



TALLY HO

Prime Minister's Message

Well, I can tell that this hot humid summer is beginning to break. You can always tell when Fall is in the air here in North Florida. Football has cranked up at FSU and UF, the Weather Channel gets a real thorough watching as hurricanes track all through the Atlantic and the Gulf and thoughts in the minds of British car drivers turn to drives through the countryside.

I know I've mentioned before the absolutely gorgeous drives we can take in and around Tallahassee. The canopy roads heavy with moss, the rides along the Coast Highway out to Apalachicola and St. George Island, the back roads in south Georgia winding through the stopped-in-time little southern towns all bring to mind the romantic side of owning our little cars. A long drive on a fall afternoon, your best squeeze next to you in the car, the feel of the wind rushing through your hair and the constant music of the motor all are part of why we own and love our cars.

As most of you know, I am now in the process of disassembling Pumpkin for her trip to the beauty spa (more commonly known as the body shop). After all, I have to get her ready for her prom debut at Rendezvous in May. By the way, the plans for Rendezvous are moving along beautifully and we all owe a tremendous debt of gratitude for the hard work and long hours the Millers have put into planning. We'll have an up to date report at our meeting on the 18th.

Back to Pumpkin. I started at her back end to begin the dismantling process. I thought the backside would be the place to start cause it looked cute and easy. HA!!! What do I know? It's funny how a three hour job can turn into a four day project. Spaghetti wiring, nuts and bolts frozen on, some less than OEM pieces in places that aren't supposed to be pieces and plastic that has become so brittle from the Florida sun that a sneeze tends to crumble it to powder were just a few of the surprises I had. And let's not even begin to talk about 32 year old weather stripping. Good thing I decided to go to Harbor Freight and buy a box of 100 plastic gloves. Well actually two boxes..... My hands may get wet in them but they are staying clean.

However, progress has been made. Not only do I now have everything off the car up to and including the interior but also I have sweat off about 10 pounds. I guess there is some benefit of working in a non air conditioned garage. Also, I got a thank you note from the local WalMart because they had to completely restock the shelves with zip bags. Most of what they had is now filled with MG in my garage. So far, I've also filled about 4 pages of notebook paper with parts that I am going to have to replace. Wait till Blair sees this order! Blair also let me borrow a few of the DVD's from his extensive British car library. These particular ones are on "How to Restore Your MGB and Stay Sane". He never told me he had science fiction in the library. I have to believe that anyone who has done this job knows the ups and downs that go with it. But you know, when all is said and done, I am having fun doing this.

(continued on page 6)

MARQUE TIME

It Could Happen To You.....or....The Tale of the \$500 MGA

We've all seen the stories in car magazines over the years – you know the ones – where an unsuspecting auto aficionado stumbles onto the perfect "barn find" and acquires his or her dream ride for peanuts. It's always a desirable collector car, complete, with an engine that turns freely after decades at rest. The barn is surprisingly weather tight, so the car is remarkably well-preserved. The barn's owner has no particular attachment to the gem in question. He just wants it gone so that he'll have room for his other tractor. A bit of cash changes hands and the unintended project car finds a new (motivated) sponsor.....

Well, I'm here to tell you that such things do, in fact, occur in real life. Case in point – the 1962 MGA 1600 Mk II roadster that is now resting comfortably beside our 1965 MGB. Long story short, I received a phone call late one recent evening from a gentleman looking to sell some MGA parts. I agreed to meet him at his garage the next day to survey the situation. It seems that I received his call because he had Googled the TMGC website and seen my phone number. (Thank you Mr. Webmaster!)

The next day, I arrived at an older home in Portsmouth that had an old detached garage out back. The house was sold, with closing a few weeks away. The owner was motivated to clear the garage, because he needed to demolish it prior to closing. Termites and a fallen tree had rendered the structure unsound. Well, the parts turned out to be two MGA doors and two reupholstered seats. However, there was also a complete MGA in there, along with scads of NOS parts that had been accumulated about 15 years ago. For whatever reason, the project had stopped in 1996. \$500 later, the entire contents of the garage were mine.

