



TALLY HO



North American MGB Register
CHAPTER

Participating Member
British Marque
CAR CLUB NEWS

VOLUME 12 No. 5

NEWSLETTER OF THE BIG BEND MGBs

NOVEMBER 2010

Prime Minister's Message:

Early November and with a sigh we have all survived the state and local election process, now we have our jobs cut out to weather the results. The club faces a similar fate, on a no less dramatic scale. At the next meeting (November 18th at PoBoys on Village Commons Boulevard at 6:30pm) the club will have its annual election of officers. It is important that all members turn out for the vote, particularly in that the nominating committee has failed to persuade a member to step forward to fill the role of Prime Minister. Decisions will be made at this meeting concerning the future operations, possibly even survival, of the club. I encourage you all to be a part of this decision process.

J.P.



Test for Alcohol in Gasoline

by Don Schmidt

Gas / Alcohol

Are you looking for a test that can tell if alcohol is present in gasoline?

“You don't need a graduated container: Here's what we do to check for alcohol in fuel used in some airplanes.” (used without permission from Experimental Aircraft Association)

Test for Alcohol in Automotive Fuel.

Take a tall thin glass jar, mark it one inch from the bottom of the jar with tape and fill the jar with water up to that mark. Fill the jar to the top with a sample of the fuel to be tested. There will be a clear separation between the water and the fuel. Put the lid on the jar and shake. Let it settle for about a minute and check. If the “water” line is now above the first mark, the fuel has alcohol in it. Large amounts of alcohol in gasoline will cause non exotic rubber fuel system parts to deteriorate rapidly. Non barrier fuel hoses, fuel pump diaphragms, and rubber carb parts are especially susceptible to failing in a high alcohol environment.

REDNECK BANK LOAN

A Redneck from North Carolina walked into a bank in New York City and asked for the loan officer. He told the Loan Officer that he was going to Bakersfield on business for two weeks and needed to borrow \$5,000 and that he was not a depositor of the bank. The bank officer told him that the bank would need some form of security for the loan, so the Redneck handed over the keys to a new Ferrari. The car was parked on the street in front of the bank. The Redneck produced the title and everything checked out. The loan officer agreed to hold the car as collateral for the loan and apologized for having to charge 12% interest.

Later, the bank's president and its officers all enjoyed a good laugh at the Redneck from the south for using a \$250,000 Ferrari as collateral for a \$5,000 loan. An employee of the bank then drove the Ferrari into the bank's private underground garage and parked it.

Two weeks later, the Redneck returned, repaid the \$5,000 and the interest of \$23.07. The loan officer said, “Sir, we are very happy to have had your business, and this transaction has worked out very nicely, but we are a little puzzled. While you were away, we checked you out and found that you are a multimillionaire. What puzzles us is why would you bother to borrow \$5,000?”

The good ole' Tar Heel boy replied, “Where else in New York City can I park my car for 2 weeks for only \$23.07 and expect it to be there when I return?”

His name was BUBBA ...

