



#136

OCTOBER 2012

MG Car Club—Florida

FLORIDA OCTAGON

PRESIDENT'S ADDRESS – by Dave Alexander

October, Halloween and Brit Bash, just around the corner, fun, fun, fun, so don your costumes and prepare your LBC"s.

Let's all get out and enjoy our LBC"s. See y'all at our **BIG SHOW, October 26-27 ..**

Enough said.

Cheers,
Dave



"BRIT BASH, A CELEBRATION & EXHIBIT OF BRITISH MOTOR CARS & CYCLES" October 27, 2012

As the date approaches for our annual car show, everything is falling nicely into place. The Friday night Meet & Greet is all arranged at the SpringHill Suites Hotel, and the show field at Riverside Park is awaiting the Saturday morning arrival of all those outstanding British vehicles. If you have not yet registered, please do so ASAP(see reg form on later pages). We look forward to seeing you at the Meet & Greet and your car on the show field. We also encourage your participation in assisting your fellow members in putting on this outstanding event.



LAST MONTH'S EVENT – SEAL MUSEUM, September 15th by Norm Ridgely

Those of you who were unable to tour the National U.S. Navy UDT-Seal Museum really missed a great opportunity to see all this wonderful museum's exhibits. You should definitely put it on your TO DO LIST. The group met at the museum at 10 a.m. and were greeted by our guide, Andy Brady, the Community Outreach Director, who spent the better part of an hour giving us the highlights of the various sections within the museum, before letting us loose to view the many displays on our own. The exhibits cover the years 1943 through today.

A friend in Miami mentioned to me years ago that he had been a "Frogman" but he never spoke any more of it. He was a few years older than me and a well-respected attorney. He passed away prior to 1965 from a heart attack. I asked Andy if there was a roster of those who went through the 16 weeks of training and while talking he mentioned wall plaques that had the names of the graduates. In looking at some of the plaques by the front door, I saw my friend's name on the 1st class's plaque to go through the training, TEAM ALPHA. That group went to Europe for the D-Day invasion of France, and then the Pacific. What a revelation. I also discovered that one of our members is very familiar with Afghanistan from the 1970s. You never know.

After the tour, we adjourned to Captains Galley for lunch, then home.



HAPPY BIRTHDAY – CELEBRATE!

Oct. 1 Norman Ridgely
Oct. 4 Mitchell Biedul
Oct. 6 Nancy Dyal
Oct. 13 Jo-Ann Jensen
Oct. 22 Maureen Klein

THE JERRY KEUPER MEMORIAL AWARD

Historically this award, given to an individual who “endeavors to preserve the marque, encouraging membership in the club, active participation in the club, and MG happenings in general” is presented at our annual car show.

However the Keuper Award Committee has decided to make the presentation of this award at the annual Holiday Party. That event will be held on December 15th at the home of Helen & Frank Kingston. Be aware that the award is not required to be presented each and every year. So, we shall see.



CLASSIC REFLECTIONS CAR SHOW, SEPTEMBER 8, 2012, WICKHAM PARK PAVILION, MELBOURNE, BRIAN MITCHELL REPORTING

Having not been to this show, usually held the second weekend in September, from 9 - 3, for a couple of years, it seemed like a good chance to show the Union Jack and pass out some show flyers for our “do” if’n any other LBCs showed up.

Brits at the show turned out to be few. There was a metal bumper midget, a 1958 Metropolitan and a very familiar 79 Mini cloned into a mid-60’s version. Had my usual chats with the owners and gave them an invitation to our show. Took no pictures, even though the camera was in the car. There were two Irish cars there (Deloreans) both in good condition.

The classes were like 1908 – 1949, 1950-1960, 1961-1969, 1970-1979, and, I think 1980 to present and there were a lot of muscle cars from the 60’s and 70’s. The cars in my group included usual prize-winning jewels such as a pristine 54 Chevy convertible, 56 Buick Special Riviera, 57 and 59 Ford retractable hardtops (rare to see two at one show) and several pretty Mopars. Winners in the category were a 56



Corvette, 1st, 56 Bel Air 2dr hardtop (which is pictured in the latest Cruise News) 2nd, and a 59 TR3A, 3rd, owned by yours truly. Three years ago I took home a trophy for 1st place, in a rain-shortened, poorly attended event. Have you ever tried to get the hood frame erected, hood and side curtains out of the boot and installed whilst holding an umbrella? I truly envy you MG folks.

