



# TALLY HO

## Prime Minister's Message:

Sincere thanks to all members who have previously served in a leadership capacity both as officers and organizers of events. Your willingness to spend personal time for the good of the club is appreciated.

As outgoing Prime Minister, I welcome Nancy Ayotte as the incoming Prime Minister and look forward to the installation of officers at our next meeting, December 16th at PoBoys on Village Commons Boulevard at 6:30pm. The meeting will include the re-confirmation of Dave Streit as Vice Chancellor, Wanda Phares as Secretary and Tom Phares as Treasurer.

Since the beginning of the club in 1999, Pheona and Joe Kaiser as our "newsletterists", have been not only the founding members but also the glue that kept the club together.

As this will be the final meeting of the year, and at this writing the weather forecast for the meeting date is "mostly sunny with a high near 71°, I hope all will drive their MG's or other LBC's to the meeting.

JP

## Link of the Month

submitted by Donald Ladd

## Trains Planes and Automobiles

by Don Schmidt

Kathy and I went to a Get Together in Richmond KY from 14 to 19 Oct.

Saturday there was a car show with participants voting for the 15 most popular cars in various classes. The weather was delightful and the participants were as NUTS as most MG owners.

Auto cross was scheduled for Sunday. The event was hosted by the local SCCA group. Since Don didn't have the safety equipment it was very easy to decide not to compete. Besides any plan which includes a race and a 600 mile trip home without a trailer for back up starts out with a bit of a flaw. Of course Ryder still rents trucks and car trailers so maybe not so flawed after all.

Sunday morning we left Richmond early and visited the Muscle Car Museum and the War Bird Museum in Sevierville TN.

Monday we tackled The Tail of The Dragon on Hwy 129 ending at Deals Gap NC. This road should be an enjoyable drive for the MG enthusiast. The 318 turns in 11 miles of the DRAGON will pretty much satisfy your need to bend corners in an MG. The scenery on our Tennessee Valley RR Fall Train ride out of Etowa, TN was so spectacular in places that it would be worth a trip in its own right. Oh by the way the fall color was about 50% off peak and should be perfect by Nov first. Over all, I can not think of a more enjoyable way to spend an autumn week in a MG. The natural air conditioning makes you forget those toasty Florida summer drives we so enjoy.

Happy Holidays  
SAFETY FAST

## SEAT BELT GUIDE

For 1970 and later MGB, Midget



This clever Guide keeps your shoulder strap properly over your shoulder instead of chafing against your neck or even falling off your shoulder. It also keeps your strap ready to grab when getting into your MG. Furthermore, it eliminates those twists you always have to untangle when retrieving the shoulder strap and seat belt from alongside your seat.

This is a remedy available both by original equipment makers and the aftermarket on other cars, but needed badly for our MGs.

Made of tough but flexible black plastic with UV inhibitors for long life. Installs by removing your head rest and simply sliding on for a friction fit. No tools required. Guide can also be modified for snap-on installation if your head rest is frozen.

Sold by the pair.

P1198MG:

Guide, Seat Belt, MG, Black.....\$29.95/pair

[http://www.clarkandclarkinc.com/1198\\_seatbeltguide\\_midg.htm](http://www.clarkandclarkinc.com/1198_seatbeltguide_midg.htm)

Reprinted from The Dipstick Newsletter of the Tidewater MG Classics Car Club

ED Note: Pheona has a set and loves them!

# Why You Should Become A Member of Big Bend MGs

At the Board Meeting a motion was made and passed to suspend the annual dues of current members for the upcoming 2011 year. Dues of \$25 will remain unchanged for a new family membership.

**THIS MEMBERSHIP FORM IS FOR NEW MEMBERS.**

- Interesting Monthly Meetings
- Great Camaraderie and Fellowship
- Outings and Road Trips
- Annual Parties & Picnics
- Technical Repair & Restoration Assistance Sessions
- Networking Parts & Repair Advice
- BBMGs Lending Library & Tool Crib
- Tally-Ho Newsletter Monthly (Free Member Classifieds)
- British Marque Newsletter Monthly (Free Classifieds)
- Club Website - [www.bigbendmgs.com](http://www.bigbendmgs.com)

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

BBMGs is a NAMGBR Chapter

You'll Love The People!