Reprinted from the Piedmont British Motor Club *Lugnut*

Keep your cool

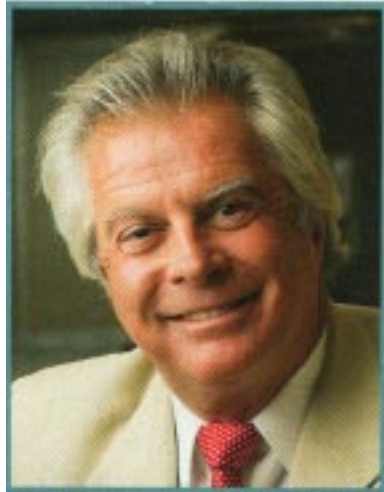
STEVE STURGESS, EXECUTIVE EDITOR

I like cool old cars. I happen to have a couple of extra-cool, extra-old cars in a Jensen Interceptor II and a Porsche 928. But while they are cool, they don't cool very well. However, I have discovered Evans Cooling's NPG+ coolant. It's big plus is that it is a non-aqueous coolant - water doesn't come into the picture. What this means is that I don't have to worry about coolant temperatures heading for the red sector of the gauge, because instead of boiling at around 220-230 degrees like a conventional coolant, Evans' stuff doesn't boil below 370 degrees. So not only does it not boil and envelope the cars in steam, it also doesn't get overheated in the hotter passages in the heads and boil locally, a bad situation that leads to head gasket failures, cylinder head cracking and so on - altogether a sad thing, especially in the case of the Porsche V8 with its overhead camshafts. And while it's no big thing here in Southern California, it doesn't freeze, though the flow reduces so that its lowest operating point is around 40 below.

The Evans coolant gives the whole system a much better ride, as it doesn't have to be pressurized. The reason the conventional coolant is pressurized is that it would otherwise boil at 212 degrees, so under pressure, there is a little extra margin in the conventional cooling system. Since NPG+ doesn't boil and doesn't need pressure, hoses are less at risk, water pump leaks are minimized - and if you've ever changed a water pump on a 928 you'll know that this is a very good thing indeed!

Heat transfer in the difficult-to-cool areas is what it is all about. That's why just about every factory racing motorcycle is filled with Evans product. Ferrari has used it to great advantage in Formula One racing. And stationary power applications running in the hottest climates or at high altitudes are big users, too.

The coolant is especially appropriate to big diesels because it doesn't cavitate at the liners. In fact, in tests of the NPG+ by respected laboratories, the erosion of the liner is several orders of magnitude less than the best aqueous coolants. And aqueous coolants have to be fortified with supplemental coolant additives in order to perform at all. The Evans coolant has the same advantage over the organic, long-life coolants, too. Nothing comes close for cavitation protection.



**Ferrari has
used this coolant
to great
advantage in
Formula One
racing,**

Did I say life? I will never change the coolant in my cars. For a heavy Huck, You may be tempted to change at a half-million miles. And barring a problem with a hose, for instance, you will never have to add the 10 to 13 gallons a year of conventional make-up coolant, because NPG+ doesn't evaporate, either.

There has to be a downside, of course: It costs a lot compared to a standard coolant system fill. Over the counter at a consumer/racer store it runs better than \$40 a gallon. In fleet quantities it would probably be half that. But it does have a payback.

One of the intriguing things you can do is to raise the coolant temperature for a more efficient engine. In rigorous university testing with a 215-degree instead of 190 degree thermostat, Evans has proven a 3 percent fuel economy improvement, with a payback in as little as three months for a heavy-duty truck. If you reset the fan-on temperature in the engine ECM to 230 degrees, there are even more fuel savings to be found, Cooling system maintenance savings are there as well. The UCLA campus, for instance, has standby power generation with 60 generator sets. By

eliminating five hours of maintenance on each per year, the school is saving \$100,000 annually.

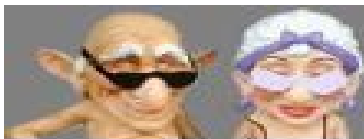
All this aside, I really like the fact that the engine gets a much better ride. Here, in Los Angeles summer traffic snarls, it's easy for the cooling system of these older cars to be compromised and those little packers of steam up in the heads to just worry me to the point that my hands feel hotter and sweatier than the cooling system.

But no more.

A handwritten signature in black ink, appearing to read 'Steve Sturgess'.

E-mail Steve at ssturgess@truckinginfo.com, or call (949) 225-7911.

