



TALLY HO

Prime Minister's Message

Whew!!! I hope this is going to make it to press. Just got back in from a #@%&*^%#\$\$ hell ride to Sebring Raceway literally moments ago. Killer and I loaded up on Thursday afternoon and headed out into a drizzly wet afternoon, my two brothers and father headed out an hour or so behind me. My dad is in a wheelchair and needless to say, I don't have a motorized chair lift on the "B". Some how they managed to beat me to the hotel, more later on that subject. We wanted to get there on Thursday night so we could get an early start at the race track on Friday. The third annual HSR sponsored Vintage and Historic class races were held this weekend at Sebring International Raceway. There was a fine grouping of historic and vintage racers from the 60's, 70's, 80's and 90's competing in short seven lap and one to four endurance races. Honestly, I was a bit disappointed in the entries mainly because there were mostly Porsches and prototypes I've never heard of, but still great racing. There were though a nice handful of late 60's and early 70's Jaguars and a good amount of Corvettes, Camaros and Mustangs that put on a really nice show in the Anglo/American feature race. Mostly qualifying and getting familiar with the track on Friday, but there was a feature race or two. Saturday was the big day at least for me, for racing and hanging out in the paddock and pits. The highlight of the day was at the lunch break, if you paid extra you could drive your car on the track. Killer and I almost didn't get that chance. On the mostly top down sunny drive south it was about Hanes City my radio went out along with the tach, the temp gauge, the clock, the wipers and most importantly the fan motors. Gasp!!!! Nuttin new for me. So of course I call trusty Rafael and look for a fix. He says since you have mostly open highway and only a few red lights, just keep it above 45 and you should be ok till you get there. I get to the hotel in Sebring no problem (Inn on the Lakes, nice place) and in the morning I bummed a foot long piece of wire from one of the mechanics who was working on a nicely prepared Sprite and the well known V-12 Jag E-type "The Predator".



"Killer", Rafael's valued customer

The Jaguar later that day led the Anglo/American race the first three laps until it had some problem that put it behind the wall. Then Rafael talked me through a quick short wire trick to get the fans going when the ignition was on. Thanks man, once again I owe you. I was certainly

BBMGs December Meeting
December 12th - 6:30 PM
**JP and Wanda Brown's home at
1981 Charlais Street**

Map on page 3

happy to have the fans going because it was 80 degrees and on the grid and track I'm sure it was even hotter. The line of cars was impressive. Three cars ahead of me were a Dino and right in front of me was a Carrerra Turbo. The laps totaling six were lead by a quick pace car. The rules were no careless driving and not to form large gaps between the car ahead of you. Well we had a problem, the cars in front of me were pretty much supercars compared to my trusty (not so trusty) MGB. The cool thing was they would pull away from me leaving me lots of unimpeded race track. So I was taking corners just about as fast as I could with the tires squealing the entire time, the back end actually got pretty light in one of the S-turns. I can say that I was pretty pumped the rest of the day. We opted to purchase the Club Sebring package tickets that were 125.00 so we could enjoy the air-conditioned pit box. My dad being in his chair would have made a tough time around the track. When years ago he would take me we would camp on the track and walk the circuit all day. (The 12 Hours of Sebring) The club had an elevator and sweet movie chair-like seats. Did I mention snacks all day and buffet lunch and the important open bar for all three days! I think I would definitely buy those tickets again. The same ticket now for the 12 hours is 500.00 bucks. Oh yeah, there was also a nice car show out front with all sorts of stuff. I have pictures of all this but, I won't be able to turn them in soon enough. Left the camera in my dad's car. I'll get them posted on the site and have hard copies at the next meeting.

The next meeting incidentally will be held at J.P. Browns house. Remember your covered dishes. We will be having an election of next year's officers at this meeting so bring yourselves and your nominations. This is an important election year with the Rendezvous on the books. Please show your support. We also need to finalize the Holiday party time and location. Tom and Wanda Phares have anteed up. We will take advantage of theirre generous offer to host? Stay tuned or show up at the next meeting to find out.