It is gratifying to have a LBC beat out traditional Detroit iron on home turf, and I hummed “Rule Britannia” as I collected my award. There was the usual crowd of “I had one, my (insert relative here) had one, I wanted one” people and interest is still there for our toys, especially as the price of the American stuff begins to climb out of reach again. Maybe if a few more of us go to the “American” shows we can stir up more interest in our segment of the hobby and resurrect a few more little British cars from the garages and fields whence they repose.

UPCOMING EVENTS - *indicates a club event

*** October 15th – MGCC-F Board of Directors meeting**

**October 19-21 – Lake Mirror Classic Arts Festival, Lakeland
(www.lakemirrorclassic.com)**

*** October 26-27 – BRIT BASH 2012 – Vero Beach- Our annual British Motor Car
Exhibition on Saturday with the Meet & Greet on Friday night**

Brit Bash British Car Show Classes**

- A. Aston Martin
- B. Austin Healey 100 & 100-6
- C. Austin Healey 3000, BJ- & BJ-8
- D. AH Bug Eye, Sprite, MG Midget
- E. Healey Other
- F. Jaguar XK 120, 140, 150
- G. Jaguar E-Type
- H. Jaguar Modern Sports
- I. Saloon, Jaguar, Bentley & Rolls Royce
- J. Lotus
- K. MG Pre-War Sports & Saloon
- L. MG TC, TD, TF
- M. MGA All
- N. MGB/C Roadster chrome 1962-1974
- O. MGB/C Roadster rubber 1974-1980
- P. MGB/C GT 1966-1980
- Q. MG Other
- R. Morgan pre-War
- S. Morgan post War
- T. Morris
- U. Sunbeam
- V. Triumph TR2, 3 & 3A
- W. Triumph TR4, 4A, 5, 250 & 6
- X. Triumph TR7 & TR8
- Y. Triumph Spitfire & GT6
- Z. Minis & varieties slider, rollup, Mokes, etc.
- AA. Minis New generation
- BB. Other British Sports
- CC. Other British Saloons
- DD. Other British non-original engines
- EE. Replicars
- FF. Motorcycles BSA, Triumph, Enfield, etc.
- GG. Premier Class - Prior Yr Class Winners

** Classes may be added, combined, split or eliminated depending on number of show cars in each class. Final classification determined by show committee.

Show cars must be registered by 11 AM

Sorry, **No pets, No alcohol** allowed in park. "For Sale" signs ARE allowed on show cars.



Registration Form (Brit Bash 2012)

(Please Print Clearly)

Name _____

Street _____ Apt _____

City _____ State _____

Zip _____

Phone (____) _____

E-mail _____

Show Car

Year	Make	Model	color

T-Shirt- S M L XL XXL (circle size) \$10 each - \$12 day of Show

This Entry For:

() Show Car **\$25**

Class Choice Letter(s) (see list): _____

() Vendor **\$35**

() Meet & Greet BBQ **\$10** per person

Staying at Host hotel (y/n) _____

I do hereby release MG Car Club Florida, Inc., City of Vero Beach, all sponsors, vendors, tenants and volunteers of Brit Bash Car Show from any liability, personal injury or property damage incurred by me or my guest(s) while participating in the Brit Bash Car Show.