Reprinted from **HEAVY DUTY TRUCKING** • JUNE 2009

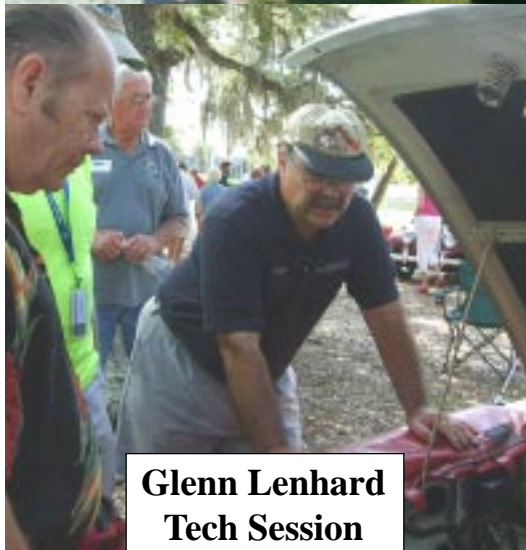


**My wife always gives me sound advice.
99% sound... 1% advice**

www.pmcaregivers.com/Humor.htm



A Celebration of
British Motorcars & Motorcycles
Brit Bash
@ the Riverside Park Oaks
Vero Beach, Florida
October 30, 2010



Glenn Lenhard
Tech Session



Danica Perhacs
Show Chairperson



Rip Van ?

New Carpet for my MGA

(plus multifarious and related concerns) Part 2

by Tom Phares

Anyone who read part 1 of this article understood right away that I am not a professional restorer. However, pride in my car and a desire to be a worthy steward of it was sufficient encouragement to aim high and do as good and thoughtful a job as I could. That said, it also had to be fun. There just might be a few beers and a cat involved and surely several mistakes to be made. I'm convinced it ended up being something we all can do. I'm just extremely aware that having plenty of time and not being rushed was very important to me.

Before installing any carpeting, I had to make some important decisions regarding cockpit heat reduction. If I was going to be able to improve that problem, the time was now while I had access. Heat from the engine and transmission tunnel was definitely an issue. After the last drive, I made careful notes on just where the hottest surfaces were inside the car. With a bright light source, alternating from inside the engine compartment and the footwell area, I identified and sealed holes, cracks, and crevices where hot engine air could enter the car. I had done this before, but suspected there were still improvements to be made. My wife emphatically assured me that was the case!

I had previously purchased some fairly expensive aluminum skinned products designed for heat attenuation. My original expectation was to use a series of layers of heat resistant material under the hottest areas. I would keep everything thin so as not to build up too much bulk under the carpeting. But judging from information gathered along the way, I began to understand that simply layering was probably not going to be the total answer. I decided to table the firewall and tunnel part of the project since I was still searching for more information on it. So saving the firewall and tunnel for later, I began to apply insulation under the upper portion of the dash area. To reach where I was working, I had to get upside down and in other equally awkward positions. Scanning the garage, I found no go-to robot programmed to accomplish these feats of dexterity. Yet with persistence, I could still actually get into most of these uncomfortable positions. It was the getting back out that was problematic! I became especially fond of working upside down on the driver's side



Ashby was there helping Tom all the way through this long process!

under the steering wheel. Once getting under there, you needed to plan to stay for awhile. You certainly want to take care of anything that needs to be done while reducing the number of trips in and out. But, several obstacles became apparent. One was, heaven help you if you needed any tools or had to reach for anything while under the dash. You'd find yourself with limited motion with one wrist at best, but that's about it. You'd use that hand to grope around for the unseen but absolutely necessary item or tool. You hoped you could see through fogged up glasses to use it. Then it came time to get out. Funny thing, you hadn't noticed until this point that certain parts of your body were now numb and didn't respond at all or if they did, boy did they hurt! However, we somehow press on regardless, I think, because the memory of that cool drive with the breeze flowing through our hair is very powerful.

Getting serious again on the subject and application of thermal dynamics, I discovered an article by Fletcher Millmore on insulation at the mgaguru.com website. That website, by the way, has very good information on carpet installation. Here are some examples of things I learned. Via conduction, there is considerable heat flow within and between materials in contact with each other. Anything that causes

a heat barrier to no longer be the top surface will reduce its efficiency. So anything touching one surface effectively becomes the new surface. Also air gaps have been recognized as highly efficient thermal barriers. "The rule with insulation, both thermal and acoustic, is that the first bit is always more effective than similar additional material. Each layer takes out some percentage of what it receives, so if it is too difficult to have multiple layers..." (Millmore) Attempting to digest all this and translate it into a workable plan was a bit bewildering. It seemed to me that whatever insulation I used on the inside of the car would always be covered by another surface ending up with the carpet itself.