Safety Fast, Mike

**BBMGs Membership Renewal
Time!! Please do it now so
your British Marque
subscription will not expire.**

Form on page 5

Repairing the MGB Rubber Bumpers

by John "The MG Doc" Mangles, owner - All British Car Repair, St. Louis, MO - www.themgdoc.com

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As a professional restorer, I've been asked many times how to repair / refinish the rubber bumpers of the MGB. After years of use, many bumpers have nicks and scratches as well as a weathered look due to sun bleaching. In this article, I'll try to explain how to properly refresh their appearance.

As with any kind of repairs, proper safety equipment is a must. For this job I'll use a dust mask, ear & eye protection for grinding / sanding, a charcoal respirator for painting, and rubber gloves for the chemicals. Be sure to read and follow the directions on all the products. Some can be hazardous to your health!

The tools needed will be a grinder, a sanding block or DA sander, a small auto body filler spreader, a blow gun (for com-



Tools and materials assembled

pressed air), and a heat gun. working, you might want to remove the bumper. I started with the bumper on the car then removed it for final sanding, cleaning, and painting.

Start by first removing all

of the paint from the surface. I used a DA type air sander; but it can be done by hand, it just takes longer. Clean all sanding dust from surface then wash and dry using clean, lint-free towels.

Some dents and deformations can usually be removed using a paint stripping heat gun. To do this, play the heat on the inside (if possible) and outside of the area until it softens a bit. Be careful not to heat too much or you'll have more repairs to do. As the area softens, pull or push the area into place, using your fingers (careful, it's HOT) or some other sort of tool and then cool it down using cool water. If the area does not respond properly, heat and cool until it does.

For scratches, nicks, gouges, and some small tears, start by sanding / grinding the effected area

to roughen it up a bit and remove any loose pieces. Fill the effected area by mixing a small amount of the flexible repair filler (following the directions on the package) and evenly coat the entire surface of the bumper using the auto body filler spreader. You may not be able to cover the entire surface with the amount you mixed so continue mixing more until the surface is covered. The flexible repair that I used can be worked for about 5 minutes and sets in about 15 minutes. It will set up faster in warm weather and slower in cooler weather.

When the filler sets up (cures), it will be smooth to the touch. Filler that has not completely cured will feel sticky and will not sand well at all. Once the filler has cured, start by sanding with 180-grit sandpaper using a sanding block or sander until smooth. If there are still small imperfections, spread another coat on the effected area and sand smooth. When the surface is smooth to your liking and all of the imperfections are removed, wet sand the entire surface with 220-grit, wet or dry sandpaper with plenty of clean water. Rinse and dry again, using the lint free towels.

With the bumper completely sanded, cleaned and dried, you are ready to start the refinishing. Again, read and follow all instructions on the paint can and use your



Before repairs. Notice the dull, crazed finish. Home restorers should remove bumpers first.

lights, bumper stickers, and the

MG emblem, then clean the bumper with a good quality wax and grease remover. I used DuPont's Prep-Sol (tm) #3919S following the directions on the can. Next, wash the bumper with a cleanser such as Fantastic or 409 and the Scotch Brite pad - scrubbing it to within an inch of its life - then rinse it with plenty of clean water. Now you are ready to make the repairs.

Start by sanding the bumper (every bit of it) with the 80-grit sandpaper to remove any and all

pressed air), and a heat gun. Supplies needed will be plenty of clean water; plenty of clean lint-free rags; a Scotch Brite (tm) pad; cleaning detergent; wax and grease remover; 80, 180, 220, 320 and 400 grit sandpaper; masking tape; a flexible bumper repair kit; and flexible bumper paint - not to mention plenty of elbow grease.

With this particular repair, I used a paint spray gun for the refinishing; however, the flexible bumper paint comes in an aerosol can if you don't happen to have spray equipment. For ease of



Bumper after cleaning with wax & grease remover and initial sanding.



Bumper after final sanding and ready for finish.

safety equipment!

Start by applying two medium wet coats of the flexible bumper paint being sure to let it flash-off (dry to dull finish) between coats. When dry, usually in about 30 to 45 minutes depending on temperature and humidity, wet sand with 320-grit wet or dry sandpaper again and use plenty of clean water. Rinse and dry. Apply one

to two more, medium wet coats of flexible paint allowing proper dry time, then wet sand with 400-grit sandpaper. Rinse and dry, lint free towels again.

