



TALLY HO

Prime Minister's Message:

October in North Florida, no better time of the year. Cool, dry, crisp mornings, mild afternoons. No better weather on the planet for topless motoring.

Fall also brings other favorites not the least of which is the election season.

While there are no shortage of egos seeking well paid public office, there also has been a positive response from club members for our volunteer positions in club leadership. One post, however, remains lacking a candidate, Prime Minister. It is time for a new face at the helm, or more appropriately the driver's seat. This will be the main topic of the meeting. Please put serious thought over the days before the meeting over what the club means to you and what you are willing to contribute to its continued viability.

I look forward to seeing you all at PoBoys on Village Commons Boulevard at 6:30 next Thursday, October 21st.

JP



Bill Fortenberry provided this Information

BBMGers who own more than one LBC might answer this:

Q: How many classic Brit sports cars are too many to own?

A: If you are asking that question, you have obviously never driven a classic Brit sports car at full throttle on a winding mountain road on a beautiful Fall day.

FYI: The Peachtree MG Registry will be hosting the NAMBGR MG 2012 in Atlanta. Mid-summer? Close enough to Tallahassee for BBMGs folks to attend! Hopefully BBMGs folks will, as chapter members.

Because Peachtree MG's will be hosting the MG 2012, the next Dillard All-Brit show will be in 2014 as it is a bi-annual event.

Some pictures from this years show are here:

<http://picasaweb.google.com/118102350925765838906/SoutheastBritishCarFestival2010#>



*Winning
1st In Class for XJS
Bill Fortenberry.*

*Notice Bill is wearing
a Peachtree club shirt
and two nametags, a
Peachtree and
BBMGs!.*

RELAYS ! Really !!

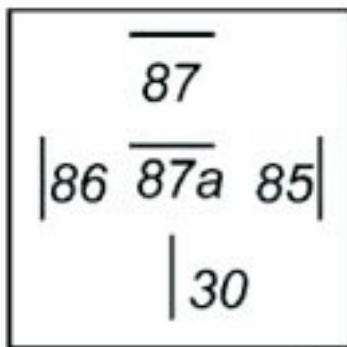
by Don Schmidt

Incorporating up-rated electrical components in our LBCs often increases the amperage draw on various circuits involved. In many cases the current draw will exceed the capacity (especially under the dash) of existing wires. Heavy current draw devices pumps, fans, lights, horns or sound systems can easily and safely be controlled by the use of relays. A relay uses a low amperage circuit to trigger a high amperage switch. Starters are commonly controlled by a relay. On the MGA the electrical trigger in the starter circuit is replaced by the nut on the steering wheel or alternately by the weight in the drivers seat.

The diagram refers to a standard Bosch Relay commonly available from most parts houses. You could also obtain a hand full of relays from a junk yard for a little money and

a little work. While you are at it get the socket with 6" of the wire. If you look at the terminal markings they will be marked 30, 85, 86, 87, and 87A.

The control portion of the relay is marked #85 and #86. To activate the control you ap-



ply power to one side (#85 or #86 it doesn't mater) and ground the other, this activates a magnetic coil (a solenoid) to move the relays internal switch. There are a number of ways to activate the control using pressure, temperature, or contact sensors on either the powered or grounded side.

The power portion of the relay receives battery power through the #30 terminal. When the control circuit is activated, power is transferred to terminal #87 which is usually wired to the load. When the control circuit is deactivated, terminal #87A is connected directly to power terminal #30. This feature provides 2 options for load control.

Safety Fast



New Carpet for My MGA

(plus multifarious and related concerns)

by Tom Phares

To make the statement that our car projects tend to have many varied elements to them practically goes without saying. And so it was for me when replacing the carpeting in my MGA. If it's a simple case of removing the old and gluing in the new, then more power to you. But, even with this as the goal, one might not want to lose sight of all those famous Saturday morning projects that should take 30 minutes and end up taking all day. I'm not the only one who knows about these, am I?

I realized this was going to be a big project and expected not to be able to predict everything that could come into play. I figured that carpet replacement would surely involve more than just the obvious, and therefore would require a pretty good chunk of time.

From the beginning, I knew this was a summertime venture so as not to jeopardize the good driving weather. Yet my reality was having only an open carport from which to do the work. Yes, it was a covered space with 2 1/2 walls, but I could just visualize how much fun I was going to have with the Florida heat in September and the mosquitoes. Therefore, the first thing would be to enclose the garage. Okay, this added project would cost me \$7,000 and I hadn't even bought the carpeting yet! The new carpet arrived. And yet, three entire years passed before that rather large block of time became available that was needed to install it. You read it right, three years. At least during that period, the garage was enclosed! As it turned out, only after retiring did this window of opportunity present itself.

