



TALLY HO

VOLUME 10 No. 5

NEWSLETTER OF THE BIG BEND MGs

OCTOBER 2008

Prime Minister's Message

I am sitting here looking out the window as I try to break the writer's block that seems to have overtaken me. Today is a good day to be inside and just watch the gray and cloudy sky. Gray and cloudy you say! In Florida? Well yes we do get some even if there is no hurricane out there. However, it brings to mind that the beastly hot weather is pretty much behind us for this year and it's time to once again get our LBCs out and running.

As you all know, my Pumpkin is being disassembled in prep to take to the body shop. What a job that's turned out to be, especially in my undersized, one-car garage which also serves as a garden shed and laundry room. Not only that, I sure don't remember it being so hard to get in and out of all the places that have nuts and bolts to loosen. After all I can still do anything now that I could do when I was 19. What I found though, is that it takes a WHOLE lot longer to recover.

There's something to be said for a car that has spent all its life in the Sunshine State as things were detaching pretty easily and I haven't found much rust at all. And then I ran into the heater box..... Seems if there is a place that is going to hold the screws tight it's going to be right around the heater box. I tried the normal way first. I sprayed the bejeebers out of the screws with WD40. You know, they say that all you need in your tool box is two things, WD40 and duct tape. If it doesn't move and should, spray it with WD40. If it moves and shouldn't, duct tape it! Anyway, after a liberal dousing of WD40 (enough as to where I was chasing the mosquitoes out of the garage) the slots in the fasteners just kind of gave way to the screwdrivers and became craters in the screw heads. So then I tired my drill. I had to bend WAY over the fender to line up the drill. With feet off the ground I was teetering on the fender and there wasn't much leverage, so all the drill bit did was dance around the crater.....and slipped out once in a while. (I may have to use Bondo on the heater box) Next came the late night TV solution. "Our \$19.95 screw extractors can take a rusted bolt out of a battleship". "But wait, don't call yet....." Yeah, sure. I guess if you don't own a battleship you'll have to watch more late night TV. All these things did was make the craters larger. So now I am just about ready to take a big ol' hammer or an air chisel to the situation and beat it into submission when I remember I have a Dremel and Lowe's has the cut off bits. So now I am going around the heater box and cut the heads of the screws off one at a time. My feet are still off the ground and I am getting bruised hips but that little high speed cutter is doing the trick. The whole time I'm thinking, "why do I need a heater in Florida anyway.....but as I look outside right now, I know it can get chilly.

**BBMGs Meeting at Old Towne Cafe
on October 23rd at 6:30pm
on Timberlane Road**

Speaking of working on the cars, you'll remember that Rob Barfield retrieved his car from Raphael's garage in many pieces. Bill Thompson has suggested and I think it a great idea that we have a tech session either the last weekend of this month or the first one next month to sort thought the parts and try to determine what Rob has and needs. We will discuss the timing at the October meeting.

Also for discussion at the October meeting will be the latest on the Rendezvous planning. Mike and Julie will bring us all up to date on their progress but I think it's time to start ratcheting up the marketing and we need ideas on how to accomplish it.

November brings the Jamboree in St. Petersburg. I strongly encourage anyone interested to line up and go. Glenn Lenhard has already told us he will participate at the Rendezvous and I think a show of support on our part would be thanks to him. Moreover, because this is a major event with participation from all over the Southeast, we need to spread the Rendezvous brochures liberally while we're there. Besides, I hear this event is a real hoot.

Additionally in November, the monthly club meeting will be on a weekend morning (to be determined) at Bill and Nancy Thompson's house. We are going to have a drive over the Rendezvous tour route and then chili and beer. How can anyone resist that? Also, I want to remind all the club members that we can order grill badges with the club logo. The cost is very reasonable at \$20.25 each and if you are interested, let me know at the next meeting. We need 25 ordered to receive this very reasonable price. These badges are a great way to get the BBMG's logo out there and noticed.

Finally, it is that time of the year when we have to consider nominations for the club offices. Hopefully the nominations committee will present a slate of officer candidates at the upcoming October meeting. Wow, where did the year go?

This months meeting will be at the Old Town Café at 6:30PM on the 23rd. See you then and in the mean time let's have fun out there.