The surface should now be ready for the final coat of paint. Let the final coat of paint dry overnight then reassemble and reinstall the bumper. Your finish should have a smooth, semi-gloss finish.

The Products John used:

- DuPont 3919S Prep-Sol(tm) solvent (wax and grease remover)
 - 3M Automix(tm) EZ Sand Flexible Parts Repair
 - 3M 80, 180, 220, 320, & 400 grit sandpaper
 - 3M Scotch Brite(tm) scuff pad (red or grey)
 - SEM(tm) #39104 Flexible Bumper Coater (paint)
- All products supplied by Automotive Finishes, INC. St. Louis, MO



Het Presto! The Final Result

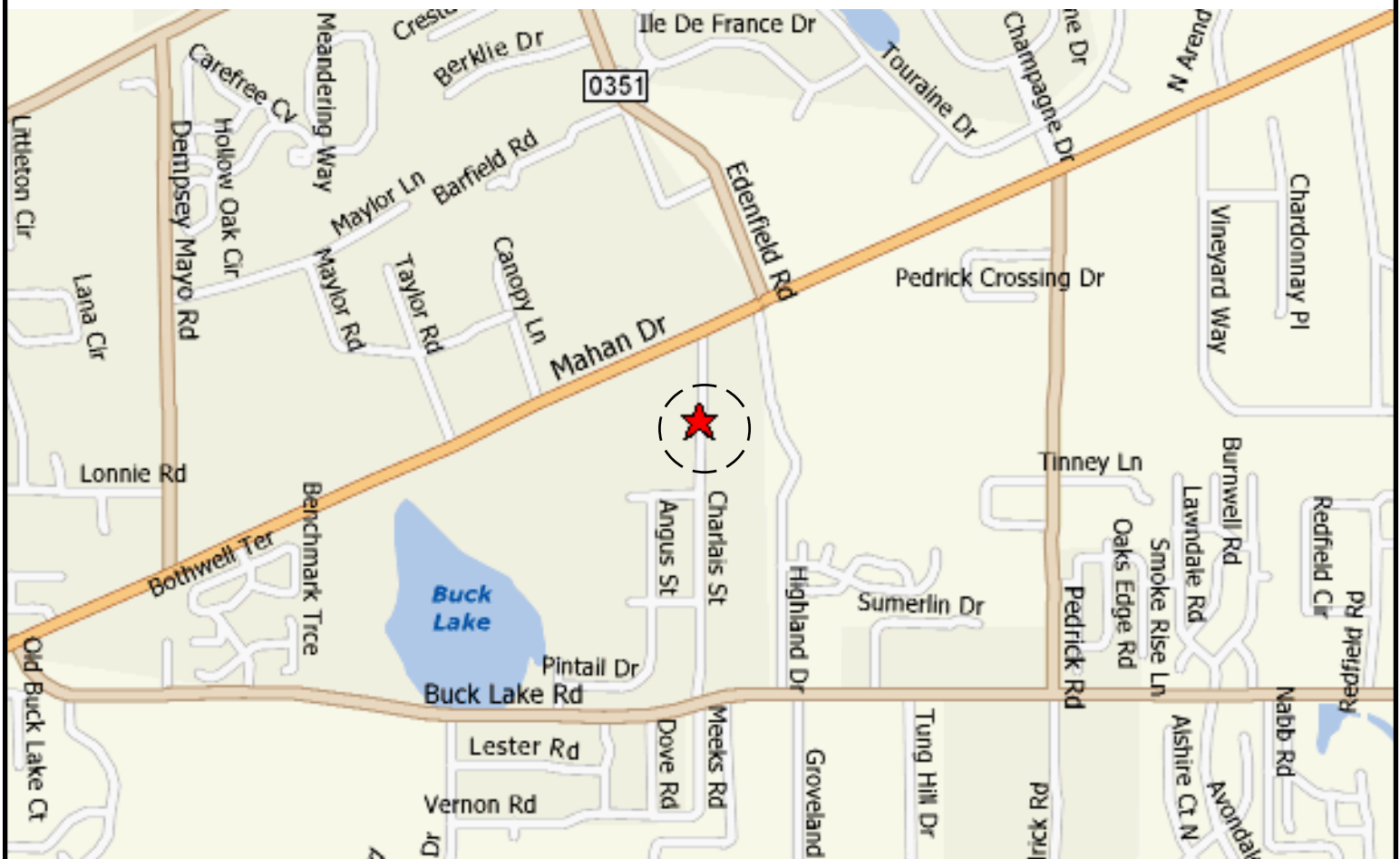
ED Note: Gatlinburg/MG2006 John Mangles & Glenn Lenhard returned Daphne to running condition and she got 32.2 mpg - average speed 60 mph with the A/C on full blast returning to St. Augustine, Fla. Enroute to Jamboree 15 she ended up at Glenn's MG Repair.

