



TALLY HO

Prime Minister's Message

Well I was going to be all mushy and sentimental on you but, I'll spare you the tears, I don't think I have another tear to shed anyway. This is the last Prime Minister message you will receive from this LBC lover; the year was a little crazy to say the least. I'll have to chalk this one up to a learning experience and take what I've learned and apply it another time. I appreciate the opportunity and confidence that was entrusted to me by the club membership. Julie and I had a fun time this year with "Killer" and the club, and look forward to more good times next year. We clocked over five thousand miles in the B, I'm not saying they were all completely trouble free but most of them were. Every trip we took, the GOF in Crystal River, Gatlinburg MG 2006, Dillard and Sebring, I can honestly say was a joy in every respect. We made many new friendships and were able to build on ones we already had. Of all the years that Killer and I have been together, this year has been the most rewarding, I think maybe it's because I was finally able to share one of the things I appreciate with some of the people I love the most. For me, nothing feels better than cruising with the top down with my special girl or seeing the look in my boy's eye as he listens to the stories I tell of me and my dad cruising. My two year old says, "Daddy's MG" every time we walk out the garage door. Knowing that I'm helping to create memories that I'm positive will be held dear is most satisfying.

This is the paragraph where I thank the special people who helped me most this year. First, Rafael Gonzalez without whom I'm certain I would not be on the road, he went above and beyond to get *Killer* back in traffic and never charged me extra for helping. A special thanks to Paul and Vera Darby, Paul for stepping up to assume the Vice Chancel-

BBMGs Membership Renewal
Anyone not paying by the January
30th will be dropped from the
BBMGs membership!

Form on page 6

lor position and Vera for putting out the newsletter for all these years. Vera continues to maintain the website. I also had a bunch of help behind the scenes with JP Brown giving advice on various and sundry subjects as well as Blair Engle for his input and knowledge. Joe and Pheona Kaiser the founding members of BBMGs, are again in the editors chair of the famous "Tally Ho" newsletter and should also be recognized for their continued support. This is the sentence where I acknowledge I had more help but, don't have the energy to thank everyone individually. I had much more help and you know who you are. Finally, for the people who have anted up their spare time to run the show next year we all thank you.

The next meeting hosted by Tom and Wanda Phares is also our

BBMGs
After Holiday Party & Drive
January 13th - 4:30 PM SHARP
the Drive departs from
Tom & Wanda Phares's home,
590 Groveland Hills Dr.
and returns for the
After Holiday Party
which starts at 5:30 PM
Map on page 4

"After Holiday Party" it will be a potluck covered dish event, the main course provided by the club. I call it an event because many things will be happening that evening. If you are coming please notify Wanda about the covered dish you will be bringing and how many in your party. The sooner we RSVP the better. Last year not many people did this and Dave and Jane Streit had to drink all that beer by themselves. We will meet at Tom and Wandas and drop off our dishes then line up and leave at 4:30 PM **SHARP** for a 45 minute drive, back at the house by 5:30 PM for the formalities of the election process. Then let the party begin. Oh yeah, we will have a gift exchange for anyone who would like to participate, the price is set at fifteen to twenty dollars. Just a reminder the booze did very well last year.

The ballot as it stands today: Bill Thompson - Prime Minister, Gary Sisco - Vice Chancellor, Tom/Wanda Phares - Secretary, Chancellor of the Exchequer - Wanda Brown, Registrar - JP Brown, Directors - Bill Fortenberry, Blair Engle, Dave Streit.

We have a monumental task putting our *Rendezvous* where our mouth is. We can do it easily, we have the date (sort of), we have the idea and the know how, all we need now is for The Big Bend MG Club to provide the man power. I promise to do all I can to help and if all of you just volunteer to do one or two things, it will be a snap. We have JP as our secret weapon and Bill Thompson sicking the dogs on 'em.

Rendezvous 2007 has the potential to be a huge success and I have a feeling people will be talking about it for years.

Again, it's been a pleasure to have worked with you all and I hope to continue our relationships over the next forty years or so.

Safety Fast, Mike Miller

OIL IS KILLING OUR CARS!!!!

by Keith Ansell, Foreign Parts Positively, Inc.