I decided to commandeer Wanda's hairdryer as a heat source to see if I could test the "multifarious" materials I had accumulated for their potential as heat barriers. Actually feeling heat transfer from one side to the other, I was immediately shocked at how quickly heat went through both carpet padding and even the space age, expensive materials with aluminized skins. That is until I tried several "walk on" ideas. I got an encouraging response from the Tyvek paper like material. Tyvek is actually a spunbonded olefin sheet that is used, among many other ways, in construction to decrease moisture and air intrusion on homes. It seemed

Continues next page

to resist the hot air from a hairdryer pretty well too. Its thinness and heat deflection qualities seemed well suited to layering. Cork also did a good job resisting heat flow and I expected it to be a good acoustic insulation as well. And then I was amazed at the efficiency of a form of bubble wrap I had on hand. It was originally used as a protection material on a recent sofa purchase. As a 1/8 inch thick sheet of flattened air cells, it was by far the most effective material I tested for combatting heat transfer. Referring back to the thermal discussion on air gaps and how efficient they were, I became determined to figure out how I could incorporate this into my insulation. How that might hold up, I didn't know. As I was reading a recent issue of MGA! magazine I noticed a reference to a product called Koolmat in a Tech Session article by Mike Ash. Mike said he used it in several of his cars and was extremely pleased with the heat reduction results. Mike referenced Mike Hickman, owner of Southgate British, as a supplier of Koolmat insulation kits for many models of

cars. Mike Hickman turned out to be just the person I needed to talk with. He freely shared his insight from his own investigation of heat deflection materials that lead him to Koolmat. It is a composite material of silicone cured to the surface and weave of a fiberglass substrate. Its thickness is about 3/32 of an inch and is reasonably flexible. Specifications say it is able to withstand 500 degrees F of radiant heat. It also purports to have excellent sound deadening properties. Even though it was the most expensive material per square foot I had come across, it sounded like a product I just had to try.

I decided to apply the Koolmat on the tunnel because of its single layer effectiveness and because it came so highly recommended. The thought of having to return to the scene of that crime area was not high on my "want" list. I'd try various combinations of the other things I've mentioned in the front foot wells and firewall area where the surfaces are flat and

no seat removal is required to revisit them. At this point, installing the pieces of carpeting seemed somewhat anticlimactic. Actually it really didn't turn out to be all that difficult to figure out where the pieces belonged. And yet, I did spend quite a bit of time and effort getting a tight and flat fit to things.

The car is definitely enhanced with its new carpet. The jury will initially be out on the degree of success I've had in the heat reduction department until next summer, but I'm very hopeful. Some of both the predictable and unforeseen procedures were a slight pain in the "A", but most of it was fun and, above all, very satisfying. In hindsight, I see that just as much time went in to the multifarious and related concerns portion of the job as did the recarpeting itself. I probably should add that the seats came out on September 10th and were put back in, well, let's just say sometime in November!



MG FACTOIDS

from Charles Wiggins

Here are some MG Factoids that might be of interest to club members

1. Why does the MG T series have both metric and imperial threads? Because Morris Motors purchased the Hotchkiss factory that had moved from France to England during World War I. T series engines dated back to the imported metric machinery that was not converted for imperial applications.

2. The famous MG badge first appeared in 1924 in advertising.

3. Old Number 1 wasn't the first MG. It began in late 1924 with the staff modifying an existing Morris chassis. It was fitted with a Hotchkiss engine but was piled in the rear of the work shop for months. Its body was the 48th supplied to Morris Garage for conversion. It was registered on 27th March 1925, in time for Cecil Kimber and Wilfred Mathews to compete in the Lands End Trials to qualifying for a gold.

4. No records exist to show an MG produced before late 1927 had an MG badge.

5. In 1927 the number 251 became associated with MG sportscars.

6. In 1929 The MG Car Company moved into what had been a portion of the Pavlova Leather Company premises in Abingdon. The telephone number at the factory office was Abingdon 251.

