



TALLY HO

Prime Ministers Message:

Recycling, a good trend to embrace in as many venues as possible. In January the club decided to recycle me, past Prime Minister of 2001. Recycling leadership with a club is good means to give a well deserved rest to those who have been at the helm for the past few years. Over the past few years, new ideas and new energy were brought to bear that made the difference between the club floundering and its continuation as a viable, successful support system to those of us afflicted with the LBC syndrome. For all those responsible, too many to list in this short piece, I want to offer a heartfelt thanks on behalf of all the club members, past and present.

Recycling, our cars are the embodiment of the word. By preserving our British vehicles (cars, bikes and various service vehicles), we are all practicing recycling by NOT encouraging the system to build a new (hobby) vehicle with all its attendant waste products, higher insurance rates and much more complex operating systems. The club exists to help interested fans of MGs (and others less deserving of the species). Recycling out knowledge and comradeship helps in that goal.

To further that goal, I have decided that I want to dedicate my term in office to expanding the recognition level of the club within our community. We are already a well known regional presence, thanks to the excellent PR our many members spread while attending events as well as the regional events we have hosted, Rendezvous 2001, 2007 and 2009.

Which brings me back to recycling - many members over the years have come and gone for a variety of reasons, we will reach out to our absent friends to rekindle their interest and/or encourage them to forward out invitations to the new proud owners of their vehicles. We will expand existing member interest thru expanded reporting of member news, such as highlighting new acquisitions, garage enhancements, profile of new members, reports of events attended, garage Saturdays, and leisurely drives.

I encourage everyone to attend our next meeting on February 18th at PoBoys Restaurant at 1425 Village Square Boulevard (Tallahassee), the meeting begins at 6:30 pm. We will be discussing scheduling some of the events listed above as well as other ideas submitted by members. If you are not able to attend, please take the time to email me with any other suggestions you may have that can included in the discussion. (jp@brownbevis.com).

Holiday Eating Tips *(Belated - ED)*

Reprinted from Meshing Gears Newsletter of MG Car Club Central Jersey Centre

1. Avoid carrot sticks. Anyone who puts carrots on a holiday buffet table knows nothing of the Christmas spirit. In fact, if you see carrots, leave immediately. Go next door, where they're serving rum balls.

2. Drink as much eggnog as you can. And quickly. It's rare. You can't find it any other time of year but now. So drink up! Who cares that it has 10,000 calories in every sip?

3. If something comes with gravy, use it. That's the whole point of gravy. Gravy does not stand alone. Pour it on. Make a volcano out of your mashed potatoes. Fill it with gravy. Eat the volcano. Repeat.

4. As for mashed potatoes, always ask if they're made with skim milk or whole milk. If it's skim, pass. Why bother? It's like buying an MG with an automatic transmission.

5. Do not have a snack before going to a party in an effort to control your eating. The whole point of going to a Christmas party is to eat other people's food for free. Lots of it. Hello?

6. Under no circumstances should you exercise between now and New Year's. You can do that in January when you have nothing else to do. This is the time for long naps, which you'll need after circling the buffet table while carrying a 10-pound plate of food and that vat of eggnog.

7. If you come across something really good at a buffet table, like frosted Christmas cookies in the shape and size of Santa, position yourself near them and don't budge. Have as many as you can before becoming the center of attention. They're like a beautiful pair of shoes. If you leave them behind, you're never going to see them again.

8. Same for pies. Apple. Pumpkin. Mincemeat. Have a slice of each. Or if you don't like mincemeat, have two apples and one pumpkin. Always have three. When else do you get to have more than one dessert? Labor Day?

9. Did someone mention fruitcake? Granted, it's loaded with the mandatory celebratory calories, but avoid it at all cost.. I mean, have some standards.

10. One final tip: If you don't feel terrible when you leave the party or get up from the table, you haven't been paying attention. Reread tips; start over, but hurry, January is just around the corner.

