www.bigbendmgs.com

Tally Ho

North American MGB Register
CHAPTER

Volume 11 No. 3 Newsletter of the Big Bend MGs August 2009

Co-Prime Minister's Message

Joe Torre

The summer wears on. There's heat and humidity and thunderstorms and the beach and sitting by the pool with a cold adult beverage and all the things that make a Florida summer what it is. What it usually does not have though is our cars out and about. For those of us with advancing age and receding hairlines, rolling around in an open car (let alone one without A/C) is something we avoid because it can be dangerous. I remember once a friend who was follicly challenged spending only an hour in my car without a hat or sun block. You could have used his head as a beacon on the coast.

Unfortunately, the outing we planned to the Riverside with the other area clubs on July 18 got a bit mushy. It figured. The entire week leading up to that Saturday was as good as the weather gets here. Then on the 18th the skies opened up in the morning and we had what can only be described as a frog strangler. While it cleared by afternoon, the furnace heat of July returned making the outing on that day a lost cause. HOWEVER, I heard from a little birdie that Jane and Dave decided that no stinking heat was going to stop them and they visited the St. Marks Lighthouse. Jane posted some beautiful pictures on her Facebook I guess if you drive fast enough it can be cool.

Then there was Sunday. The day started with not a cloud to be seen. So Loretta and I decided to make up for the day before and headed over to the Riverside to sit on the deck over the St. Marks River and have a leisurely breakfast. At that time of the morning, the mist rises from the glass-like river to slightly obscure the grasslands and hammocks of the Wild Life Sanctuary. The birds are circling aimlessly and the alligators are all just floating like logs in the water. It's a quiet retreat back to Florida B.D. (Before Disney).

As we walk in, there, much to our surprise and pleasure, are the Phares. They also had decided that the weekend should not be a total washout and decided to take Earl on the drive he missed the day before. It was a wonderful surprise to see them and we enjoyed a casual breakfast with good food and good conversation.

Then, as we were all relaxing over a cup of coffee, who should come walking in but the Hamricks and the Koenigs. It seems that Sundays are good times to take Triumphs out for a drive too. So as it turns out, the drive we planned was a limited success in spite of it being a day late. It just goes to show you, a little bit of weather can't keep British car drivers down.

And speaking of drives, please mark your calendar for Saturday, October 24. That's the date of the joint picnic down at Wakulla Springs. We have the best pavilion in the place reserved and I understand the smoker/barbecue is on call. I, for one, am looking forward to this outing. The one we had a year ago May was one of the best ever and I am sure this one will be just as much fun. As we get closer to the date, we'll make plans to gather for the drive to the park.

The August meeting will be on Thursday the 20th at Po' Boys. We'll make more plans for October and who knows, we might even try to plan for a repeat of the July drive sometime this fall. See you all at the meeting.

My fun with Ethanol

About three months ago my TR6 left me stranded in a not so good part of Jacksonville so instead of making a spectacle of myself and trying to fix it in one of our finer neighborhoods, I had it towed home.

I first focused on the ignition system since I have had problems with cheaply made points in the past but it all checked out. I didn't suspect the fuel system at first since I rebuilt both carbs and fuel pump two years ago and surely those repairs should last more than a few years. Wrongo!

On further investigation, I determined that my fuel pump was intermittent and the pressure was low. I took the pump apart and found that one of the rubber wafers that make up the inlet check valve was swelled and was no longer keeping the gas moving on one direction towards the Carburetors.

Without giving it much more thought, I had another fuel pump kit so I rebuilt it again. That was three months ago and yesterday I noticed a puddle under my car. Normally this is not unusual for us Triumph owners but this was gasoline. To my dismay it was coming out of a small vent hole at the bottom of the fuel pump. Yikes! I just rebuilt it!

Since I'm getting very good at removing the pump, I determined the problem in about 5 minutes. The diaphragm was flaking apart and kinda gooey. It finally dawned on me that I was suffering from the same thing as all those boaters with melting fiberglass gas tanks...Ethanol!

Poking around on the internet it seems that the gas we use is 10% ethanol and it is wreaking havoc on other groups of folks as well. A group

of Mustang Club members complaining about continued accelerator pump problems, A Mini owner with the same experience as me, Hot Rodders continuously have to replace the needle and seat on their Holley carbs and so on.

