



TALLY HO

Prime Minister's Message

Hello again folks, I hope you all are well and pray your cars are running right. A quick flashback to the last meeting to recap a few topics and then on to the new stuff. First and foremost, I'd like to say that the meeting at Gill's Tavern was quite enjoyable. We were all able to communicate with one another without as much as a fork thrown. A reminder that next months meeting is a breakfast rendezvous with a drive to follow. The drive route is still a mystery but, I'll be getting something together in the next day or so. Probably the most significant happening at the last meeting was the decision to appoint Joe Kaiser our newsletter editor. Vera Darby had been graciously putting it all together for us over the last couple years or so without a hitch. She always managed to get to press on time even when everyone else was late with content. On behalf of the Big Bend MG club I'd like to thank Vera for her hard work and dedication to the club. Vera will continue as WebMistress for us and reminds us that if you have anything you would like to add, just email her the details. This includes classified ads, pictures or email and address changes. Blair Engle came to the meeting with a great idea he and some guys from the North Florida club came up with. They thought of a video library of car related movies could be stock piled and used by club members. Being a movie buff I personally thought it would be a great idea to have access to more material. Blair you know how it works, your idea, your baby. J.P. gave us an update on Rendezvous 2007. We have dropped off a check and are now committed to the Ramada Inn on North Monroe for Rendezvous 2007. We are looking for volunteers to head up small committees. Lastly, we are hoping to get a bunch of us over to the J.Lee Vause park annual picnic/car show. It's October 28th and will be a great time. Last year was a huge success; please don't forget a stuffed animal and canned food for the charity drive.

Car update time: FYI don't pull up to and try and race Bud Nocera and his cherry MGA. I was at Rafaels this week and got the inside



Long "B" Line

scoop on the engine rebuild. Can you say bored .30 over and mild race cam. You guys with cars in the shop or fellas doing upgrades keep me posted.

Julie and I just got back from the car show in Dillard Georgia and had a great time.



Prime Minister Mike Miller and Killer with bimini top as designed

The trip started off with us being a bit behind schedule (had to drop the kids off at Nanas) meeting up with Bill and MaryAnn Fortenberry. The plan was to hook up in their home town Warner Robbins and cruise the back roads to Dillard. Bill and MaryAnn are members of our club and get together with us when they can. Bill is working on a 61' or 62' Midget (sorry I couldn't remember Bill) and has one of the nicest Jaguar XJS I've ever seen. This thing is a gem, it looks like no one has ever even sat in the thing. I guess it was a good thing we didn't caravan being Bill's car has eight more cylinders than mine has, we would have slowed them down. The trip up was nice with *Killer* getting a respectable 26.5 MPG. We had the bimini top up and enjoyed a shady drive. The last hour of the drive was a bit on the moist side and I got several looks from my co-pilot that let's just say weren't on the warm side. We

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BBMGs October Meeting
October 14th - 9:00 AM
Golden Corral on North Monroe
across from Lake Ella

FYI- JAMBOREE 9 was the inspiration behind the forming of BBMGs!



November 10 – 12, 2006 • St. Petersburg, Florida

Theme:

Come celebrate the beautiful beaches of Florida. The Florida Suncoast MG Car Club is honoring these beaches with a variety of events. We have a Calypso Night and a Jimmy Buffet Night planned for Friday and Saturday evening events. As in past years, costumes are encouraged, and fun is mandatory (can't be helped). If you have an interesting picture and story about a beach holiday, share it at the Low Tea on Saturday afternoon.

Please bring items for the Club to auction on Saturday evening. While it's fun if the items are MG or car-related, they don't have to be. Our auction is the main fundraiser for our Club.

Location:

We have a new venue for the MG Jamboree this year. It is the gorgeous Holiday Inn Sunspree Resort in St. Petersburg near the Skyway Bridge. It offers a beautiful view of the bridge as well as having its own private beach! If you want to stay an extra day or two, the hotel will extend your stay for the same MG Jamboree rate.