Remember this motto to live by:

"Life should NOT be a journey to the grave with the intention of arriving safely in an attractive and well preserved body, but rather to skid in sideways, chocolate in one hand, Glass of eggnog in the other, body thoroughly used up, totally worn out and screaming ÔWOO HOO what a ride!"

Have a great holiday season!

The time has come to renew your membership !
The form is on page 2

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 NAMGAR

NAMGBR MG Drivers Other _____
Would you be interested in helping the Club with the following? Events Committees
 Social Activities Tech. Info. Committees Other _____

Send the 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 Julie Miller, 3116 Capital Circle NE, Ste. 2., Tallahassee, FL 32308

Why You Should Become A Member of Big Bend MGs

Interesting Monthly Meetings

Great Camaraderie and Fellowship

Outings and Road Trips

Annual After Holiday Party & Lovers Picnic

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 (Free Classifieds)

Club Website - www.bigbendmgs.com

Arguably the most interesting group of people in Tallahassee or anywhere!

BBMGs is a NAMGBR Chapter

You'll Love The People!



North American MGB Register



GOF South - Mk XLIV Registration Form

Register on-line at: www.mgclassics.org/gof2010
Or
Make checks payable to MG Classics of Jacksonville and mail this form to:
Jeff Sager, 2031 Theta Court, Orange Park, FL 32073

Please make your Hotel room reservations directly with Oceanside Inn & Suites (information on next page). This form is for the GOF-South Registration. You can mail this form with your payment, or register on-line (see above), and we'll send you an invoice to return with your payment.

Mr./Ms./Dr. *First Name _____ M1 *Last Name _____ Jr./III/Esq.
*Street Address _____ Apt. *City _____ *State _____ *Zip _____
() _____ () _____
Primary Phone # _____ Secondary Phone # _____ Email Address please provide to help save on costs. It will not be shared, we promise!

Spouse/Guests: _____
(For Name Tags) _____

First MG: _____ *Year _____ *Model _____ *First Timer? *Premier? *Preservation?
Second MG: _____ Year _____ Model _____ First Timer? Premier? Preservation?
First Registered MG: # _____ x \$35 = \$ _____ (\$40 after March 19th)
Additional MGs: # _____ x \$15 = \$ _____ **Total For Registered Cars \$ _____**

We'll have a Low Country Boil dinner w/fried chicken, etc., by the pool Friday night and the traditional Awards Banquet Saturday night in the conference center with themed dinner stations: Georgia Country, w/sliced roast beef, catfish, hush-puppies, bread pudding; And Cajun w/crawfish étouffée, stuffed pork loin, jambalaya, gumbo, cinnamon brignets, also salads, soup, veggies, rolls, coffee, tea, and cash bar. Please indicate the number of meals you'll need for each:

Friday Low Country Boil: # _____ x \$20 = \$ _____ **Total for Meals \$ _____**
Saturday Banquet: # _____ x \$40 = \$ _____

Shirts (Total from other side) \$ _____ **Grand Total (cars+meals+shirts): \$ _____**
Make checks payable to MG Classics of Jacksonville

In consideration for the right to pay the event fees and participate in GOF South Mk XLIV, the undersigned hereby releases MG Classics of Jacksonville, its members, the hosting hotel, and event sponsors, from any and all liability for damage to cars and/or property and/or person while traveling to or from or participating in GOF South Mk XLIV, and that I have suitable liability insurance covering my registered car(s).

Signature (required): _____ Date: _____
*Required Information

GOF South - Mk XLIV Additional Information

Hotel: Our host hotel is the Oceanside Inn & Suites, 711 North Beachview Drive, Jekyll Island, GA, 31527. It is located directly on the beach and offers large rooms with kitchenettes, a pool & whirlpool, beach access, and plenty of parking. They are blocking six categories of rooms for us at special rates. *Please make your reservation directly with them by calling toll free 866-552-5955. Monitor that you are attending the MG Car Show Event in April, 2010.* They will require a one night advance deposit to secure your reservation. A 48 hour cancellation is required to receive a full refund of the deposit. You can extend your reservation at these rates for up to three days before and three days after the event (if space is available). **Please reserve early.** To ensure these rates please reserve by March 4, 2010.