## Big Bend MGs Membership Application

NEW

Name: \_\_\_\_\_

D.O.B. (Mo/Day at least) \_\_\_\_\_ Wk. Ph: \_\_\_\_\_

Occupation: \_\_\_\_\_

Spouse/Companion: \_\_\_\_\_ Wk. Ph: \_\_\_\_\_

D.O.B. (Mo/Day at least) \_\_\_\_\_ Age: \_\_\_\_\_ Sex: \_\_\_\_\_

Occupation: \_\_\_\_\_ Age: \_\_\_\_\_ Sex: \_\_\_\_\_

Home Address: \_\_\_\_\_

City: \_\_\_\_\_

State: \_\_\_\_\_ Zip: \_\_\_\_\_ Hm. Ph: \_\_\_\_\_

Fax: \_\_\_\_\_ E-mail: \_\_\_\_\_

Model MG: \_\_\_\_\_ Year: \_\_\_\_\_ Color: \_\_\_\_\_

Model MG: \_\_\_\_\_ Year: \_\_\_\_\_ Color: \_\_\_\_\_

Model MG: \_\_\_\_\_ Year: \_\_\_\_\_ Color: \_\_\_\_\_

How long have you been involved with MG's? \_\_\_\_\_

Other Interests: \_\_\_\_\_

What other MG organizations are you a member of?  AMGBA  NAMGAR

NAMGBR  MG Drivers  Other \_\_\_\_\_

Would you be interested in helping the Club with the following?  Events  Committees

Social Activities  Tech. Info.  Committees  Other \_\_\_\_\_

Send the *Tally Ho* newsletter to this email address: \_\_\_\_\_

**Membership year starts January 1st and expires December 31st**

Annual dues are: \$25.00 Family Unit membership *which includes* "British Marque" newsletter subscription. Singles are a family unit. Please enclose check made to Big Bend MG's and give to a member or the treasurer or mail to BBMGs, c/o Wanda Phares, 590 Groveland Hills Dr., Tallahassee FL 32311

# The Godfather of Instruction Manuals

by Dr Mark Miodownik  
Head of Materials Research Group  
Engineering Division  
King's College London Strand,  
London, WC2R 2LS  
United Kingdom

In 1987 as I bought my first Haynes instruction manual, I was quite unprepared for the look of respect that I got from the mechanic who sold it to me. At the age of 18 I was only used to looks ranging from disinterest to hostility from engineers, but buying the Haynes instruction manual for my car, an old Morris Minor 1100, suddenly marked me out as someone with credibility. So five cars later, five Haynes manuals later, and many years of spotting Haynes manuals in people's houses and giving them that look of respect, it was with tremendous anticipation that I found myself making a Radio 4 programme on instruction manuals and about to meet the man himself, the godfather of instruction manuals, John Haynes.



*'The Godfather of Instruction Manuals'*  
John Haynes explains the secret of writing  
the perfect instruction manual.

We tracked down the man in the Somerset headquarters of his publishing company, which looks like a cross between a dairy farm and rural village complete with pub, small paths between the out-buildings and orchards, and reassuringly, plenty of vintage cars in the car park (I spotted my beloved Morris Minor).

## Early start

John Haynes himself was ensconced in a large shady office, emerging from behind a huge desk full of models of cars and stacked with instruction manuals; he looked like Father Christmas but with the twinkle in the eye of Willy Wonka. He is the man whose love of cars started him on the road to produce the first instruction manuals on how to repair and care for cars in the 1950s. Haynes manuals are the most famous instruction

manuals in the world, having sold 150 million copies worldwide and will mark their 50th anniversary in 2010. To this day, the Haynes manual for a particular make of car is the last word on the subject. The practical, hardback books came into being when a young Mr. Haynes, tinkering with his first car, realized he could improve on the instruction manuals given out by car manufacturers. At the age of 16 while still at school, he bought an Austin Seven Saloon, dismantled it, and built a lightweight, open two seater sports car.

