



TALLY HO

VOLUME 11 No. 10

NEWSLETTER OF THE BIG BEND MGS

OCTOBER 2009

Co-Prime Minister's Message

By the time you all read this, I'll be basking in the Great White North, enjoying the company of a person I like a lot and thinking about how much I am not missing the Florida humidity. However, I am also going to miss the October meeting which is an important one for the club. Because I am rushing to get ready to leave, this will be short but with two important messages.

First, as you read the newsletter this month you'll find proposed changes to our Constitution and By-Laws. These changes are being proposed in recognition that the club has changed a lot in the 10 years of its existence. I think its fair to say that BBMGs has become known as a quality organization. We all want the club to move into the future knowing that we have the flexibility to maintain that quality. Besides, there are many things we still want to accomplish and more fun to be had. The Board and Officials of the club feel this proposed document will allow us to meet changing demands quickly and efficiently.

Developing these changes though, put us into a bit of a quandary. Our current Constitution requires a slate of officers, directors and officials to be presented to the membership by the October meeting. How-

Joe Torre

ever, the changes we are proposing to you will change the make-up of those offices. Under our current Constitution, the vote for these changes is required at the November meeting. Consequently, rather than try to make things work both ways, we wanted to present the changes to you, allow you to vote on them and then, based on your vote, present a proposed slate to you in December.

We also realize that not all of you can make the November meeting where the changes are to be voted on. Consequently, if you prefer to cast your vote via e-mail, please send it to Jane Streit at jbstreit@comcast.net. This is your club and one that we all can be proud to be members of. Please make every effort to cast your ballot.

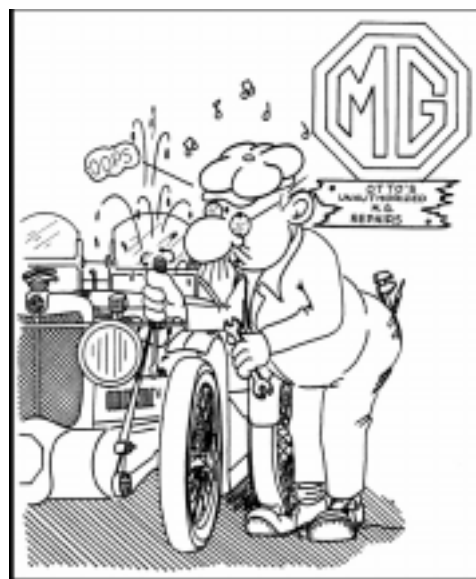
Secondly, as many of you know, on October 24, all of the British Clubs in the area along with Bay British Car Club will meet at Wakulla Springs for a day of fun and food. We did this last year in May and had a great time. The announcement below gives more details. If you want to go, please let Blair know ASAP so we can get a head count. Blair Engle <bengle001@comcast.net>

Wakulla Springs Picnic Saturday, October 24, 2009

Tallahassee Area British Car Clubs and Panama City British Car Club

Attention! October 24 is the day for the Picnic at Wakulla Springs! All attendees are encouraged to bring their British cars to participate in this joint car club event. We will be leaving at 9:30 A.M. from the K-Mart parking lot on Apalachee Parkway.

Bring with you food based on A-H Sides, Appetizers I-O, Desserts P-Z



From Eric Welty. - Nuts and Bolts, Get a Grip

Surely somebody else has thought of this, but: Ever try and attach a nut to a bolt where you can't hold on to both at the same time and don't have a helper? Find the strongest magnet you can and lay it on the bolt head, it will hold the bolt against anything iron/steel, and the best part is, especially if your working against gravity, it will hold the washers for you while you get the nut started. Worked like a charm while I was underneath the new metal floors on the "B"!

From Clive Reddin. - Installing or Working on a Harness?

Here is a tip for those working on a car that needs electrical work.....Some of us get cars that need electrical harness/system work. Instead of buying a 12 volt car battery I used a 6 volt lantern battery. This provided enough electrical power that I could test continuity of wires and connections. I suppose one could add a second in series for 12 volt. Naturally, one can't start the car as the batteries don't have near enough amps to start anything! Saves shelling out for a car battery for a car that may not be on the road in a while.

Reprinted from *The eChatter* official publication of the Emerald Necklace M.G. Register, Inc.

