



# MG Car Club—Florida

#91

JANUARY 2009 NEWSLETTER

## REMINDER - DUES ARE DUE

Your 2009 dues are now due in the amount of \$15.00 (if you've not already paid them). Please send your check to the club's post office box now while you are thinking of it. The address is under the listing of your officers and directors. Those who joined in November or later, disregard this notice. Thank you.

### PRESIDENT'S ADDRESS: by Dave Alexander

We have a lot of driving events scheduled for this year, and thanks to our members' input we are visiting some very interesting places. If you have a special destination for an event, or any other idea, please contact the club, e-mail, snail mail or phone. Please remember this is your club and we really value your input.

Concerning the Baltimore Club's article on cliques (see below), how about a club New Year 2009 resolution of having over forty active members in "our" clique?

### DECEMBER EVENTS

The Club was well-represented in the annual Vero Beach Christmas Parade on Saturday, December 6<sup>th</sup>, with four cars in the line-up: Ken & Betty Gregory in their red '58 MGA, Ben Stone with his '73 MGB/GT, Paul & Susan Milette in their '70 MGB, and Norm & Pat Ridgely in their '67 grey MGB/GT-Special. All the cars sported many Christmas decorations and lights, plus the Ridgelys had a snowman on their roof rack along with genuine sleigh bells. We formed up at 5:30 pm just off Ocean Drive on the Beach, decorated the cars, shared some wonderful snacks & liquid refreshments supplied by the Milettes and the Gregorlys. There were over 10,000 spectators. After the parade, we adjourned to dinner. Congratulations have to go to the Parade Director, our own Danica Perhacs, who choreographed this even for her 12<sup>th</sup> year.



On Saturday evening, December 13<sup>th</sup>, 30 members gathered at the lovely home of Pat & Al Allen at Grand Isle in Viera for a wonderful Holiday Party. Many members took advantage of a driving tour led by the club's Tour Master, Ed Price. They met at the King Center at 3:30 pm, and arrived at the Allen's a little after 5. Those in attendance were Dave Alexander & Gail Gilbert, Saul Klein, Ken & Betty Gregory, Tom & Ritva Bowman, Len Coppold & Ruth Rutherford, Ray & Mary Pollock, Richard & Jo-Ann Jensen, Ed & Pam Price, Brad Richardson, Pat & Norm Ridgely, Frank & Helen Kingston, Ben Stone & Danica Perhacs, Linda & Mark Knoblock, Richard & Pat Jablonski, Jay &



Diane Conarroe, and of course our gracious hosts, Pat & Al. The food was fantastic with many dishes brought by the attendees and the hosts outdid themselves from the shrimp bowl and a wonderful array of desserts. We were quite pleased to welcome the new members who attended. A great time was had by all and many, many thanks to Pat & Al.

## CLUB AND FOUNDER BIO



There are many members now in our club who have heard of Jerry Keuper, but who did not have the pleasure of meeting and/or knowing him. We also have new members who have not heard of Jerry. We also have members who know our club is 53 years old but know not of its origins and history. Well, over the next three months, we will try to set that right in this newsletter by publishing the remembrances of a member who was there with Jerry as he resurrected a dormant club which was a chapter (aka centre) of the MG Car Club in England, which club was originally founded in 1930 by the MG Car Company. As this is a work in progress, we hope to hear from those people who knew Jerry and also the club's history to help fill in any information they may have. To do so, please contact the Editor. Thank you.

## A BRIEF HISTORY OF THE MG CAR CLUB – FLORIDA AND JERRY KEUPER OUR CHAIRMAN EMERITUS

The following is a brief history of the early years of the MG Car Club — Florida, by someone (Tom Bowman) who "was there" before, during and after those early years and who was asked to try to put down some remembrances of those years while there are still enough other "old members" in the club who would be able to correct the places that need correcting or add any missing information. The following is his remembrance.

I think most of us (at least us old members), if asked who founded our club, would say "That's easy, Jerry Keuper did", and of course that's correct but it's not quite the whole story. I'll try in the following to provide some context and hopefully paint a picture of our founder that might provide some additional insight into who Jerry Keuper was, for those who didn't know him (including some things that people who did know him might not be aware of), and how he fits into the picture, and I'll also try to fill in some other blanks that might exist in what is generally known about our club's history.