The A is almost roadworthy, just as soon as the brakes are bled and NOS calipers are installed in front. (The calipers came with the car.) Everything electrical worked from the get go, after installation of a fresh battery. The starter was balky, but after cleaning all the leads (with Richard Hall's assistance) and connecting the fuel pump to a jerry can of clean fuel, the old A fired right up. 60 psi at idle – not too shabby after 12 years in suspended animation.

The real point of this tale – when it's time for TMGC Officer Nominations and the Nominating Committee asks you to stand for an office, my advice is to give an emphatic "YES!" That way, the next time some fellow calls to practically give an MG away, you might be the lucky recipient of that fateful phone call!

Safety Fast!

Mark Davidoski

ED Note: Mark is President of Tidewater MG Classics Car Club and this first appeared in TMGC "The Dipstick" newsletter



**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 \$ _____

Updating A 25D Dizzy To Electronic Ignition

by Simon Dix, Editor, The MG Club of St. Louis

Points were a new concept, to me at least, when I got my 72B. I had wanted to understand them and had successfully updated the points and finally understood the method for adjusting the gap. I must have done it fairly well because the car starts, as it should, with just a bump of the key.

However, the car wasn't running that great and I had a slight misfire, so some while back, I bought a Pertronix Ignitor(r) electronic ignition module. As it turned out the misfire was apparently due to having the wrong coil installed and may also have been contributed to by a failing (rusty pin holes) and badly connected exhaust down pipe.

Anyway, although I'm no points expert since I had already bought the Pertronix, LU-

142A is the part number for a 25D, I decided there was no reason not to put it in and save the points just for emergencies. What follows is a pictorial flow of the installation process I followed.

I did have some experience with a Pertronix as I have one in my 77B which has the Opus 45DE4 distributor. However, that's different because that was always electronic and doesn't install quite the same and the wiring is different to address the ballast resistor etc.

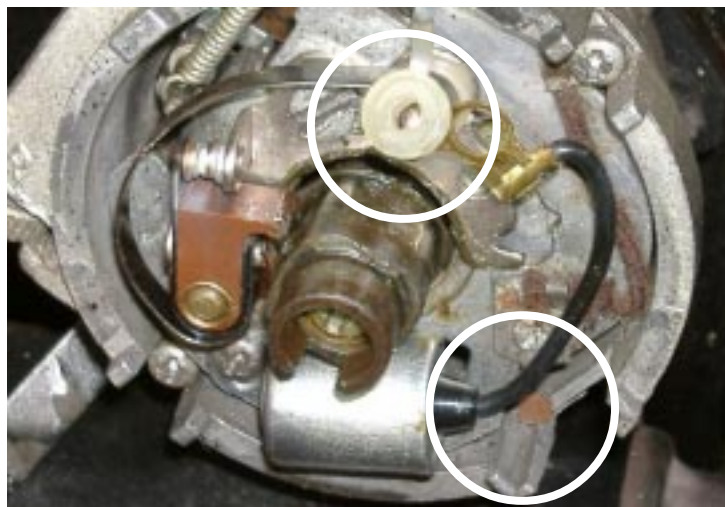
If you feel you need a new distributor, if yours is worn, shaft wobble, non functioning vacuum advance etc. then as an alternative to a new unit I can personally recommend Jeff

Schlemmer of Advanced Distributors (see www.advanceddistributors.com). He has a great service and can setup the vacuum advance curve to match stock or customized engines/setups. He does great work and is a regular advisor on www.mgexperience.net. Your distributor will come back looking brand new and Jeff can install a Pertronix for you if desired.

If you just need a Pertronix module then I've found good prices at www.carshopinc.com. They are located in Illinois and so ground shipping gets here pretty quickly.



Here's my starting point after removing the distributor cap. You need to remove the points and the first thing to do is to remove the nut holding the wires in place. Also remove the white/black wire that comes from the coil to the distributor.