I had another rebuild kit that was of much better quality in my shop so I used the diaphragm from that kit and used old stock check valves that use a fiber wafer instead of rubber. I'll keep an eye on this in the months to come. Feel free to contact me if any of you have gone through this or could recommend a solution.

Reprinted from Triumph Club Of North Florida Newsletter

Lake City Car Show

30th Annual

Friday & Saturday
October 16-17, 2009

Presented By:
Suwannee River Region AACA

Veterans Benefit Open Show

Fri. 6pm - 9pm Cruise-in
Classic Car Parade at Hardees-US 90 West...

Sat. 9am-2pm Car Show at
Columbia County Fairgrounds,
US 90 W to Bascomb Norris Dr.
Lake City, Florida

Street Rods, Classics, Antiques, Muscle Cars,
Customs, Trucks, Motorcycles, Tuners

50/50, Goody Bags, Door Prizes, T-Shirts,
Trivia Contests, Food & Beverages.
Many trophies to be awarded.

Suwannee River AACA Open Veterans Benefit Show

Registration @ Fri. Night Cruise $15.
Day of Show $20.00

Car Year_____ Make_____ Model_____

Body Style _____ Club Affiliation_____

Please Print
Name_____

Address_____

City_____ State_____ Zip_____

Phone__(____)_____ email_____

The undersigned agrees to hold harmless members of the Suwannee River Region AACA and Columbia County Fairgrounds for accidents, injury, property damage or any other loss occurring before, during, or after this event.

Signature_____

Show Hosted by Suwannee River Region AACA
For More Info call Terry Strattan 386-365-8839, or
Chuck Graham 386-365-3101.

email: suwanneeriveraaca@live.com
Mail to: SRRAACA, PO Box 7095
Lake City, FL 32056

Directions to Columbia County Fairgrounds
438 SW State Road 247 L
Lake City, FL 32025

A CAR ENTHUSIAST IN CHINA

by Art Issacs, Reprited from Meshing Gears*, Official Newsletter of MG Car Club of Central Jersey Center*

As a manufacturing and development engineer for the intimate apparel industry (when asked what it is I do this sounds better than saying "I'm in Ladies underwear"), my industry has been moving manufacturing overseas by degrees for more than the past half century. As companies here closed or were amalgamated into larger conglomerates, many positions were made "redundant", as the British say, and jobs became fewer here, so the move was not unforeseen.

Once in China, I was stationed in the city of Panyu, about 40 minutes by taxi south of Guangzhou. Hong Kong became my weekend retreat of choice. From where I was it was easy to negotiate travel to HK or anywhere in China and beyond, and being adventurous, I became even more adept at it than some of the locals. I memorized all the bus and train schedules and knew every route. Why? Because most of the signs were not in English other than route numbers and if lost, no one spoke English to ask directions. My Chinese friends routinely called me for the best route to wherever as a result.

Art Issacs

THE CARS OF CHINA

As a car enthusiast, living in China is a true sacrifice. It has no real history beyond Government cars and the future is only getting to the café racer stage at this point. Even though they have the Shanghai and Macau Grand Prix events, they have put more emphasis to newer sports on Basketball, Soccer and Volleyball, with the traditional swimming, badminton, ping-pong and gymnastics as their staple sports. Racing and performance cars are only beginning to catch on in the South because of their proximity and exposure to Hong Kong and Macau as well as Shanghai with its international traffic.

Public transportation was pretty good with subways and buses accessible or you can always use the clapped out red Jetta cabs that are so prevalent in any citified area, but you have to barter fare with them every time you get in. If anybody ever had any doubt about the Chinese ability to build and maintain something that lasts, these incredibly abused Taxis are testimony that they can. Running on LPG and 24/7 with almost no regular maintenance – not even washed – they are on average over 10 years old, but are seldom broken-down by the roadside and, like the Crown Vic/Grand Marquis of the States, parts and mechanics can be found anywhere and at any time of the day or night.