I should point out that it was about then when I noticed a significant difference in my income, comparing the full time job to social security. I only mention this, and it may not be completely fair, but I am tempted to add those lost dollars as well to the price of the carpet job.

As the planets eventually aligned, it was finally time to start the work. I figured I'd need plenty of room to spread everything out. There had to be a place to store the seats, and I'd need tables close to the car for tools, etc. I would find out later that no amount of table space would be enough for this project. Music would be nice, so I'd also

want to set up a CD player. And of course, I'd need a place for my favorite chair from which to properly contemplate my next moves. Initially, I had expected setup to be one of those 30 minute jobs. But, a major clean up and rearrangement of the garage was obviously the first order of business. And, yes, that took all day.

In my quest for "how to" on carpet installation, I discovered several good articles on the subject in the tech section on the website mgaguru.com. This has always been an extremely helpful resource. One of these articles warned me not to expect instructions to come with the material. A suggestion was made to be sure all the correct pieces were indeed shipped by laying them out and to be prepared to do some trimming to fit. Sure enough, when opening the box, there were no instructions. And with few exceptions, it looked to me like I was now the proud owner of a bunch of nondescript scraps that could not possibly be worth what I paid for them. In fact, I could just visualize a crazed person in the stock room gathering these pieces together and having a good chuckle about the poor schmuck who would have to figure out what to do with them. Next came another unexpected observation. Even though I was pleased with the quality of the carpet itself, I was not by the binding. It was a shiny, thin vinyl. I had just assumed it would be like what was on the old carpeting; a thick black thread wrapped tightly along the edge called

surging. If you've noticed, I had already done a lot of assuming and not much of it had turned out to be accurate yet. Lesson one may be to not assume anything. Well, that's a whole lot easier said than done. Almost immediately, I found myself "assuming", once again, it would be easy to find alternative choices of binding. I called around to carpet shops and quickly learned that virtually no one does carpet binding locally anymore. And even if they did, heaven forbid if you needed it applied on a curved edge.

I was disappointed with the ensuing realization of apparently having to accept being less than satisfied with my finished product. But, then I remembered Benny Lesch, of Lesch Designs, who had installed a cloth hood on my MGA 4 or 5 years ago. He had done a beautiful job and I knew him to be a craftsman. Benny said he'd be happy to do the binding and that he had his own machine and did auto carpeting all the time. Hallelujah! He would also be able to do the tricky sewing of the armrest to the carpet, another major hurdle. I had previously been unable to find any mention of how to accomplish that attachment in anything I had read. So my spirits were lifted and I now knew, that with any luck, and with the amount of my own time that I was willing to invest, this project was going to turn out well after all!

(To be continued...)



EARL & Tom



Lake City Veterans Benefit Car Show

Sat., Oct. 23, 2010

9 a.m. - 2 p.m.

**at Columbia County Fairgrounds,
US 90 W to Bascom Norris Dr.**

Lake City, FL 32025

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

***50/50, Goody Bags, Door Prizes, T-Shirts,
Rockin' DJ, Contest,
Great Food & Beverages.***

Many trophies and plaques to be awarded.

Registration is \$20.00

Mail to: SRR AACA, P.O. Box 7095, Lake City, FL 32056

Call: 386-365-8839 or 386-365-3101

Don't forget to pre-register for \$15.

Also, come to the Cruise-in the night before!

Fri., Oct 22, 6pm - 8:30 p.m. Hardees, US Hwy 90 W

Suwannee River AACA Open Veterans Benefit Show

Oct. 22, Friday Nite 6-8:30 Cruise-in @ Hardees US 90 W
 Show Oct. 23, 9 - 2 @ Columbia County Fairgrounds
 Cost: Pre-registration \$15., Day of Show \$20.00
 Vendor \$50.00

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





Drive Shaft & U-Joints

by Barry Rosenberg

The topic for this month shall be drive shafts and u-joints. On MGBs, the drive shaft is easy to remove; four bolts at either end and it will come out the bottom. On Midgets, up to the 1500s, you need only remove the rear four bolts and pull the shaft out of the trans. Just jack the rear end up as high as you can. This will keep the fluid from running out of the trans and onto you and the floor. If you have a TR4A thru TR6, you have to remove either the trans or differential.