Islandside Room	\$107.00/night plus taxes
Oceanside Room	\$117.00/night plus taxes
Superior Ocean	\$146.00/night plus taxes

Lanal or Ocean Efficiency	\$156.00/night plus taxes
Oceanfront Loft	\$174.00/night plus taxes
Sand Dollar Suite	\$288.00/night plus taxes

Tentative Event Schedule

Thursday	7:00pm	Get Together for Early Arrivers
Friday	2:00pm	Registration Opens / Hospitality Room
	5:00 - 7:00pm	First Timer's Show
	6:00 - 8:00pm	Low Country Boil Dinner near pool...next to the First Timer's Show
Saturday	8:00am	Registration Opens / Hospitality Room
	8:30am	Begin Parking Cars On Show Field
	10:00am - 1:00pm	Grand Show Of Cars
Sunday	1:30pm	Driving Tours and other Jekyll Island Activities
	6:00pm	Wine and Cheese Gathering
	7:00 - 10:00pm	Awards Banquet / Raffle / Auctions
	8:00am	Farewells / Hospitality Room

Shirts: Special GOF South Mk XLIV shirts are available for purchase through the MG Classics Club. There are two types: Tee's (100% cotton, Sand color only, with silk-screened event logo front & back); and golf shirts (100% cotton with embroidered logo, choice of colors). *Please check the web (www.mgclassics.org/gof2010) to see examples of the logos. All shirts (golf or tee) must be pre-ordered. They will not be available after the show.*

Mens Tee @ \$12	Qty _____	Size (S, M, L, XL, 2X, 3X)
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Ladies Tee @ \$12	Qty _____	Size (S, M, L, XL, 2X, 3X)
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Mens Golf @ \$25 (add \$2 for 3X)	Qty _____	Size (S, M, L, XL, 2X, 3X)	Color (White, Red, Bimini Blue, Spring Green, Putty)
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Ladies Golf @ \$25 (add \$2 for 3X)	Qty _____	Size (S, M, L, XL, 2X, 3X)	Color (White, Red, Lt Blue, Pink, Chino Khaki)
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Total For All Shirts (Carry to other page) \$ _____

Pheona's New Acquisitions

Pheona Kaiser is the proud fourth owner of the silver grey 1980 MGB (*Neville*) pictured on her newly acquired PANTHER 4 Post Lift. The lift party supervised by the joint efforts of John Leenhouts and Jeff Sager (MG Classics of Jax. Expert Lift Erection Team) accomplished the assembly in a record time of four hours on a recent Saturday.



“Buckypaper”

by Geoff Wheatley, October 2008

I recall that a few years ago we were told that, through the development of new techniques, we would be wearing paper clothes, sit on paper furniture and sleep in paper beds in the not-too-distant future. Well the paper clothes came and went, as I recall mostly confined to woman's dress attire. Although there was one male international tennis player who turned up at a major event in a series of outfits all made from paper that certainly caught the attention of the crowd when the material started to disintegrate under the strain of competitive tennis! Now we have another prediction: future cars and even airplanes could be produced utilizing paper or rather “Buckypaper.”

Researchers at Florida State University have been studying the development of Buckypaper, which is ten times lighter than standard material, yet has 500 times the strength. Despite the fact that it is a composite material comprised of ultra-thin sheets of carbon treated paper, it will conduct electricity while dispersing heat like steel or any other such material. West Adams, a scientist at Rice University FL, said, “This is a sort of Holy

Grail in the field of nanotechnology.”