Collector cars are almost nonexistent in China, though a few very wealthy folks do keep private collections of very high-end European cars. I had become friendly with a shop in Panyu that serviced both local and the few imported cars in the area. They seemed to do a good job and the owner showed me his collection of cars, none of which were able to be registered in China. His collection consisted of a green RHD 66 VW Beetle, yellow RHD 68 Mini, white LHD 72 Mercedes 240D and a canary yellow 75 Lincoln Mark V (which I gave him a set of NJ tags for). He had some other interesting works-in-progress including an old Chinese military Jeep and a Chinese diplomatic car, which I'll get into later. The most interesting of the bunch though was an odd version of a WWII US Military MB1 Jeep. Though it looked like a legitimate Willy's Jeep, it was a comically large copy, the dimensions scaled-up to fit on an old Dong Feng (Nissan) military truck chassis. It looked like a prop from the old "Land of the Giants" TV show. It was really strange to see and even weirder to sit in.

As the teenage population in China, now exposed to more western TV, racing and movies like "The Fast and the Furious", comes of age, I foresee those old Jettas as the basis for some home-grown hot rods. They are the 30's Fords of this country – plentiful, relatively simple and cheap. The Chinese are great at adapting and copying things cheaply (if not always well). At the moment they are turning the Geelys, Hyundai Coupes (4 cylinder Tiburons) and VW Derbys and Polos into café racers – visual modifications only, as wheels and fiberglass or molded plastic add-ons are available inexpensively to a low wage population. But I can see them making copy GTI-like performance parts to fit those Jettas. They'll be some garbage out there initially, but the kids and the shops will sort it out. The difference is that the Government can step in and just take them away if street racing gets too dangerous. And with a shortage of steel and other materials, scrapped cars do not sit long waiting to be salvaged. It will be interesting to see.

THE CARS OF HONG KONG

If ever there was a dichotomy in all styles, the difference between Hong Kong and China is it. Hong Kong is always decked out in the latest fashion and every European, U.S. and Asian designer clothes are available. This is especially true on the road. Cars are expensive to buy and own in HK and they only buy the latest and best. Mostly they are Japanese cars, though there are any number of Lotus, Bentley, Range Rover, Maserati and Ferrari cars, as can be seen valet parked front and center at every major hotel and posh night spot in the evenings. They are generally the latest, top-of-the-line models, often then modified for comfort, handling and appearance, but mainly for individuality. There are heavy restrictions on what is allowed in terms of mechanical modification. Dropping a larger or better performing engine into a car is just about illegal, it is so difficult to get through the bureaucracy, so new factory full performance models or factory modified models are the performance seekers preference. They have had the original Skyline GTR since the 70's and legitimate Japanese version twin-turbo Subaru WRS/WRX series since they were introduced. But they are fickle. Cars are seldom over 5 years old as, and, even if you would want to keep one longer, it is very difficult to register and maintain older cars. Storage, like New York, is very scarce and expensive.

Owning a classic car in Hong Kong is as much a labor of love and passion as it is expensive. There are a lot of hurdles to cross. For the most part, not many classics are found for sale in HK unless bought from another collector. Finding a restoration project generally means it needs to be imported. And with an RHD only requirement for anything to be driven, it greatly limits what is available and where they can be found. Most cars come from the UK, Australia and New Zealand, with the odd diplomatic car coming from the Indian subcontinent.

One of the only American classic cars I saw there on the road was actually not. It was an Australian market 1968 Mustang V8 convertible. Whether it was converted from LHD by Ford of Australia or was done privately, I don't know. Having owned a 68, I know the instrument panel was pretty much mirrored left to right, so it would have been no mean task to do, but the steering, pedals, etc. where either custom fabricated using home market Falcon parts or a kit was available.

The levels to which they go to restore these cars are also extraordinary. One MG club

member is on his second MGA which is documented in the pictures I brought. The car was actually found in a barn in PA and was in such miserable condition, it had been passed on as a parts car here. Its saving grace was that it was supposedly an RHD car brought back from St. Thomas. I say supposedly because when the car arrived in HK and was fully dismantled, it was discovered it was in reality an LHD car with the steering rack turned over and the pedal box shifted to the right. The pedals were then mangled to correct their angle for RHD and still hopelessly wrong. The only correct piece was the instrument panel, obviously sourced from an RHD car. The rebuild is still on-going after 2 years, the economy slowing it down now, but the rolling chassis, completed last spring, was entered in a Concours show and took home a trophy. The task is staggering compared to what we in the US would undertake, and parts are near impossible to find locally, the overall cost to restore, even with lower labor rates, is incredible and lengthy. They will out of necessity rebuild anything as opposed to the time and cost involved finding and importing new or even used parts. The red MGA in some of the photos is this fellow's other car.