Then he had an idea. "I thought to myself if I produce a booklet about how I built this Austin Seven Special, because there was nothing published in those days, I might sell a hundred copies in a couple of months." But it only took 10 days to sell all the copies, which made him realize that there was a gap in the market for car instruction manuals that gave detailed instructions on how to repair and maintain different models of car.

John Haynes's ethos is "above all be honest, tell them how it really is, step-by-step". The manuals have since become the archetype of a technological reference manual for home use, designed for nonexperts to become more acquainted with machines: every car is completely stripped down, rebuilt and photographed in the course of making each manual. Haynes manuals now cover many subjects including motorcycles, computers, spacecraft, and there are even manuals with titles such as Man, Woman and Cancer, which come under the Family series.

## 'Cars are cars'

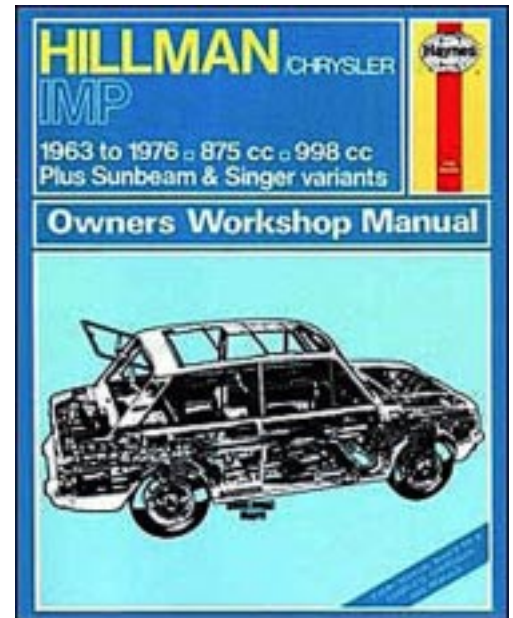
Yet, despite this wave of popularity, Haynes does not produce manuals for all the menagerie of modern gadgets that now surround us. Neither have device manufacturers chosen to fill the void and produce a range of simple "how to's" for taking apart everyday gadgets. The reasons for this are perhaps two-fold.

The first is that society has become less curious in how machines work, they are no longer a novelty. We are surrounded by complicated machines and if we had to understand how each worked and how each could be repaired it would take up much of our leisure time. Secondly, the economic reward for looking after things is growing smaller. Increasingly the manufacturers of machines do not design them to be repaired, and so it is often cheaper and easier to throw the mobile phone, fridge or toaster away rather than repair it.

The increased use of electronics in cars has led many to suggest the same process is now happening to cars and that they will soon be irreparable, making Haynes manuals mere relics of a bygone age. But Mr. Haynes is not worried; cars are cars, he says. "Underneath the electronics you have got all the same mechanical functions," he said. "You have got valves going up and down, you have got pistons going up and down, you have got bearings wearing out, so basically all the work is still there to be done."

It wasn't just John Haynes, but all his staff and family, which impressed me. I came away with the feeling that I had visited the nexus of a powerful force in the world, a place filled with the guardian angels of cars.

If you would like to learn more or would like to hear a recording of the interview then log onto the BBC's site <http://news.bbc.co.uk/2/hi/technology/8210144.stm>.



*The manuals have become known  
around the world*



# He Bought The Barn Find - Part 1

by Bill Fortenberry

Back in October, I received an email from a small classic / collector car dealership in Pennsylvania, offering a '79 MG Midget for sale. The business is owned by Bill Kaatz, nickname "Ziggy", The car was supposedly a barn find, that had just come out of the barn after 10+ years in storage. The ad claimed they simply changed the fluids in the car, and it started right up and is drivable. The ad included about 10 pix, which caught my attention — sure looked like a pretty nice car, if you are a Midget fan!

I have no idea how Ziggy got my email address. It came to one of my old AOL addresses, which I rarely use anymore. I guess Ziggy somehow got an old membership list from one of the national MGB-Midget registries, or from some MG car clubs, or from a parts seller like Moss, or whatever.

At first all I did was pass the email along to the car clubs I belong to — in case anyone might be interested in providing a good home for this "barn find orphan". But after a few days of thinking about it, I decided I might have that good home myself. So I contacted Ziggy to get more info.