7. The slogan "Safety Fast" was adopted as the company slogan, 1930.

8. John Thornley joined MG as honorary secretary of the MG Car Club. 1931.

9. In 1936 the MG TA appeared. An engine change and it became the TB. Production was short lived as World War II started in 1939.

10. Cecil Kimber resigned from the MG Car Company in 1941 following a dispute over a contract to build Albemarle aircraft components. Kimber died in a rail accident on 4th February 1945.

11. In late 1945 the pre-war TB has hastily modified with a 4in wider body and put into production as the TC, due to no budget money and the lack of any future planning or investment capital. Over 2000 were exported to North America with an unknown number being privately shipped by returning American servicemen.

12. The Y type saloon, a late 1930's development delayed by WWII was introduced in 1947. A radical departure it utilized rack and pinion steering and independent front suspension with coil springs, features that were to continue in the MG line until production stopped in late 1980. The YT open touring car version of the Y type saloon was the first MG designed with left hand drive and is considered the parent of all of the MG's that followed from the TD to MGB.

13. The TF, a remake of the TD, was hustled into production to the derision of traditional MG fans and the motoring press.

14. In August of 1955 production began on the MGA. By 1962 100,000 units had been produced. In July MGB production began at Abingdon.

15. John Thornley, the man most responsible for the success of the MG Car Company, retired in 1969 as General Manager.

16. On 9th of September 1979 the Abingdon staff celebrated 50 years of MG with a large festival and celebration. The following day the BL press office announced that the MG factory would close in July 1980.

The factory managed to continue production until 23rd October the last MGB rolled off the assembly line.

Production of the "real" MG cars ended.

Reprinted from the Texas MG Register



Technical Topics

Don Lawson
(570) 992-3764 or myrtech@psd.net



New - Castrol Oil for "Classic Cars" - with more Zinc

I contacted Castrol concerning their new motor oil for "Classic Cars" with higher zinc levels, and received the following response. I thought you might be interested in their reply. Also in talking with a Castrol representative, they said that this is a new oil from them and if your local Castrol Oil supply store does not have it yet - or is even un-aware of it yet - you should request that they order some. The new container has printed on it "For Classic Cars". For more info, check out their web site: Castrol.com, or call their help line at: 1-800-462-0835. (Thanks to MG racer Gene Gillam for letting us know about this)

Greg Probstha

*MG Vintage Racers, Publicity
MGVR on the web: MGVR.org*

Thank you for contacting Castrol.

Castrol is aware of articles in enthusiast magazines and web-sites, as well as after-market parts manufacturer discussions concerning GF-4 engine oils and cam-shaft durability issues in older performance vehicles. Some consumers suspect the lower level of ZDDP in GF-4 oils may be causing these failures. Castrol is currently investigating this issue.

For those consumers that wish not to use a GF-4 oil in these vehicles, Castrol does offer the following products that contain Zinc at a level that is typical of the Zinc level found in oils (API SG) marketed during the "muscle car" era of time:

The following Castrol products have Zinc levels that are typical of API SG oil:

1. Castrol Syntec 20W-50 (*NEWLY FORMULATED classic oil formula - see link to website below for information on our new 20W-50 product)

from web site:

Exceptional Engine Protection for Classic Cars
Finally, a motor oil that's one for the classics...

Today's engines face different demands than those of yesteryear. Now classic car owners who are particular about what they put in their vintage vehicles can receive modern wear protection from a high-zinc formula especially engineered for classic engines.

Back in 1906 Castrol created its first automobile lubricant. Since then, our leading-edge technologies have protected generation after generation of engines. Castrol SYNTEC 20W-50 motor oil is geared to protecting, preserving and helping extend the life of your vehicle from an age gone by that still lives on.

Key Benefits *

- Contains increased zinc levels for extra engine wear prevention.
- Utilizes proprietary additives and base oils to reduce metal-on-metal contact of aging engine parts.
- Engineered to increase wear protection for classic cars with flat tappet camshafts.
- SYNTEC 20W-50 does not meet the catalyst compatibility requirements of vehicles manufactured since 1993.