Friday:

Upon arrival at the Hotel, join us in the Hospitality Suite where you will find the MG Jamboree Registration and complimentary beverages and snacks nearby. Drop off your Auction items and pick up your Event Packet. **6:00 p.m. Calypso Night!** There will be games, in the banquet room, and dinner, under the pavilion by the pools, with entertainment by Club members, Deanna & George Durham. Dress is "Tropical". After dinner will be the "MGs in the Movies" game in the banquet room featuring movie roles our MGs have starred in over the years, with a quiz. We also will have a special raffle for registrants. **You must be present to win.**

Saturday Morning:

Continental Breakfast – Hospitality Suite
MG Flea Market & Regalia Sales
MGs Displayed on the Grass
Fun Judging of Cars and/or People
And Much More....

For a registration form and more information go to <http://fsmgcc.com/>

Saturday Lunch:

Grab your toll money, and head to your cars for a drive to check out one of the most famous beaches on the Suncoast & the #1 Beach in the US – Fort DeSoto Park – where we will dine overlooking the beautiful Gulf of Mexico. Explore the old historic fort, get your feet wet, and relax.

Saturday Afternoon:

Tech Session: Drive to Glenn's MG Repair – (after taking the ladies back to the hotel.)

Ladies only Low Tea – RSVP required – see Reg. Form
Siesta Time or unwind by one of the two beautiful pools.

Saturday Evening:

6:00 p.m. Jimmy Buffet Night (Remember your costume – Parrotheads welcomed!)
Dinner
Awards (if any are deserved)
Auction

Sunday Morning:

Continental Breakfast – Hospitality Suite
Fond Farewells – until next time

Chris Cameron, Chairperson • (727) 521-9890
Or chriscameron@gmail.com

Make your reservations directly with:
Holiday Inn Sunspree Resort
(800) 227-8045 or (727) 867-1151

Please mention the "MG Jamboree" when reserving your room. Reservations must be made prior to October 7 to get special room rates, starting at \$79.00 per room per night. These reduced rates are available to MG Jamboree registrants only. In addition, the hotel will honor these special rates for two days before and after our event, if you want to come early and/or stay later.

Map and Driving Instructions to the Holiday Inn Sunspree

NORTH - HEADING SOUTH ON I-275 - EXIT 16 (SKYWAY LANE). LEFT ON PINELLAS POINT. RIGHT ON SKYWAY LANE. SOUTH - HEADING NORTH ON I-275 - EXIT 16 (SKYWAY LANE). LEFT ON SKYWAY LANE.



100 Cars That Changed Motoring

by Paul Gover

(Courtesy of The Herald & Weekly Times Pty Ltd., Melbourne, Victoria, Australia).

Everyone has a favourite car. It could be their first car, or the car they took on their first date, or the car they always wanted to own but could never afford. Looking around today's new-car showrooms, there is plenty of dream machinery, from the Ferrari Enzo to the Porsche 911 Turbo and even the all-new VE Commodore which is just about to hit the road.

We are genuinely living in a golden age, despite the price of petrol as modern technology has made all cars safe and reliable and relatively economical, forcing companies to put the focus on performance and style and comfort and luxury.

The cars of 2006 stand up to any comparison. But they are not the all-time stars. How can a Ford Falcon compare with a 1960s Mustang, or a BMW-built Mini Cooper threaten the swinging '60s original from BMC?

Modern four-wheel drives are perfect for shopping and school runs, but it was the original Land Rover and the Willys Jeep which put

off-roading on the map. Growing up, I dreamed about a Holden Torana XU1 or a Ford Falcon GTHO. But I love the idea of a Volkswagen Beetle, because that was the car I owned first and took to my heart, or perhaps a stove-hot Datsun 1600, because I used one to win rallies and hoon around in my 20s.