Safety  *Fast!*



**MG Car Club of Florida is pleased to announce the date & venue for its
ALL BRITISH CAR SHOW**

**Come join us for a celebration for British Motorcars including MG,
Mini-Cooper, Triumph, Jaguar, Austin Healey, & more**

FREE to spectators; registration fee \$25 for participants

BRIT BASH AT WICKHAM

Saturday, November 1, 2008

Rain or Shine

Wickham Park

2500 Parkway Drive

Melbourne, Fla.

TECH SESSIONS conducted by Glenn Lenhard

Glenn's MG Repair	Glenn's MG Repair 3130 39th Avenue N. St. Petersburg, Florida 727-821-8890 Toll Free: 888-821-8890 Glenn@GlennsMG.com
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Jim Hall's FIVE SPEED COMPANY
(Distributor for Moss Motors & others)



CANVASWORKS
will be doing Canvas & Upholstery Consultations
& on site minor repairs

MG cars & memorabilia FOR SALE

Raffle prizes

For Additional Information:

www.mgcarclubflorida.org or email to <BritBash@comcast.net> or (772)770-0083

REGISTRATION FORM

Please return this completed form with a check made payable to F.S.M.G.C.C. to:

**Bert & Bruce Rauch
8632 18 Way North
St. Petersburg, FL 33702**

Please **PRINT** the **First & Last Names** of all people attending.

Name/s _____

Address _____

City _____ State _____ Zip _____

Phone Number () _____

Email address _____

Year and Model MG/ Little British Car _____

I AM AWARE of the hazards inherent with motor vehicle events & specifically release & so indemnify the organizers, supporting sponsors, & The Florida Suncoast MG Car Club collectively & separately, for any & all liability from personal injury or property damage incurred by me or my guest(s) while participating in the MG Jamboree 16. I understand & agree that The Florida Suncoast MG Car Club reserves the right to revoke my registration & retain my registration fee should I engage in reckless dangerous and/or unsafe behavior. I have read, understand, and agree to this release. **THIS MUST BE SIGNED BELOW**

X _____

Every year our specially designed souvenirs T-shirts are a big hit! Also available are neat, "MG Jamboree" golf-style caps. Finally, for those cool morning drives, there are cozy sweatshirts with the "MG Jamboree" logo.



Please note:

Special room rates and any planned activities or meals are available only to "MG Jamboree 16" registrants. Please register early. Advanced planning & ordering of items needed to host this event is much easier if we know the number of people who will be attending. Thank you!

REGISTRATION

Early Registration before October 17:

The fee is for **one British Car and/or two people** and children up through 12 years old.

Early Registration fee.....\$30.00 \$ _____

Normal Registration after October 17:

Normal registration fee \$35.00 \$ _____

Guests (& children over 12) _____ @ \$10.00 ea \$ _____

MEALS

One price covers all meals and food events.

These include:

- Friday Evening – Reef Buffet – "Sweet 16!" theme
- Saturday – Continental Breakfast
- Saturday – "Party on the Beach" – Lunch
- Saturday – Ladies only "Sweet 16 Tea" **
- Saturday – Dinner – "Slumber Party!" theme
- Sunday – Dockside Breakfast

The cost is \$89.00 per person – includes **all** meals, tax, and gratuity. \$39.00 for children ages 5 through 12.

Number of adults and Children over 12 _____ @ \$89.00 ea = \$ _____

Number of children Age 5– 12 _____ @ \$39.00 ea = \$ _____

Please select your Saturday menu:

Complimentary Continental Breakfast # people _____

Lunch } Ham Sub (includes drink, chips, & fruit) _____
 } or _____
 } Turkey Sub (includes drink, chips, & fruit) _____

Dinner } Roast Sirloin Au Jus (8 oz) _____
 } or _____
 } Boneless Breast of Chicken Marsala _____
 } Chicken fingers & FF (children 5-12) _____

Sunday:

Complimentary Dockside Breakfast # people _____

** Bring your own teacup to the "Sweet 16 Tea"

Ladies attending "Sweet 16 Tea" _____

Vegetarian meals may be requested:

Vegetarian for all meals: _____

REGALIA ITEMS:

"MG Jamboree 16" T-Shirt _____ @ \$10.00 ea = \$ _____

"MG Jamboree" Sweatshirt _____ @ \$18.00 ea = \$ _____

"MG Jamboree" Golf Cap _____ @ \$10.00 ea = \$ _____

(Indicate quantity and size on the form to the left)

Total amount enclosed \$ _____

MGB Charcoal Canister Rebuild

by Brandon & Glenn Brazil

Let me begin by stating that this article applies to MGB's 1971 - 1980. These MGB's were manufactured with an Evaporative Loss Control system. This system was designed to collect fuel vapors from the gas tank and the carburetor float chambers. The vapors are stored in the charcoal absorption canister while the engine is off. When the engine is restarted, the vapor flows through the crankcase ventilation system and into the combustion chambers. These fumes, or vapors, are drawn directly into the engine when it is running. The round metal gizmo inside the right rear fender well (inside boot or hatch and normally painted aluminum color) is a separator tank. There are two lines from the fuel tank. One goes from the tank to the fuel pump. The other runs to this separator tank which is in-line between the fuel tank and the charcoal canister. This small separator tank prevents liquid fuel from being drawn into the canister. Absolutely no energy is used to operate this system. It should be left functional if you remove the air pump and related emission equipment.

Most MGB Service Manuals call for replacement of the fuel filter and the filter pad of the canister to be replaced every 12,000 miles and replacement of the complete canister(s) every 2 years or 25,000 miles. This procedure is frequently overlooked. Over time, the charcoal breaks down to the point of being sucked into the crankcase. You do not want pieces of charcoal in your crankcase. Current pricing of the absorption canister (Moss #367-100) and (Victoria British #2-254) is about \$125.

Filter Pad Removal: To inspect the filter, simply (1) unscrew the lower end cap (bottom) of the canister. (2) Remove the filter pad. (3) Clean any dirt, etc. from the cap. (4) Use the old filter as a pattern for new filter made from coffee filter or similar filter cut from other thin piece of synthetic filter material. (5) Replace with the new filter pad. (6) Replace the cap.

Hold on. This takes about 15 minutes.

Why not take about 30 minutes and rebuild the canister for less than \$10? A couple years ago Gerry E. Masterman wrote an excellent article about rebuilding these carbon canisters. His article also appeared in the technical forum at www.theautoist.com. His article was the basis for this project as well as this re-write of the rebuild procedure. Repairing the canister is simple. Before discussing the canister rebuild, here are some notes for removing the canister. For models 1970 - 1975, the process is the easiest. (1) Disconnect the air vent tube (anti run-on hose) from the bottom of the canister. (2) Disconnect the **Purge line** (line from off valves cover that

goes to the center on top of the canister. (3) Disconnect the **two vapor lines** from the top of the canister. *Note:* These are the lines connected to the top of the canister on each side of the center purge line. (one connects at the carburetor(s); the other runs from the fuel separator tank inside right fender well). (4) Unscrew the top; (5) Lift out canister. For years 1976 - 1980, you must remove the windshield washer reservoir in order to get to the canister. Most 1979 and 1980 models were equipped with two charcoal canisters. *Note: Mark the Purge line (the middle hose, top of canister). This line goes back to the center position when you put it back on the car.*

Rebuilding the charcoal canister is not difficult. First, open it up by unscrewing the top.

Remove the contents. Keep everything; clean the parts. Unscrew the bottom of the canister. This exposes the *retainer*. The retainer is the plastic ring that looks like a Mercedes emblem or Peace sign (divided into thirds.) Notice the retainer ring has six tabs that fit in six matching slots in the bottom of the canister. Carefully depress these tabs so the retainer will release. When you remove the retainer you will find a filter made from a plastic mesh. Examine this filter. If it is good, set it aside for re-use.

Located under this filter you will find the old charcoal. It should look like black granules or pellets. Smell these to see if they smell like fuel. Throw this old charcoal in the trash as it is not reusable. Under the charcoal you will find another filter like the first one, then a steel mesh screen. If these are intact and reusable, save them. If not, still save them for a pattern. Next, you will find a washer and a spring. Save and clean up for re-use.