Buckypaper is made from carbon molecules that are 50,000 times smaller than a strand of human hair. The technical name of these items is “Carbon Nanotubes” and they have been known for quite a number of years, but it took researchers at Florida University to develop manufacturing techniques that can produce a product that will be competitive with existing materials. The principal benefits are strength and weight, only 10% per sq. ft. of the weight of steel while being 500 times stronger. The scientific breakthrough that led to the creation of “Buckypaper” was, as is often the case, a result of another experiment back in 1985 when a British scientist joined researchers at Rice University for an experiment to find out how stars, the source of all carbon in our universe, make this element that is the principle building block of life. Everything went as planned except that one extra element merged, a molecule with 60 carbon atoms. This turned out to be the third form of pure carbon to be discovered after graphite and diamonds. As a matter of special interest, Harry Kroto, the British scientist, and his colleagues, Rob-

ert Curl and Richard Smalley, were awarded the Nobel Prize for chemistry in 1996. As a result of this achievement, it was Kroto who named the new molecules “Buckyballs.”

Separately, a Japanese physicist, Sumio Iijima, at Arizona State University developed a tube-shaped variation of the molecule that led to the discovery that these tubes would stick together when disbursed in liquid and filtered through fine mesh, which in turn produces a thin film that is “Buckypaper.” This is then pressed into sheets that can be used in place of steel or alloy. Obviously, at this stage in the game all development has been within the research laboratory and there is still a long way to go before we can walk into the local car showroom and select a “Buckypaper” vehicle or fly in a “Buckypaper” airplane. However, like so many new wonders of the twenty-first century, it can happen. One thought that came to mind as I wrote this was, “Can the body guys still repair the front fender of my ‘Buckypaper’ car when a brick wall, or whatever, jumps out at me or should I sell my Bondo shares?”

History of the 'British' Flag

by: Steve Markman

As British car enthusiasts, we all have some connection to the British flag, be it in our club logo, stickers on our cars, or the design on t-shirts. But, did you ever wonder where the design came from? It is an intricate design, so you probably suspect that there's a story and some history to it (after all, it is British), and you're right. So, here's an abbreviated version of the history of the "British" flag.

Cross of Saint Andrew - England

First, you need to understand the difference between England, Great Britain, and the United Kingdom. They are not interchangeable, although we often use them that way. First, Great Britain is an island. Second, England is one of several states on the island of Great Britain. And last, the United Kingdom is a country made up of the member states of England, Scotland, Northern Ireland, and Wales. So, first of all, it's really not even a British flag, but the flag of the United Kingdom. But, we'll overlook that for now. Let's go back about 800 years. At this point in the history of the United Kingdom, England, Scotland, Wales and Ireland were separate countries. However, this was soon to change. In 1194 A.D., Richard I of England introduced the Cross of St. George, a red cross on a white ground, as the National Flag of England. In 1536, under Henry VIII, the Act of Union was passed making Wales, in effect a province of England (it never was conquered, but joined "peacefully," and the flag of England became the flag of Wales as well). After Queen Elizabeth I of England died in 1603, King James VI of Scotland inherited the English throne and became King James I of England. One king essentially ruled two countries; they were not united. Each country kept its own parliament and flag. Early in his reign James attempted to combine England and Scotland in a united kingdom of 'Great Britain'. He presented this to his first Parliament, on 22 March 1604. The union was resisted, but James defied them. On 20 October 1604 he proclaimed a new title for himself as King of Great Britain, but essentially he was the king of two separate countries. A problem arose, which flag should be hoisted on the king's ships; English sailors resented the Scottish colors and the Scots scorned The English.

The Cross of Saint George - Scotland

The problem was solved in 1606 when a compromise led to the creation of the first Union Flag. On 12 April 1606, the national flags of Scotland and England were united into a single flag, the first 'Union Jack'. However, this flag was used only at sea for over a century. Ashore, the old flags of England and Scotland continued to be used by their respective countries. Ever wonder where the term 'Union Jack' originated? The forward-most mast on sailing ships of the time was the 'jack' mast, and since the national flag was flown on the jack mast and only at sea, it became known as the 'Union Jack.'

The First Union Jack First -National flag of England, the cross of St. Andrew (England), the Cross of St. George (Scotland) on a blue field with a white diagonal cross, called a 'saltire.'