But which is the best car of all? It depends how you rank them, and their place in history. Personally, a Mercedes-Benz E55 station wagon would do every job I need for the rest of my motoring lifetime. But it's not a classic, and cannot be compared with an original Porsche 911 or the first Audi Quattro or even the Toyota Prius that introduced the world to petrol-electric hybrid motoring.

And what about the Aussies? The XU1 and GTHO are the top choice with muscle-car fans, but are they more significant than the world's first Ford ute, or the original Holden, or even today's Territory or VE?

Listing the top 100 is tough and controversial, but it is a great way to put the history of the automobile into focus. This is how I rate them:

No.1 - Ford Model T

This car put the world on wheels and also in many ways, replaced the horse. It was basic, cheap, reliable and it could do almost anything and go anywhere. Henry Ford also used his T to introduce mass production to motoring.

No.2 - Austin Mini

A brilliant idea which was perfect for its time. The original Mini was conceived in the 1950s, but rocked through the swinging '60s as a fun city runabout which was cheap and cheerful. It also began the trend towards space-efficient front-wheel drive.

No.3 - Volkswagen Beetle

Reigned as the world's best selling car for decades because, like the Mini, it was basic and affordable. It could also tackle almost any terrain and was easy and cheap to fix. And the shape still a classic, and a car you want to hug.

No.4 - Toyota Corolla

The car that put Japan Inc. on the motoring map and paved the way for every car a company which has followed it since Toyota rolled it out in the 1960s. It was affordable, fun and reliable at a time when most other cars were big and clunky.

No.5 - Citroen DS

A futuristic shape with advanced technology and a hydraulic suspension system that defeated the world's toughest roads. Still looks contemporary today, 50 years after it hit the road, although Citroen is still a quirky brand.

No.6 - Ferrari 246 Dino

One of the classics from Enzo Ferrari's company and a personal favourite. Not as collectible as some of the V12 supercars, but a sweet looker which rang a 12 year old's bell when a friend bought one with the proceeds from a lottery win.

No.7 - Willys Jeep

The original four-wheel drive was developed for World War II battlefields. Drive one today and you will be stunned by the agricultural feel and the lack of seat space, but it proved cars could go anywhere with the right gear.

No.8 - Rolls-Royce Silver Ghost

One of the benchmark cars in the history of motoring, as it was so luxurious at a time when most cars were so basic. Rolls-Royce still has a pre-1920s model as its flagship car and it still says everything about the brand.

No.9 - Audi Quattro

Proof that all-wheel drive as as important for safety and performance as offroad ability. It steam-rolled the world rally championship, allowed huge power to be fed to the road and paved the way for everything from the Subaru Impreza WRX to the Porsche 911 Turbo in 2006.

No.10 - Toyota Prius

The world's first production hybrid car lost money, but proved a point. It showed Toyota was totally committed to new-technology powertrains, with a plan to build one million a year by 2010 and will go down in history as a benchmark car.

No.11 - Fiat 500

Recently voted the world's sexiest car in Britain and typically, wonderfully Italian. A Vespa scooter with two more wheels.

No.12 - McLaren F1

The benchmark for supercars and unlikely to ever be topped. Brilliant in every detail, including three-seat cabin and its BMW V12 engine.

No.13 - Range Rover

Proved that four-wheel drives did not have to be workhorses and began the transition to today's Sport Utility Vehicles.

No.14 - Porsche 911.

An icon since the 1960s which has evolved into one of the world's most desirable cars, yet never lost its classic shape.

No.15 - Honda Civic

Began as a little jewel of a car which put minimalist motorcycle thinking into a car. Did for Honda what the Corolla did for Toyota.

No.16 - Citroen 2CV

French working man's car with oddball looks but bulletproof in every area. Now a collector's classic.

No.17 - Ford Mustang.

The blueprint for the affordable American muscle car. Starred from the 1960s and still running tough.

No.18 - Chevrolet Corvette.

Has been a King of the Hill car since the 1950s, as well as an American style classic. But never drives as good as it looks.