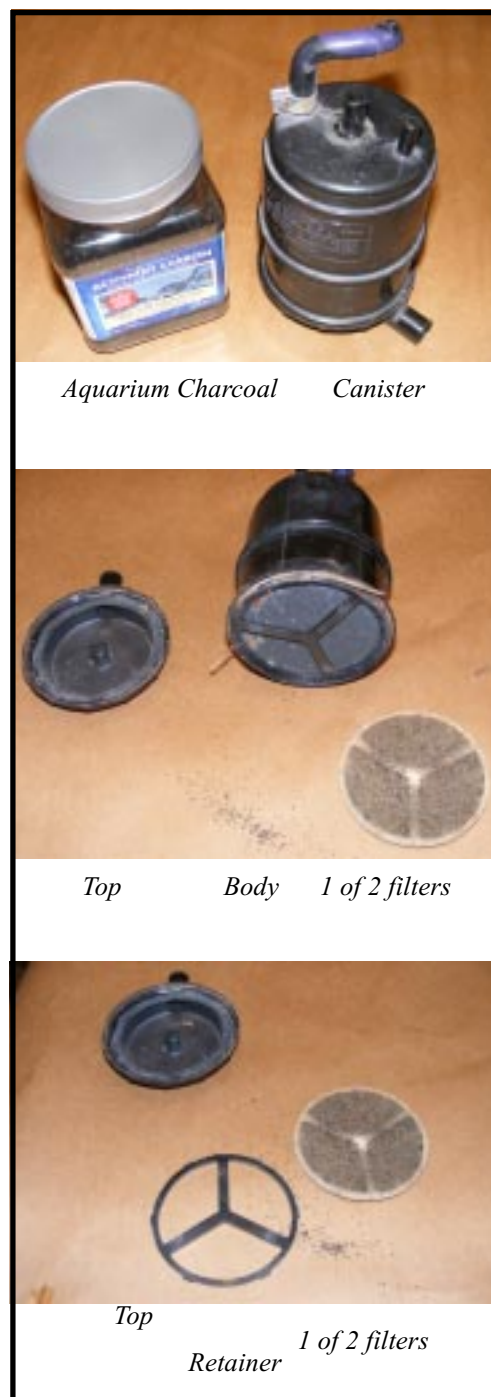
You now have everything in front of you. If the two filters are not re-usable, make replacement filters from filter paper or other filter material that is cut into 3 1/2-inch circles. Coffee filters, medical respiratory filters, etc. will work. I suspect scour pads could be used as well.

After you have cleaned everything and cut new filters if needed, you are ready to put it back together. New charcoal can be purchased from any store that sells tropical fish and aquarium supplies. [got ours from WalMart]. You will need approximately 8-ounces of the aquarium filter charcoal. Rinse the charcoal good with clean water to remove the dust. Let dry. To speed up, you can dry in an oven or use a heat gun or hair dryer.

To reassemble the canister, place the spring and washer in place at the bottom of the canister. Next, install the steel mesh filter. If yours was not good, a replacement can be made from screen wire. Now, put your old reusable filter or newly made filter on top.

Now put the washed and dried aquarium charcoal in (approx. 8-oz.). This should fill the canister up to where the other filter (reusable or newly made) and the retaining ring will just fit in place. On top of the charcoal goes this second filter then the retaining ring. Make sure the retainer ring locks in place with the six tabs in the six matching slots. Now, just screw the bottom back on the canister.

Reinstall the canister in your MG. Reconnect the hoses to the proper places. Make sure all connections are tight to prevent vacuum leaks.



Safety  *Fast!*

OIL MYTHS

The Pennsylvania Crude Myth — This myth is based on a misapplication of truth. In 1859, the first commercially successful oil well was drilled in Titusville, Pennsylvania .

A myth got started before World War II claiming that the only good oils were those made from pure Pennsylvania crude oil. At the time, only minimal refining was used to make engine oil from crude oil. Under these refining conditions, Pennsylvania crude oil made better engine oil than Texas crude or California crude. Today, with modern refining methods, almost any crude can be made into good engine oil.

Other engine oil myths are based on the notion that the new and the unfamiliar are somehow “bad.”

The Detergent Oil Myth — The next myth to appear is that modern detergent engine oils are bad for older engines. This one got started after World War II, when the government no longer needed all of the available detergent oil for the war effort, and detergent oil hit the market as „heavy-duty%o oil.