Shortly after Jerry and Natalie moved to the Indialantic/Melbourne Beach area from Bridgeport, CT, to work for RCA at the Cape, he became involved with a group of leading engineers and scientists at the Cape who wanted to start a school where engineers working there could earn advanced degrees and technicians could earn engineering degrees, since in those days (1957-58) the nearest engineering schools were in Gainesville and Miami. Faced with the need to decide who would run the new school, they decided Jerry could do it in his spare time. Although he was almost always referred to thereafter as the "Founder", in his later years Jerry came to request that he be called the "Founding President" to recognize the group effort that had been involved. (Editor's note: The story goes that Jerry and a group of friends were talking about starting the school and initial funding came up. One in the group reached in his pocket and pulled out some money, put it on the bar and said, Here is the start up money." It was 37 cents. But as we all know, more dollars followed that.)

The name chosen for the school was Brevard Engineering College, since Jerry's MG already had a parking sticker on its windshield that said "B.E.C." from the days when he had taught courses at the Bridgeport Engineering College (now the University of Bridgeport) in Connecticut before coming to Florida! As the school grew toward national prominence Jerry decided it had outgrown the "Brevard" name and with the help of Florida's Secretary of State, Tom Adams, it was changed

to Florida Institute of Technology in 1966, and was commonly known as F.I.T. until Jerry's retirement in 1985. (A few years later a new regime decided initials didn't sound dignified enough and insisted that we all call it "Florida Tech" instead, which for me resulted in a lifetime supply of personal stationery since we were all ordered to get rid of the old stationery.)

Jerry was the university's president from the beginning until his retirement in 1985, and he also helped found the Florida-Colombia Alliance in 1970 or so, and helped establish a school in Colombia that is named for him, and he was a driving force in other organizations in the local area and nationally before deciding that we needed an MG club that would be for all MGs—sports cars, race cars, family cars, anything that was an MG—here on the Central East Coast of Florida, and further that he was going to make it happen.

The steps he took to get the club started will be touched on a little further along, but first I need to describe how I fit into that picture. I arrived at F.I.T. in 1969 from Martin Marietta Corp. in Denver where I had worked in propulsion research for several years. (I had never heard of F.I.T. or been to Florida until a friend from my Caltech days learned that the school was looking for a faculty member in my field. Many people I met here told me about Jerry's MG as soon as they saw my YA or heard that I had one. (I drove it from Denver, through the remnants of a hurricane on the Gulf Coast, in fact.) So I always looked for Jerry's TD whenever I walked past his office, which was located at the school's main entrance on Country Club Road, but his TD never seemed to be parked near his office. When I did eventually see it, it was clearly in fairly presentable condition but not quite a "show car". Everyone said he had driven it "everywhere" after the school's start in 1958, including in parades and such carrying the new school's banner, and that one result was that he quickly became well known throughout the Melbourne/Eau Gallie community as "the scientist in the MG", but that he mostly stopped driving it later on in the 60s, possibly because it didn't fit the new more mainstream image he was trying to project for the school.

In the years that followed, my contacts with the school's top honcho were quite limited until the Fall of 1974, when the U.S. Agency for International Development contacted Jerry with an invitation for F.I.T. to send three people on a 3-week trip through Egypt, paid for by the government (ours, of course), visiting "emerging" universities there in an effort to choose a potential partner school. The objective was that we would help the partner school develop their science and engineering endeavors in a direction that would be more compatible with modern trends in this country (and elsewhere in the developed world), and in the process help their country evolve into a good friend of the U.S. and reinforce their shift away from their former Soviet "friends".

Jerry's decision was that he and John Miller, our academic VP, would go, and that in order to have someone along who could interact with their faculty members on a colleague-to-colleague basis (and engineer-to-engineer, since he and John were both scientists) that I would go with them. So for three weeks we traveled together in Egypt, getting to know some of the engineering faculty and administrators at a number of Egyptian universities and in the process learning a lot about a country and culture we were all pretty unfamiliar with, including (of course!) visiting many ancient places we had all learned about in school and seen in the movies. As a result Jerry and I got to know each other a lot better than previously. In particular, Jerry knew about my MG YA and had seen it on the campus (and probably elsewhere too) and he started asking me a lot of questions about it and talking about his TD and his and Natalie's adventures in it, including the famous upside-down-in-a-snowdrift story from the early days of their marriage. From that we moved on to MG history, various MG clubs and activities, and so on—there was really not a whole lot else to do on cold February evenings in university towns with no night life and mostly just camel races and emotional soap operas, in Arabic, on the TV. So Jerry and I talked, at length, mostly about MGs. Most evenings for 3 weeks. It was obvious that he became more and more interested (and energized) as the days went by, and came up with a never ending stream of good questions. He wanted to know everything there was to know about both the cars and their history, and the questions didn't end after we got back to Melbourne but the information flow became much more 2-way as he made contact with countless well-known MG people all over the world and frequently