No.19 - Lexus LS400

Arrived in 1989 and put a bomb under Mercedes and BMW, changing the definition of quality and customer service.

No.20 - 20. Benz Patent Wagon

The very first car looks spindly and simple

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Glowing Basil!

today but must have been a revelation in the 1800s. Also made Berta Benz the world's first woman driver.

No.21 - Chrysler Minivan

Established a new breed of family transport in the US in the 1980s.

No.22 - Jaguar E-Type

As British as James Bond, the original design is a classic and marks the '60s in the same way as the Mini.

No.23 - 1950s Chevrolet

Introduced the small-block V8 to the world and changed motoring for a generation of Americans

No.24 - Mazda MX-5

A brilliant re-work of British sports car thinking and now the most popular of its type in the history of motoring

No.25 - Holden 48-215

The first all-Australian still rates No.1 in the local history books. Laid the foundations for local carmaking and put Aussies on the road.

No. 26 - Volkswagen Golf 1976

benchmark small car which set the formula for compact hatchbacks, as well as introducing the funky GTI

No. 27 - Citroen Traction Avant

A car for students of motoring history, as it had a monocoque body in the 1940s and also put front-wheel drive into mass production

No. 28 - Ferrari Enzo

Wicked looks and outrageous performance. What more could you want from a Ferrari?

No. 29 - Ford GT40

Created by Henry Ford when he failed to buy Ferrari in the 1960s, steam-rolling the Italians in the classic Le Mans 24-hour race.

No. 30 - Lancia Lambda

The only 1920s car I have driven with good brakes and a reasonable gearbox and engine. Must have been very advanced in its day.

No.31 - Mercedes S-Class 1981

This was the car that introduced the world to the life-saving advantage of anti-skid braking, previously only used in aircraft.

No.32 - Ford Territory

A breakthrough car in Australia which takes family motoring in a new direction. Done brilliantly on a tiny budget with the Falcon as a base.

No.33 - Datsun 1600

A Japanese copy of the BMW 2002 but much more important as it was fun, affordable and bullet-proof. Still popular after 35 years.

No.34 - 1932 Ford V8

A milestone car in the history of the Blue Oval brand, which has also become the basis for thousands of hot rods around the world.

No.35 - Volvo P120 Amazon

It was 1959 and the Swedish carmaker was

already making its reputation for safety with the first set of standard three-point safety belts.

No.36 - 1940 Oldsmobile

The first car with a genuine automatic gearbox, opening motoring to many more people and setting the path to today's self-shifters.

No.37- 1959 Cadillac

The car with the signature fins was a style icon in its day and still represents the excesses of the times.

No.38 - Toyota LandCruiser

Opened the outback in Australia and has surpassed Jeep and Land Rover as the benchmark four-wheel drive.

No.39 - Mercedes SL Gullwing

Just ask Lindsay Fox, who has dozens of the tri-star brand. The most memorable model in Mercedes' history.

No.40 - Aston Martin DB5

James bond drove one. And, when Bond was played by Sean Connery, that was enough without the machine guns and ejector seat.



Paul's MGA Roadster

No.41 - The Batmobile

A dream car for generations of youngsters, but the best of the best is the car from the television show not the outrageous movie caricatures.

No. 42 - Ford Australia ute 1933

The world's first utility really was developed and built in Australia. Holden contests the claim but it was a first for the blue team.

No.43 - Bugatti Royale

The world's most expensive car is art on wheels. Less than a dozen were built by Ettore Bugatti in France before he went bankrupt.

No.44 - Lamborghini Miura

The first serious challenger to Ferrari was made by an Italian tractor company, but looked glorious and flew.

No.45 - Nissan Skyline GT-R

Godzilla was an amazing car in the late 1980s, with a turbocharged engine and all-wheel drive, even if touring car fans at Bathurst hated it.

No.46 - BMW M3 E30

The original M3 was a screaming pocket rocket, with a six-pack engine which transformed the German compact into a powerhouse.