About a year ago I read about the reduction of zinc dialkyl dithiophosphate (ZDDP) in the oils supplied with API approval that could affect sliding and high pressure (EP) friction in our cars. The reduction of these chemicals in supplied oil was based on the fact that zinc, manganese and/or phosphates reduce the effectiveness and eventually damage catalytic converters and introduce minute amounts of pollutants into our atmosphere.

A month or so ago I had a member of the Columbia Gorge MG Club bring a totally failed camshaft and lifters back to me that had only 900 miles on them!! I immediately contacted the camshaft re-grinder and asked how this could happen. They were well aware of this problem as they were starting to have many failures of this type. In the past, the lack of a molybdenum disulfide camshaft assembly lubricant, at assembly, was about the only thing that could create this type of problem. My customer has assembled many engines and had lubricated the camshaft properly.

This got me on the phone to Delta Camshaft, one of our major suppliers. Then the bad news came out: It's today's "modern" API (American Petroleum Industry) approved oils that are killing our engines. Meaning all flat tappet (cam follower) equipped engines as used in MG, Triumph, Austin, all BMC products, all British Leyland products, early Volvos, American hi-performance engines and many others.

Next call: To a major camshaft supplier, both stock and performance (Crane). They now have an additive for whatever oil you are using during break-in so that the camshaft and lifters won't fail in an unreasonably short period of time. They also suggest using a diesel rated oil on flat tappet engines.

Next call: To a racing oil manufacturer that we use for the race cars (Redline). Their response: "We are well aware of the problem and we still use the correct amounts of those additives in our products". They continued to tell me they are not producing API approved oils so they don't have to test and comply. Their oils were NOT the "new, improved and approved" ones that destroy flat tappet engines! "We just build the best lubricants possible". Sounds stupid, doesn't it, New-Approved but inferior products, but it seems to be true for our cars.

To top this off: Our representative from a major supplier of performance and street engine parts (EPWI) stopped by to "warn us" of the problem of the NEW oils on flat tappet engines. This was a call that the representative was making only because of this problem to warn their engine builders! "The reduction of the zinc, manganese and phosphates are causing very early destruction of cams and followers". They are recommending that, for now at least, there must be a proper oil additive put in the first oil used on new engines, beyond the liberal use of molydisulfide assembly

lube. They have been told that the first oil is the time the additives are needed but remain skeptical that the first change is all that is necessary. Their statement: Use diesel rated oils such as Delo or Rotella that are usually available at auto stores and gas stations.

This problem is BIG! American Engine Rebuilder's Association (AERA) Bulletin #TB2333 directly addresses this problem. I had a short discussion with their engineer and he agreed with all that I had been finding.

Next phone call was to a retired engineer from Clevite, a major bearing and component manufacturer. First surprise was that he restored older British Motor bikes. The second surprise was that he was "VERY" aware of this problem because many of the old bikes had rectangular tappets that couldn't rotate and are having a very large problem with the new oils. He has written an article for the British Bike community that verify all the "bad news" we have been finding.

Comp Cams put out "#225 Tech Bulletin: Flat Tappet Camshafts". They have both an assembly lube and an oil additive. The telling sentence in the bulletin was "While this additive was originally developed specifically for break-in protection, subsequent testing has proven the durability benefits of its long term use. This special blend of additives promotes proper break-in and protects against premature cam and lifter failure by replacing some of the beneficial ingredients that the oil companies have been required to remove from the off-the-shelf oil".

Next question: Now what do we do?

From the camshaft re-grinders (DeltaCam) "Use oils rated for diesel use", Delo (Standard Oil product) was named. About the same price as other quality petroleum based oils. They are not API formulated and have the ZDDP we need in weights we are familiar with.

From one camshaft manufacturer (Crane): "use our additive" for the first 500 miles.

From General Motors (Chevrolet): add EOS, their oil fortifier, to your oil, it's only about \$14.00 for each oil change for an 8-ounce can (This problem seems to be something GM has known about for some time!). The additive says for break-in only, some dealers add it to every oil change.

From Redline Oil: Use our street formulated synthetics. They have what we need!