Many pre-war cars had been driven way past their normal life, their engines were full of sludge and deposits, and the piston rings were completely worn out. Massive piston deposits were the only thing standing between merely high oil consumption and horrendous oil consumption. After a thorough purge by the new detergent oil, increased oil consumption was a possible consequence.

If detergent oils had been available to the public during the war, preventing the massive deposit buildup from occurring in the first place, this myth never would have started. Amazingly, there are still a few people today, 60 years later, who believe that they need to use non-detergent oil in their older cars. Apparently, it takes many years for an oil myth to die.

The Synthetic Oil Myth — Then there is the myth that new engine break-in will not occur with synthetic oils. This one was apparently started by an aircraft engine manufacturer who put out a bulletin that said so. The fact is that Mobil 1 synthetic oil has been the factory-fill for many thousands of engines. Clearly, they have broken in quite well, and that should put this one to rest.

The Starburst Oil Myth — The latest myth promoted by the antique and collector car press says that new Starburst/ API SM engine oils (called Starburst for the shape of the symbol on the container) are bad for older engines because the amount of anti-wear additive in them has been reduced. The anti-wear additive being discussed is zinc dithiophosphate (ZDP).

Before debunking this myth, we need to

look at the history of ZDP usage. For over 60 years, ZDP has been used as an additive in engine oils to provide wear protection and oxidation stability.

ZDP was first added to engine oil to control copper/lead bearing corrosion. Oils with a phosphorus level in the 0.03% range passed a corrosion test introduced in 1942.

In the mid-1950s, when the use of high-lift camshafts increased the potential for scuffing and wear, the phosphorus level contributed by ZDP was increased to the 0.08% range.

In addition, the industry developed a battery of oil tests (called sequences), two of which were valve-train scuffing and wear tests.

A higher level of ZDP was good for flat-tappet valve-train scuffing and wear, but it turned out that more was not better. Although break-in scuffing was reduced by using more phosphorus, longer-term wear increased when phosphorus rose above 0.14%. And, at about 0.20% phosphorus, the ZDP started attacking the grain boundaries in the iron, resulting in camshaft spalling.

By the 1970s, increased antioxidancy was needed to protect the oil in high-load engines, which otherwise could thicken to a point where the engine could no longer pump it. Because ZDP was an inexpensive and effective antioxidant, it was used to place the phosphorus level in the 0.10% range.

However, phosphorus is a poison for exhaust catalysts. So, ZDP levels have been reduced over the last 10-15 years. It's now down to a maximum of 0.08% for Starburst oils. This was supported by the introduction of modern ashless antioxidants that contain no phosphorus.

Enough history. Let's get back to the myth that Starburst oils are no good for older engines. The argument put forth is that while these oils work perfectly well in modern, gasoline engines equipped with roller camshafts, they will cause catastrophic wear in older en-

gines equipped with flat-tappet camshafts.

The facts say otherwise.

Backward compatibility was of great importance when the Starburst oil standards were developed by a group of experts from the OEMs, oil companies, and oil additive companies. In addition, multiple oil and additive companies ran no-harm tests on older engines with the new oils; and no problems were uncovered.

The new Starburst specification contains two valve-train wear tests. All Starburst oil formulations must pass these two tests.

- Sequence IVA tests for camshaft scuffing and wear using a single overhead camshaft engine with slider finger (not roller) followers.

- Sequence IIIG evaluates cam and lifter wear using a V6 engine with a flat-tappet system, similar to those used in the 1980s .

Those who hold onto the myth are ignoring the fact that the new Starburst oils contain about the same percentage of ZDP as the oils that solved the *camshaft scuffing* and wear issues back in the 1950s. (True, they do contain less ZDP than the oils that solved the oil thickening issues in the 1960s, but that's because they now contain high levels of ashless antioxidants not commercially available in the 1960s.)

Despite the pains taken in developing special flat-tappet camshaft wear tests that these new oils must pass and the fact that the ZDP level of these new oils is comparable to the level found necessary to protect flat-tappet camshafts in the past, there will still be those who want to believe the myth that new oils will wear out older engines.

Like other myths before it, history teaches us that it will probably take 60 or 70 years for this one to die also.