phoned to fill me in on whom he had spoken with and what he had learned, so that was a great learning experience for me too. Previously most of what I had known about the MG world pertained to the cars, their history, the Classic MG Club of Florida and the New England T Register, but not the international social and racing scene centered around old MGs that had evolved in the years since WWII. Nearly all aspects of the MG world, here and elsewhere, became central to Jerry's MG universe.

A significant event following our return from Egypt was Jerry's participation in his first GoF! It was GoF Mk XII South, put on by the Orlando Classic MG Club, as they had been doing every Spring since 1967, and this one was held south of Orlando near US192 and I4, in about March of 1978. The



two of us met at my house and drove over together, Jerry in front in his TD with me following in the family Pontiac since I was in the middle of restoring my MG YA. Not far west of I-95 I started seeing a lot of oil being thrown out of his car and passed him and waved him over. Old T-series hands will have probably already guessed the problem, as Jerry was surely far from the first to have changed the oil and filter and forgotten to dig the old rubber sealing ring out of its groove before putting the new ring in! We pulled onto the shoulder and took care of the problem, and after that all was well, Jerry had a great time at the GoF and probably talked to everyone there, and from then on nearly to the end

of his life he almost never missed a GoF South and flew north and west to many other GoFs, becoming very well known both locally and around the country in the process.

In very short order he was a veritable storehouse of knowledge about MGs and the people around the world who were prominent in MG circles, and he contacted them and began attending many of the major MG events, shows, races, and so on, in GB, Germany, Holland, Switzerland, South Africa, Australia, etc., as well as in other parts of the U.S. And many of the people he got to know started coming to Florida, and staying with Jerry and Natalie in their big two-story house by the sea in Melbourne Beach. He started our club (I'll get back to that in a bit) and also the North American MMM Register. The annual membership directory of that organization used to state (maybe it still does) that the organization was "created . . . by Jerry Keuper to provide a means of communication among owners of MMM cars in North America. 'MMM' refers to Midget, Magna and Magnette: the overhead cam MGs produced from 1929 to 1936." In 2003 they said they had 178 members who owned 405 MMM cars encompassing 24 different models! The most active members race their cars at various times and places during the year and often travel to England for major races, tours and other events, some times even shipping their cars (or borrowing MGs from friends there) so they can be participants in whatever is going on. Their quarterly "Newsletter" continues to this day to list Jerry as their "Founding Editor", and until shortly after his demise it also listed him as the club's "Founder".

**TO BE CONTINUED**

### **THE "CLIQUE" by Norm Ridgely**

Ever since I can remember when belonging to a club, be it in high school or college, in business or a social organization (civic, country or yacht club, car club, etc.) I have always heard that the group is run by a "clique". And I must admit that is a true statement. I was reminded of this last month in reading the MGs of Baltimore's newsletter, in which was a reprint of an article from the Morris Gazette of November, 1981. Here it is:

**Club Run by a Clique!** Any smooth-functioning club gives new members the impression that the club is run by clique. The following piece, penned by an anonymous writer presents the situation accurately: Rumor has it that the club is run by a "clique". Careful investigation would show that this is true. Furthermore, you will find that the clique is composed of faithful members who are

present at all meetings, who do all the work, who give willingly of their time, energies and efforts, and who sincerely believe that the more they put into the club, the more they will get out of it. There is no question that the enthusiasm, responsibility, and efforts of those members are of inestimable value to the club. And it is suggested, therefore, that you join this clique. It is not a difficult matter to do so, in fact, it is very easy. Begin by attending your club regularly: take an lively interest in its activities; accept responsibilities in the work; never refuse a place of service. Show a continual interest in all affairs pertaining to your club. Before you realize it, you will become a member of the clique and you will be surprised to know how anxious they are to have you. Don't criticize the clique. Join it.

And we, the officers, directors and members of the MGCC-F, do urge all members to join the clique.

### MISCELLANEOUS

FOUND after the Brit Bash – a garage door opener and a red folding chair. If you lost them, contact Danica at 772-770-0083.