Clifton Re-visited

Lubrication & Visual Services

Most older British cars need lubrication and a visual inspection at least once per year. Look in your owner's manual for specific checks suggested and the frequency recommended. I usually do my MGB in the spring and fall. If you are using a quick lube facility for your service, they tend to overlook some items that should be checked. To do a full service you will need engine and gear oil, oil filter, a drain pan for proper oil disposal, a grease gun loaded with grease, an oil can, small tube of white lithium or similar grease, a jack, jack stands, some funnels, shop towels, perhaps some nitrile gloves, owners or repair manual and basic shop tools. Don't forget the kitty litter or oil dry for cleaning up any spills.

Jack stands or drive on ramps should be used for safety any time you plan on working under the car. I always tug on the bumper to see if the stands are secure before crawling under the car. If you plan to change differential or transmission oil it's a good idea to remove the fill plug first to be sure you can replace the oil. If badly worn parts, leaking gaskets, bushings, seals or noisy bearings are discovered the problem should receive further evaluation and if there is a safety or reliability concern the problem should be corrected.

Jack the front of the car and support it with jack stands. Drain the engine oil. The oil drain plug is at the bottom the oil pan. The exact location may vary between different makes and models of cars. You can let the oil drain while doing other tasks. Check the front wheels by shaking them with your hands on the top and bottom, there should be very little free play. Spin the wheels, they should spin with very little brake disc drag and not have any unusual noises. Make a visual check of the steering rack, look for damaged gaiters or leaks. Check all suspension parts for damaged seals or parts. Look at the tire treads for abnormal wear. Remove the front wheels and look at the caliper and brake pads. Check the flexible brake hoses and look for fluid leaks around the shock arms.

Clean the grease fittings with a rag or paper towel and attach your grease gun to grease the fittings and apply several strokes of grease. You want the old grease to be pushed out by clean grease. There are three fittings on each side of the MGB front swivel pins. The driver side has one fitting in the rear of the swivel pin assembly. Other cars with ball joints will not have as many fittings as the MGB, some have none. Move to the driveshaft and lubricate the slip joint and U joints if they have grease fittings Rear wheels should be off the floor for



Reprinted from Quadriga News of The North Carolina MG Car Club

driveshaft lubrication. Grease the handbrake cable if your cable has a fitting. Use the white lithium grease and apply a light coat of grease on the door latches, boot latch and bonnet latch. Also use some grease on the choke cams for cars with SU carburetors (see photo for location). Remove the damper from SU or ZS carburetors and add oil or damper fluid to the damper cylinder if needed, fill to about 1/2" below the top of the damper cylinder. Lubrication is now complete.

Replace the oil drain plug and tighten it. It's time to remove the oil filter. On the MGB with the upside down filters, removing the filter can be messy. The last time I changed my filter I used a big zip lock bag under the filter housing and caught most of the oil. I charge my new filters with enough oil to saturate the element, but not enough to quickly run out. That seems to help the oil pressure come up quickly after the first start. Fill the engine with oil. Start the engine and run it a few minutes and check for leaks. Wait a few minutes after shutting the engine down to recheck the oil level.

If changing the transmission oil and differential oil remove the drain plugs. The transmission drain plug is on the bottom of the transmission, the differential drain plug is on the front side of the differential or in some cases on the bottom of the differential housing. The fill plug is on the rear of the differential for most cars. Most cars have a side fill transmission plug, but not the 62-74 MGB. Those cars have a rubber plug under the carpet in front of the radio console. The carpet is rolled back to expose a rubber plug. The plug is removed to access the dip stick and fill hole. The dip stick is usually difficult to remove, I made a hook from a coat hanger. After filling the transmission and differential it's time for a visual check of the rear springs and bushings. Also look for signs of leaking brake fluid or gear oil on the rear brake backing plates. Doing these checks each year or two times each year will help avoid some possible problems and may locate possible future problem areas.

Safety Fast - Clifton Gordon

MGA-ZA/ZB • MGB-MIDGET-1100/1300

US/Canada-wide Club



**SERVING ALL NORTH AMERICAN
MG DRIVERS!**

As a Member You Receive:

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- Club Membership Card/Name Badge
- Club Decal
- Dash Plaque with Membership Number
- Technical Advice
- Annual Gathering "The Drive-Ins"
- Discounts on Products and Events
- Advocate for Car Hobbyist Rights

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(U.S. Funds please)

Information: M.G. Drivers Club, 18 George's Place,
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www.mgdriversclub.com

MGC/MGF • MINI-T-SERIES-T TYPE • MGB-MIDGET-1100/1300

GOF South - Mk XLIV

Additional Information

Hotel: Our host hotel is the Oceanside Inn & Suites, 711 North Beachview Drive, Jekyll Island, GA, 31527. It is located directly on the beach and offers large rooms with kitchenettes, a pool & whirlpool, beach access, and plenty of parking. They are blocking six categories of rooms for us at special rates. *Please make your reservation directly with them by calling toll free 866-553-5955. Mention that you are attending the MG Car Show Event in April, 2010.* They will require a one night advance deposit to secure your reservation. A 48 hour cancellation is required to receive a full refund of the deposit. You can extend your reservation at these rates for up to three days before and three days after the event (if space is available). **Please reserve early.** To ensure these rates please reserve by March 4, 2010.