All this said, and considering the size of the country, there are quite a number of Concours quality collector cars around, as well as any number of well kept, but worn drivers. I have judged some of the Classic car club of HK events and many of these cars are spectacular. One of the most interesting is actually a Chinese Government car. The "Red Flag" is a huge, black, somewhat Soviet looking limousine that is striking in both its size and finish. The body is Chinese hand built over a late 1950's Lincoln chassis that was imported from the US. Built at a time when the Party had everyone on bicycles, only a few were ever made and I have been told on 3 survive today.

This one was a beautifully done car that took best in show honors, though was clearly modified with a more modern AC compressor and alternator (a 50's Lincoln would have had a generator). Besides this one, I saw another restored one in HK, though not nearly as well, and a third I am not sure is even in the count as it was in such miserable, rusted and incomplete condition, that it could barely be counted as a car. That last car is owned by the Chinese shop in Panyu that had the few collector quality classics I saw in China.

The HK Classic Car Club cars are superb and varied. This is a real Concours show, judged with dirt and originality counting much more than it would at any similar event in the States, save a Pebble Beach, but this is more of a local event than that. Considering the cost of upkeep and storage, as well as the amount of wet, humid weather and that they do drive these cars, it is impressive.

I was involved with the club from before I even lived in China, having hooked-up with them while working off-and-on in HK some years before. I got into their restoration act in HK working with Richard Hawkins, the restorer of the two MGA's and several other Concours quality cars. I had already developed a set of full leather seat upholstery kits based on the Moss Deluxe kit for the MGB and had sold him a few sets, including the MGC set you see in the photos I brought. I then had custom leathers made in stock appearance for the MGA in dove grey with blue cording. There are only about 30 MG's of any type in HK, so to see 20-25 cars at a Concours event when the morning threatened rain is outstanding. Mainly B's, BGT's and early T series, I have seen only 2 RV8's and a few TF1600's, all in daily use. For the most part, the MG's are in top shape, with few modifications. The club is a great group and I certainly learned a few things from them on how to enjoy our cars and each other's company. Cheers!

NEW OWNERS OF SAAB FACE TOUGH ROAD AHEAD

From the Associated Press

For the new owners of Saab Automobile to make money selling small numbers of cars across the globe, they have to return to the Swedish automaker's roots, industry analysts say.

Somehow, a consortium of investors led by custom sports car maker Koenigsegg Automobile AB must restore Saab to the quirky, cutting edge and reliable brand once favored by professionals who wanted to look smart rather than wealthy.

"It was seen as a discerning choice", said Tim Urquhart, senior automobile industry analyst with the consulting firm HIS Global Insight in London. "It was a professional's vehicle, a doctor's or an architect's. A quality vehicle, but not a obvious statement like Mercedes or BMW."

General Motors Corp. announced Tuesday that it has struck a tentative deal to sell the storied brand, which started as a Swedish aircraft maker. The sale is to include A $600 million funding commitment from the European In vestment Bank, guaranteed by the Swedish government.

GM gave no details on the financing but said the sale should close in the third quarter. The troubled Detroitbased GM initially will get no return on its investment. If the new company turns a profit, GM could receive the $150 million in cash that Saab has left over from GM's ownership, plus the value of Saab's assets

THE SOUTHEASTERN FALL GOF MK XV RAMADA - LAKE CHATUGE LODGE, HIAWASSEE, GA

SCHEDULE OF EVENTS

FRIDAY: Sept. 25
- REGISTRATION 10:00 - 12:00, 2:00 - 6:30
- SELF GUIDED MOUNTAIN ROADS TOUR
- HOSPITALITY 10:00 - 12:00, 2:00 - 6:00
- FIRST TIMERS CAR SHOW 4:00 - 6:00
- BBQ DINNER 7:00
- ENTERTAINMENT
- HOSPITALITY to 10:00

SATURDAY: Sept. 26
- REGISTRATION 9:00 - 12:00, 2:00 - 4:00
- CAR SHOW 10:00 - 12:00
- SILENT RAFFLE
- GUIDED MOUNTAIN ROADS TOUR 1:30
- SELF GUIDED MOUNTAIN ROADS TOUR
- TECH SESSION 3:00
- LADIES TECH SESSION 3:00
- VALVE COVER RACES 4:00
- BANQUET, AWARDS, 7:00

DIRECTIONS
Hiawassee is located in the North Georgia mountains
From Atlanta:
Take **I-75 to I-575** North to highway **US-76** and follow the signs to Hiawassee.

