



MG Car Club—Florida

FLORIDA OCTAGON

#109

JULY 2010

PRESIDENT'S ADDRESS: by Dave Alexander

Hi folks, I hope you all are "enjoying" the heat and humidity of sunny Florida...LOL ... Looking forward to seeing you all this Saturday evening, 17 July for our "star-studded" event at BCC Planetarium in Cocoa (details below in this newsletter).

JULY EVENT - Saturday, July 17th

Due to the heat of the day, (be thankful we are not in New Jersey or New York), we will meet at the Rockledge McDonalds at 6:30 PM, then drive about 2 miles to Chaparrel's, a restaurant recommended by Ed and Pam Price. They serve Cuban, Mexican, and Texan, and have a full bar. After dinner, we will drive another short distance to the Brevard County Planetarium to partake of their offerings. Since this is not a driving tour for LBCs, please be comfortable and drive your AIR CONDITIONED car if you want. Please join us for an enjoyable evening.



LAST MONTH'S EVENT – June 19th Mystery Tour

One thing can be said about Ed Price, our esteemed Master Tour Director, when he sets up a MYSTERY tour, he does it right! Over half the participants got LOST within two miles of the start. The lucky ones were those three cars that were right on his bumper from the start. Less than five miles into the



54.3 mile tour, Ed and his three “bumper buddies” pulled over while he got on the cell to gather the flock back together. After that, it was a great drive taking about 2 ¼ hours, and showing most of us parts of Brevard we didn’t know existed. And we passed within five miles of the Shuttle launch pads. We had nine cars with 13 members on this one. They were Ed & Pam Price, Larry Dyal, Mike Panopoulos, Linda Knoblock and friend Jessie, Leonard Coppold, Richard & Pat Jablonski, Saul Klein, Dave Alexander and Louise Husband, and Norm Ridgely. Everyone had a great time. Nice job, Ed.



Epilogue by Saul Klein- I was cruising back home in my '79 Midget, to North Titusville from the terrific Mystery Tour, passing by Port St. John on US 1, when I got a whiff of burning engine oil... Boy! , that truck ahead of me must have had a “tired” engine or something. When I stopped for a traffic light a few miles later I smelled oil again, quite strongly, but there was no truck around! Then I noticed some blue “smoke” coming up from MY front wheel well! ...Uh Oh!! ... I quickly surmised that something had gone terribly wrong, and my engine was leaking oil and hitting the exhaust system. I decided to make it home the rest of the way (about 10 miles), keeping alert for any “knocking”, low oil pressure, etc. I was about 1 mile from home, when the oil pressure “Idiot Light” started blinking, but went off when I was able to get up to 2500 rpm or better. I made it home OK, looked under the engine- what an oily mess! Was sure I blew a rear oil seal, or possibly the front pulley/timing chain cover oil seal. **Crap! - Engine pulling time!! The next morning I crawled under the Midget and ... discovered a front bolt had dropped out from the oil pan! ... and I only had two quarts of oil left! Could it be an “easy fix”? Was the bolt or hole stripped? ... Would I have to re-tap or use a Helicoil, or what? ... Well, a happy ending to this saga- Without taking the oil pan**

off, I put a new 5/16-24 half inch bolt in and it tightened right up to the torque specification.. I also used some Permatex "Blue Threadlock" on it. ... So far, after 50 miles, no leaks and all is much "drier" under the engine and transmission areas. LUCKY ! Now if I just replace that leaking differential oil seal

;-)

UPCOMING MGCC-F EVENTS

SATURDAY, JULY 17TH – BREVARD COMMUNITY COLLEGE PLANATARIUM

See first page.

SATURDAY, AUGUST 21ST – EARLY DINNER WITH AN EVENING TOUR TO FOLLOW, THEN DESSERT. DETAILS TO FOLLOW.