Islandside Room	\$107.00/night plus taxes
Oceanside Room	\$117.00/night plus taxes
Superior Ocean	\$146.00/night plus taxes

Lanai or Ocean Efficiency	\$156.00/night plus taxes
Oceanfront Loft	\$174.00/night plus taxes
Sand Dollar Suite	\$288.00/night plus taxes

Tentative Event Schedule

Thursday	7:00pm	Get Together for Early Arrivers
Friday	2:00pm	Registration Opens / Hospitality Room
	5:00 - 7:00pm	First Timer's Show
	6:00 - 8:00pm	Low Country Boil Dinner near pool...next to the First Timer's Show
Saturday	8:00am	Registration Opens / Hospitality Room
	8:30am	Begin Parking Cars On Show Field
	10:00am - 1:00pm	Grand Show Of Cars
	1:30pm	Driving Tours and other Jekyll Island Activities
	6:00pm	Wine and Cheese Gathering
	7:00 - 10:00pm	Awards Banquet / Raffle / Auctions
Sunday	8:00am	Farewells / Hospitality Room

Shirts: Special GOF South Mk XLIV shirts are available for purchase through the MG Classics Club. There are two types: Tee's (100% cotton, Sand color only, with silk-screened event logo front & back); and golf shirts (100% cotton with embroidered logo, choice of colors). *Please check the web (www.mgclassics.org/gof2010) to see examples of the logos.* **All shirts (golf or tee) must be pre-ordered.** They will not be available after the show.

Mens Tee@\$12	Qty	Size (S, M, L, XL, 2X, 3X)
	___	_____
	___	_____

Ladies Tee@\$12	Qty	Size (S, M, L, XL, 2X, 3X)
	___	_____
	___	_____

Mens Golf @\$25 (addl \$2 for 3X)	Qty	Size (S, M, L, XL, 2X, 3X)	Color (White, Red, Bimini Blue, Spring Green, Putty)
	___	_____	_____
	___	_____	_____

Ladies Golf @\$25 (addl \$2 for 3X)	Qty	Size (S, M, L, XL, 2X, 3X)	Color (White, Red, Lt Blue, Pink, Chino Khaki)
	___	_____	_____
	___	_____	_____

Total For All Shirts (Carry to other page) \$ _____

THE THIRD SPRITE PROTOTYPE

By Gregg Cameron, *Permission to reprint Healey Marque*



In March 1968 I was a junior at Monmouth College in Long Branch, New Jersey, and already had three years of SCCA racing experience and a national license. We lived in student apartments near the school and every Thursday night was champagne and cigar night for my roommates and friends. During one such episode in early March, we were talking about sports cars and I happened to mention to fellow student Art Tuckennan that it would be neat to drive a Bugeye Sprite down to Florida and race it in the Sebring 12-hour race.

Now, if this seems a bit sophomoric when you look at racing today, I would have to agree, but back in 1968 one could actually do this. Art, as I later found out, was a person of considerable means, and his reply was, "Yes, but let's do it right." By the end of the evening we had hammered out the basics of what would become Wellington Racing Ltd, and a week later we officially entered the 1968 Sebring 12-hour race.

The real purpose of the "entry" was actually just to allow - us to gain access to all the pit areas and meetings for informational purposes. We would not actually field a car in 1968. Art and I new to Sebring for the 12-hour race with clipboards and cameras in hand. We learned a lot, and perhaps most importantly we learned that a Bugeye Sprite was probably not the way to go. We needed something a lot more sophisticated, and as luck would have it, Sprite prototype XSP 24262 had recently returned from the Nassau Speed Weeks and was for sale. Art completed the arrangements to purchase the car and we rented a three-bay shop in an industrial park in nearby Wanamassa, New Jersey. Art was a first-class person. During our trip to Sebring we ogled the tractor-trailers of Ford, Ferrari, Porsche and Penske Racing. Not to be out done, Art purchased a very nice 40-foot trailer, complete with a generator and an observation deck on top. Next, we designed a logo for Wellington Racing and had the trailer painted up with the new logo. I should mention here that there was no Mr. Wellington. Art thought the



team should have an English name rather than Tuckerman Racing. The Sprite prototype was originally painted dayglow orange with white doors where the numbers were. Frankly this was not an eye-pleasing combination, so we decided to paint it white with blue stripes, the American racing colors.