- Thanks to Bob Olree ^ GM Powertrain Fuels and Lubricants Group

Safety  *Fast!*





by Nigel Strangway COB

NIGEL'S Garage Mahal OFF WITH THE HEAD Background:

You reluctantly determined that your "B" series MG engine needs to have the head and valves refreshed. You want to do this work to as new or better condition. Where do you start? What is your ultimate goal for the completed engine Putt around town, highway cruiser, fast GT cruiser, slalom or racing? Each of the choices will change the scope of work and cost.

Discussion:

You elect to follow the cookbook presentation for cylinder head removal as presented in one of the more popular repair manuals. There is a good selection of these manuals to choose from. Even if you choose not to do this type work yourself it is a good idea to keep one of these references with your collector car.

Here is a list of some appropriate titles:

- BMC and Leyland B-Series Engine Data* by Lindsey Porter
- Haynes Workshop Manual*
- Bently Shop Manual*
- MGA Factory Workshop Manual*
- MGA - MGB Service Repair Handbook*, Clymer Publications
- How to Power-Tune MGB 4-cyl Engines* by Peter Burgess

Plan of Action:

Unless you plan on doing many cylinder heads it is not cost effective to purchase all of the special equipment required to recondition one head to as new condition. You will likely use an automotive machine shop but you should know the scope of the work needed. The chosen machine shop will disassemble the

valve train and clean all of the parts. You should have the head casting checked for cracks and warping. Check the valves, valve seats, valve guides, valve keepers and valve springs for serviceability. This is also a good time to plan for hardened valve seats. The machinist can now give you an estimate of the cost to recondition the head.

The machine shop will prepare a bill for each operation needed to rebuild your cylinder head the bottom line for the complete job will vary by the labor rate and the departures from standard production standards.

Do you intend to increase the performance of this engine?

If you plan on competition what are the rules or constraints on engine modifications?

Will the short block in its present condition support increased performance?

Have you considered using one of the performance aluminum heads offered by the specialty parts suppliers using the money save by not repairing the original item?

When you subtract the cost of reworking the old head the price doesn't seem quite so high. The cross flow head opens up some real performance possibilities.

Nigel

GREAT RESOURCES

"MORE THAN AN OIL CHANGE"

by Jonathan A. Stein, reprinted courtesy of HagertyPlus, LLC, copyright 2008, www.hagerty.com."

Formula modifications could mean it's time to reexamine the oil you use in your collector car.

Most car enthusiasts can probably rattle off the automotive products that they've relied on for years. But when it comes to oil, recent composition changes driven by environmental concerns could mean your preferred brand of oil may not work so well in your collector car today.

Many older vehicles use overhead valve engines with flat tappets that contact the camshaft lobe on one end and the rocker arm assembly on the other. The rocker arm assembly is relatively heavy and generally has a big valve with a heavy spring, resulting in a lot of pressure on the tappet and camshaft.

Years ago, oil companies and automakers discovered that zinc dialkyldithiophosphate (ZDDP) was effective in reducing cam and lifter wear, as the compound interacts with the iron of the cam lobe and creates a sacrificial barrier. As of 1988, the ZDDP concentration in oils certified by the American Petroleum Institute (API) standardized at up to 1200 PPM (parts per million) phosphorous.

However, phosphorous levels were brought down to the 800 PPM level by 2004

because high phosphorus concentrations shorten catalytic converter life in modern cars, and modern roller cam engines don't require ZDDP's protection.

Soon, rebuilders of flat-tappet engines — particularly those from the 1950s to the 1970s — were noting increased cam failure on newly assembled engines. Many engine builders have tied the failures to the reformulated oils, although API spokesman Dennis Bachelder asserts that API-ranked oils are compatible with older vehicles and the ZDDP levels in current SM-rated oils are sufficient to protect flat-°tappet engines.

If you're in doubt about using the current generation 800 PPM SM-rated oils, try these options:

- Oils rated for both diesel and gasoline engines (up to 1000 PPM) are available from Shell (shell.us/views/consumers.html) and Chevron (chevron.com/products/extramile/).
- Valvoline's VR1 Racing Motor Oil (valvoline.com/racing) has up to 1300 PPM of ZDDP.
- Castrol's SYNTEC 20W/50 full synthetic product (castrol.com) has 1200 PPM of ZDDP (check that the rear label says Recommended for Classic Cars), and Red Line Mo-

tor Oils (redlineoil.com) — also synthetic — have about 1300 PPM zinc and 1200 PPM phosphorous, although synthetics aren't suited for the break-in period.