SATURDAY, SEPTEMBER 18TH – TBA

SATURDAY, OCTOBER 30TH – BRIT BASH AT VERO BEACH'S RIVERSIDE PARK

Be thinking about what you'd like to do to assist in our club's car show. Contact Danica Perhacs, Show Chairman - 772-770-0083, britbash@comcast.net

OTHER EVENTS

1st 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.

September 24-26 – SE Car Festival, Dillard, GA – www.peachtreemg.com

October 15-17 – EURO 2010 – Greenville, SC

October 29-31 – SBCC Annual Car Show – Chattanooga Choo Choo (Tennessee)

October 30 – Brit Bash, Riverside Park, Vero Beach- britbash@comcast.net

November 5-7 – JAMBOREE 17 – Riverside Inn, Homosassa - www.fsmgcc.com

June 12-18, 2011 – MG 2011 NA Council of MG Registers – Reno/Tahoe, NV

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

MG CAR CLUB (U.K.) SECOND INSTALLMENT

This is an excerpt from the 1937 "Sports Car" magazine. This article was submitted by Peter Thornley whose father, John Thornley, was the club's first Secretary, who years later became the MG Car Company's "executive director"; its #1 officer. I found it to be very interesting reading; a big part of our club's history as our club, at one time, was a chapter of the MG Car Club. We still have the old banner. Thornley's article came from the Southeastern MGT



John W. Thornley, first Secretary of the Club.

IN THE BEGINNING

By

H. G. HASTINGS
(of "The Light Car.")



and

J. W. THORNLEY
(of the M.G. Car Co.)

A Further Instalment of the History of the M.G. Car Club

Last month I described the Club's first dinner, which was held on January 9, 1931, mentioning that the function registered a success for the club.

The affair was also noteworthy as marking the birth of another M.G. tradition for an item on the account subsequently rendered by the restaurant read "To six spoons, bent and unfit for further use 6s" or some such sum. (Great oaks from little acorns grow")

Three weeks later—on February 15, the first Chilterns Trial was held. It marked incidentally, what I believe was the first ban on competition tyres—a ban I had suggested because many members were new to the trials game and might be deterred from entering of they thought it meant spending a five pound note to put themselves on a level with the regular trials men.

An entry of 60 had been obtained, but 'flu was in fashion and 50 drivers actually started, amongst them Mrs. Kimber, who drove a Midget, Robin Mere, who is now more often organizing than organized against, and Stanley Kemball, whose office in University Motors the committee still regularly borrows for meetings.

The First Chilterns Trial

Here is a brief summary of what happened and where—Start, the "Lambert Arms," Aston Rowant; finish, Ashley Green; hills: Lewknor (one failure): Kingston Blount down-hill brake test (24 drivers lost marks): Kop Hill slow climb (30 lost marks including 12. who stopped entirely): Kimble Lane (16 failures): Waterworks Hill restarting test (three lost marks): Hawridge (six failures): Light Cars Lament (22 failures): Weather, bright sunshine after week of rain. Best performance, W. H. Haden (Midget): first-class awards, 9; second-class, 13; retired, 1

Following the event, members adjourned to the King's Arms for tea and afterwards the annual general meeting was held and brought to an end what, if not a complete year, was virtually the club's first season.

ever,

One other event remains to be chronicled, however, to make this record of the beginnings of the M.G.C.C. complete, although, actually, it did not take place until May 7, 1932. I refer, of course, to the Abingdon-Abingdon. The trial was noteworthy first because it marked the beginning of a very successful series, and secondly, because it was, I think, the first occasion on which a one-make club opened its entry lists to other clubs.

In selecting the hills, we were lucky in securing the help of that super-trials enthusiast H. P. Haughan, of Stroud, who has a better knowledge of his own district than any man I have ever met. When we explained what we wanted, he sat down and, without looking at a single map, dictated a route card that subsequently required no correction and very little amplification.