With the nut removed lift the plastic insulator/spacer top piece to access the wires. This will allow you to remove the wire to the condenser and to also remove the wire/plastic connector that brought the connection from the coil to the points.



In this picture the points are removed. I removed the large flat head screw at the top edge and the Philips screw at lower left that was also securing the condenser.



At this stage I have installed the mounting plate from the Pertronix kit. It fits perfectly and the Philips screws are provided as part of the kit. Tighten both of these securely. Note the mounting posts this plate provides for the Pertronix module.



The Ignitor module is just sitting on the locating posts and the rubber fitting, made to fit, is in place allowing the wires to pass to the outside of the distributor. Be careful with the rubber fitting to make sure you locate it correctly, it's shaped like the plastic it replaces.



Here I have simply secured the Ignitor module with the provided lock nuts that are in the kit. I used a 5/16th nut driver and made sure these were really secure-enough to move the plate/advance mechanism.



I have secured the wires of the Pertronix to the distributor plate using a tie wrap. The kit provides a lock tie, but this is easier if you need to remove the unit. It's really important to ensure the wires cannot get caught up but have slack enough for the vac advance!



Now you can see the magnet piece fitted over the distributor shaft. The inside of this is shaped to fit the shaft perfectly, so if it doesn't seat fully just rotate it and try again until it fully seats itself and leaves room for the rotor.



Here the only change is the rotor being installed. As I'm paranoid about the wires get caught up (previous bad experience) I checked on them several times during testing. But remember to always to put the rotor back on being trying to start the car! :-) Less anxiety.



Connect the black Pertronix wire to the negative side of the coil and remove the white/black wire from the harness connection. Tie up/secure the white/black wire connections (from coil and distributor) as they will no longer be needed. Keep them safe in case you need to go back to points at some point (planned or unplanned). The red Pertronix wire goes to the positive side of the coil. Put the distributor cap back on (make sure the rotor's in place) and fire up and test your handy work out!

UPDATE/NOTE: You can leave the white/black wire connected at the coil end - it should work either way. If you have any tach problems try putting the white/black wire back on the coil.



by Nigel Strangway COB

NIGEL'S Garage Mahal

Background:

Last time we discussed valve problems discovered when doing the one thumb compression check. Let us consider that you have one cylinder with low to zero compression now what?

Discussion:

You most likely have a burned piston, burned valve, or a valve stuck open. Removing the cylinder head isn't high on your "Things I Want to Do List" at this time. You decide that it is time to investigate further. How to check for a stuck valve?

Remove the valve cover and see if the valves on the offending cylinder are both rocking when you turn over the engine. If they are not you have found the culprit this is actually a quite common problem. Stuck valves cause many engines to run rough at initial start. Yours isn't one of those what are your options? You could put oil on the valve stem and lever it open and closed and see if it frees up. No luck.

The Pilots Trick:

Remove the spark plug and determine when the valves should close by holding the rocker arms and push rods down to determine

when they are on the cam base circle. Bring the piston to TDC. Mark a reference on the crank pulley. Place the transmission in 4th gear and roll the car slowly backward to turn the engine 1/4 turn counter-clockwise from the reference mark. You are now set up for the LAST CHANCE FOR EASY FIX. Run a length of cotton cloths line into the spark plug hole onto the top of the piston. Fill it up but leave a few feet to pull the line out after the procedure. Re-oil the valve stem it is now time to gently turn the piston to TDC with the hand crank by or slowly rolling the car forward. This MAY push the valve closed. Remove the clothes line, oil the valve stem and lever it open and closed gradually to work oil onto the valve stem. After you have free movement of the valve retest.

GOOD LUCK!



MG Room at Abingdon Museum

I just recently learned that the Abingdon Museum in the UK has mounted a campaign to raise funds for a permanent exhibition room devoted to the MG. The museum already has a marvelous collection of MG memorabilia, and it's expected that having a permanent MG exhibition space would attract still more items. The goal is \$40,000. The museum is not eligible for a governmental grant for this project, so funds must be raised by way of public donations. It is hoped that work on the MG Room can begin in September 2008.