Ziggy's story on the car (and all MGs come with a story....) was this: A friend of his bought the car about 12 years ago. The friend wanted a "perfect" unrestored original Midget, and this was as close as he could find to a perfect car at the time. Shortly afterward the guy inherited some land with producing oil and gas wells on it. And overnight he became a rich man. He then went and bought a 100% perfect, Concours level Midget, and put this '79 in his barn and forgot about it.

Ten years later, the guy decides he wants the '79 out of his barn. So he contacts his friend Ziggy who deals in classic cars, and Ziggy bought the car. After changing the fluids and firing up the car, and driving it for a short while, Ziggy offers it for sale.

Whether the story is true or not... who knows.

Well by now you've already figured out — I "bit" on the bait, and went ahead and bought the car sight unseen — except for all the pix Ziggy sent me. Then I had it transported from PA to my home in Warner Robins GA.

After doing the title & tag drill with GA DMV, I started driving the car and checking it out. JP Brown recently asked me "how did the Barn Find turn out?" The rest of this article is the reply I sent to JP. As you can see, I guess I didn't do too bad for a \$4000 Midget. But maybe not all that great either? Somewhere in between I suppose. The car needs a little work, but it does drive pretty well and



Picture from the email

my wife likes it — that's the most important thing! :-)

## Barn Find Midget Condition

The '79 isn't a "show car" but it runs good and is sure fun to drive.

Body will need a little work. The seller had told me about a few tiny rust pinholes at bottom of doors and front edge of hood. He didn't tell me about a 6" dent in right front fender, and several "parking lot door dings" here and there. Fortunately it isn't rusted at any of the critical places at all.

The ragtop is in real good condition, as advertised. The rear window and side quarter windows are perfectly clear and nicely flexible. The car is missing the "hood cover" that you put over the ragtop assembly when it's down, and also missing the tonneau cover.

Seat covers and door panels have faded some in color but otherwise perfect. Carpet also a little faded in color, and it was missing the driver side floor carpet, otherwise fine.

All the window glass and windshield is real nice; no cracks, yellowing, or delam.

Top of dash has 2 small cracks, otherwise fine. Moss and Vic Brit sell the top pad that you just glue on to cover the cracked top surface of dash.

Paint is nice except for the few body things mentioned above. The "chocolate brown" color is a great color on a Midget, and goes really well with the black rubber bumpers. Given the color, and the fact the car came from PA, we named it "Hersey".

The luggage rack on the trunk needs rechroming, but isn't rusted.

Clutch grabs and judders a little as you start off in 1st gear. Don't think it is "worn out", more likely it has just gotten some oil on it. Need to replace it when I can, but sure driveable in meantime. Tranny is GREAT, shifter nice and tight, likewise driveshaft and rear end — no clunks, no gear whines, etc.

Engine is strong, doesn't burn oil, and only drips "two drops per week" on garage floor. Not bad for a Brit car! Cooling system is fine, doesn't overheat or leak coolant. Hoses and belts are old of course, so I'll replace them when I can.

The ignition key is stuck in the ignition. That will be the devil to take apart steering column and fix. Meantime I can just remove the dist rotor, to make the car hard to steal!

Almost all the electrics work fine. Reverse (back-up) lights don't work — that will be the little switch at top of tranny, which gets oil etc on it. Simply replace that switch, when I get around to replacing the clutch. The horn worked the first time I tested it, but hasn't worked since — will need to troubleshoot. It's not the fuse, fuse seems fine. The fuel gauge is "intermittent", often dead when you first start the car, but after 20 minutes of driving it suddenly springs to life and shows the gas quantity correctly. Everything else works perfect, a miracle for Lucas.

Car was missing the spare tire/wheel and also missing jack and lug wrench / tools. I found a like-new correct 1500 Midget jack on eBay for cheap. A reproduction lug wrench is \$19 at Moss. Finding a good Rostyle steel wheel to serve as the spare is harder, as most on eBay etc are rust pitted real badly. Think I've now located a pretty decent one, it just needs to be painted, \$50 plus shipping.

The car has Michelin tires on it with as-new tread depth, but they are 15+ years old. Plus they went low on air in the barn; you can see the tiny sidewall cracks where they "bulged out" at the bottom due to low air pressure. Tires hold air perfect and are nicely in balance — but I'll replace tires asap, and meanwhile not driving the car faster than 40 mph.