Last-minute Hitches

With this basis, arrangements went forward with unusual ease, the only hitch being a panic of major proportions caused, I regret to state, by one H. C. Hastings, who had undertaken to obtain all the necessary direction cards from his office, and, having carefully wrapped them up in a neat parcel, left them in his bedroom at home.

To make matters worse, the discovery was not made until the indefatigable Wood, who had traveled down to Rodborough from Leigh-on-Sea during the night, arrived at "The Bear" and roused the culprit from a peaceful sleep at about 6 am. by demanding to see the wretched things

By a stroke of luck, Thornley had put the remnants of a previous trial's marking in his car, but much frantic turning of white cards into red with the aid of a bottle of red ink was needed before the Cotswold end of the route could be marked.

The trial, which started and finished at the M.G. Works at Abingdon, was run off in bright sunshine and was great fun—particularly an emergency stop test in which competitors,



At the Lambert Arms, Aston Rowant, in February, 1931—the start of the Club's first Chilterns Trial. The same hotel was chosen for the lunch check at this year's event.

on seeing a notice "M.G. Club Stop" were expected to do so before reaching it.

They were, of course, warned of the test but not its location, and few of them expected it within half a mile of the start when they were still buttoning on their gloves and generally getting comfortably settled. Thornley's bright notion of having the test so placed resulted in over half the 43 starters overshooting the line.

So far as the hills were concerned, here is the list: Wragg hill (restart), Nailsworth Ladder, Quarhouse, Blackness, Mutton, Iles Lane, Besbury Common (acceleration and braking test), Battlescombe (timed climb).

Soon after that first Abingdon-Abingdon trial the Club began to grow very rapidly which, involved a great deal of work for

its painstaking secretary. So, having given you my own early memories, I will leave the next stage of this narrative to his very capable pen. Enter J.W. Thornley. H.C.H.

* * *

Forgive me if I do not pick up the threads of these chronicles of the M.G. Car Club from the exact point at which Harold Hastings left off.

I will start in the middle of 1931 when, at the July Open Shelsley Meeting, the Club provided a car park for members for the first time. This, together with tea in the marquee after the climb, was the forerunner of what is now one of the Club's traditions.

Nearly two hundred teas were consumed and whilst the percentage of gate crashers was not computed, it could have been



In the car park of the Roebuck Hotel, Broadwater, near Stevenage, on October 12, 1930. These are the people who brought the M.G. Car Club into being. They were at its inaugural meeting.

EARLY HISTORY OF THE M.G. CAR CLUB

(Continued from previous page.)

very small indeed, as every single individual in the marquee seemed to know at least half a dozen others, which resulted in a thoroughly matey affair.

The following week-end the club registered its one and only really serious failure. An immense amount of care, time and trouble had been expended in organizing a trial in the Peak District. Many of the best known hills were to be used, including Litton Shack and Jenkins Chapel, but the entry was so uninspiring that the event was abandoned.

In the February of 1932 there was held the second annual dinner. This was also at the Mecca, and among the many guests was our present secretary, "Mit" Harris.

Well do I remember the beginning of that party. It was apparently a new experience to many of those present, who were used to club dinners on the grand scale, to go to a club dinner which was not held at either the Park Lane, the Cafe Royal or one of the usual rendezvous, but as they arrived they were obviously wondering what sort of a "do" it was to which they had been brought. They were soon to discover.

The party warmed up with very great rapidity and by the time dinner was over and the floor cleared for dancing, things were in full swing.

In the course of a recent record attempt on the "Magic Midget" Eyston had put in an exceedingly fast lap, only to find that the timekeepers had not done their stuff. The scene was accordingly reenacted after dinner on the dance floor.

George Eyston himself, sitting backwards astride a small chair, did several laps of the dance floor, timed by Mr. H. H. Parker, of Shell-Mex, who, in this farce, was cast as Colonel Parker-Lloyd, the whole production being under the personal direction of Mr. Cecil Kimber.