Map & Information on December 12th BBMGs Meeting

The next meeting will be a COVERED DISH to complement grilled, boneless chicken. Beer, wine and tea will be provided.

The meeting will be December 12, 2006 at the home of JP and Wanda Brown, 1981 Charlais Street. Charlais Street runs between US 90- (Mahan Drive - North end) and Buck Lake Road (south end), approximately 2 miles east of Capital Circle.

The house is the 5th one south of Mahan Drive on the east side of the street.



Big Bend MGs Meeting Minutes

Meeting: Tuesday, November 11/14/06 @
Ramada Inn on N. Monroe

OLD BUSINESS:

- Nothing to report

NEW BUSINESS:

- 16 people attended.
- Blair announced that NFBMC would like to host a Poker Run during the Rendezvous 2007.
- It was discussed that we should have more than one drive during the show some self guided and some not.
- Need to get brochures of canopy roads for drives.
- Bud Nocera mentioned that Mission San Luis should be a point of interest for those attending the rendezvous.
- We need to pass out flyers at all shows within 200 miles.
- Discussion about having trophies for all British cars to be determined after registration starts.
- Joe Carter announced that the Temple of Triumph Club was interested in joining with the BBMG's.
- Bud Nocera motioned for a committee to be formed to discuss the merge details with the Temple of Triumph Club.
- Mike Miller, Bud Nocera, & Blair Engle volunteered for the committee and will meet with the Temple of Triumph Club.
- Julie Miller suggested that our name badges for the Rendezvous 2007 have the schedule of events on the back.
- Blair Engle brought up the idea of BBMG's having name tags.
- It was suggested that we include the cost of the dues in January to include name tags for the members who had paid. Do one bulk order to save on cost.
- Bud Nocera mentioned that the Longhorn Steak House on Appalachee Parkway had a nice meeting room that might be great to hold our monthly meetings.
- December meeting will be at JP Brown's house @ 6:30pm. He is cooking hamburgers, hot dogs and chicken. Everyone is asked to bring a covered dish. Email JP with your dish so we can try not to duplicate items.
- It was discussed that we would have our holiday party in January. Wanda and Tom Phares volunteered to host.
- JP passed out a committee sign up sheet for the Rendezvous.
- Joe Carter won the dollar pot with \$8.00 coming back to the club.
- Mike Miller won the door prize of a \$25.00 gift card to Chili's.

Meeting adjourned.