Brakes are stiff and don't work too great, but don't pull left or right. I'm sure the master and wheel cylinders got some rust inside the bores during the barn time. Will get a kit and

rebuild the master. And simply replace the wheel cylinders, they are cheap and plentiful for a '79. Plus will have the front disks and rear drums turned to remove rust. And I'll simply replace the pads and shoes — very inexpensive parts on a '79.

Front suspension and steering are tight and work great. Rear suspension seems overly-stiff. I bet the lever shock pistons have rusted, so basically “no shocks”. Just need rebuilt at Apple. (Or buy the kit that converts car to US tube-style shocks).

So — as barn finds go, and for the price, this is a pretty doggone good one so far! Will be an easy rolling resto, that's a driver the whole time.



## Cold Is A Relative Term

Use the handy list below to overcome the confusion

### Degrees (Fahrenheit)

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| <ul style="list-style-type: none"> <li>65 - Hawaiians declare a two-blanket night</li> <li>60 - Californians put on sweaters (if they can find one)</li> <li>50 - Miami residents turn on the heat</li> <li>45 - Vermont residents go to outdoor concerts</li> <li>40 - You can see your breath               <ul style="list-style-type: none"> <li>- Californians shiver uncontrollably</li> <li>- Minnesotans go swimming</li> </ul> </li> <li>35 - British and Italian cars don't start</li> <li>32 - Water freezes</li> <li>30 - You plan your vacation to Australia</li> <li>25 - Ohio water freezes               <ul style="list-style-type: none"> <li>- Californians weep pitifully</li> <li>- Minnesotans eat ice cream</li> <li>- Canadians go swimming</li> </ul> </li> <li>20 - Politicians begin to talk about the homeless               <ul style="list-style-type: none"> <li>- New York City water freezes</li> <li>- Miami residents plan vacation further South</li> </ul> </li> <li>15 - French cars don't start               <ul style="list-style-type: none"> <li>- Cat insists on sleeping in your bed with you</li> </ul> </li> <li>10 - You need jumper cables to get the car going</li> <li>5 - American cars don't start</li> </ul> | <ul style="list-style-type: none"> <li>0 - Alaskans put on T-shirts</li> <li>-10 - German cars don't start               <ul style="list-style-type: none"> <li>- Eyes freeze shut when you blink</li> </ul> </li> <li>-15 - You can cut your breath and use it to build an igloo               <ul style="list-style-type: none"> <li>- Arkansans stick tongue on metal objects</li> <li>- Miami residents cease to exist</li> </ul> </li> <li>-20 - Cat insists on sleeping in pyjamas with you               <ul style="list-style-type: none"> <li>- Politicians actually do something about the homeless</li> <li>- Minnesotans shovel snow off roof</li> <li>- Japanese cars don't start</li> </ul> </li> <li>-25 - Too cold to think               <ul style="list-style-type: none"> <li>- You need jumper cables to get the driver going</li> </ul> </li> <li>-30 - You plan a two week hot bath               <ul style="list-style-type: none"> <li>- Swedish cars don't start</li> </ul> </li> <li>-40 - Californians disappear               <ul style="list-style-type: none"> <li>- Minnesotans button top button</li> <li>- Canadians put on sweaters</li> <li>- Your car helps you plan your trip South</li> </ul> </li> <li>-50 - Congressional hot air freezes               <ul style="list-style-type: none"> <li>- Russian cars don't start</li> <li>- Alaskans close the bathroom window</li> </ul> </li> <li>-80 - Hell freezes over               <ul style="list-style-type: none"> <li>- Polar bears move South</li> </ul> </li> <li>-90 - Lawyers put their hands in their own pockets</li> </ul> |
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From Internet site [www.mgb-stuff.org.uk](http://www.mgb-stuff.org.uk) - The pages of 'Bee' and 'Vee' under the custodianship of Paul Hunt in sunny Solihull UK. Supplied by Kevin B. Haywood to Ira W. (Bill) Fortenberry to your BBMGs editor.