No.47 - Datsun 240Z

One of the benchmark Japanese cars, although it can be seen as an E-Type clone. Fast, good looking and _ importantly _ cheap and reliable.

No.48 - Honda NSX

A failed attempt to rival Ferrari which nevertheless scored high for style and performance. Ran for far too long.

No.49 - Toyota 2000 GT

Few were made but it was a brilliant car from a company which has done very few true sports cars. Antithesis of Camry bland.

No.50 - Ford Falcon GTHO Phase III

The absolute definition of an Australian muscle car, complete with a successful Bathurst pedigree.

No.51 - Holden Torana XU1

The giant killing compact that launched Peter Brock's career at Bathurst. A real power pack and uniquely Australian.

No.52 - Jaguar D-Type

Best known as a classic LeMans winner, but also led the worldwide introduction of disc brakes.

No.53 - Ford Model A

Not as famous as old Henry's T, but another of the original affordable cars which made motoring popular.

No.54 - Tucker Torpedo

A weird car developed by an eccentric, complete with a helicopter engine, but great looks.

No.55 - Ferrari 275 GTB

A piece of automotive art, with a truly special V12 engine and a supermodel's body.

No.56 - ZIL

The Russian limousine through the Cold War era is part of communist history, but no-one would really want one.

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Terry's TF

No.57 - AC Cobra

Another classic, created by stuffing an American V8 into a British sports cars.

No.58 - Hyundai Excel

The car that put Korea on the map and also led the world into the era of \$13,990 disposable cars.

No.59 - DeLorean

Not a great car, not even a good car, but became a movie star in the Back to the Future series.

No.60 - Cord 512

Not very well known outside the USA, but my pick as one of the most gorgeous cars of all time.



Nice Chrome-bumper MGB

No.61 - Jaguar MkII

The fastest four-door car of its era, until the Aussie GTHO, and still a great looker today.

No.62 - Land Rover

The British take on the Willys Jeep was also born for war, but has worked hard for generations as a benchmark mud-plugger.

No.63 - Mazda RX-7

Best known for its rotary engine, which has become a Mazda signature. Fun to drive but a bit flimsy.

No.64 - Holden Commodore VB

Holden's seachange car from the 1980s killed the Kingswood but led the company to its current success.

No. 65 - Ford GT

The born-again GT40 is now the hero car for a new generation, with modern safety and performance but a retro body.

No.66 - Peugeot 203

One of the toughest and most dependable cars from the French company.

No.67 - Stanley Steamer

Ran up a blind alley as motoring went to petrol power, but a wonderful piece of history.

No.68 - Rolls-Royce Phantom

The current Rolls-Royce is a brilliant device, maybe with a bit too much bling.

No.69 - Austin 7

A tiny little British car, known as the "Dixie", was popular in its time.

No.70 - Volkswagen Kombi.

What can you say? Surf, sun, sweet-sweet days

of escape and Aussies exploring Europe on a budget.

No.71- Bugatti Type 57 Atlantic.

A truly fantastic looking car, from a company which was always a style leader.

No.72 - Morris Minor

A British baby car which won a lot of friends before the Mini.

No.73 - Mitsubishi Magna

Trumpeted as a "new class of car", the original Magna was fresh and good, but time and the Commodore and Falcon beat it.

No.74 - Lotus 7

The original minimalist sports car, from the brilliant mind of F1 guru Colin Chapman in the 1950s. Still built today and still being copied.

No.75 - Holden Monaro 1969

The original Monaro was born during a golden age and is remembered as a hero car, not for the three-speed manual base model.

No.76 - Leyland P76

A good idea done very badly, like so many products from British companies. Now seen as a classic.

No.77 - Holden Monaro 2000

The new-age Monaro was much more than a Commodore coupe and tapped a rich vein of car culture.

No.78 - Mercedes 540K

A beautiful car which was very fast and very refined for its time, but got a bad rap because it was German in the lead-up to World War II.

No.79 - SS100

A great Jaguar with an unfortunate name, which was also dropped following World War II.

