehicle. It is recorded that the first TD was produced in about sixteen days by a small design team who never put pen to paper or rather pencil to the drawing board. A MGYA chassis was reduced by five inches and the two halves were welded together. A TC body was then placed on the frame

and chopped up into about five sections, which were welded together. The YA rack and pinion steering unit was added and of course the then new independent front suspension, which had been successfully, used the YA. If anyone cares to look at the underside of an MGYA and an MGTD they will easily see the direct association these two cars have. The rear axle was borrowed from the new Morris Minor while the engine mounts, clutch housing, dynamo, and sump were all taken from the MGYA.

The eventual body continued the classic style of the pre-war cars but was wider which in turn provided more room for the owners especially the American ones who were by design somewhat larger than their British colleagues! Having said that, it is interesting to note that one modern feature that had become popular in the post-war motor market was missing—direction indicators, although many US dealers soon offered this luxury to their customers. Also, within a short time they also in-

cluded radios and heaters, luxuries that the British owner had to wait a few years for and even then as an expensive extra! The front opening doors were considered dangerous in several export countries and the car was given a poor review, but not in the USA as the sales figures show.

It has often been suggested that the TD would have been a more attractive car with wire wheels, after all it was supposed to be an English sports car. However, it was claimed by Abingdon that the steel wheels would be safer and more reliable, not to mention easier to clean. In reality, it was simply a matter of cost. Wire wheels were about three times the price of pressed steel. Eventually towards the end of the life of the TD wire wheels were offered with some success but the real MGTD owner simply frowns on such extravagance. There is an interesting story about the offer of wire wheels. The MG TF was launched in the spring of 1954 with a poor reception from both the British motor media and the MG Dealers. This rubbed off onto the car and sales were, to say the least, slow.

Wire wheels were offered at virtually no extra price but this was not a great incentive. At the same time Abingdon was faced with a customer base who were not happy that the TD was being replaced. In order to fill the gap between the two cars and try to keep customers happy they offered the TD with a wire wheel option. However, this simply increased the desire to own a TD and reduced the already low appeal of the MGTF. For the first and only time in the history of the MG company they ran two sports models together in the summer and fall of 1954. By the start of 1955 the TD was out of production but any dealers who still had stock were able to sell without any difficulty. On the other hand, the TF dragged its feet until the 1500 engine was fitted and even then was never seen as a real competitor to the successful MGTD.

As we all know today, the MGTF is one of the most sought after cars in the MGT range but this is 2007 not 1954.

Safety MG Fast!