2. Castrol SYNTEC 5W-40

3. Castrol Grand Prix 4T 10W-40 (product has been replaced by Castrol Motorcycle 4T 10W-40)

4. Castrol Grand Prix 4T 20W-50 (product has been replaced by Castrol Motorcycle 4T 20W-50)

5. Castrol GO! ATV 10W-40

6. Castrol GO! ATV 20W-50

7. Castrol TWS Motorsport 10W-60 (full synthetic, available at BMW dealerships)

8. BMW Long Life 5W-30 (full synthetic, available at BMW dealerships)

9. Castrol GO! 10W-40 Motorcycle Oil

10. Castrol GO! 20W-50 Motorcycle Oil

If installing a new performance cam in an older performance vehicle, it is important to:

- follow the installation recommendations provided by the cam manufacturer
- use the recommended cam break-in lube
- prime the engine oil circuits
- use the recommended engine oil
- confirm valve train geometries prior to starting the engine with the new cam

Castrol SYNTEC 20w-50 Motor Oil
Classic & Vintage Vehicles that Qualify

Pre-1949
1949 — 1961
1962 — 1973

** AVAILABLE AT PEP BOYS*

A new annual award to be given for the "Best Technical Article" written, submitted and published in TSO.

**Our "Technical Editor" will choose the winner.
The first award will be for the Best Technical Article for the year 2007
and will be awarded at the next GOF.**

Reprinted from:



MG Classics October Day Drive Lunch Run

by Henry Hirschman

On a beautiful October 11th Monday morning, eleven great looking MG's, one Triumph and their drivers/passengers left Green Cove Springs at 10:45am headed for an isolated eatery called Backwoods BBQ on the edge of the Ocala Forest. Their journey took them on two lane roads lined with trees and plenty of "Old Florida" scenery. It was indeed "A day made for MG touring with friends". The group arrived at Backwoods a little after 12 noon where they were served outstanding ribs and other forms of tasty barbeque morsels. The fellowship and food was outstanding. Those participating were Pheona and Joe Kaiser, Bob Wrenn, Wayne Snook, Neil and Johnnie Nelson, Bill and Mary Ellen Shaugnassy, Joe Calvert, John Clifton, Mark Cooley, Jim Hall, Kim Dyson, Bernie and Bernice Savoie, and Helen and Henry Hirschman. The group was joined at Backwoods by Peter and Liz Atkinson of the Jaguar Club.

Thanks to all who made this such an enjoyable outing.

Reprinted from MG Classics of Jacksonville



MG Car Club of Queensland Mid Week Run

Thursday 28th October 2010

Once each month the oldies of the car club have a run which goes on all the mountain roads within a 200 mile radius of Brisbane the capital of Queensland, Australia. We all enjoy the day run where we can enjoy our MG's on our best "Fun"roads in the South East.

On Thursday 28th October we gathered in The Rocks River Park on the Brisbane River at Jindalee for instructions from the Vice President of the club (ex wing commander in the RAAF). We had a record number of cars at 63 mainly MG's with a smattering of other slags, on a beautiful and shiney morning of 20°C. The "Convoy" about half a mile long soon spread out along the Centenary Highway M5 and the new highway through Springfield to join up with the Cunningham Highway to Amberley Air Base where the F111 's were based. The base now houses the Air Force Aircraft Museum of all our previous fighters. It is now the Home to the "New" FA 18 Super Hornet's C17 Heavy Lift Cargo Planes and the Blackhawk Helicopters. The "Past" fighters included the "Meteor" Bombers, the "Sabre" Fighters, the "Boston" Bomber, the graveyard of the "F111's" like the Nevada Desert. the "Canberra" Bomber, the "Caribou" Short strip cargo plane which served Australia for 45 years. All in all this will grow into one of Australia's leading Air craft Museums alongside Oakey Army Air Museum and The Point Cooke Museum in Victoria.