From Florida:
Take highway **US-441** to Clayton, GA. turn left in Clayton on highway **US-76** and follow the signs to Hiawassee.

HOTEL:
Ramada - Lake Chatuge Lodge
653 US Highway 76
Hiawassee, Georgia 30546
phone 1-800-613-4349

Register Early -

We must release our Block of rooms Sept 10th
Tell them that you are with the MG Club

Dear Fellow **MG** Enthusiast,

The Southeastern MG T Register invites you to the Fifteenth Biannual "SOUTHEASTERN FALL GATHERING OF THE FAITHFUL". We emphasize the term "Gathering of the Faithful or GOF because the event is exactly that - a gathering of those unique individuals who enjoy, even love their MGs and find nothing better to do or more fun than simply getting together to share their cars and experiences.

There is no better place to drive MGs than the North Georgia Mountains in the Fall. With a nip of fall in the air, the winding roads, scenic mountains and valleys, interesting little shops, traditional festivals and the fall color all contribute to make driving an MG as good as it gets. Located just four miles from the North Carolina border, Hiawassee, Georgia is an excellent base to enjoy the Georgia mountains to the south and the Nantahala and Smokie Mountains to the north. The Lake Chatuge Lodge has given us the entire lodge for our use at the summer rate of $89.00 per room and you know how difficult and expensive it is to get reservation in the mountains in the Fall. The Inn will even let us keep the low rate into the next week if you want to extend your stay and use the Lodge as a base for touring the mountains.

The Motel will furnish a Continental Breakfast each morning in the lobby. Our famous Hospitality Room will be open Friday at 10:00 AM along with Registration. There are numerous nice restaurants available for lunch on Friday and Saturday before the afternoon activities start. Self guided tours on Friday and a guided tour on Saturday will be offered. See our schedule for all activities.

We encourage all "new" MG owners to bring their car, regardless of condition, for our First Timers Car Show on Friday. We welcome all MG's from A to Z.

The Saturday afternoon Valve Cover Races have gained popularity second only to NASCAR.

This GOF is not to be missed so fix up and drive or drag you MG to the Georgia mountains. We expect to have and welcome all MGs from A to Z at the GOF, so if you can get your MG to North Georgia please try to bring it, we all want to see it. We will have fun!

Ellis Carlton, Chairman
2009 Afond Court
Chamblee, GA 30341
Tel: 770-457-4561
calineel@aol.com

Southeastern Fall GOF Mk XV

Elaine Stewart, Registrar
3883 Andrews Crossing
Roswell, GA 30075
Tel: 770-992-2498
GOFreg@gmail.com

www.SEMGTR.org

The Southeastern Fall "Gathering of the Faithful"

Mark XV
Ramada - Lake Chatuge Lodge
Hiawassee, Georgia
September 25 - 27, 2009

Register Early -
We must release our Block of rooms on September 10th
To make reservations, Call 1-800-613-4349 before Sept. 10th, and tell them you are with the MG Club to get the GOF rate of $89.

Ellis Carlton, Chairman, 2009 Afond Court, Chamblee, GA 30341 770-457-4561, calineel@aol.com
Mail to: Elaine Stewart, Registrar, 3883 Andrews Crossing, Roswell, GA 30375 GOFreg@gmail.com

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Registration: Southeastern Fall GOF MK XV, Ramada - Lake Chatuge Lodge, Hiawassee