No.80 - BMW 318i

When the German company put an affordable pricetag on its 3-Series in the 1980s it created a classic and a showroom magnet.

No.81 - Chevrolet Corvair

A flawed American car which helped start the safety revolution when Ralf Nader featured it in his book Unsafe at any Speed.

No.82 - Renault 1914 Taxi Cab

Few cars can claimed to have changed history, but the Renault did as it ferried troops to the front line who changed the course of World War I.

No.83 - Alfa Romeo GTV

A 1960s car with a gorgeous rounded body and a lusty four- cylinder engine. Helped build the brand in Australia.

No.84 - Jensen Interceptor FF

Almost unknown now, but the high-performance British coupe was an all-wheel-drive pioneer.

No.85 - Porsche 959

The first civilised supercar, with massive speed that was tamed by all-wheel drive.

No.86 - Ferrari F40

An all-out road racer that was barely civilised enough for regular roads. Now a collector's classic.

No.87- BMW M5, 2005

Proof that modern electronics can tame an F1-style V10 engine and turn a mid-sized luxury car into a brilliant driving machine.

No.88 - Ford Fairlane Skyliner convertible 1957

A wonderful example of American excess, right down to the electric folding roof.

No.89 - Jaguar XK120

The everyday British sports car for the upper classes. Still looks good today.

No.90 - Bugatti Veyron

The fastest car in the world in 2006 is totally over the top, but proves it can still be done with enough money and enough egos.

No.91 - Mercedes-Benz A-Class

New idea from the world's oldest carmaker, which also put the emphasis on city cars before most rivals saw the need.

No.92 - BMW 328

Another surprising old timer which is a great drive.

No.93 - Jaguar C-Type

Overshadowed by the D-Type in the history books, but a brilliant British success.

No.94 - Maserati Khamsin

The least-known of Italy's supercar companies created a front-engined hero with great looks.

No. 95 - Saab 96

The first headliner from the Swedish company was a rally winner despite a tiny two- stroke engine.

No.96- Peugeot 404

Conservative, upright body was nothing special but the 404 was tough and dependable.

No.97 - MGB

Dream machine for a generation, promising great fun and good looks but loaded with lousy engineering and quality problems.

No.98 - Dodge Charger

The thundering coupe starred in the Dukes of Hazard and NASCAR racing, with all the usual American grace and elegance.

No.99 - GM EV1

A failed experiment in electric motoring which was too early and badly underdone.

No.100 - Datsun 120Y

This car is only on the list for one reason - so I can give it a kick. Which it deserves. A horrible little thing.



Ed Note: **Bah-Humbug!**

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made it though without any trouble though. The next day didn't look that nice out but, I went down to the car wash station and gave Killer a bath anyhow and slathered her up with the shiny stuff. The weather cleared up a bit for the show. I'm not sure of the count but, they had over 70 cars, including a Rolls Royce Phantom, nice selection of T's, a few Tri-



Big Tool Box Winners!



XJS is only part art of the Fortenberry stable

umphs, a couple of Sunbeams(Tiger and Alpine), a bunch of V8s as well as a few other interesting conversions and of course a nice complement of MGAs and Bs. Following the car show about 15 of us took a nice drive led by Chris Gore in his drool worthy Red Pearl V8 conversion. The highlight of the drive was getting passed like I was standing still by an Austin Mini. Pretty embarrassing. Rafael!!!!!! We need to talk cam. The food was great the whole time. If you have eaten at the Dillard house you know what I'm talking about, if you haven't, you are missing out, it's southern cooking at its best. Two words, squash casserole. Nuff said. The awards banquet was especially nice. The host club Peachtree MGs, held the auction the night before so all we had to



Sharp "B" V8 Conversion



One of many nice MGs at Dillard!