• BRAD PENN Penn Grade 1 Racing Oil (bradpenracing.com) is a mineral-oil alternative with nearly 1500 PPM of ZDDP.

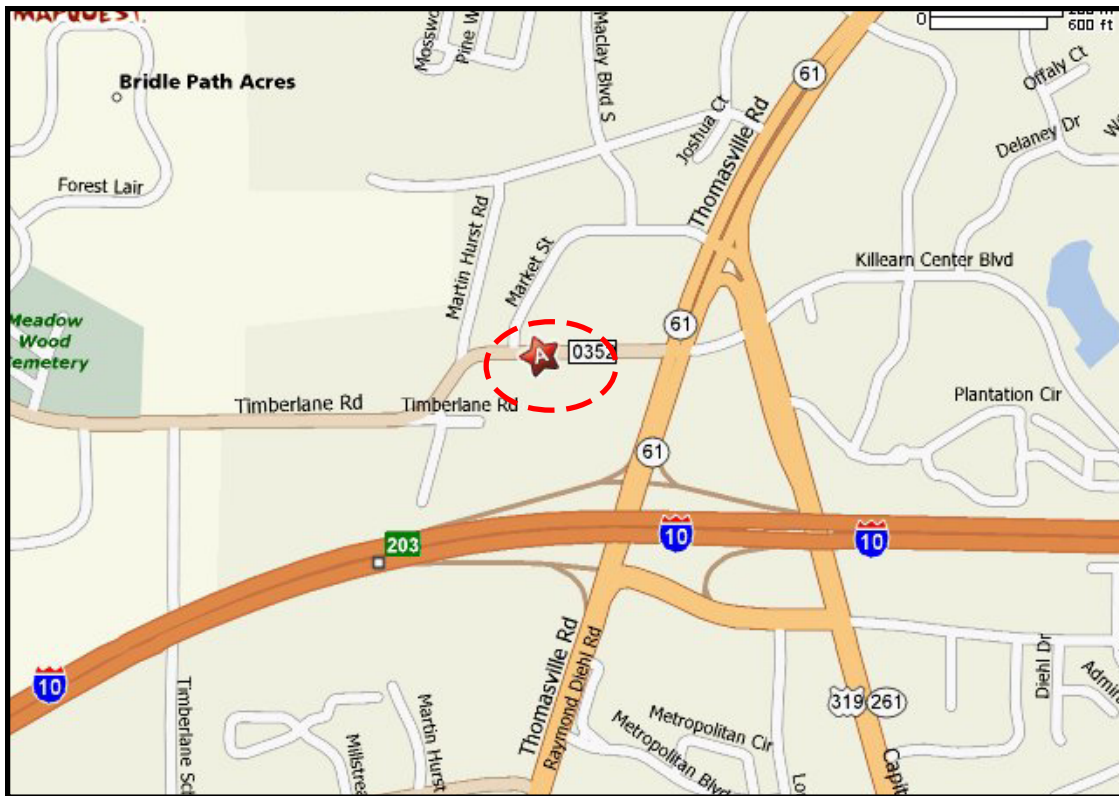
• Classic Car Motor Oil (classiccarmotoroil.com) from the Indiana cRegion of the Classic Car Club of America manufactured and bottled by D-A Lubricant Company, Inc. (dalube@dalube.com) contains 1500-1600 PPM.

• Use a ZDDP additive such as ZDDPLUS (zddplus.com) or Cam-Shield (camshield.com) with every oil change.

• Additional protection, essential during the start-up phase for any fresh engine, can be provided by generous use of an assembly lube with a large dose of ZDDP like GM E.O.S. Assembly Lube (PN 1052367) (newgmpartsusa.com).

With these options, there's no need to worry about your camshaft. But it's always a good idea to line up supplies along your route before you take to the road.