Prototype XSP 24262 was one of the less exotic of the prototypes as far as the engine and transmission went. It had a 1293 cc dry sump engine with a single Weber 45DCOE 15 carburetor. There was a ten-quart oil tank and it held twenty gallons of fuel. The transmission was a standard four-speed unit with close-ratio gears. The car came with four-wheel disc brakes, an underbelly pan, and special Healey magnesium wheels. It was light and fast. The rear disc brakes were a hand-fabricated floating caliper unit that was very troublesome. We changed it to drum brakes from a Nash Metropolitan. They were larger than the original Sprite units and worked very well. Art purchased several sets of Minilite wheels for the car, two sets of slicks and a set of rains, all mounted. The original Healey wheels wound up on my Bugeye racecar. We had the car wired with redundant circuits and circuit breakers so if anything went out there would be a backup. Call it a case of Lucas-phobia. At this point, we needed a crew and another driver. I called upon Ralph Kemmerer, a friend with whom I had successfully teamed up for the Marlboro six-hour race the previous year. He brought two friends, Ron McCauley as crew chief and a person we referred to as "NASCAR Don" as a crewmember. The rest of the crew consisted of my fraternity brothers Al Balnicki and Doug Fox, my roommate Ron Casterline, along with long-time friends and fellow racers Dominic Gentilcore and Bob Phillips. We pressed our girlfriends, Lynn Papp and Barbara Lis; and wives Cathy Phillips and Sandy Tuckerman, into service for timing and recording lap times, preparing meals, taking photographs and providing moral support.



The crew practiced fueling, and tire-, brake- and driver-changes in mock pit stops at our shop. We rented Bridgehampton Racetrack for testing and sorting out problems. We listed Bob Phillips as a third driver, but he wasn't meant to drive unless there was an emergency.

When the time came we all headed south to Sebring. The prototype rode in the tractor-trailer driven by a hired professional driver named Lonnie. The 40-foot trailer carried a spare for every part on the car, including the very special prototype windshield. Inside the trailer was a complete shop including a lathe, drill press, arbor press, cutting torch,

and arc welder along with all the normal small tools and equipment required to field a raL'Ccar. Art and t along with some of the crew, drove down in a new Chrysler station wagon towing a camper, which we would use at the track. The rest of the crew followed in Ralph's van. The girls flew down a few days later.

We were the first team to register for the race and were pictured in the Tampa Tribune, March 18, 1969, issue along with Chief Registrar Sunny Young as we all signed in.

The day before the race we teamed up with the other two Sprite prototypes to become part of the Ring-Free Oil Racing Team. This would qualify us for the Falstaff Trophy, which would be given to the three-car team covering the greatest distance in the 12-hour race.



Practice went well until the night before the race. Our fresh race engine and new transmission were installed. We were going to do a few laps just to check things out, but the transmission locked up in pit lane. The crew, bless them, worked all night replacing it and checking everything out prior to the race. During the night, the car slipped off one of the quick jack and the jack went through the windshield. The other Ring-Free Sprite prototype team members looked on in horror saying, "What are you going to do?" Art Tuckerman calmly walked over to the trailer's side compartment and retrieved a new prototype windshield. It was perhaps his finest moment. The crew replaced it and the car was on the grid the next day for the start of the race.

For safety reasons, the 1969 Sebring race was to be the last race with a Le Mans start. Ralph was to start the race because Art felt I would try to go off too quickly, and not buckle my belts until I was on the long back straight. He was probably right, as I would have wanted to be the first car away. We qualified Sprite number 73 with a time of 3:48.21, ahead of the Sprite number 72 of Janet Guthrie, Donna May Mimms, and Liane Engemann who turned in a 3:49.80. Clive Baker and Jim Baker turned in a 3:30.28. It should be mentioned that both the other Sprites, car numbers 71 and 72, were faster cars with fuel

injection and special five-speed transmissions.

We were about 30 minutes into the race when Ralph was suddenly no show. Minutes passed; they seemed like hours. Ralph finally walked back to the pits saying the car was overheating and had no brake's. What a start We gave rum some water to carry back to the car and finally, the Sprite came limping back to the pits. Track debris had punctured the radiator and the wrong brake pads had been installed. The crew fixed both problems, but we lost about sixteen laps.