CLUB BADGES, Ts, & POLO SHIRTS – Anyone interested in any of these items can purchase by contacting Al Allen at 321-259-6957 or [patalallen@msn.com](mailto:patalallen@msn.com)

For those members who wish to obtain a list of the current membership roster, please e-mail Helen Kingston ([hjk@cfl.rr.com](mailto:hjk@cfl.rr.com)) and she will send it to you. We encourage our members to get together outside of our club events; that way they can contract with one another for a casual drive or tour some place that interests them. Or plan to go together to another club's function, such as the upcoming GOF in Crystal River.

Magnetic Drain Plugs by Blair Engle (Big Bend MC Car Club) – 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% 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 it found in a badly chipped tooth, which could have created very expensive damage. In that no major parts supplier offers these items for XPAG/EG engines, we can now provide them.

New gearbox magnetic drain plug with gasket: \$35 plus shipping- New engine magnetic drain plug with gasket: \$25 plus shipping – for vintage racers, he will drill a safety wire hole if requested.

The Classic MG Shop, 4068 Roscrea Drive, Tallahassee, FL 32309 850-385-2921 – [bengle001@comcast.net](mailto:bengle001@comcast.net)

### MGCC-F UPCOMING EVENTS

Saturday, January 17, 2009 – Indialantic to Jensen Beach! Lunch in Jensen Beach.

Here is the big tour that so many have requested. This is going to be a great tour and we look forward to seeing all of you there. PLEASE contact Danica Perhaps not later than Wednesday, Jan. 14<sup>th</sup> to let her know you're coming. She has to advise the restaurant how many to expect. Danica is at 772-770-0083 or [mulpersto@comcast.net](mailto:mulpersto@comcast.net). And if you decide at the last minute that you would like to come and you did not contact her, come anyway. For those of you wishing to join the group along the way (such as Wabasso or Vero Beach), call Helen Kingston (cell: 321-544-5100) after 9:30 that morning to determine where you can join them.

**DIRECTIONS:** The NORTH group will depart at 9:30 AM. They will meet at the shopping center located at 1170 N. A1A Hwy, Indialantic, which is currently undergoing reconstruction but has an operating Pizza Hut at the south end of the center. It is about 2 blocks north of the SR 192 and A1A intersection. They will proceed south on A1A to Ft. Pierce, North Beach (approximately 46.3 miles), at which point A1A swings west to US1 (2.4 miles), then proceed south on US1 to Seaway Drive (2<sup>nd</sup> traffic light, 1.2 miles), turn left at Seaway to Indian River Drive (1<sup>st</sup> traffic light, 2 blocks), then right on Indian River Drive to the second driveway on the left where you will turn left (maybe 50 yards from the right turn) that leads to a community building set back by the river. This is where the South group will form at 11:00 AM to meet up with the caravan. This phase is about 50 miles and will take about 1 hour & 17 minutes at an average speed of 45 mph. Continuing on south to Dena's Café (3825 NE Indian River Drive, Jensen Beach #772-334-2550) which is approximately 14.8 miles and at 35 mph, the posted limit, it will take another 26 minutes. There is great scenery along the way, especially from Ft. Pierce south. You will have the Indian River Lagoon to your left and (mostly) large estate homes on your right - also, an historic cemetery. After lunch, and prior to heading back north, (which you can do via A1A, US1, or I-95), you have three options. One, you could visit Historic Downtown Jensen Beach just a few blocks south of the restaurant. Two, you could visit the last remaining House of Refuge at Gilbert's Bar on Hutchinson Island, about 5 miles south of the restaurant. Three, you could visit the Florida Oceanographic Coastal Center, also on Hutchinson Island, and about 5 miles from the restaurant. Brochures will be available at lunch.