The next event is of paramount importance in the Clubs history, and I will give you, my impressions in next months issue, although this ground has already been covered by Harold Hastings.

J. W. T.

Submitted by Peter Thornley
from "The Sports Car" p.194 -196, May 1937

MEMBER CONTRIBUTIONS:

Members are invited to submit interesting articles about their MG or MGs and themselves. We need as many articles written by members as we can get. Submit yours to Norm Ridgely at normridge@yahoo.com or P. O. Box 651068, Vero Beach, FL 32965. Thanks for your help.

NOTE: Authors and creators of original material submitted to the Newsletter for publication do so with the understanding that Florida Octagon and the MG Car Club – Florida may use such material for any purpose the Board of Directors may decide is beneficial to the Club. Other MG Newsletters may reprint such material, provided a suitable reference is made to the source and to the author.

From Member Linda Knoblock :

Pat and Al Allen brought their '77 MGB to our business, Auto Restorations & Repairs at 710 Washburn in Melbourne. Job was to repair and paint "rust" areas.

We cut out the rust on both sides of the bottom rocker panels, inserted new metal and painted. We also painted the hood. Mark saved Al & Pat the pieces of rusty metal that were cut out and I believe they are both very satisfied. Our shop does everything from a scratch, to collision repair, to a full restoration project. Remember, on a quiet night, "You can hear them rust!"

If ever needed, please call 321-757-0180 Thanks again to Pat & Al!

-Linda



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:

Ads are free of charge to members, run for three months unless renewed and/or canceled by the advertiser. Send your ad to Norm Ridgely at the link below or P. O. Box 651068, Vero Beach, FL 32965 by the 25th 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.

FOR SALE – Rotisserie for MGB or MGB GT automobile. Bolts to front bumper mount and rear bumper mounts. Made from 1 ½ inch and 2 inch steel stock, professionally welded. The stands are 1000 lb engine stands – there are two stands. Everything bolts together. The rotisserie will rotate the loaded car a full 90 degrees either way so you can work the bottom of the car – it will not go a full 360 degrees. This was made from plans acquired from The MG Experience.net and worked real well on my 67 MGB GT. Can send pictures if interested. Asking price \$300 and a bargain at that. Call Brad, 321-751-0764 or 321-543-9292 or email me at Britcars-4me@hotmail.com. (10/10)

FOR SALE – the front seats from the Ridgelys 1967 MGB/GT. The seats were rebuilt September 2004 and new sheepskin (grey) covers were put on them in March 2006. Asking \$300. 772-532-4265. (10/10)

FOR SALE – 1980 MGB, red with black interior/top, good condition inside and out, new top, engine mechanicals very good. Palm Bay, FL – Joann Kane 321-724-1751, asking \$7,000. (10/10)

FOR SALE – 1971 TR6 Triumph – No rust, low mileage. Trade for MG of equal value – up or down. 863-763-0894. Please leave message Albert Mace (Okeechobee) (10/10)

Safety Fast!

Club Officials

David Alexander 321-213-7051 (President)

Linda Knoblock 321-544-4569 (Vice-President)

Pat Ridgely 772-567-2231 (Secretary)

Helen Kingston 321-773-1455 (Treasurer)

Al Allen 321-259-6957 (Director)

Ken Gregory 772-633-0873 (Director)

Christian Havneraas 321-543-0453 (Director)

Danica Perhacs 772-770-0083, britbash@comcast.net (Director and Show Chairperson)

Norm Ridgely 772-532-4265 (Newsletter Editor, Director-At-Large)

Saul Klein 321-269-0236 (Webmaster, Director-At-Large)

Ed Price 321-632-2207 (Past President)

Jerry Keuper Chairman Emeritus (In Memoriam)

MG Car Club – Florida www.mgcarclubflorida.org

**P.O. Box 410471
Melbourne, FL 32941
321-213-7051**

For Club Info- Please email Dave Alexander [email](mailto:davealexander@mgbregister.com)



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