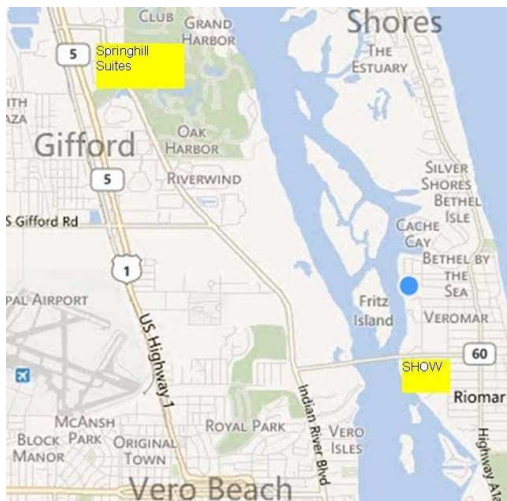
Signed: _____

Date: _____

Amount enclosed: \$ _____

Must be postmarked by 10/13/12. Make check out to MG Car Club Florida, Inc., P.O. Box 410471, Melbourne, FL 32941. Note- Club's "Rain or Shine" policy includes mailing paid T-Shirts to pre-registered "no shows"

Hotel Info – Springhill Suites, just 4 miles form the show. 5115 Indian River Blvd, Vero Beach, FL 32967. \$89 per night includes deluxe continental breakfast (mention British Car Show for this rate). 772-978-9292 or visit www.springhillsuites.com/mlbv



November 1-3 – Southeast British Car Club, “Chattanooga Choo Choo”, Tennessee

November 2-4 – JAMBOREE, Homosassa, Florida – the Bi-Annual meet put on by the Florida Suncoast MG Car Club of St. Petersburg. This is always a fun event NOT to be missed.

**November 11 – St. Petersburg Yacht Club Vintage Motor Classic Show
(www.spyc.org/classic)**

*** November 17th – MGCC-F NEW EVENT! An ECONOMY RUN. Not as simple as who has a good MPG car (e.g. Saul Klein). This is a handicapped ride and it will be run in Brevard County. (Details to follow)**

*** December 15th – MGCC-F Annual Holiday Party at the Kingston’s on Merritt Island. (Details to follow) This year we are asking everyone to bring an unwrapped toy, ages 4-12, to the party. These will then be turned over to a charity to be given out over the holidays.**

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

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: 1951 MGTD right-hand drive, \$20K. Great body & runs great. This is a turnkey driver. This TD was subject to a ground-up restoration many years ago and has been garaged all its restored life, only driven once or twice a month and to shows. This TD, being in good mechanical condition, would be just the ride for someone who wanted a classic that they could drive anywhere, anytime. Can be seen by appointment. Call Mike Euziere, 321-514-2965 for further details. (5/12)



**1960 MGA VIPER RED WITH TAN INTERIOR
ASKING \$24000.00 BUT WILL ENTERTAIN OFFERS.**

Contact; Dave Alexander 321-213-7051 or davidjalexander13@gmail.com (5/12)



Wanted 1968 to 1974 Midget or Sprite parts car or abandoned vehicle with 1275 cc engine I can use as a parts car. Call Mike Euziere, 321-514-2965.

1950 MG-TD with wire wheels – This car is being offered for sale by the Estate of the owner. It is a “driver” but needs some TLC. \$9,000 OBO. Contact Will Bowden of the Classic MG Club in Orlando for details. 407-924-5850

Len Coppold is offering his 1970 MGB tourer. He has too many cars so no trades considered – cash only. Excellent condition, many updated components. Asking \$13,500 OBO - Call 321-752-0737. (Aug12)





Mr. Leonard Coppold
939 Osprey Drive
Melbourne, FL 32940

Modifications to 1970 MGB

A. Drivetrain

Engine- fully overhauled retaining stock specifications but modified for unleaded gasoline (stock cam grind, compression ratio, carb jetting, etc. but with stellite exhaust valves, silicon bronze guides and hardened valve seats). Block was boiled out, crank and cam reground, crank mains were align bored. Rotating masses fully balanced. New pistons, rings, valves, valve guides, bearings, cam chain, cam chain tensioner, seals, gaskets, water pump, distributor, hoses, plugs and wires. Carburetors rebuilt with oversize butterfly shaft and new main jets. A thermostatically controlled cooling fan replaces the stock engine driven fan. New stock airfilters in powder coated canisters. Radiator and heater have new cores. Most black brackets, covers and housings in the engine compartment were bead blasted and powder coated.

Clutch and transmission- new master and slave cylinders, clutch disk, pressure plate and throw-out bearing. Disk, plate and bearing replaced again at 11/2002 by Rick Ostman due to corrosion of clutch which froze the disk to the flywheel, preventing clutch release.