From Castrol: We are beginning to see a pattern emerging on older cars. It may be advantageous to use a non-approved lubricant, such as oils that are Diesel rated, 4 Cycle Motorcycle oils and other specified diesel oils.

Last question: So what are we at Foreign Parts Positively going to do? After much research we are switching to Redline Street rated oils and stocking the Castrol products that are diesel rated or otherwise seem acceptable. This is a difficult decision as we have been a dealer and great believer in all Castrol Products for over 40 years. We have been using Castrol Syntech (5W-50) oil in new engines for about 3 years so the cost difference is minimal on new engines. The actual cost in operation is also less as the additive package in Redline makes a 1-year or up to 18,000 mile change recommended! Yes, it is a long change interval but with lowered sulfur levels and the elimination of lead and many other chemicals in the fuels there are less contaminants in our oil from the fuel which is the major contributor to oil degradation. We will continue to offer the Castrol products but will now only stock the suggested diesel oils that they produce.

Too many things are starting to show up on this subject and it has cost us money and time. Be aware that "New and Improved", or even products we have been using for many years, destroys our cars as it isn't the same stuff we were getting even a year ago.

If you have any additional input let us know. We need to let every flat tappet engine owner, i.e.: every British Car owner know that things are changing and we MUST meet the challenge.



Steve & Kathrine LaRosa at Jamboree 15

Part II

Last month's report on this subject is turning out to be just the tip of the iceberg! Many publications have had this subject of zinc-dialkyl-dithiophosphate (ZDDP) covered in varying depths over the last few months. Some publications have even had conflicting stories when you compare one month's article with their next month's article! They are all ending up supporting our report.

I have had the good fortune to have the ear of quite a few leaders in the industry including some wonderful input from Castrol and Redline. We have been very reluctant to "dump" Castrol, as it has been such a great supporter of our cars and industry over the years. Castrol hasn't really abandoned our cars, just shifted to a more mass marketing mode. Many Castrol products are not appropriate for our cars today, some still are.

Now for the latest report:

#1 Castrol GTX 20W-50 is still good for our cars after break-in! 10W-40, 10W-30 and other grades are NOT good. Absolute NOT GOOD for any oil (Any Brand) that is marked "Energy Conserving" in the API "Donut" on the bottle, these oils are so low with ZDDP or other additives that they will destroy our cams. Virtually all "Diesel" rated oils are acceptable. (See third article to amend this!)

#2 Castrol HD 30 is a very good oil for break-in of new motors. This oil has one of the largest concentrations of ZDDP and

Moly to conserve our cams and tappets. (SEE THIRD ARTICLE.....This oil is NOT now recommended by Castrol)

#3 Only an unusual Castrol Syntec 20W-50 approaches the levels of protection we need when we look to the better synthetic lubricants. We are attempting to get this oil but will be using Redline 10W-40 or 10W-30 as these are lighter weights for better performance, flow volume, less drag and has the additive package we need.

#4 The trend today is to lighter weight oils to decrease drag, which increases mileage. Most of these seem to be the "Energy Conservation" oils that we cannot use.

#5 Redline oil and others are suggesting a 3,000-mile break-in for new engines! Proper seating of rings, with today's lubricants is taking that long to properly seal. Shifting to synthetics before that time will just burn a lot of oil and not run as well as hoped.

#6 The "Energy Conservation" trend was first lead by automakers to increase mileage numbers and secondly because the ZDDP and other chemicals degrade the catalytic converter after extended miles, increasing pollution. We don't have catalytic converters and the mileage gains are not that significant for most of us.

For you science buffs: ZDDP is a single polar molecule that is attracted to Iron based metals. The one polar end tends to "Stand" the molecule up on the metal surface that it is bonded to by heat and friction. This forms a sacrificial layer to protect the base metal of



Tom & Wanda Phares & Earl at Jamboree 15

the cam and tappet from contacting each other. Only at very high pressures on a flat tappet cam is this necessary because the oil is squeezed/wiped from the surface. This high pressure is also present on the gudgeon pin (wrist pin) in diesel engines, therefore the need for ZDDP in all diesel engines.