**Saturday, February 14, 2009 – A Tour of the Deseret Ranch with a picnic following the tour – Here it is!** A chance to see the REAL Florida!!! On February 14<sup>th</sup> (the SECOND Saturday of the month), we are going to head west on SR 192 toward St. Cloud to visit the Deseret Ranch ([www.deseretanchflorida.com](http://www.deseretanchflorida.com)). This is a working ranch, not a tourist destination. We will meeting at a location yet to be determined near the intersection of SR 192 and I-95 at 10 AM and drive 19 miles west to the ranch. We must be there before 11 AM as that is when the tour starts. Normally, tours are only Monday through Friday, but they made an exception for us. They need to know in advance the number attending so they can have the proper number of vans. Therefore, please e-mail ([hjk@cfl.rr.com](mailto:hjk@cfl.rr.com)) or call Helen Kingston (321-773-1455) by Tuesday, February 10<sup>th</sup>, to inform her. So plan to come and make a nice picnic lunch and let's head west. There is no charge for the tour. Following is a quote from Senior Life newspaper:  
“Upon arrival, tour guides greeted us in the visitor's center and we saw the rich cowboy history illustrated through maps, aerial shots and pictures of the residents and ranch hands. The guides gave us an in-depth overview of the history and operation of the ranch before escorting us to our air-conditioned tour bus. The Church of Jesus Christ of Latter-day Saints owns the ranch as part of its agricultural investments. The resources are available to the church's welfare program to feed people in times of need. The word *deseret* means honeybee and signifies industriousness and hard work. The one hour tour introduced the ranch's cattle operation, extensive pastures and vast citrus groves. The ranch functions primarily as a cow/calf operations with over 44,000 cows including replacement heifers and purebred cows. There are 14 units, each with an average of 3,100 cows. The units have a set of corrals, loading chutes, feed and horse barns, a pickup and horse trailer, tractors and feed trailers. The 1,500 plus-acre citrus grove produces mostly juice oranges with other varieties such as navels, tangerines and tangelos. Because of the wise use of natural resources, the ranch is a home to a diversity of wildlife habitats and provides for ideal wildlife viewing and excellent fishing. Following the tour, you may have a picnic lunch on the screened porch of the visitor's center. There are no food concessions at the ranch; therefore we suggest packing a picnic lunch to enjoy the surrounding beauty of Desert Ranch. ”

**Saturday, March 21, 2009 – The Jerry Keuper Tour – Lunch at Pig and Whistle in Sebastian**– Our esteemed Tour Master, Ed Price, is planning a tour of central and south Brevard County, with a luncheon at Pig and Whistle in Sebastian. Included in the tour will be a visit to the FIT/Florida Tech campus to view the botanical gardens that Jerry was very instrumental in establishing on the campus. (Jerry was a past president of the International Palm Society.) There are some historical buildings on this site also. This month will mark seven years since his passing. There will be more details in the next newsletter.

## **OTHER EVENTS:**

1<sup>st</sup> Sunday of each month: British Car Breakfast Club 9:00 a.m. at the Golden Corral in Altamonte Springs. It is just south of SR 434's intersection with SR 436 on the east side between Costco and Robb & Stucky.

Sunday, February 15<sup>th</sup>, 2009 – Gold Cost British Car Show, Boca Raton, FL

Saturday, February 28<sup>th</sup>, 2009 – Antique Automobile Club of America Southeastern Winter National Meet in Lakeland, Florida – This is the AACA show that was in Melbourne last year. Details to follow later.

Saturday, March 7, 2009 – Zephyrhills Celtic Festival and British & European Classic Car Show 2009. See flyer at <http://www.fsmgcc.com>

Friday – Sunday, March 27-29 – GOF South #42 – Crystal River, FL – [www.classicmgclub.com](http://www.classicmgclub.com).

Saturday, April 18<sup>th</sup>, 2009 – First Annual British Motor Classic at Davis Island, Tampa, sponsored by Nature Coast English Car Club & Sun Coast Classic MG Club in conjunction with Davis Island's "Island Fest". See flyer at <http://britishcarclub.net/BMCReq.pdf>

April 21-26, 2009 – NAMGAR in Key West – the Last Sunset. You don't have to have an MGA to participate. Motel is The Blue Marlin (800) 523-1698. Reserve room now and register when the flyer comes out.

May 1-3, 2009 – Rendezvous 2009 – All British Car Event in Tallahassee, FL – Hotel rooms from \$89.99 – (1-888-299-2208) [www.bigbendmgclub.com](http://www.bigbendmgclub.com)

June 24-28, 2009 - MG 2009 – MGs in Breckenridge – The annual national meet sponsored by the North American MGB Register, of which we are a chapter, will gather in Colorado: only 98 miles west of Denver in the Rocky Mountains, average daytime temperature is 70 and nights in the 50s, humidity about 30%. Elevation is 9,000 to 12,000 feet. Let's get a group together and caravan out there. It's only about 2,000 miles (one way) so that's about 4 days each way.

For questions on any of the above, call Norm Ridgely (772) 567-2231.

## **MEMBER PROFILES:**

Members are invited to submit interesting articles about their MG or MGs and themselves.