The transmission was fully disassembled, inspected, and reassembled with new seals, bearings, and gaskets by a British specialist in California. He said the transmission looked like it had been recently been gone through as there was virtually no wear on the synchros.

Driveshaft- new bearings in both universal joints, balance checked out satisfactory.

Third member (rear axle and differential)- drained and replaced differential fluid, was not removed from vehicle during restoration (actually the only component not removed besides the doors and fenders during the restoration).

B. Electrical- The original wiring loom is still in place but much of the wiring in the engine compartment has been reworked. A new ATO style fuse block containing several more fuses has replaced the stock four fuse item. The fuel pump is now fused and there are several spare fuse sites for radio or other future use. There is an additional fuse on the radiator bulkhead next to the relay for the cooling fan. Brake, tail, front running lights and the fore and aft turn signals are upgraded to halogen bulbs. No radio was installed but an antenna was fitted to the hole in the fender.

Modifications to 1970 MGB, continued.

- C. Suspension- new (nos) lever shocks in front, rear units were cleaned and fluid replaced.
New front A arm bushings are the heavy duty type originally specified for the MGB V8.
- D. Brakes- Rebuilt front calipers, new pads, new hard lines, new braided stainless steel flex lines to front and rear. New rear cylinders and shoes. Rebuilt (by Apple Hydraulics) master cylinder.
- E. Body- Bare metal respray with Dupont acrylic enamel, color 1990 Honda Tahitian Green, two part with clearcoat. Rear fender seams ground welded and filled. The rather corroded anodized windshield frame was polished. Requires periodic repolishing with aluminum metal polish and wax to maintain its finish. The prop shaft for the bonnet was removed and a pair of gas struts were fitted.
- F. Interior- Gray interior and carpet from Prestige Interiors, England.
- G. Top- Car as purchased did not have a soft top. An early style demountable bow frame was fitted, and a top from the Little British Cat Co. was installed which has a zipper rear window.

1965 MGB Roadster - British Racing Green and the perfect project for an MG enthusiast. We've replaced the radiator, fuel and water pumps and various belts. It has a new fuel line, various hoses, new plugs, plug wires and coil....as well as a new battery (has been converted to one 12V Interstate battery rather than 2-6V). All lamps are new and it has a Tourneau top and 2 spare tires. We put in the two new fuses that operate the car and have 2 spares. We just bought a new wiring harness for the headlamps and a new clutch hose with fluid but they haven't been installed. Floor boards are good, no holes as far as we've determined. Other replacement parts include: accelerator cable, choke cable, suspension bushings, and gearshift boot, chrome retainer that goes with the gearshift boot, and brake pads. Also....new steering boot, rack boot kit, and brake lines. It has a center console that came with but should be replaced, thus the carpet around the gearshift is a bit rough. Various MG insignias, for the steering wheel and the like, came with the car as well. The tires are good as it was garaged for 33 years before we bought it about 5 years ago. Basically the body is great but she needs restoration work and TLC. Before letting a local "mechanic" fiddle with the carbs we both drove her for a bit and she's fun as all get out!!! Hauls butt to be honest! Just needs more time, money and effort than we have right now.

Serious inquiries only. Price \$2,500. Ask for Dan after 6PM 352-542-7597. Car is in Tallahassee.



Safety Fast!

Club Officials

David Alexander 321-213-7051 (President)

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

Brian Mitchell 321-254-9605 (Secretary)

Helen Kingston 321-773-1455 (Treasurer)

Saul Klein 321-269-0236 (Director & Webmaster)

Richard Jensen 321-544-1467 (Director)

Bob Webb 321-480-1015 (Director)

Ed Price (Past President)

Norm Ridgely 772-532-4265 (Newsletter Editor)

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 and to download a Brit Bash registration - Please go to our website (above)





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

ANNUAL MEMBERSHIP fee is \$30 and INCLUDES

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- Six bi-monthly issues of the the MGB Driver Magazine
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North American MGB Register
P O Box 69; Eaton Rapids, MI 48827
Toll-free phone/fax: 800-NAMGBR1

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