Second part of the equation is Molybdenum disulfide (Moly). The moly bonds to the zinc adding an additional, very slippery, sacrificial layer to the metal. I found out that too much of the moly will create problems; lack of this material reduces the effectiveness of the ZDDP. The percentage, by weight is from .01 to .02%, not much, but necessary.

We'll keep you apprised of any new findings! Happy motor-ing for now!

Part III

12/07/2006

Summation of what has been learned so far.

First is that there is a problem, lack of ZDDP (Zinc Dialkyl DithioPhosphate) in modern oils kills at least our cams and tappets. There seems to be no known alternative.

Second, our cars are a small percentage of the total market and BIG Corporate, the American Petroleum Institute and possibly government have made decisions that are detrimental to our cars. This problem isn't going away.

Third, that many oil companies may have products that will continue to function well in our cars. Castrol, Redline, Valvoline,

Mobil, Amsoil and others have now commented on my original article and are making suggestions. For some companies they are offering short lists of "acceptable" oils, others just one. One company has responded without any substantive information in a two-page "bulletin". By their account all their oils are superior and applicable. This is typical of most larger companies.

Fourth, some oil manufacturers are pointing to metallurgy, blaming poorly built cams and followers. This may have some validity but the bottom line is that there has been a big increase in failures with products that have been on the market with identical products that are now having greatly increased failures. To me the bottom line is, if the lubricants are working there is no contact between surfaces, it shouldn't matter what the materials are, within reason.

Fifth, on "modern" production cars, stay with the manufacturer's suggestions. For any car produced before about 1990 the owner needs to be aware that the suggested lubricant may have changed and may not be applicable. Flat tappet, stock, performance or modified may be affected.

Sixth, Yes there is more! Directly from Castrol Engineering November, 27, 2006 "Also, at this time we are not recommending use of heavy duty truck products due to different formula objectives between cars and trucks." Now the important information:



JP Brown & Basil at Jamboree 15

Oils that seem to be correct for our cars:

Castrol: Syntec 5W-40, Syntec 20W-50, Grand Prix 4-Stroke Motorcycle oil in 10W-40 and 20W-50, TWS Motorsport 10W-60*, BMW Long Life 5W-30* *= full synthetic, available only at BMW dealerships

Redline: 10W-30, 10W-40 (Synthetic oils)

Valvoline: VR-1 20W-50 (Conventional oil)

Amsoil: Unknown

Mobil: Mobil 1 5W30 and 20W-

50 (Synthetic)

What are we going to do at Foreign Parts Positively has been difficult to determine but with few options left, the following is what we are forced to do. Some of our choices have been based on the manufacturer's willingness to help.

Break in: Delo 400 30W

Conventional oil: Valvoline VR-1 20W-50

Synthetic: Redline 10W-30 in newer engines, 10W-40 on older engines.

Break-in is now 3,000 miles (us-

ing Delo 400 30W) before changing to running oil.

Oil change interval: 1 year or 18,000 miles with Redline synthetic

1 year or 2,500 miles with conventional oil (Valvoline VR-1 20W-50).

Oil Filters: Correct Fram or Wix (Spin-On), Felt in can type, changed with every oil change. We emphasize *Correct* as many oil filter manufacturers do not have proper backflow preventers, pressure bypasses or fine filter media.

Thank you to Castrol, Redline, Christiansen Oil, Valvoline, Mobil and Amsoil for input.

We're sure this subject will continue: Please forward any new information you may encounter.