Fortunately for the Triumph owners, the TRs have bigger joints than MGs and do not go out as often. MGs use a small u-joint and they are notorious for wearing them out. So, how do you know if yours are bad? Place the car on level ground and engage 1st gear. Let the clutch out rapidly then push it in and go for reverse. Let the clutch out rapidly again and listen for a very metallic clank. Only one. Go back and forth a few times listening for the clank. If it is there then so are worn u-joints.

There is no great secret or tricks to installing your own u-joints. You will need a vice, large hammer (I prefer a copper one), needle nose pliers, small tipped screw driver, heavy grease, a socket (six or 12 points), small socket or something to install the grease fitting when done. If I mention any other tools later, just add them to the list.

Before you can install a ujoint, you have to remove the old ones. I will assume here that you have new ones in hand. First, most drive shafts are two-piece units. There are two arrows, one on each part, that show how to realign the shaft after putting the joints in. If you cannot find the arrows on the sliding end, then just clean an area and make your own. It is important that the shaft go back together in the correct alignment. It can cause a bad vibration. Now, make the shaft into two pieces. Start on either end. First, remove the cir-clips holding the u-joint cups in. There are four for each u-joint. Some have small holes for cir-clip removers and others have bigger holes that the pliers will fit. Small needle nose will fit just fine. Pinch the holes together and slide the little screwdriver under the cir-clip. Work it all the way out but watch out for the spring or pop they can have. Now the cups will come out.

Place the end of the shaft in the vice, but not very tight, with the flange hanging over the edge. Have a cup in the flange pointing up. Knock the flange with your copper hammer until you see the cup rise out of the hole it sits in. Continue hitting it until the cup is all the way out. Turn the drive shaft over and remove the other cup from the flange.

Once both cups are out, loosen the vice and place the ends of the old u-joint across the vice jaws so that the rest of the drive shaft will go between the vice jaws. Now tap down on the drive shaft as close to the cups as you can. **DO NOT** hit the tubing of the shaft or it will dent. If you want, support the other end of the shaft so that it lies level, and then use a socket big enough for the cup to fit into. Place it over the cup and beat this down. It will force the cup up and out of the drive shaft. It should come all the way out. Turn the shaft over and repeat. You should now have the u-joint out and the holes in the shaft and flange cleaned out. Open the new u-joint and carefully take the four cups off the cross shafts. Take some of the heavy grease and fill the cups over 1/2 full with it. Smooth out the inside making very sure no needle bearings were moved while filling. If ones falls, just put it back. They should stand up inside the cup and the heavy grease keeps

them their. Put one cup over a hole in the drive shaft and tap the cup in most of the way. Take the new cross shaft from the new joint and fit it inside the drive shaft. If it has a grease fitting, pay strict attention to the correct placement of the cross shaft. There should be a notch in the end of the drive shaft where the grease fitting will fit when screwed into the joint assembly.

If you have that figured out, then put the cross shaft into the drive shaft and slide it into the cup, all the way. Now take the smaller socket, one that fits the cup, and tap it down on top of the cup. Turn the drive shaft over and place the next cup onto the opposite side of the cross shaft. Gently tap it down also until it all fits together, after you tap in the first cup, you can install one of the new cir-clips in the driveshaft behind the cup. Drive the other cup down until it will not go further. Install another circlip there.

All you need to do now is to put the other two cups into the flange with the bolt holes in it. Once the cups are in, install the retainer cir-clips into each end of the flange. If you have four cups and four cir-clips installed and the driveshaft still has flex to it, you are done at that end. Get the other piece and repeat the steps for the other end. You have just successfully replaced your u-joints. By the time you are putting the last cup into the drive shaft; grease should be coming out the hole for the fitting. Put the grease fitting into the u-joint. The assembly should need no grease right now if you filled each cup beforehand. Put the drive shaft back under the car and tighten the bolts as tight as you can.

Now, test for the clank again. If you still here a clunk, not a clank, then you have another problem. Wait for another tech article for the possible causes of it. That is all there is. Of course, you should use new nuts on the drive shaft bolts and maybe new grease instead of used grease.

See y'all on the road. Barry

Reprinted from Peachtree MG Registry newsletter
The Registry





November 5 – 7, 2010 • Homosassa Springs, FL
All British Car Owners are invited to join the Fun!

Theme: "HOMECOMING"

It's Jamboree 17! The Florida Suncoast MG Car Club invites **ALL** British Car Enthusiasts to celebrate with us. We'll have a Pizza party Friday night and a Homecoming Party Saturday night. As in past years, costumes are encouraged, and fun is mandatory (can't be helped).