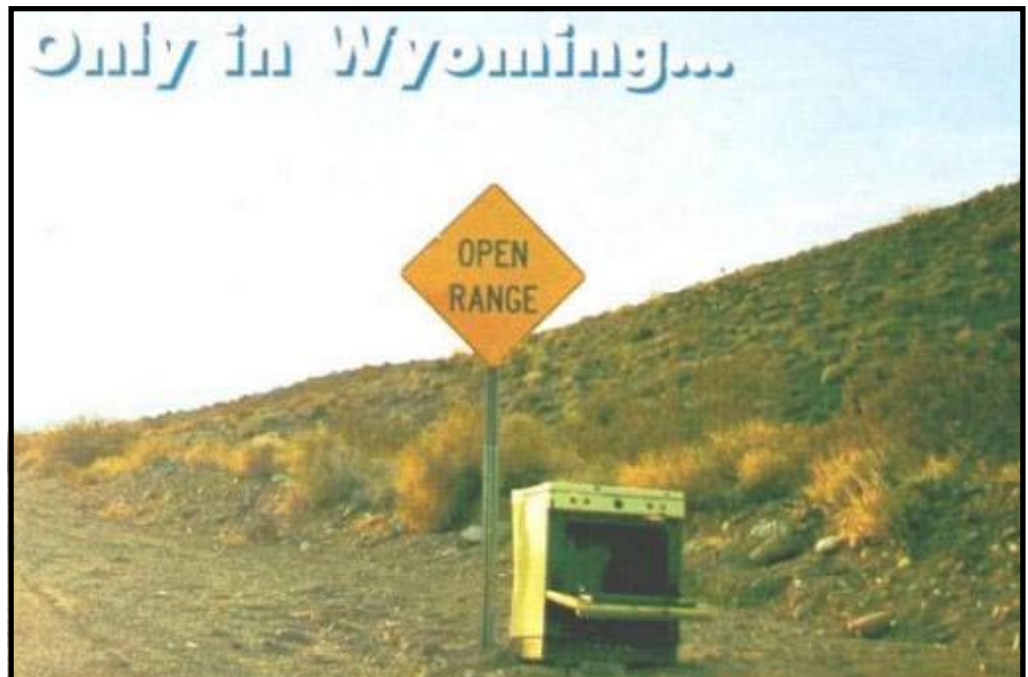
Julie Miller, Secretary

GOF South ~ Mk XLI

April 20-22, 2007



**For registration information and form go to:
www.mgclassics.org/gof2007/index.htm**



BBMGs member Gene Vierling suggests you visit this website:
<http://www.107.peugeot.co.uk/peugeot.swf>

Big Bend MGs Membership Application

NEW

RENEWAL

Name: _____

D.O.B. (MO/DAY at least) _____

Occupation: _____ Wk. Ph: _____

Spouse/Companion: _____

D.O.B. (MO/DAY at least) _____

Occupation: _____ Wk. Ph: _____

Child Name: _____ Age: _____ Sex: _____

Child Name: _____ Age: _____ Sex: _____

Home Address: _____

City: _____

State: _____ Zip: _____ Hm. Ph: _____

Fax: _____ E-mail: _____

Model MG: _____ Year: _____ Color: _____

Model MG: _____ Year: _____ Color: _____

Model MG: _____ Year: _____ Color: _____

How long have you been involved with MG's? _____

Other Interests: _____

What other MG organizations are you a member of? AMGBA NAMGBR

NAMGBR MG Drivers Other _____

Would you be interested in helping the Club with the following? Events Committees

Social Activities Tech. Info. Committees Other _____

Send my BBMGs Tally Ho newsletter to my email address: _____

Membership year starts January 1st and expires December 31st

Annual dues are: \$25.00 Family Unit membership *which includes* "British Marque" newsletter subscription. Singles are a family unit. Please enclose check made to Big Bend MG's and give to a member or the treasurer or mail to BBMGs, c/o Wanda Brown, 1981 Charlais St., Tallahassee, FL 32317

Why You Should Become A Member of Big Bend MGs

Interesting Monthly Meetings

Great Camaraderie and Fellowship

Outings and Road Trips

Annual Tour of Lights and Holiday Party

Technical Repair & Restoration Assistance Sessions

Networking Parts & Repair Advice

BBMGs Lending Library & Tool Crib

Tally-Ho Newsletter Monthly (Free Member Classifieds)

British Marque Newsletter Monthly (Worldwide Club News)

Club Website - www.bigbendmgs.com

Arguably the most interesting group of people in Tallahassee

BBMGs is a NAMGBR Chapter

You'll Love The People!



Jamboree 15 via the...