Keith M. Ansell
Foreign Parts Positively, Inc.
Kma4285@msn.com
360-882-3596

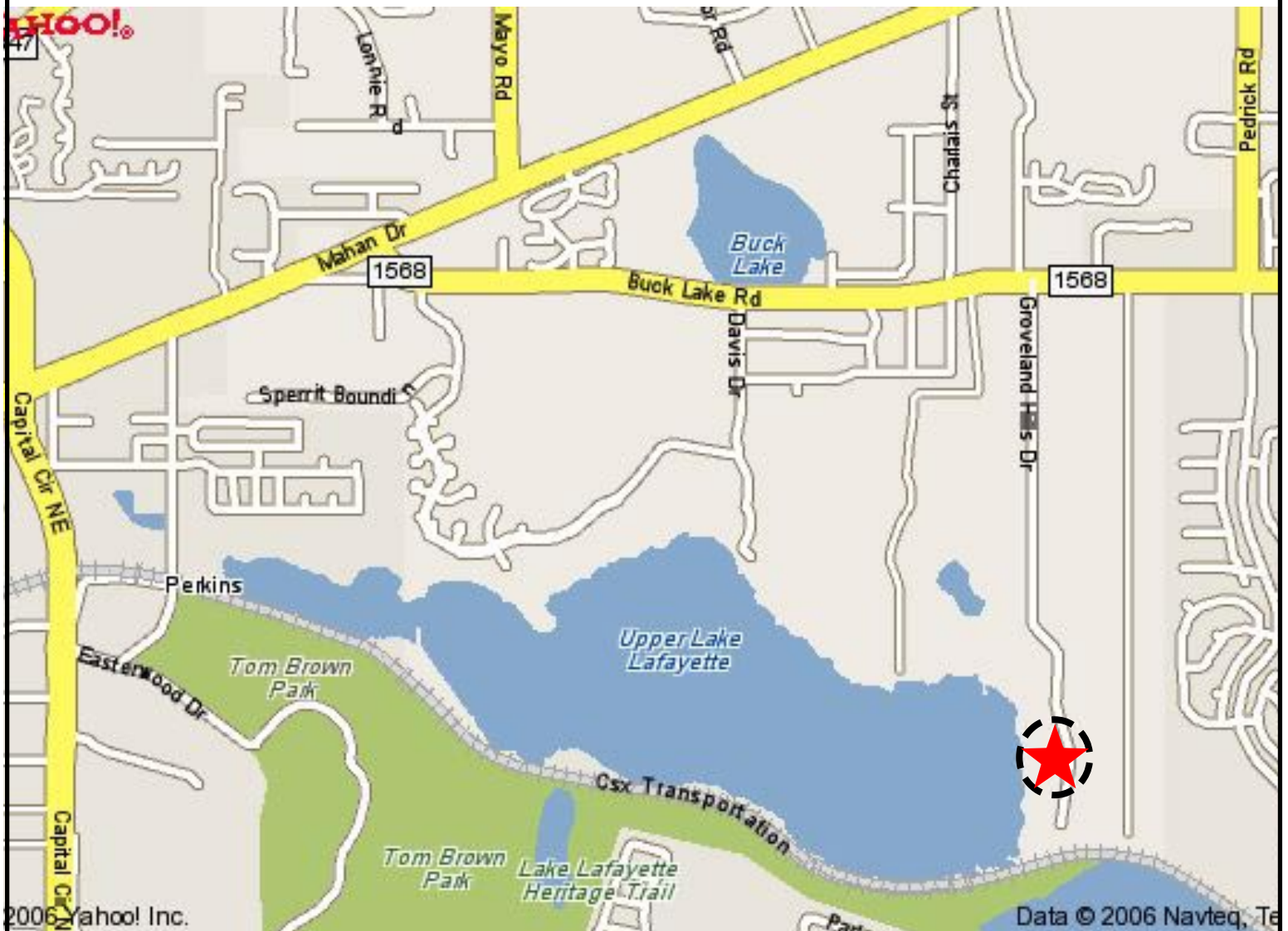
Map & Directions for January 13th BBMGs After Holidays Party

Big Bend MG After Holidays Party will be held at:

Tom & Wanda Phares home • 850-878-3996 home 850-545-6338 cell • 590 Groveland Hills Drive. Weather permitting, anyone interested in a drive before the party needs to be ready to leave our house at 4:30. Party begins at 5:30. Looking forward to seeing everyone in the new year!

Traveling east on Hwy 90 toward Monticello, take a right onto Buck Lake Road at the 3rd light past Captial Circle. Go approximately 1 and 1/2 miles to Groveland Hills Drive. Turn right onto Groveland Hills and go 9/10 of a mile and our house is on the right. Several cars can park in the driveway.