It wasn't until 28th July, 1707, during the reign of Queen Anne, that a royal proclamation made the Union Jack the national flag of Great Britain, for use ashore and afloat. (The Act of Union of 1707, during the reign of Queen Anne, formally joined England and Scotland together, finally creating a single kingdom with a single Parliament, called the 'United Kingdom of Great Britain'. This act accomplished what King James I couldn't do a century earlier. England, Wales and Scotland now were united together under one monarch and one parliament.) Since the national flag now was used on land also, technically the term 'Union Jack' became obsolete, but remains in common use.

On 1 January 1801, Ireland joined Great Britain and it became necessary to represent Ireland in a new national flag. This union resulted in the flag that has been flown ever since.

The appropriate placement of the white and red crosses (saltires) must have presented some challenges, but it was eventually worked out. The symbols of Scotland and Ireland (the white and red saltires) were placed side by side on the Union Flag. But, since Scotland joined the Union nearly two hundred years before Ireland, the white St Andrew's Cross was



placed uppermost in the top left quarter, this being the most honorable position according to heraldry, while the red Irish Cross was given the position below it. But, notice that on the opposite quarter, the red is on top of the white! In heraldry, this is known as "counterchanging." Thus, the new British flag is not symmetrical. Last, in order to avoid having the red of the Irish Cross directly touch the blue field of the Scottish Cross, an edging of white was added to the red Irish Cross. So, while giving the appearance of a red stripe that is offset on a white background, it actually is the white and red saltires placed side-by-side, arranged according to strict rules of heraldry.

England, Wales, Scotland and Ireland were now all joined together and called the United Kingdom of Great Britain and Ireland. The name was later changed to United Kingdom of Great Britain and Northern Ireland when the greater part of Ireland left the United Kingdom in 1921. This is its correct name today. Thus, the 'British' flag, which, to be correct, really should be called the flag of the United Kingdom of Great Britain and Northern Ireland, is a merging of the crosses of St George, St Andrew and St Patrick, the Patron Saints of England, Scotland and Ireland. But, why is Wales not represented on the Union Flag?

What ever happened to Wales? The first union flag was created in 1606, Wales was already united with England from the 13th century. This meant that Wales was a principality instead of a kingdom and as such could not be included. However, with the rising trend of nationalism and political correctness, there is a movement to have the Welsh dragon incorporated into the "British" flag. I'll leave it to you figure out how heraldry and counterchanging rules would apply to this!

So, now you know.

Steve Markman, Editor

Reprinted from *The Octagon News* - Newsletter of the Southwestern Ohio Centre of the MG Car Club





2010 Key West Gathering

Key West Florida
April 19 - 23, 2010

Please, print clearly

REGISTRANT INFORMATION

Name: _____
 Street: _____
 City: _____
 State/Prov: _____ Country: _____ Zip/Postal Code: _____
 Email: _____ Phone: _____

Other Attendees: _____

What car will you drive to the event (Make/Model)? _____

REGISTRATION

	Price Each	Sub-Total
Event Registration postmarked on or before March 15, 2010	\$35.00	
Additional late fee for registrations postmarked after March 15, 2010	\$10.00	
Scavenger Hunt	\$25.00	
Farewell Event	\$30.00	
Total Payment		

ATTENDEE RELEASE (All members of your party older than 17 *must* sign)

Neither my heirs nor I will hold the North American MGA Register (NAMGAR) 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: _____

PAYMENT (U.S. Funds only)

Make your checks or money orders payable to NAMGAR and mail along with this Form to:
Robin Camblin, 17810 Hidden Valley Road, Independence, MO 64057

ACCOMODATIONS

You are responsible for your own accomodations. The host hotel will be the:
Blue Marlin Key West, 1320 Simonton Street, Key West, FL 33040
phone 1-800-523-1698 or 305-296-7903.