There were 105 MG Car Club members who enjoyed the morning "Smoko" and a delightful BBQ Lunch provided by Ex Air Force personnel.

A wonderful day with delightful weather and a chance to enjoy some RAAF History and give our "G's" a goodly run.

Bruce Mutch

MGCCQ Member 2392

"Charlie Brown" (call sign)

ED Note: As members of MGCCQ when Joe and I make a trip to Australia we participate in the Club Day Drive. This led to Joe starting the MG Day Drives in World Golf Village which have now become part of the MG Classics near monthly drives. Drives open to all.

Reprinted from MG Classics of Jacksonville



www.bigbendmgs.com

FYI

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

COMING EVENTS

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

Mar 19 - 21st Annual British Car Day - British Motoring Club - New Orleans, LA

Apr. 8-11,11 - GOF S - Weeki Wachee, FL - englishcarclub@yahoo.com

Apr. 25-28, 11 - NAMGAR Mile Zero GT7 Key West - Key West, FL

Jun 12-18, 11 MG2011 NA Council of MG Registers, All-Register Gathering at Reno-Tahoe, NV - Info: www.mgcars.org.uk/mgcouncil

CLASSIFIED

1965 Austin Healey Sprite MK III

The car VIN is HAN8L44445 with engine number 12CD-DA-H7948, so it has a 1275 engine. Recent professional mechanicalwork includes engine & transmission removed to replace speedo gear, throw out bearing & pilot bearing. Previously brakes were checked, engine tuned and new wiring harness installed. Car has recent new tires, paint, new carpet and amateur interior installed, has top frame but no top. All documentation included. Over 5K spent to make car roadworthy. I MUST SELL IT, so reasonable offers over 3K are welcome. Car is in Tallahassee. Clear Florida title and vintage tag. I will answer any questions and am motivated to sacrifice it to finish my 1967 MGB finally.



bthom32312@aol.com or 850-385-6581 and ask for Bill. Member of Big Bend MGs & Past PM

Thanks to the contributors to
TALLY HO:

JP Brown

Don Schmidt

Tom Phares

MG Classics of Jacksonville

Texas MG Register

Piedmont British Motor Club *Lugnut*

Steve Sturgess, Executive Director *HEAVY DUTY TRUCKING*

MG Classics of Jacksonville Newsletter

Charles wiggins

Texas MG Register

Don Lawson

The Sacred Octagon

Sure would like to be thanking YOU also!



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

J.P. BROWN
1981 Charlais St.
Tallahassee, FL 32317
850-681-6332 x35-Office
jp@BrownBevis.com

Vice Chancellor

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

Secretary

TOM & WANDA PHARES

590 Groveland Hills Dr.
Tallahassee, FL 32317
850-878-3996 - Home
twjphares@comcast.net

Chancellor of the Exchequer & Registrar

TOM & WANDA PHARES

590 Groveland Hills Dr.
Tallahassee, FL 32317
850-878-3996 - Home
twjphares@comcast.net

Librarian & Equipment Manager

J.P. BROWN

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

WebMaster

VERA DARBY

6340 Promenade Ct.
Tallahassee, FL 32312
850-893-4659-Home
verad04@comcast.net

BOARD OF DIRECTORS

Co-Chairman of the Board

JOE TORRE

91 Rochelsie Rd
Crawfordville, FL 32327
850-445-1107-Home
jaytee_14@hotmail.com

MIKE MILLER

4715 Stoney Trace
Tallahassee, FL 32309
850-668-4200-Office
dcmikem@hotmail.com

Directors

BLAIR ENGLE

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

JON & JAN GARDNER

1201 Kenilworth Rd.
Tallahassee, FL 32312
850-385-8812-Home

TOM & WANDA PHARES

590 Groveland Hills Dr.
Tallahassee, FL 32317
850-878-3996 - Home
twjphares@comcast.net

Newsletterists

PHEONA & JOE KAISER

220 Edge of Woods Road
St. Augustine, FL 32092-0781
904-940-5848 - Home
josephkaiser@bellsouth.net