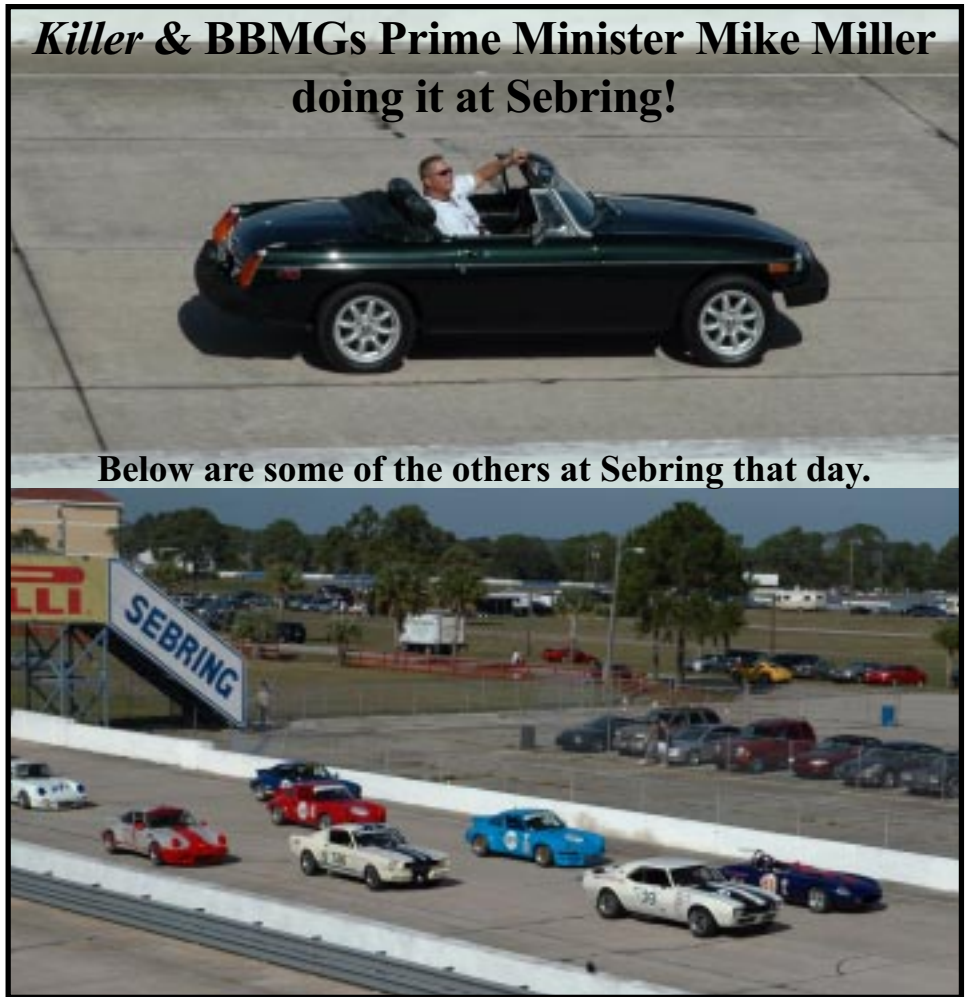
Opposite way: Traveling west on Hwy 90 from Interstate 10 go to the 2nd light, which is Pedrick Road, turn left. Go to the next light, which is Buck Lake Road and take a right. Groveland Hills is the 2nd road on your left. Go 9/10 of a mile and our house is on the right.