Skyway Highway

By Tom Phares

There are some of us who have been enjoying the easy trip down to the Florida Suncoast MG Jamboree in November for many years now. There were always two distinctly unique things about this show that drew us to it. First, the emphasis was weighted a little more toward the camaraderie and fun of light-hearted activities than the judging of the cars. And second, until the last several years, Homosassa Springs, quaint, old-world Florida, steeped in mossy oaks, a marina, an island inhabited with monkeys to entertain us and closeness to the springs and manatees, was the venue. Hard to beat! But, our hotel there was turned into condos so there went the M & M's (monkeys & manatees). The Florida Suncoast Club worked hard to relocate to interesting places and to their credit, have always been successful at maintaining the special flavor of the show. This year, in St. Petersburg, the Holiday Inn Sunspree Resort, indeed, has a marina, and a spectacular view of the Skyway Bridge (from the 2nd floor of the bar on the beach). Not bad for starters! Joe and Pheona drove Daphne over



Saturday morning we found that both Bud and Steve and Katherine had added to our Big Bend MG's presence. The show of cars at water's edge was good, and the trip to Glenn's MG Repair Shop was every bit as interesting as I had imagined. I was able to acquire much needed mounting hardware for a "new to me" luggage rack for our MGA, thanks to Glenn. The possibility of finding something to bring home is always part of the car fun to us, whether it's from an interesting shop found on the way, or a vendor at the show.



from St. Augustine on Thursday in order to caravan down Friday with Wanda and I, and JP and his Wanda. What a treat to travel with these people in our wonderful cars!

I'll let Joe describe their experience with Daphne as we neared our destination (page 7). Once there, we were treated to, in my opinion, the best buffet (catfish and fried chicken) that we've had at any car show!

Looking ahead to next October and our second Rendezvous. I for one, don't think we can do better than to strive to recreate the best parts of our first show, and incorporate the best of the Florida Suncoast Club's philosophy on providing a good excuse to road-trip ourselves... and our beloved British cars.

ED Note: Remember BBMGs was started as a result of JAMBOREE 9 and while it is about the MGs - most importantly are the people!

Jamboree 15!

by Pheona Kaiser

Even the death rattle of Daphne could not dampen the enjoyment of your editors at this bi-annual event. That's right Daphne experienced a devastating LUCAS Moment and required transport to Glenn's MG Repair in St. Petersburg.

Lets start from the beginning when your editors departed home and headed for the Tallahassee hospitality of Wanda & Tom Phares. After a pleasant and problem free trip to Tallahassee the Phares provided an evening of fabulous food & beverage along with the company of Peter & Donalee Koenig.

Our MG Jamboree caravan departed the following morning with *Basil*, JP Brown's MG Midget leading, *Daphne*, Kaiser's MGA Coupe and *Earl*, Phare's MGA Roadster trailing. After a pleasant lunch at *Cracker's* in Crystal River the BBMGs Jamboree Caravan departed. South of Homassasa Springs the caravan left US19 and continued South on the Sunshine Parkway. Just south of the Spring Hill exit and 1.25 miles North of the Brooksville exit *Daphne* had a LUCAS Moment (loud POP, the tack pegged full, wipers running in the OFF position and the cd player quit)! Alongside the road we determined that we also lost the horn, clock, brake lights plus the engine would not restart. The starter however still functioned normally.

A quick call to the other caravanners alerted them, then we contacted AAA Road Service and Glenn at Glenn's MG Repair. Two and a half hours later we were on a flat-bed wrecker and in short order arrived at Glenn's to find him waiting patiently

with shop door up and the back hatch open on his daughters SUV. Quickly the ailing beast was garaged and off we went following Glenn, to the Jamboree 15 site!

We missed only the beginning of the Jamboree Calypso Night games but joined in on the merriment for the remainder of the weekend. MG Classics (Jacksonville) members Ron & Janet Tarr, had towed their recently restored TD with their Chevy 4 door pickup, they were our gracious ride home! **Thank You** Ron & Janet!

As Tom Phares indicated and we enthusiastically believe:

FSMGCC has again raised the bar for MG Events!



Ron & Janet Tarr & TD

NAMGAR Mini-GT Key West 2007

The Conch Republic Independence parade will be the night of April 26, 2007 and NAMGAR Mini-GT registrants will be participating again this year. All **LBCs** are invited!

Rooms are reserved 30 rooms at the Blue Marlin Motel, <http://www.bluemarlinmotel.com>, 1320 Simonton St., Key West 33040, for April 25, 26, 27, 28, 2007. Simonton Street is one block off of Duval, on the South end.