A special bank account has been set up to receive donations to the **MG Room Appeal**. These should be sent to the Treasurer of Abingdon Museum Friends: Mr. P. J. Clare, 24 Wootton Road, Abingdon, OX14 1JD, UK. Checks should be made payable to "Abingdon Museum Friends – MG Room Appeal."

If you have questions about the Museum or the MG Room Appeal, contact Lauren Gilmour, Curator (email: <http://abingdon.museum@abingdon.gov.uk>) The Museum's website is at: www.abingdonmuseum.org.uk; Telephone at 01235 523703, or write to: Abingdon County Hall Museum, Market Place, Abingdon, Oxon. OX14 3HG.

Regards,
Carl Fritz
TC 6756
VA 2009 Saloon
Gainesville, Florida

Prime Ministers Message (continued)

If you haven't seen the website for Rendezvous not only would I encourage you to do so but also give nudge to any British car owners you know to take a peek at it. Just go to www.bigbendmgs.com and click on the Rendezvous logo. Many thanks go out to Joe Kaiser for designing the logo and brochure as well as to Vera Darby for setting up the club website links. Mike and Julie have the brochures which are ready for you to pick up at the next meeting and begin to distribute.

In the fall forecast of things to do is an invitation to a picnic hosted by the Bay British Car Club. The event will be on 10/11 at the lakeside home of one of its members. BBCC has had members drive the 120 miles to be at several of our events this year. If you are interested in going, please contact Terry Kent at tkent@mindspring.com. He tells me that all we have to bring is ourselves and our favorite adult beverage. All the rest is on them.

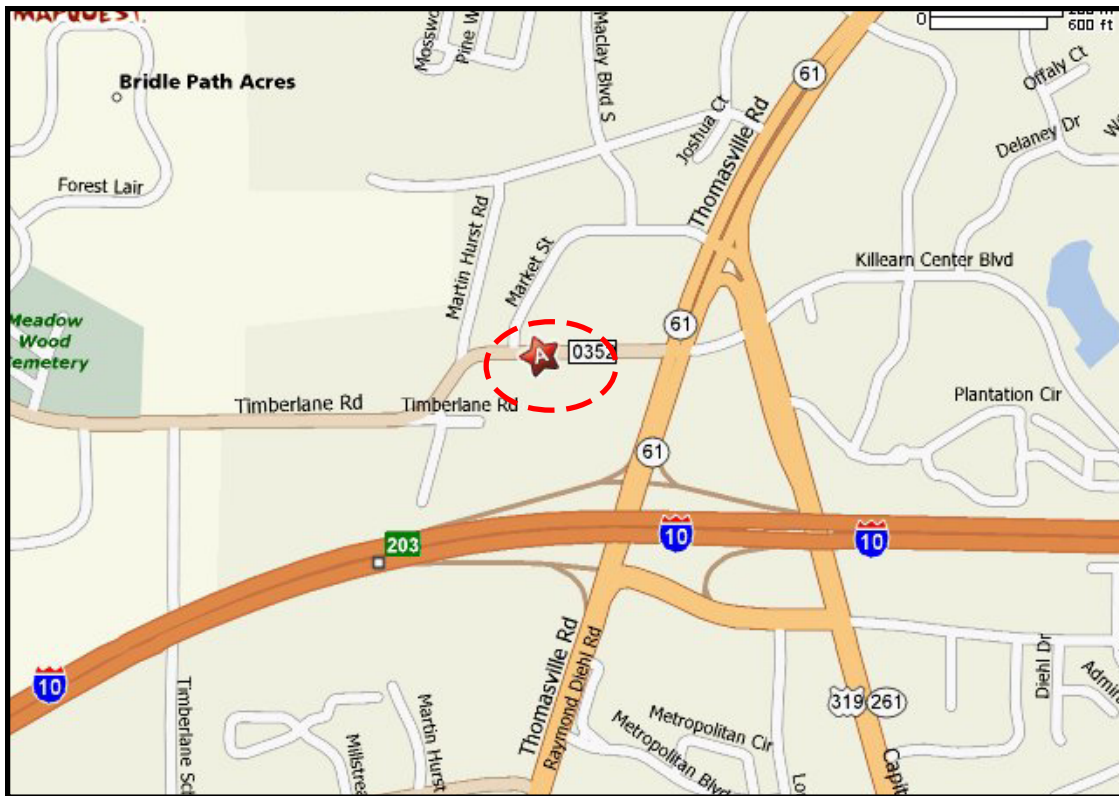
Finally, there are two drives in the tentative stages of planning. Bill Thompson has whispered to me that he wants to brag on the drive he has planned for Rendezvous by taking us out on it. Possible timing is going to be a weekend sometime in late September or early October. Finally, the NFBMC has invited BBMG's on a drive to Colquitt, Georgia on 10/18.