We will be having a Raffle in lieu of an auction. Purchase tickets and place them in the bucket by the Raffle Basket you would like to win. The more tickets you purchase the more chances to win.

Location:

We'll be having the event at the gorgeous Homosassa Riverside Inn, 5297 Cherokee Way, Homosassa Springs, Florida, 34448 overlooking the famous Monkey Island.
Overflow hotel – MacRae's of Homosassa 352-628-2602 – rates start at \$85 for a standard room per night.

Friday:

Upon arrival at the Resort, join us in the Hospitality Room where you will find the MG Jamboree Registration and complimentary beverages and snacks nearby. Relax and pick up your registration packet.

6:00 p.m. Pizza & LBCs in the Movies! Dress as you did in High School. Dinner will be served in the banquet room. After dinner, it's time to make your own ice cream sundaes. Then relax and test your movie knowledge as Dave Tietz regales us with movie clips!

Saturday Morning:

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

Saturday Lunch:

Grab your boxed lunches and head under the trees.

Saturday Afternoon:

Homecoming Float – Space is limited – see reg. form.

Siesta Time or unwind by the beautiful pool.

Saturday Evening:

5:00 p.m. Games –!

6:00 p.m. Homecoming Party – wear your favorite Sports team colors!

- Dinner
- Awards (if any are deserved) & Raffle

Sunday Morning:

- Continental Breakfast – Hospitality Room
- Fond Farewells – until 2012

For More Information Contact:

Gail Lenhard @ (727) 521-9890 or gail@glennsmg.com or
 Steve McDowell @ (813) 508-2078 or mcdowell4152@yahoo.com

Make your reservations directly with:
Homosassa Riverside Inn
(800) 442-2040 or (352) 628-2474

Please mention the "MG Jamboree" when reserving your room. Reservations must be made prior to July 30th to get special room rates starting at \$65 for a standard room per night. The resort also has one & two bedroom suites available. These reduced rates are available to MG Jamboree registrants only. In addition, the hotel will honor these special rates for one day before and after our event, if you want to come early and/or stay later.

There is a NO PETS policy at Riverside Inn & MacRae's.

Map and Driving Instructions to the Riverside Inn

From Orlando

Take Hwy. 528 (Beeline Expressway) west to the Florida Turnpike at S.R. 441 (Interchange #254). Go north on turnpike about 50 miles to last toll booth. As you continue north the Turnpike will join I-75. Take Exit 66 going west on S.R. 44. On S.R. 44 travel west through Inverness (going toward Crystal River) until you reach S.R. 490 (Homosassa Trail). Turn left and continue on S.R. 490 until you reach US 19 (Suncoast Blvd.). There is a traffic signal at this intersection in Homosassa Springs. Turn left at the signal (heading south) and go one short block to Halls River Road. There is a Hardee's Restaurant at this intersection. Turn right (west) and travel on Halls River Road to the first road on the left, which is Fishbowl Drive. Turn left on Fishbowl Drive. Continue past the entrance of the Wildlife Park, crossing over a small bridge. Continue on this road, the name will change to Yulee Drive. Follow Yulee Drive past the Elementary School. The road will curve to the right as it passes the school. At the 4-way stop, turn right into the resort. We are approximately 3 miles from US 19.

From Tampa/St. Petersburg

Follow Veterans Expressway North Veterans Expressway will become the Suncoast Parkway Stay on the Suncoast Parkway North until it ends at Hwy 98 (approx 45 miles)
 Turn LEFT onto Hwy 98, take Hwy 98 until it ends at US 19 (approx 6 miles)
 Turn RIGHT onto US 19 continue until you reach Homosassa Springs, FL (approx 6 Miles)
 Turn LEFT at the first traffic light (Burger King on the left @ W.Yulee Dr.)
 Follow Double yellow lines to the first stop sign Turn LEFT (still remaining on Yulee Dr.)
 Follow the Double Yellow lines to the first 4-way stop sign. Turn RIGHT and you will be at the Homosassa Riverside Resort.

From Brooksville (S.R. 50)

Follow S.R. 50 through downtown Brooksville. After you cross the railroad tracks on the west side of Brooksville you will come to a second light. At this light you must turn right to follow US 98 north. If you continue west on S.R. 50 it will take you 30 minutes out of your way. Both S.R. 50 west and US 98 going north will run into US 19. Turn right on US 19 heading north to Homosassa Springs.
 Turn LEFT at the first traffic light (Burger King on the left @ W.Yulee Dr.)
 Follow Double yellow lines to the first stop sign Turn LEFT (still remaining on Yulee Dr.)
 Follow the Double Yellow lines to the first 4-way stop sign. Turn RIGHT and you will be at the Homosassa Riverside Resort.