Rate is \$125.00 per night & FREE parking. Block held 30 days prior to confirm reservations. More information later, mentioning NAMGAR when calling Debbie Branham at (800) 523-1698



FYI



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

- If you want to receive *Tally Ho* by snail-mail email: jp@boutinbrown.com. Otherwise we will continue emailing your *Tally Ho*. Emailing helps BBMGs save funds!
- It has been brought to your editors attention that BBMGs meetings are not & have not been observing even the slightest semblance of Robert's Rules and leaves several people to believe that there is no Sunshine Law but some hidden agendas at BBMGs!
- Put it on paper, your editor will clean it up 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
- As participating members in the British Marque Newsletter you are entitled to a FREE classified ad each month. Check your copy of the British Marque for the form, mailing address, and monthly deadlines.
- Don't forget Big Bend MGs in your will. Have a lasting effect on MGs and BBMGs!



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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**It's Membership
Renewal Time !**

BBMGs November Meeting - December 12th - 6:30 PM • JP & Wanda Browns

COMING EVENTS

- Mar 13/17 **Sebring MGA Reunion.** A special celebration of Sebring MGAs during the "Twelve Hours of Sebring". Possibly a NAMGAR Regional GT will also be held. For more information, entry forms, schedules, follow these links: <http://www.svra.com/SVRA/SVRAHome.nsf/weblinks/EJEN-6VFQVB?OpenDocument>
- Apr 20/22 **GOF South MK XLI - MG Classicis of Jax.** is host at Jekyll Island
- Apr 25/28 **NAMGAR Mini-GT Key West - Advance info page 7. Ed.** suggests making reservations ASAP because of the events taking place that week.

Mid-Late Oct 2007: BBMGs Rendezvous 2007

Safety  *Fast!*



Thanks

to contributors to this months newsletter : Mike & Julie Miller, John "MG Doc" Mangles, Tom Phares, & Gene Vierling

CLASSIFIEDS

Please provide your email address when submitting adds.

- 1991 Jaguar XJS V12 convertible**, 2nd owner, less than 47K miles, enhanced cooling system, all shocks, brakes, hoses, filters, tune up, fluids, battery, Pirelli tires - all new within the last 2K miles, black with tan interior. \$22,500 jp@boutinbrown.com
- 1972 MGB**, resto nearly complete, must make room for next project for my bride, this is a disease and I'm not ashamed to ask for help. Rebuilt engine, carbs, brakes, suspension, shocks, all new rubber including Michelin tires, paint (as a shell), only minor cosmetic items remain - the heavy lifting is done, its ready for fun. \$12,500 jp@boutinbrown.com
- 66 TR 4A**, parting out a recently dismantled , intact engine with 50k since rebuild, transmission (needs clutch), radiator, fenders, windshield, complete front end and rear end, gas tank, hood, etc. jp@boutinbrown.com
- 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. Asking \$7,000 OBO
- NEW MGB / MGC Hard Top.** Purchased from Victoria British part # 10-121-T, a little over a year ago for a restoration project. Project was scraped and top was taken in for partial payment. It has never been installed or used on any car. Pictures available to email interested buyers. In one picture I have it sitting on my 1967 MGB just to show how it looks. It is primer finish, ready for your choice of color. VB price is \$1,379.99, plus tax & freight. My price \$ 1,000.00 FIRM. For local pick-up ONLY. Mickey - mkay@gulftel.com or 251-962-2592 (Lillian, AL)
- New Weber DGV carburetors & Chrome air cleaner.** VB price \$514.90 for both + shipping. Page 23 of the VB Summer catalog. Both for \$325.00 & ship free. Cecil Ware 979-574-9330 (Bryan, TX)
- Blair Engle - Moss Distributor.** Call for discount prices. We specialize in SU carb restorations. 385-2821 or bengle001@comcast.net
- Rafael's AutoWorks - ASE Certified**, 1011 Capital Circle NW, Tallahassee, FL 32304. 850-212-3689 or 850-575-9767
- Check www.bigbendmgs.com website for more classifieds!**