## **FEEDBACK:**

The Officers and Board members would like to hear from members concerning their views on current functions and events (likes, dislikes, etc.) and any ideas for the future. This is your club and we want everyone to participate and enjoy. So, please contact anyone on the list on the last page to have your voice heard. Thanks!

## **CLASSIFIED ADS:**

**For Sale:** 1958 MGA Roadster, wire wheels, old English white and black interior, an authentic 1500 with correct engine, transmission, tonneau cover, car cover and shop manual. Older amateur restoration showing no rust. Currently needs brake job. Drive as is for fun or restore for show. \$9,500. **Wanted:** 1965-66 Ford Mustang, 6 cylinder, automatic. Any body style. No project cars. Call Tom Jevcak, (813) 837-3111 or e-mail: GT2002Venues

**(5) Tires on rims with trim rings. Firestone FR380, P175/70R14. (2) excellent, (2) decent, (1) spare. \$200 OBO. Please call Ben Stone @ (772) 770-0083.**

**1974 ½ MGB/GT [last year produced] - dark green with tan interior. Restored. ALL NEW: engine & clutch, front end & springs, brakes, Monza exhaust system; plus windows and windshield, upholstery, custom wheels (MG), new mirrors, beautiful wood steering wheel, floor mats and seat covers, nose bra (MG) and more. Asking \$7,995.00—call Bill Aitken at 321.690.1883.**

**1974 ½ MGB for Sale \$3750.00 OBO - Jupiter, FL - Have owned the car for 25 years and have made it as reliable as I can. Re-built engine 5 years ago, 2.2 4-cylinder engine, lightly driven, Type D overdrive transmission, Weber DGV carburetor, marine fuel pump, SPAX gas shock absorbers, new seat foam and upholstery, Falcon stainless steel exhaust, electronic ignition, competition sway bars, chrome wire wheels, new tires, MOMO wooden steering wheel. Like 1971 style MBG instrument panel, rectangular oil gauge, but with rubber bumpers. New convertible top by Robbins. Have all original carb parts and spare in the boot with knock-off wrench and hammer. Gets good mileage- 24 mpg. General condition of the body has rust and will need body work and a new paint job. 1-888-444-9454 (toll free) or [www.acornseminars.com](http://www.acornseminars.com)**



**1993 Mini Cooper – restored and runs well. Asking \$11,800 – open to offers. 1971 MGBGT parts car for sale \$300 includes engine and transmission (out of the car). Also, MGBGT rear hatch \$200. Contact John Conarroe 321-459-3691.**

**Ads are free of charge to members, run for three months unless renewed and/or canceled by the advertiser. Send your ad to Pat Ridgely at the link below or P. O. Box 651068, Vero Beach, FL 32965 by the 25<sup>th</sup> of each month for publication in the following month's newsletter. In your e-mail, please reference MGCC-F ad so it's not considered spam.**

**We need as many articles written by members as we can get. Submit yours to Pat Ridgely at [pridgely83@yahoo.com](mailto:pridgely83@yahoo.com) or P. O. Box 651068, Vero Beach, FL 32965. Thanks for your help.**

**Safety Fast !**

**Club Officials:**

**David Alexander 321-213-7051 (President)**

**Frank Kingston (Vice-President)**

**Pat Ridgely 772-567-2231 (Secretary & Newsletter Editor)**

**Helen Kingston 321-773-1455 (Treasurer)**

**Saul Klein 321-269-0236 (Webmaster & Director at Large) Al Allen (Director)**

**Ken Gregory (Director)**

**Christian Havneraas (Director)**

**Danica Perhacs (Director, Show Chairperson 772-770-0083)**

**Norm Ridgely (Director at Large)**

**Ed Price – Past president**

**Jerry Keuper Chairman Emeritus (In Memoriam)**

**MG Car Club – Florida [www.mgcarclubflorida.org](http://www.mgcarclubflorida.org)**

**P.O. Box 410471**

**Melbourne, FL 32941**

**321-213-7051**



# British Marque Car Club News

[www.britishmarque.com](http://www.britishmarque.com) MGCCF Participating Club Price = \$14 per year



The only MEMBER RUN organization for MGB, Midget & 1100/1300 owners

**ANNUAL MEMBERSHIP fee is \$30 and INCLUDES**

- Membership Card
- Six bi-monthly issues of the the MGB Driver Magazine
- Invitation to the Annual National Convention

**North American MGB Register**  
P O Box 69; Eaton Rapids, MI 48827  
Toll-free phone/fax: 800-NAMGBR1