do was eat and listen to the awards. Nice job guys. I can't say enough about how helpful and friendly everyone involved with the show was, we made some good new friends. The awards segment went well for the entourage from Big Bend MGs. Bill won the big prize at the raffle (very nice tool chest) and yours truly came home with the Best in Class Late Model B. I wish I could say the trip home was uneventful but,...we lost the water pump and the alternator on the ride home. Both problems quickly remedied (thanks Rafael) the worst part though was the bimini top came unsecured at the header rail doing 75mph on interstate. The top flew back on the boot lid putting two pretty big dents in the middle of the panel. I've talked with the paint guy who says no problem. Moral of the story, the bimini top is best used on the slower back roads and not at highway speeds. You live and learn folks. All in all it was a great time and I would definitely drive there again. Maybe use the trailer though (Julie is standing next to me as I write this). Hopefully there will be some pictures up on the site soon.

Until next time, Mike Miller

Nancy's Chuckle!

The famous Olympic skier Picabo Street (pronounced Pee-Ka-Boo) is not just an athlete . . she is now a nurse currently working at the

Intensive Care Unit of a large metropolitan hospital. She is not permitted to answer the hospital telephones any longer.

It caused too much confusion when she would answer the phone and say "Picabo, I.C.U."

(Admit it...you're smiling.)

Pheona & I have started doing the Tally Ho newsletter to give Vera a well deserved break. She has done a splendid job for several years, with working fulltime, newsletter editor, web mistress, and keeping Paul plump! Vera graciously continues as web mistress.

Thanks Again Vera! We hope we can come close to filling your shoes.

So clubmates we ask you support us as you have Vera and write of your life and MG experiences. Help us with stories, articles, reports, lies, anything of interest or potentially of interest to someone and of course offending no one!

Please put it in an email or snail-mail and send to us. Pheona will make sure the spelling and grammar are correct and we will make sure you receive credit when your article is used.

SafetyFast

Pheona & Joe Kaiser, Newsletterists for BBMGs

pheona_joe@bellsouth.net or josephkaiser@bellsouth.net

Phone (904) 940 5848

220 Edge Of Woods Road, St. Augustine, Florida 32092-0781



Origins of the Sacred Octagon

by Graeme Walker



Ever wondered where on earth all of the great marques symbols and motifs came from? Perhaps you are aware of some of them including Henry's ubiquitous blue oval, the General's lion, BMW's "spinning propeller" (stolen, I should add from a 1912 Robert Delaunay painting; a Frenchman no less), Mercedes Benz's elegant tri-star, Citroen's chevron cut-gears; the list is endless and they invariably have their own beautiful little tales to tell.

But what of the sacred octagon, a motif unmo- lested by the ravages of time and stylistic abuse committed in the name of updating or modernizing?

Try this one out. Ask any MG nut to name who was actually responsible for designing the deceptively simple octagonal motif containing a very angular MG? They may offer Cecil Kimber, the man almost responsible for so much MG folklore; the more thoughtful may admit uncertainty and the very considered may reply that no one really knows for sure.

It's an interesting question and one not fully explored that I'm aware of.

Cecil Kimber was largely responsible for the total marque image; remember that initially Morris Garages was a minor off-shoot of a burgeoning empire that "old-man Morris" was rapidly expanding during the post great-war period. Kimber essentially inherited, in a business sense, Oxford Garages (soon to be renamed Morris Garages) which was essentially all about marketing. The first MGs were effectively badge-engineered Morris Cowleys.

The marque's elevation beyond that is an extraordinary story in itself, and speaks volumes for Kimber's ability to surround himself with the right people and effectively deploy them to achieve their greatest potential. In doing so he gave rise to the legendary Marque. Kimber, apart from having a marvelous sense of design, was an extremely talented organizer of men and materials.

Kimber had octagons on everything, from dipstick ends to oil tank lids, radiator caps to instrument bezels; they were embossed in upholstery, chromed, paint-filled, printed and stamped. If this wasn't enough, the octagon theme was even pushed (screaming in some cases I should add) into the third dimension with semi-octagonal tappet covers, artfully splayed (but possibly uncomfortable) octagonal gear change knobs, highly sculpted octagonal aluminium gear change extension casings, the litany is endless.