Big Bend MGs Meeting Minutes: 12/12/06 @ J.P. & Wanda Brown's Home

- Elections for the club are behind. Nominations committee should have been formed in October, ballots should have gone out in November and at the December meeting the new officers should have taken office.
 - Prime Minister is still needed. Gary Sisco has volunteered for the Vice Chancellor position. Wanda and Tom Phares will together do the position of the Secretary. Wanda Brown will continue to be Chancellor of the Exchequer. J.P. Brown will continue to be the Registrar. The Chairman of the Board will be Mike Miller. Pheona & Joe Kaiser will continue as the Editors of the newsletter.
 - Mike Miller went over the duties as a Prime Minister for those who attended.
 - Tom Phares took the floor and considered a possible co-arrangement to split the position of the Prime Minister if the club would consider it.
 - Mike Miller stated that he would continue to work on making calls to club members to find a person willing to accept the position as Prime Minister.
 - Tom Phares motioned and it was seconded for the holiday party to be held on the 2nd Saturday in January which is the 13th @ the home of Tom and Wanda Phares.
 - It was discussed that the holiday party start with a drive from Tom and Wanda's home @ 4:30pm (drop off food at that time) then straight to the agenda at 5:30pm for the elections with the party to follow.
 - It was agreed that everyone will bring a covered dish. Tom and Wanda will get a ham and Dave Streit offered to bring a turkey.
 - Mike took the floor and stated that he would come up with the drive route for the holiday party.
 - It was agreed that all members that want to participate in secret Santa to please bring a wrapped gift under \$15.00.
 - Blair took the floor and stated that the general feeling of combining the clubs was not a good idea at this time; however, it wouldn't be a bad idea to combine Saturday meetings every quarter to do a drive or something.
 - Mike confirmed that Gill's Tavern on N. Monroe Street was to be the permanent meeting place for BBMG's meetings on Tuesday nights; however, he would look into Logan's Steakhouse on Appalachee Parkway on Bud Nocera's previous recommendation since it is a new restaurant with a meeting room.
 - Blair Engle took the floor recommending that we open the Rendezvous 2007 up to all British Cars instead of MG's only. Everyone agreed.
 - JP Brown took the floor to remind everyone that the dues are due on January 1st in the amount of \$25.00 and anyone not paying by the 30th will be dropped from the member list.
 - Door prize was champagne with glasses won by JP Brown.
- Meeting adjourned.

Killer & BBMGs Prime Minister Mike Miller doing it at Sebring!



Below are some of the others at Sebring that day.

GOF South ~ Mk XLI

April 20-22, 2007



MG Classics of Jacksonville, Host

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

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: _____ 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)

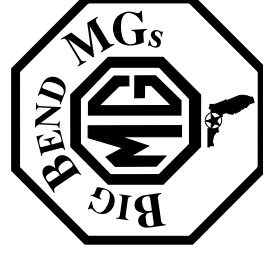
British Marque Newsletter Monthly (Worldwide Club News)

Club Website - www.bigbendmgs.com

Arguably the most interesting group of people in Tallahassee

BBMGs is a NAMGBR Chapter

You'll Love The People!



HANGING OUT IN THE SOUTHERNMOST CITY

NAMGAR Key West Regional GT, 2007

For those of you who have made it to Key West for the Mini GT either of the last two years, you will be happy to hear we are going back. For those of you who have not made the trip yet, this sounds like the perfect year to begin a tradition. Key West is just a fun place to go, so different than most other destinations, and it is the ideal destination for sports cars. All you need to pack for this island get-a-way is a pair or two of shorts, a shirt or two (any style) and something for your feet (if you want).

Key West is one of those places that you can stay busy all the time, do nothing or anything in between. The "in betweens" can include walking or biking the quaint streets of Key West; bar-hopping, or visiting the many churches of Key West; live theater, laying on the beach; fishing, diving, or bar-hopping (hmmm, was that already mentioned?); sunset cruises, jet-ski tours, kayaking and wind-surfing; Trips to the Dry Tortugas, shopping, or hanging out at your favorite bar (okay, enough already!)

This year's Regional will be different from the last two years, as we will be hanging out within steps of the "Southernmost point of the US" We will begin this GT with a "Welcome Reception" at the Southernmost House at the very south end of Duval Street overlooking the Atlantic. Our host motel, The Blue Marlin, is only three blocks away. Our final banquet will actually be a Luau and will be held be across Duval Street, still on the Atlantic Ocean, at the Duval Beach Club. The Luau will be a very exotic and sumptuous experience and will be an event not to be missed, all unto itself.