I was the next driver and would drive for over three hours to get us back on schedule. During my stint I passed "The Girls" in car 72 several times and I remember Clive Baker in number 71 passing me once. Back then, we had no "cool suits" and Sebring, Florida, is a hot place in late March. Over three hours of driving a racecar, wearing a helmet, Nomex suit and long Nomex underwear in a coupe with not enough ventilation, is very difficult. After I came in, I went directly to the trailer and fell asleep. It seemed like I was only there a few minutes when they were waking me to drive again. We were back on the two hour shifts and the car was running like a Swiss watch. As scheduled, I would drive the last two hours and finish the race should all go well.

I remember the last lap. Jackie Ickx in the John Wyer Ford GT 40 passed me just after I came onto the main straight under the bridge. He was the lead car and the entire world lit up with flash bulbs. We finished, and the Ring-Free Oil Racing Team's three Sprite prototypes had beat out Ford, Porsche and Ferrari, winning the Falstaff team prize. We covered 536 laps and a total distance of 2,787.2 miles in twelve hours. The big boys all lost a car and did not even come close.

Later that year we entered the Sprite prototype in the Watkins Glenn six-hour race in July 1969, but due to a safety rule change at Watkins Glen, requiring all cars to be within a small percentage of the pole sitter's time, the Sprites were not able to qualify.

That is the Sebring story of the third prototype Sprite, Serial number XSP 24262. It was heady stuff for a couple of college students back in 1969. Art Tuckerman eventually sold the prototype to someone who raced it in SCCA in C Sports Racing under the CAE Racing banner for several years. I believe that Gary Kohls of Royal Oaks, Michigan, now owns it.

I went on to race for another 24 years with many podium finishes including winning the North Atlantic Road Racing Championship (NARRC) twice and the Area Two Championship once in a Bugeye Sprite as well as the NARRC Championship in an XKE Jaguar in GT-1. I also drove in the Trans AM series in a 427 Corvette. At the end of my career in the early 90's I was a guest driver in several vintage races at Road Atlanta.



Sadly, both Art Tuckerman and Dominic Gentilcore have recently passed away. HM



November 7, 2009 ~ Melbourne, FL

Registration	Name:		
	Address:		
	City:	State:	Zip:
	Phone:	Email:	

Vehicle Info	Year:	Make:	Model:
	Year:	Make:	Model:
	Year:	Make:	Model:

Registration & Fees	Pre-Registration - Prior to Oct. 24, 2009 (Includes Dash Plaque)	\$25 per car	\$
	Registration - After Oct. 24, 2009 (Includes Dash Plaque)	\$30 per car	\$
	Vendor Pre-Registration	\$30	\$
	Vendor Day of Show	\$35	\$
	Meet & Greet BB-Q Dinner	\$5 per person	\$
	R.S.V.P. for this event -or- Enter "Ø" if not attending	TOTAL	\$
Meet & Greet - Friday, Nov. 6th 6:00 – 8:00 pm	# of People		

T-Shirts for sale at the show ✓

For Sale signs allowed ✓

Wickham Park website – www.brevardparks.com

I do hereby release MG Car Club Florida, Inc., Brevard County Parks & Recreation and any other volunteers of Brit Bash at Wickham Car Show 2009 from any liability before, during, and after the show.

Signed: _____ Date: _____

Print Name: _____

Make check payable to "MG Car Club of Florida"
and mail with completed form to:

Danica Perhacs
4335 60th Drive
Vero Beach, FL 32967

For Additional information email to BritBash@comcast.net or call (772) 770-0083



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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FYI

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

www.bigbendmgs.com

COMING EVENTS

October 15th - BBMGs Meeting at Po' Boys - 6:30pm

Oct 17 - British Car Classic at Buffalo's Southwestern Grill, Orange Park, FL

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

Oct 24 - Wakulla Springs Picnic

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 !!

April 19 - MileZeroGT6 - Key West - Info coming.

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

Nov. 5, 6, 7, 2010 - JAMBOREE 17 - Returning to the Riverside Inn in Homosassa Springs

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

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, 850-385-2821, bengle001@comcast.net

1952 MGTD Limited 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



Thanks to contributors to this months TALLY HO:

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Tally Ho Distribution

The Tally Ho is distributed exclusively by email. Production and mailing costs of the printed version were almost exceeding the cost of club membership. So rather than increase the dues, we are following the lead of most other car clubs and switching to an all-electronic version (PDF.) for all members with an email address.

In addition to saving the club money, there are several advantages: We get it to you quicker, and you see all the photographs in color. And you can print it out on your own printer at your leisure, if you'd like.

Please make sure to include your email address printed neatly when renewing your membership.