REGISTRATION FORM

**Please return this completed form with
a check made payable to F.S.M.G.C.C. to:**

**Bert & Bruce Rauch
8632 18 Way North
St. Petersburg, FL 33702**

Please **PRINT** the **First & Last Names** of all people attending.

Name/s _____

Address _____

City _____ State _____ Zip _____

Phone Number () _____

Email address _____

Year and Model MG/ Little British Car _____

I AM AWARE of the hazards inherent with motor vehicle events & specifically release & so indemnify the organizers, supporting sponsors, & The Florida Suncoast MG Car Club collectively & separately, for any & all liability from personal injury or property damage incurred by me or my guest(s) while participating in the MG Jamboree 17. I understand & agree that The Florida Suncoast MG Car Club reserves the right to revoke my registration & retain my registration fee should I engage in reckless dangerous and/or unsafe behavior. **I have read, understand, and agree to this release. THIS MUST BE SIGNED BELOW**

X _____

Every year our specially designed souvenir T-shirts are a big hit! Also available are neat, "MG Jamboree" golf-style caps. Finally, for those cool morning drives, there are cozy sweatshirts with the "MG Jamboree" logo.

Please note:
Special room rates and any planned activities or meals are available only to "MG Jamboree 17" registrants. Please register early. Advanced planning & ordering of items needed to host this event is much easier if we know the number of people who will be attending. Thank you!



REGISTRATION

Early Registration before September 1:

The fee is for **one British Car and/or two people** and children up through 4 years old.

Early Registration fee.....\$35.00 \$ _____

Normal Registration after September 1:

Normal registration fee \$40.00 \$ _____

Guests (& children over 4) _____ @ \$15.00 ea \$ _____

MEALS

One price covers all meals and food events.

These include:

- Friday Evening – Pizza & Ice Cream
- Saturday – **Continental Breakfast**
- Saturday – Picnic Box Lunch
- Saturday – **Pontoon Homecoming Float * ***
- Saturday – Dinner – **"Homecoming Party!"** theme
- Sunday – **Continental Breakfast**

The cost is \$69.00 per person – includes **all** meals, tax, and gratuity. \$29.00 for children ages 5 through 12.

Number of adults and

Children over 12 _____ @ \$69.00 ea = \$ _____

Number of children

Ages 5 – 12 _____ @ \$29.00 ea = \$ _____

Friday Pizza & Ice Cream: # people _____

Please select your Saturday menu:

Continental Breakfast # people _____

Lunch } Ham & Cheese Sandwich _____
 } **or** _____
 } Chicken Caesar Salad Wrap _____

Dinner } Prime Rib of Beef _____
 } **or** _____
 } Grilled Mahi Mahi _____
 } **or** _____
 } Chicken Cordon Bleu _____
 } Children's chicken tenders (ages 5 – 12) _____
 } Children's hamburger (ages 5 – 12) _____

Sunday: Continental Breakfast # people _____

Vegetarian meals may be requested:
Vegetarian for all meals: _____

**** # Attending Homecoming Float Event:** _____

REGALIA ITEMS:

"MG Jamboree 17" T-Shirt _____ @ \$15.00 ea = \$ _____

"MG Jamboree" Sweatshirt _____ @ \$20.00 ea = \$ _____

"MG Jamboree" Golf Cap _____ @ \$12.00 ea = \$ _____

(Indicate quantity and size on the form to the left)

Total amount enclosed \$ _____



www.bigbendmgs.com

FYI

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

COMING EVENTS

Oct. 21st - BBMGs Meeting - PoBoys Restaurant, 1425 Village Square Boulevard, the meeting begins at 6:30 pm.

Oct. 23 - 6th Annual Tallahassee All Car Club Show & Shine - Tall. Antique Car Museum - 10:00am - 2:00pm

Oct. 23 - Lake City Veterans Benefit Car Show

Oct. 23 - Clay County Cruisers - Back to the 50s Car Show

Oct 30 - Tallahassee Car Clubs Picnic - Wakulla Springs State Park

Oct. 30 - Brit Bash - Vero Beach, FL - Riverside Oaks Park - Info: britbash@comcast.net

Nov. 5 -7 - JAMBOREE 17 - Riverside Inn in Homosassa Springs Info: pages 6 & 7

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 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:

JP Brown

Don Schmidt

Tom Phares

Bill Fortenberry

Barry Rosenberg, Peachtree Registry newsletter *The Registry*

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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