As I mentioned at the top, it looks like Fall is beginning to fill with some great activity. It's a great time for us so let's get moving and have some fun out there.

NEXT MEETING WILL BE ON 9/18 AT THE OLD TOWNE CAFÉ, 6:30PM



BBMGs Meeting at Old Towne Cafe on September 18th 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

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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

- Sept. 18th **BBMGs Meeting at Old Towne Cafe** at 6:30pm
- Sept 19-21 **Southeast British Car Festival 2008**, Dillard, Ga., at Dillard House in the mountains .of N. Ga., for details and registration information or contact: peachtreemg1@bellsouth.net
- Sept. 20 **7th Annual OKTOBERFEST 2008** - World Golf Village, St. Augustine. Register at: https://www.uwnfl.org/archived_surveys/211form/registeroktoberfest.asp
- Oct. 3-4 **9th annual British Car Club of WNC's Autumn in the Mountains**, Chimney Rock Park, Website: www.bccwnc.org for details.
- Oct. 11 **British Car Classic XX** - St. Augustine's King's Head British Pub
- Oct. 16th **BBMGs Meeting at Old Town 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, Fla., hosted by FSMGCC. Page 2 & 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 at: www.bigbendmgclub.com



346 Office Plaza Drive
Tallahassee, FL 32301-2730
www.bigbendmgs.com

BBMGs Meeting at Old Town Cafe on September 18th at 6:30pm on Timberlane Road



CLASSIFIEDS

Provide an email address with your ad.

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

1952 MGTD Limited Edition Replicar-Manufactured by London Motors Corp., Dearborn, MI in 1984, and sold by GM at Ennesy Buick Cadillac, Vero Beach. *THIS IS NOT A KIT CAR!* Air-Cooled 1.8 liter 4-cyl. rear mount engine, 4-speed manual. Excellent Condition!



\$12,500. Information: 904-377-1961 or email: Tiffanysattic@aol.com. Located in World Golf Village, St. Augustine, FL

1929 Mercedes-Benz Gazelle Roaster Replica-Deluxe model by Classic Motor Carriages, Hallandale, FL. In 1976. Ford 2.3 liter engine, automatic transmission, top & side curtains. Excellent condition! \$6,500. Information: 904-377-1961 or email: Tiffanysattic@aol.com. Located in World Golf Village,



Order your New MG

Orders for the new MG TF LE 500 are now being taken at our MGOC operated NAC appointed MG distributor 'ADVANTAGE MG' based at MGOC HQ.

Each individually numbered limited edition car is highly equipped and powered by the up to date Euro IV compliant 1.8 litre engine producing 134bhp.

The MG TF LE 500 includes leather seats, air conditioning, colour coded hand-top among its very high specifications and is destined to reclaim MG's position as the UK's best selling small sports car. Priced at £16,999 on the road. To order the new MG TF LE 500 call Advantage MG on 01954 234074.



Thanks

to contributors to this months *TALLY HO*:

Joe Torre, Carl Fritz/Neil Nelson, Nigel Strangways, and Mark Davidoski, President - Tidewater MG Classics Car Club and TMGC "The Dipstick" newsletter

Where are YOU other BBMGs members?