In between, there is a Treasure Hunt sponsored by Pat Grace's Pirate Soul Museum Rum Barrel restaurant, It will be a blast! We will begin that day at an old-fashioned drive-in restaurant for

breakfast, go for the treasure, then lunch at the Rum Barrel. That same evening we will, once again, be in the Conch Republic Independence Celebration parade down Duval Street. We were the hit of the parade last year, and we're going to have even more fun this year. We will have a special place to park this year for a sunset celebration (with a few hundred of our closest friends) at Mallory Square. We are still working on another "Conch-curs de Elegance" Car Show for this year. At present, plans are for the show to be the corner of Duval and Greene (Sloppy Joe's corner), but plans are not complete yet

If there are those who would like to plan a half-day, or full day of fishing, and would like to pair up to book a trip, we will try to facilitate for you. The maximum per boat for an enjoyable, un-crowded trip is four, but all boats will accommodate up to six anglers. Early registration for the fishing trips is appreciated. Please contact Fred Skomp directly at fandcscomp@aol.com

The preliminary schedule is:

Wednesday, April 25, 2007

5:00 - 7:30 p.m. - Reception at The Southernmost House

Thursday, April 26, 2007

9:00 a.m. - meet at LuLu's Kiss Drive-In for breakfast and to get your first clue for the treasure hunt

Lunch at Rum Barrel (Optional).

5:30 P.M. - Line up for The Conch Republic Celebration Parade, and party all night (sure!).

Friday, April 27, 2007

12 Noon - Car Show (Tentative - details to follow)

6:00 p.m. - Meet at Mallory Square, park in designated places for a mini car show, and watch the sunset with people from all over the planet.

Saturday, April 28, 2007

A free day to shop, play, lay on the beach or fish. This will be the best day to schedule a fishing trip, or that special Dry Tortugas trip.

6:00 p.m. - Cocktails on the beach, followed by our Awards Ceremony.

7:00 p.m. - Luau at the Duval Beach Club.

This venue is on the beach so the dress code can be as casual or formal as one chooses. But keep this in mind, if you wear shoes, they'll have sand in them; and sandals or barefoot are acceptable evening attire at this Luau.

You will find an Registration form elsewhere in MGA!. Please book your room, and return the registration form as early as possible to make sure you get the benefits of the special rates. The Key West Regional GT's have been a lot of fun in the past, and this one will be no exception. Participate in all or none of the special events but don't miss the trip to Key West this April. Bring your sunscreen, a smile and the best laid back attitude you can muster - this will be SO MUCH FUN!



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 BILL THOMPSON

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

Vice Chancellor
GARY SISCO
233 Talquin Oaks Ln.
Quincy, FL 32351
GSx42@earthlink.net

Secretary TOM & WANDA PHARES

590 Groveland Hills Dr.
Tallahassee, FL 32317
850-878-3996
3pha3res@nettally.com

Chancellor of the Exchequer WANDA BROWN

1981 Charlais St.
Tallahassee, FL 32317
wbrown@garnet.acns.fsu.edu

Registrar J.P. BROWN

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

BOARD OF DIRECTORS

Chairman MIKE MILLER

6011 Ox Bottom Manor Dr.
Tallahassee, FL 32312
850-668-4200-Work
850-893-1417-Home
dcmikem@hotmail.com

BILL FORTENBERRY

135 Partridge Trail
Warner Robbins, GA 31088
478-953-2808
IWFortenberry@aol.com

BLAIR ENGLE

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

DAVID STREIT

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

Editors PHEONA & JOE KAISER

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

REAL SIGN?





346 Office Plaza Drive
Tallahassee, FL 32301-2730

**Renew Your
Membership
NOW!**

BBMGs After Holiday Party - January 13th - 4:30 PM • Tom & Wanda Phare's

COMING EVENTS

- Jan 13th **BBMGs After Holiday Party.** Tom & Wanda Phare's home at 590 Groveland Hills Dr. Map & Directions on page 4.
- 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 Jacksonville is the host at Jekyll Island
- Apr 25/28 **NAMGAR Mini-GT Key West** - Advance info page 7. *Editors*. suggests making reservations ASAP because of the additional events taking place that week. Email *Editors* for form.

Mid-Late Oct 2007: BBMGs Rendezvous 2007 for All British Vehicles



Thanks

to contributors to this months newsletter : Mike & Julie Miller, Keith Ansell.

Where are the other contributors?

Safety  *Fast!*

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. \$19,000 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. \$9,900 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 - mkey@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!