This obsession didn't stop on the cars, either. MG's famous executive lunch room had octagonal napkin rings, embroidered linen napery and placemats. These chaps pre-dated contemporary image saturation by about 70 years.

But who actually came up with the Octagon and developed it into the motif we all know?

There are lots of folkloric suggestions as to who

actually designed the octagon - company illustrators, outside cartoonists and designers - would you believe a cost accountant employed by old man Morris!

According to an article I chanced upon by the late Jonathan Wood, in the March 1982 issue of "Thoroughbred and Classic Cars", a young man called Ted Lee had been employed by William Morris at about the same time as Kimber (1922-3) and it was Ted who designed the sacred octagon. Ted was known to Kimber prior to this, and Kimber had assisted Lee by paying half of his accountancy tuition fees. Apparently, after discussing plans for Kimber's latest project in 1924, Ted set to drawing-up the very first octagon, with a little ruler that he had bought during high school (wonder if that "little ruler" and that scrap of paper is still around in a museum case somewhere?) Kimber saw the motif and immediately said "that's just the thing", it's angular art-deco style reflecting contemporary fashion. William Morris was then presented with the design and Lee remembers him saying it was "the best thing to come into the company", adding "and it will never go out of it".

Truer words have seldom been spoken. Now over 80 years later the octagon survives pretty much just as Cecil Kimber first saw, a small drawing made by an accountant.

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Do you remember this?

Disassembly of the GUS car to make it Bud's Car!
Another BBMGs tech sessions!



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
MIKE MILLER

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

Vice Chancellor
PAUL DARBY

6340 Promenade Ct.
Tallahassee, FL 32312
850-893-4659
TLH727QF@cs.com

Secretary
JULIE MILLER

6011 Ox Bottom Manor Dr.
Tallahassee, FL 32312
850-893-1417-Home
dcmikem@hotmail.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
BUD NOCERA

427 Merlin Way
Tallahassee, FL 32301
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fnocera@aol.com

PAUL DARBY

6340 Promenade Ct.
Tallahassee, FL 32312
850-893-4659
TLH727QF@cs.com

TERRY HAMRICK

991 Tung Hill Dr.
Tallahassee, FL 32311
mg-om@nettally.net

TOM PHARES

590 Groveland Hills Dr.
Tallahassee, FL 32311
850-878-3996

Editors

PHEONA & JOE KAISER

Pheona_Joe@bellsouth.net



346 Office Plaza Drive
Tallahassee, FL 32301-2730

BBMGs Meeting - Oct. 14 - 9:00 AM - Golden Corral across from Lake Ella

COMING EVENTS

- Oct 14: **Autumn in the Mountains**, Chimney Rock Park, Bat Cave, NC. Hosted by British Car Club of Western NC. Go to www.bccwnc.org for more information.
- Oct 14: **British Car Classic Mark XVIII**, King's Head Pub, St. Augustine, FL For info e-mail suenorm@comcast.net
- Oct. 21 **5th Annual 2-1-1 Charity Octoberfest at World Golf Village**. See the website here: www.nefl211.org/oktoberfest/
- Oct 28: **All Brit 2006**, Tampa, FL. "MG the Featured Marque".
- Nov 10-12: **MG Jamboree 15**, Holiday Inn Sunspree Resort, St. Petersburg, FL. 800-227-8045 for reservations - mention MG Jamboree 15 for group rate.
- Dec 1-3: **Sebring Historic Fall Classic**, Sebring FL. For more info call 1-800-626-7223
- Apr '07 **GOF South MK XLI** - MG Classicis of Jax. is host at Jekyll Island

Mid-Late Oct 2007: BBMGs Rendezvous 2007



Thanks
to contributors to this months newsletter :
Nancy Ayotte
Graeme Walker
Paul Gover

CLASSIFIEDS

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

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