**BBMGs Meeting at Old Towne Cafe on October 16th at 6:30pm
on Timberlane Road just off Thomasville Road**



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

OFFICERS

**Prime Minister
JOE TORRE**

91 Rochelsie Rd
Crawfordville, FL 32327
850-445-1107-Home
jaytee_14@hotmail.com

**Vice Chancellor
MIKE MILLER**

4715 Stoney Trace
Tallahassee, FL 32309
850-668-4200-Office
dcmikem@hotmail.com

Secretary

JANE STREIT

3023 Shamrock St. N
Tallahassee, FL 32309
850-893-6056-Home
jbstreit@comcast.net

Chancellor of the Exchequer

JULIE MILLER

4715 Stoney Trace
Tallahassee, FL 32309
850-668-4200-Office
jamldo@hotmail.com

Registrar

J.P. BROWN

1981 Charlais St.
Tallahassee, FL 32317
850-681-6332 x35-Office
jp@BoutinBrown.com

WebMaster

VERA DARBY

6340 Promenade Ct.
Tallahassee, FL 32312
850-893-4659-Home
verad04@comcast.net

BOARD OF DIRECTORS

Chairman of the Board

BILL THOMPSON

2431 Oakdale St.
Tallahassee, FL 32312
850-385-6581-Home
BThom32312@aol.com

Directors

BLAIR ENGLE

4068 Roscrea Dr.
Tallahassee, FL 32309
850-385-2821
bengle001@comcast.net

DAVID STREIT

3023 Shamrock St. N
Tallahassee, FL 32309
850-893-6056-Home
dstreit@msn.com

JON & JAN GARDNER

1201 Kenilworth Rd.
Tallahassee, FL 32312
850-385-8812-Home

Editors

PHEONA & JOE KAISER

220 Edge of Woods Road
St. Augustine, FL 32092-0781
904-940-5848 - Home
Pheona_Joe@bellsouth.net



FYI



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

- BBMGs has a large library of manuals, books and periodicals on MGs. JP Brown is the custodian.
- 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

- Oct. 23** BBMGs Meeting at Old Towne Cafe at 6:30pm
- Nov. 1** Brit Bash at Wickham - Melbourne, FL - Host MGCCF - www.mgcarclubflorida.org - BritBash@comcast.net or (772) 770-0083
- Nov. 7-9** **JAMBOREE 16 - St. Petersburg, FL.** The Florida Suncoast MG Car Club invites ALL British Car Owners to celebrate. Sweet 16 party Friday & Slumber Party Saturday night. Costumes are encouraged, & fun is mandatory (can't be helped). "Sweet 16 Tea Party" for Ladies. Bring a photo of yourself at 16 or your 16th b-day party. Dress like Jackie "O" or someone from the 1960's. The event is at the gorgeous Holiday Inn Sunspree Resort, St. Pete near the Skyway Bridge and a beautiful view of the bridge and private beach! Hotel will extend the same MG Jamboree rate of \$89 a night for a day or two. Info: Gail Lenhard 727-521-9890 or gail@glennsmg.com. www.fsmgcc.com. Page 3
- March 9, 09** **British & European Classic Car Show @ Zephyrhills Celtic Festival & Highland Games**
- March 27-28** **GOF-S MK XIII** - Plantation Resort & Spa, Crystal River - More info. when available at: www.classicmgclub.com
- Apr. 21-25** **NAMGAR Mini-GT Key West - The Last Sunset** (Pheona & Joe are going)
- May 1-3, 09** **RENDEZVOUS 2009** - Registration form and Info. at www.bigbendmgs.com or www.bigbendmgclub.com



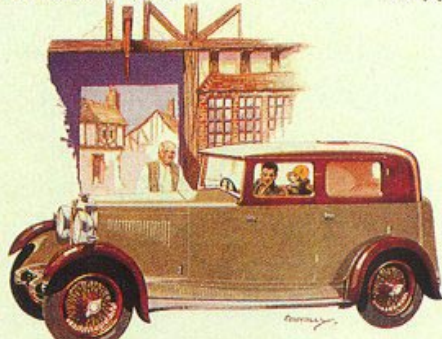
346 Office Plaza Drive
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BBMGs Meeting at Old Towne Cafe on October 23rd at 6:30pm on Timberlane Road

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