### NORTH AMERICAN MGB REGISTER

#### 19th ANNUAL CONVENTION "MG 2010"

Hosted by the MG Car Club of Toronto  
in Belleville, Ontario, Canada

June 23 - 27, 2010

<http://www.mg2010.com/index.html>



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# The MG T Register, Driving in the Dark

by Charlie Key

It's time for driving our T cars, a great Easter show has come and gone and spring is in full swing. So, let us address a very common safety problem with our cars; DIM LIGHTS. Your car can be the most beautiful "T" ever known to mankind but at the same time it can be unsafe to drive after dark. Bright, reliable lamps will help to let you enjoy that party or show and still see to drive home.

Dim lamps (headlight or others) are usually caused by poor ground connections. The electrical current is carried to the lamps by wire from the battery, but is transmitted back through the lamp housing, bodywork, and frame. If some-thing impedes the flow of current from one part to another, that circuit will not carry a full load, thus dim lamps and sometimes no lamps. This makes night driving more of a challenge and very unsafe. A simple test to check for a bad ground is to take a length of wire and connect it to the ground side of the battery. Then touch the other end of the wire to the component at various places. If the lamp gets brighter this tells you there is a bad ground and current flow is poor through the housing. In an unrestored car the problem is usually rust, but in the re-stored car paint is normally the problem.

Once you have found the faulty ground, work backwards to the battery ground. Clean all con-nections starting with the bulb itself, then the socket, then the bolts mounting the lamp and so on. Sometimes you will need to go back as far as the fender bolts and frame mountings. (I will say that before you get in too deep make sure the battery ground cable is in good order and tight, this might save you some steps). Now after you have located the problem and corrected the fault, the lamps will work great, however how long will they work? I suggest the use of di-electric grease on all connections, however, this has it's drawbacks in some places as it may make things too slick to remain tight. For these connections the use of a star washer is the correct repair. The teeth bite into the metal and give a great lasting connection.

If all of this work does not give you the desired results then the problem might be a bit more complex. The hot side of the circuit may have a bad connection or there might be a faulty switch. This will require the use of a voltmeter or a simple test light to show current. The volt-meter is best because you can measure battery voltage. First measure the battery voltage itself to get a base measurement that way as you check the voltages on the hot side of the circuit you can tell if there is a volt-

age drop thereby isolating the fault that needs repair. Start these tests from the lamp socket first and work your way back to the battery. The most difficult place to do testing is behind the dash at the switches so by working backwards that will be the last place to look. If a meter or test lamp is not available to use, a long piece of wire with a clip on each end can be used as a bypass wire. Simply connect each end to bypass any section. If by bypassing that section there is no improvement then that section is OK, however, should it solve the problem then repair or replace that section or switch.

In choosing new connectors by which to make your repairs, I would recommend staying away from those wonderful crimp connectors. Those wonders have caused many problems in car wiring, the idea is OK but they are usually not installed with the correct crimp tools and will give very intermittent connections. If you have to use a crimp type connector, solder it on, that is the only way to make it reliable. In fact, the very best way to solve electrical problems is to use solder on all connections even if it is a screw connection. In that case the tips of the wire should be tinned then the screw will hold tighter and continue to keep a good connection.

The new wire looms sold for our cars are a great way to rewire but these do not have the wire ends tinned. These bare wire connections will be good for some time but will loosen from wire collapse and become a bad connection. This type of fault can be very hard to find be-cause you may move the wires while

getting to them for testing and the faulty connection will be good for your test so the puzzle will not be solved.

A little story about doing it the right way; my son Adam and I were driving a rally when we came upon a fellow competitor along side the road in his newly restored car. At first it ap-peared that the fuel pump had gone out; it was new but must have been faulty. Two other people had stopped to help and two other pumps were tried with no successful results so the tow truck was being called. I convinced gentleman to let us take a look, so we started to check it out. A quick test of the circuit found no current, however the ground was good so we started to trace it back to the power source. Very soon we noted that a new wire harness had been installed with the use of crimp connectors for all the connections. A jumper to the hot side of the fuel pump showed that indeed that was the issue. All this trouble for an eight cent part installed incorrectly on a newly restored car that, in my opinion, should never have had a crimp connector used in the first place.