Restore it? Or Not

by Don Schmidt

This past summer at a Mustang Show the hit of the show was an un-restored or unmolested 1966 GT350. The only work done to the car was what I would call normal service such as, belts, hoses, tires, battery and fluids. The car was parked next to an over-restored Mustang with 3 stage paint, recreated daub markings and raw castings painted to look as fresh cast. The resto car garnered "nice car" as people walked past it to look over the "Survivor" car. According to Kris Palmer author of "Survivor the Unrestored Collector Car" a "Survivor" is a car whose owner didn't change it.

There is a car show called The Bloomington Gold which began as a show for unrestored Corvettes. This show has expanded to include survivors of all makes and models on the last day of the show.

Locally Amelia Island Concourse invites original cars of significance for display.

The TV auto auctions seem to be hyping over restored and CLONE cars to the car collector with an excess of disposable cash. They along with the reproduction parts industry and restoration shops are turning the original Stradivarius into refinished fiddles.

Consideration should be given to keeping those

MGs good enough to be maintained as original away from the restorer. This piece is offered as encouragement for maintaining our cars when possible and only restoring when necessary. "Frame off restoration" is second best in automotive preservation to quote David Burroughs in "Restore it? Or Not" "Original cars are much more rare than restored ones." For most collectables the things that drive value are:

- Rarity
- Desirability
- Paperwork (Documented Provenance)
- Excellent unrestored original condition

Way back when — it was considered that a proper restoration was one that reflected a car that was assembled by competent workers who cared, with materials used in the day. Low priced cars did not have the same levels of fit and finish as luxury models and were not expected to. So many old cars are being restored that we are hard pressed to find unmolested originals. It is ironic that the most original car just might be in an old barn or a junk yard not on the show field.

Silverstone International Weekend

The following is a press release just issued by the MG Car Club.

John James (Tc0750) Keynsham ("Twixt Bath And Bristol, England).

MGs take to the GP Circuit

ABINGDON'S MG Car Club is thrilled to announce that the 2010 MGLive! racing programme will take place on Silverstone's full Grand Prix circuit. MG enthusiasts across the world will be delighted to learn that the event has been confirmed for Friday 4th, Saturday 5th and Sunday 6th June.

MGLive!, the MG Car Club's annual Silverstone celebration, has been staged consecutively at the iconic Northamptonshire circuit since 1959 - and is set to celebrate 60 glorious years in 2010. The MG Car Club, which has raced on Silverstone's International circuit since the early nineties, will now make the exciting transition to the full 3.2 mile Grand Prix track. The switch will allow MGCC competitors to experience the thrill of Stowe and Abbey - famous corners which will now roar to the sound of MGs from across nine decades

The announcement is sure to be greeted with immense enthusiasm by the MG Car Club's large racing contingent and is expected to capture the imagination of the UK's buoyant club motorsport scene.

MGLive! is the jewel in the crown of the factory formed club's racing calendar. Aside from the Silverstone dates, the MGCC's race programme is also scheduled to visit Brands Hatch, Oulton Park, Cadwell Park and Snetterton.

MG Car Club motorsport Director Ron Gammons said: "This announcement is an enormous accolade for the MG Car Club and needless to say we're extremely excited. The feedback from our race championship co-ordinators has been very positive indeed and having spoken to some of the club's racers, they are elated to have the opportunity to compete on Great Britain's premier race track.

Of course, the length of the circuit calls for 20 minute practices and we aim to run at a minimum 20 min races with longer ones for the feature events.

MG Car Club Chairman John Day said: "This is the perfect way for the MG Car Club to commemorate our sixtieth consecutive Silverstone event. Motorsport is an integral component of the MGCC and it's a testament to our professional team that Silverstone have afforded the club such an exclusive opportunity.

2010 is shaping up to be one of great progression and success for the MG Car Club."

-ENDS-

Provided by Neil Nelson
of MG Classics of Jacksonville Inc.



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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FYI

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

CLASSIFIEDS

Provide an email address in your ad.

www.bigbendmgs.com

COMING EVENTS

Feb 18 - BBMGs Meeting - PoBoys Restaurant, 1425 Village Square Boulevard, the meeting begins at 6:30 pm.