Name: _____ **Spouse/Guest** _____

Address _____ **Additional Guest** _____

City, State, Zip _____ **MG Club** _____

Phone No. (____) _____ **e-Mail Address** _____

1st MG Model _____ **Year** _____ **Color** _____

2nd MG Model _____ **Year** _____ **Color** _____

Date Recd. _____
Car # 1 _____
Car # 2 _____

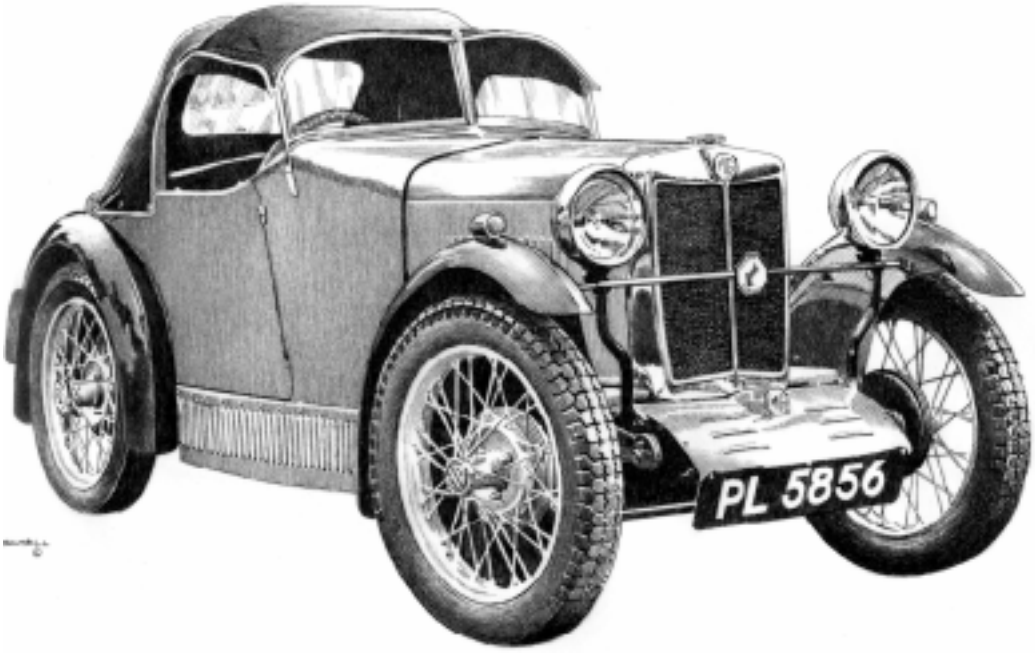
Registration:	$35.00 per MG Owner + 1 Guest		$ _____
	2nd Car or each additional Car $5.00	X _____	$ _____
	Attendees Without Cars $10.00	X _____	$ _____
Friday Evening BBQ	$13.50 per Person	X_____	$ _____
Saturday Banquet	$32.50 per Person (12 years and older)	X_____	$ _____
	Children:Pizza & Coke $10.00	X _____	$ _____

There will be NO T-SHIRTS SOLD AT SHOW Other Regalia will be available

Grand Total $ _____

(Make check payable to The Southeastern MG T Register)

Mail to: Elaine Stewart, Registrar, 3883 Andrews Crossing, Roswell, GA 30375 770-992-2498 GOFreg@gmail.com



1930 MG M Type Midget

The 1930 MG M type was the first mass produced MG "sports type car" as it was referred to by the factory. It was a four cylinder car with in the early stages a (partially) fabric covered body from the windscreen rearward. It s four cylinder power plant was really a slightly modified Morris engine. The car was designed as a "sporty car" rather than a sports car but it provided such good road holding and performance abilities it was soon referred to as a real sports car by the motoring press. In 1930 the factory entered a team of M type midgets in the Le Mans double twelve race. The cars did well and finished with an average speed of 60.2 miles per hour for the 24 hours.

The M type was available as I've drawn it here as a two seat sports car with the fabric body previously mentioned. They were also available as a "Sportsman Coupe" with either a fabric covered body or metal body with a fixed head roof and two rear seats. It was also available as the Double Twelve midget with cycle wings and a highly tuned engine. Most of these cars were painted in the brown and cream MG factory colours.

The car drawn was owned by Gerry Gougen and was part of his MG Museum in Westminster Vermont. It was red with black wings (fenders) and top and a black interior. After Gerry's death the cars in the museum were sold and I have no idea of where that car is today.

George R. Herschell, Jr.