That kind of story is told so often when having old cars as a hobby. The point is that first you need to sort out wiring problems with a logical method of tracing and finding the problem and then make the repairs with the right, high quality equipment installed correctly.

The GOF is growing closer, check out the web site.

**"KEEP YOUR LAMPS ON BRIGHT"**  
Safety Fast! Charlie



# Does Your Car Have Character?

by Craig Fitzgerald of Hemmings Motor News

“When I was a kid, you were either a Bill Cosby man or a Richard Pryor man. I appreciate what Richard Pryor represented to comedy, but I was a Bill Cosby man. Nobody made me laugh harder or longer.

Similarly, I’m a Peter Egan man. Other automotive writers have come along (hello!), and many have caused me to chuckle or think, but nobody shows up, month after month, in sickness and in health, with his A-game like he does.

About 15 years ago, he wrote a column in Road & Track called “Does Your Car Have Character.” It was like the moon landing of automotive columns: I still remember exactly where I was when I read it, and it went a long way toward encouraging me to do what I do right now.

The premise was a quiz, one that a decade and a half later is still valid, but could use some updating. And, with apologies to Peter Egan, I’m just the man to do it. Got your pencil? Great!

Let’s have at it: 100 points if your car was built by a company that no longer exists. 200 points if your car was built in a country that no longer exists. 50 points if your car starts by means of a metal, toothed key inserted into a switch with tumblers.

Add 500 points if your government ever issued a fatwa against your car.

30 points if your car has a carburetor.

Subtract 100 points if any consumer advocacy publication ever considered your car a wise choice.

200 points if your car was ever featured in an expose on 60 Minutes.

30 points if the heat in your car is activated by means of knobs, levers, some type of fulcrum or pulley.

100 points if your car has no heat.

If your car has an interior color other than Silly Putty Beige or Infirmary Gray, give yourself 25 points. A 25 point bonus if it matches your avacado refrigerator.

50 points if you own a car whose most sophisticated piece of electronic gear is the AM radio. 20 bonus points if the radio has tubes.

Another 100 if the car’s most sophisticated piece of safety gear is the driver.

If you drive a car that requires more than two phone calls to locate the right size tire, give yourself 20 points.

Metric wheels as standard equipment? 50 points. Another 50 if you’ve actually gone through the trouble of fitting a tire to them.

Award yourself 20 points for every time your friends and family have refused to allow their children to ride in your car.

If your car’s parent company is now headquartered in a different country, award yourself points according to the following table: Japan (5), Germany (10), France (20), Italy (30), India (50), Kazakhstan (342).

100 points if you’ve ever avoided a speeding ticket based solely upon the police officer’s interest in your car.

If your cupholder is your crotch, 50 points. 100 bonus points if you can hold a scalding Cafe Americano down there, yet still negotiate Memorial Drive in Cambridge.

Ten points for every French word in the name of your car. A bonus 10 if the word is “d’Elegance.”

Subtract 10 points if your car’s name is just a random series of letters.

Subtract another 50 if the letters are accompanied by a number, and another 20 if the number has a decimal.

60 points if you live in Arizona, yet still worry about rust.

100 points if Paul Newman or Steve McQueen ever drove your model of car.

Minus 100 points if Tiger Woods or Kim Kardashian ever drove your model of car.”





www.bigbendmgs.com

FYI

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

## COMING EVENTS

**DEC. 16th - BBMGs Meeting - PoBoys Restaurant, 1425 Village Square Boulevard, the meeting begins at 6:30 pm.**

**Mar 19 - 21st Annl. British Car Day - British Motoring Club - New Orleans, LA**

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

**Apr. 23 - 5th Annual Wheels Across The Pond 2011 - www.WheelsAcrossThePond.com for info/registration form - Jupiter, Fla**

**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 mechanical work 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:**

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Don Schmidt

*The Dipstick Newsletter* of the Tidewater MG CLassics Car Club

Dr Mark Miodownik

Craig Fitzgerald

Central Virginia British Car Club

Bill Fortenberry

www.mgb-stuff.org.uk - The pages of 'Bee' and 'Vee'

Charlie Kay

*St. Louis Metro Gazette* Newstter of The MG Club of St. Louis

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

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