Jane Streit's and Joe Torre's Photographic Record of the *Celtic Gathering*



photo by Jane Streit



photo by Jane Streit



photo by Jane Streit

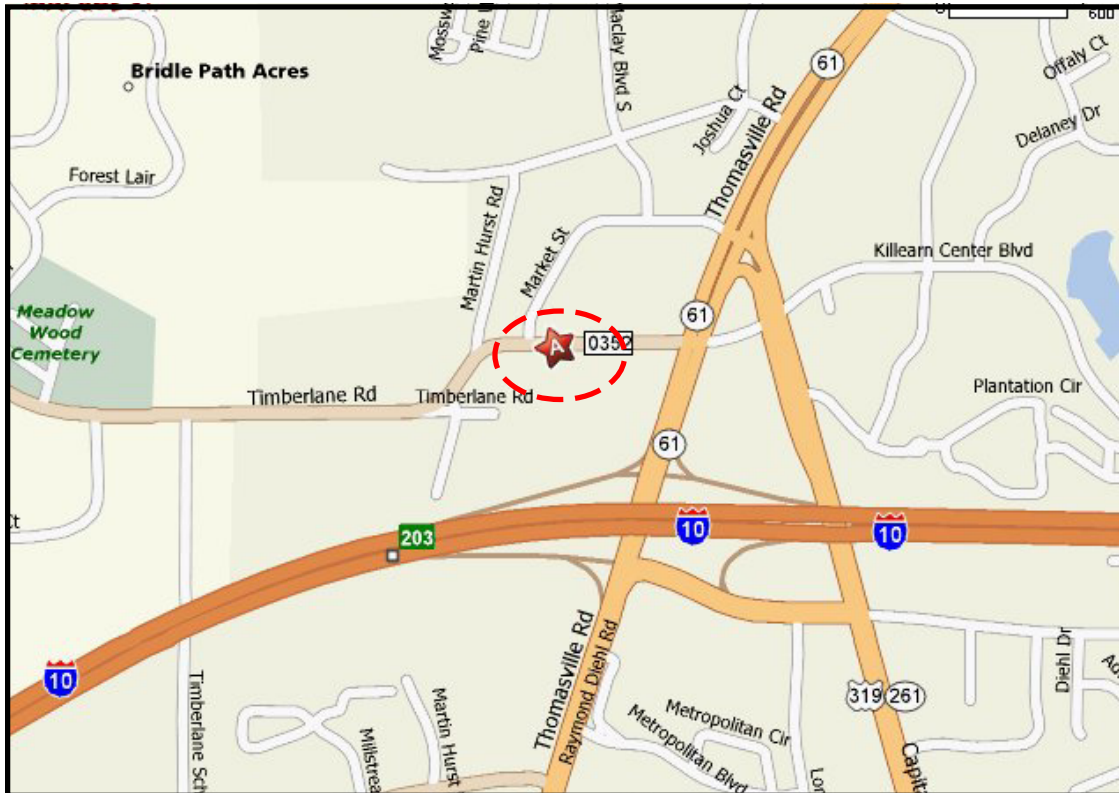


photo by Joe Torre



photo by Joe Torre

BBMGs Monthly Meeting at Old Town Cafe, Timberlane Road on May 15th at 6:30pm



FYI



We're on the Web!
www.bigbendmgs.com

- Become a published writer - Contributions to Tally Ho are solicited always! Just put it on paper or email and your editor will say Thank You and publish it! Your articles, stories, technical tips, pictures, or just plain lies are solicited for the newsletter. Please send to your editors! Pheona_Joe@bellsouth.net
- *Don't forget Big Bend MGs in your will. You can have a lasting effect on MGs and BBMGs!*

COMING EVENTS

- May 15th **BBMGs Monthly Meeting** at Old Town Cafe at 6:30pm
- May 31/Jun.8 **BRITISH CAR WEEK** -An awareness week intended for creating awareness of classic British motoring of the past. Annual week encouraging owners of classic British vehicle to roll their favorite car or motorcycle out of the garage and drive it throughout the streets and byways of their area. Grab your goggles and driving gloves, and top-off your dashpots! It's time to have some fun! Contact: Scott Helms at sportycars@ britishcarweek.org Website: www.britishcarweek.org
- Jun 26-29 **NAMGBR MG 2008** - Valley Forge, PA - Form on page 2
- July 14-18 **NAMGAR GT33** - Seven Springs, PA. Registration on-line at www.namgar.com
- Sept. 20 **7th Annual OKTOBERFEST 2008** - World Golf Village, St. Augustine - More information soon!
- Oct. 3-4 **9th annual British Car Club of WNC's Autumn in the Mountains**, Chimney Rock Park, the site of the famous Hill Climb held from 1955-1995. The dates are October 3-4, 2008. Website: www.bccwnc.org for details.
- Oct. 11 **British Car Classic XX** - St. Augustine's King's Head British Pub - More details to come!
- Nov. 7-9 **JAMBOREE 16**, St. Petersburg, Fla., hosted by FSMGCC. Info at www.fsmgcc.com
- TBA **RENDEZVOUS 2009** - Plans are in committee!



The purpose of the BBMGs is to encourage the members in the acquisition, preservation, restoration, exhibition, and use of the MG automobile

www.bigbendmgs.com

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May 15th at 6:30PM - BBMGs Meeting at Old Town Cafe on Timberlane Road

CLASSIFIEDS

Please provide your email address when submitting ads.

MGB - Dual Carbs - Engine cranks but does not run. Partially Restored - Solid body w/first primer coat - Gas tank cleaned & sealed. Great project car, \$800 OBO. Dick - 561-967-5135

1963 Austin Healey Sprite. Red with new black interior, engine has been reworked. Rob Herbert - 850-508-1296. \$7,000 OBO



1965 MK III Sprite Good stuff: 1968 1275cc engine, new wiring harness, new tires, new carpet & amateur new interior, refurbished gas tank & lines, fuel pump and brakes, recent exterior body work and new red paint. Not so good stuff: some floor pan rust damage but solid, needs a new rag top, brake MC leaking but new kit ordered. All maintenance records included. I have 4 LBCs and am desperate for space! Over 6K in the car so asking for reasonable offers starting around 3K. Car is in Tallahassee, garaged. Call or email with any questions: 850-385-6581 bthom32312@aol.com for pictures.



Thanks

to contributors to this months **TALLY HO:**
Joe Torre, Saul Kline, Jane Streit, Bud Nocera,
Geoff Wheatley and the Tidewater MG Classics Car Club
newsletter *Dipstick*

Where are YOU other BBMGs members?