Feb 27 - 2010 Vintage & Custom Car Show & Super Car Corral - Villages Vintage Car Club - Belleview, FL

Mar. 20, 2010 - New Orleans 20th Annual British Car Day - Info: www.bmcno.org

Apr. 8-11, 2010 - MG GOF South Mk 44 - Jekyll Island, GA - Back to Jekyll for the 44th Gathering Of the Faithful.

Apr. 19-23 - Mile Zero GT6 Key West - Participate in the Conch Republic's Worlds Longest Parade

April 24 - Legends On The Green - Concours d'Elegance - Tournament Players Club Sawgrass. Form page 4

Apr. 24 - 2nd Ann. BMC show. Tampa. <http://www.britishmotorclub.net>

Jun. 12 & 13 - "The Drive-In" annual gathering of the M.G. Drivers Club of North America for 2010 held in conjunction with the Manchester (VT) Classic Car Event. www.mgdriversclub.com

Jun. 20 - 33rd Annual AMGBA Meet 2010, www.mgclub.org , 773-878-5055 and British Car Field Day, Sussex, WI. John Stockinger, 262-521-1072, jstockinger4@wi.rr.com , www.mg3club.org

Jun. 23-27 - MG 2010 - Ontario, CANADA - Info: www.mg2010.com

Jul 1-3 - GOF Central XXXII at Lake Erie in Sandusky, OH - All MGs Welcome - hosted by the Ohio Chapter, NEMGTR

Jul. 30-31 - The Roadster Factory (TRF) Summer Party, Armagh, PA, www.the-roadster-factory.com 1-800-283-3723

Jul. 26-29 - NAMGAR GT-35 - Delvan, WI, Info: www.mgcars.org

Sep. 24-26 - SE British Car Festival - Dillard, GA- Peachtree MG Register

Nov. 5 -7, 2010 - JAMBOREE 17 - Returning to the Riverside Inn in Homosassa Springs (which caused Pheona to start BBMGs !)

Jun 12-18, 2011 MG2011 NA Council of MG Registers, All-Register Gathering at Reno-Tahoe, NV - Info:www.mgcars.org.uk/mgcouncil



Thanks to contributors to this months

TALLY HO:

JP Brown; Don Schmidt; Neil Nelson & MG Classics of Jax; Steve Markman & The Octagon News Newsletter of the Southwestern Ohio Centre of the MG Car Club; Geoff Wheatley & The Dipstick - The Newsletter of the Tidewater MG Classics Car Club; The eChatter & Meshing Gears

MAGNETIC DRAIN PLUGS: Magnetic drain plugs, according to an SAE paper which describes carefully documented tests, will double the life of transmissions and differentials. They extract all ferrous metal which the unit is continually creating and which may pass through and damage highly polished bearings with the unfiltered oil. The same is true of engines that do not have full flow filtration. They are a 100 percent contaminant remover as long as the contaminant is iron based, which we know is not always the case. Magnetic plugs are used extensively in aircraft and heavy machinery oil systems. Perhaps as important, they allow you to see wear in the unit in which they are installed. I found a piece of a gear tooth in one of my gearboxes. Upon disassembly I found a badly chipped tooth, which could have created very expensive damage. Gearboxes do not have a filter as engines do, so they have no protection. A magnetic drain plug is strongly recommended. In that no major parts supplier offers these items for XPAG/EG engines or any MG gearboxes, we can now provide them.

MGTC, TD, TF gearbox magnetic drain plug & gasket. \$35. **MGTC, TD, TF** engine magnetic drain plug & gasket. \$25. **MGA, MGB** gearbox magnetic drain plug. \$25. **MGA, MGB** engine magnetic drain plug & gasket \$12. All prices are plus shipping.

Vintage racers-let me know if you would like me to drill a safety wire hole!

The Classic MG Shop, 68 Roscrea Dr., Tallahassee, FL 32309, 850-385-2821, bengle001@comcast.net

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