Reprinted from ***mgTalk*,Newsletter of The Southeastern MG T Register**

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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Registration for *BRITISH CAR CLASSIC*

Name _____ Phone _____ Email _____

Address _____ City _____ State _____ Zip _____

1st Car _____ Model _____ Year _____ $25.00 _____

Additonal Car/s _____ Model _____ Year _____ $15.00 ea. _____

I/we are presently members of: MG Classics of Jacksonville, Inc. ☐ Triumph Club of N. Fla. ☐ Other/no club affiliation ☐

One FREE Lunch Armband with your Registration. Additional Lunch Armbands ____ @ $5.00 = $ ____

One FREE T-Shirt Size INCLUDED for those REGISTERING BEFORE OCTOBER 2ND — S ___ M ___ L ___ XL ___

Order Your/Additional Shirt/s S ___ M ___ L ___ XL ___ Additional T-Shirt/s @ $10.00 ea. x ___ = $ ___

Additional T-Shirts will be available at the event for $15.00 each Total Amount Enclosed $ _____

For Information call 904-616-8363 or www.mgclassics.org

Paid registrations received before OCT. 2nd get one FREE Lunch & Event T-Shirt

Send with check made to: **MG Classics of JAX** 2031 Theta Court, Orange Park, FL 32073

Show Field opens at 9:00 am.

People's Choice Balloting ends at 12 Noon.

Trophies will be presented at 2:30 pm.

Trophies awarded for multiple classes based on year of manufacture, Best Of Show and Best MG (as voted by Triumph Club Members) and Best Triumph (as voted by MG Club members).

Paid registrations received before October 2nd receive One FREE Lunch & Event T-Shirt

Entry fee is $25 for the first car
$15 for each additional.
Additional T-shirts are $10 each
Additional lunches are $5.
After Oct 2nd entry fees will remain the same, but no FREE Lunch or T-shirt.
The shirts are $15 at the event.

Buffalo's will have an *outdoor cook station* located adjacent to the Show Field.

Traditional Buffalo's food will be available in the Cafe. All participants are encouraged to partake of this fine facility and

remember to make sure you maintain your physical hydration!

MG Classics of JAX

presents

British Car Classic

Saturday, Oct. 17, 2009
9:00 am to 3:00 pm

Balloting Ends at 12 Noon

Located at 6055 Youngerman Circle, which is just off Blanding Blvd, one block south of I-295

Phone 904-778-1101

To promote an appreciation for All British Cars

View all of the British Classic Cars on display

Don't forget to bring your camera and sunscreen!

First Car - $25.00

Paid registrations received before October 2nd receive One FREE Lunch & Event T-Shirt

Additional Cars - $15.00 ea.

www.bigbendmgs.com

FYI

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

COMING EVENTS

August 20th - BBMGs Meeting at Po' Boys

Aug 28-30 - 12th Annual gathering of MG Drivers of NA. Info: www.mgdriversclub.com

Sep 25-27 - Southeastern Fall GOF at Lake Chatuge Lodge in Hiawassee, GA Reservations 1-800-613-4349 Ask for GOF rate of $89 - Host - Southeastern MG-T Register - Info: www.semgtr.org

Oct 17 - 9th Annual Navarre Beach Car & Bike Show - Host: Navarre Area Board of Realtors - Info: navarrecarandbikeshow.com or nabordana@bellsouth.net

Nov 7 - BRIT BASH at Wickham, Melbourne, FL

Nov 7-8 - Roar & Soar at the Fantasy of Flight

Nov 14-15 -2009 Vintage Motor Classic - St Petersburg Yacht Club- Info: www.spyc.org

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

Jul 1-3, 2010 GOF Central XXXII at Lake Erie in Sandusky, OH – All MGs Welcome – Host Ohio Chapter, NEMGTR

Sept 11-12 - 13th Annual BRITS at the SHOALS, Florence, AL Info: www.shoalsbritishcars.org

Nov. 12-14, 2010 - JAMBOREE 17 - ***probably at Holiday Inn SunSpree, St. Petersburg***

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

Thanks to contributors to this months *TALLY HO*:

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CLASSIFIEDS

Provide an email address in your ad.

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, 850-385-2921, bengle001@comcast.net

1952 MGTD Limitied Edition Replicar - Manufactured by London Motors Corp., Dearborn, MI in 1984, and sold by GM at Ennesy Buick Cadillac, Vero Beach. *THIS IS NOT A KIT CAR!* Air-Cooled 1.8 liter 4-cyl. rear mount engine, 4-speed manual. Excellent Condition! $9,990.00 Information: 904-377-1961 or Tiffanysattic @aol.com. Location World Golf Village, St. Augustine, FL

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