



MG Car Club—Florida

FLORIDA OCTAGON

#135

SEPTEMBER 2012

PRESIDENT'S ADDRESS – by Dave Alexander

Happy days of summer and its heat are almost gone for another year. Currently living without A/C, I have found the best “summer time” of the day is from 1 AM to 7 AM. Great weather, but being dark outside (and sleepy inside), may not be the greatest time for a club tour or event.

On another subject, car shows - If one wanted to, they could go to a “near by” car show every Saturday and most Sundays until about the middle of December. Most are free. Majority of the shows are not strictly for British cars but all will let us show our LBC's.

For instance, I took the red MGA that I have advertised in this newsletter, to a show called Titus Nights this last Saturday evening in Titusville.

This show is a "show what you bring" type, starting at 2 PM and by 3 there were over 100 cars- only 4 British (1 TD, 1 A, 1 B) and a screaming yellow TR6 of our very own Mike P.

There was everything from pristine model A's and muscle cars to scratch built "rat rods", with Fast Eddie doing the DJ duties. Fun was had by all and no one was neglected. Seems that "car people are car people" and all can appreciate the different Makes & models. Anyone that might be interested in joining us in "show crashing" give me a call or an e-mail and I will put you on the contact list for future car shows.

I want to thank all that are working on making this year's Brit Bash show successful and would encourage anyone that would like to help, to contact Saul Klein or Norm Ridgley.

Remember this is your club and it is only through members' efforts that continue to make it successful.

NATIONAL U. S. NAVY UDT-SEAL MUSEUM – SATURDAY, SEPT. 15, 2012

You have read about the Seals, heard about them on radio and TV, their exploits regarding the Maersk Alabama and the Captain Richard Phillips and his daring rescue and the take-down of Osama bin Laden. Did you know their history is not of recent vintage, but began during World War II, with the Frog Men (UDTs) who trained on the site of the museum’s location in Ft. Pierce, FL. There is a lot of history contained in this wonderful museum. New displays and artifacts are continually being added.

We have set up a guided tour of their museum for September 15th at 10 AM. You will learn first-hand of their heroic bravery in defense of our great nation. The tour will take at least two hours after which we will drive into Ft. Pierce for lunch at The Captain’s Galley Restaurant (4.5 miles). You can then either return to the museum to continue on your own or “call it a day”.

The Brevard County group will gather for an 8:30 AM departure at the east end of US 192 (5th Avenue) on the ocean in Indialantic. The drive south from there is approximately 45 miles and, depending on the beach traffic, will take about 1 to 1-1/2 hour. The South group can gather about 9:15 at A1A & Beachland Blvd. to await the north group, or proceed on their own to the museum, at about 3300 North Hwy A1A, Ft. Pierce.

We need to hear from those planning to attend so the restaurant can plan accordingly. A group discount at the museum for 20 or more will reduce the \$8/person fee to \$6/person. Contact Dave (321-213-7051) or Norman (772-532-4265).

THANKS TO THE KINGSTONS – GREAT!! DINNER PARTY

On Saturday afternoon, August 18th, 25 members gathered at the home of Frank & Helen Kingston on Merritt Island to socialize, devour a fabulous feast featuring Frank’s delicious grilled chicken breasts with sides and desserts brought by all, watch Saul’s video of the “Tail of the Dragon”, race small cars, and fold some Brit Bash mailers. We did all of that and more. Everyone said they had a great time and the food was outstanding. In attendance: Frank & Helen, Pat &



Norm Ridgely, Saul Klein, Dan Cook, Ken & Betty Gregory, Linda and Mark Raupp, Len Coppold, Art & Yvonne Floyd, Brian & Ginny Mitchell, Danica Perhacs and Ben Stone, Mike & Leigh Lynch, Jo-Ann & Richard Jensen, Dave Alexander & Louise Husband, and Tony & Donna Bevilacqua. Thanks,



Frank & Helen, for again hosting this popular gathering.

50 Years of the MGB

2012 marks the 50th anniversary of the launch of the MGB.

Timeline of key dates and events in the life of the MGB:

1957	Planning for the successor of the MGA begins
1958	Don Hayter's styling prototypes were completed
May 1960	Designs for MGB finalized
1960-61	First three prototypes built
May 1962	Pre-production cars built
June 1962	First production MGBs built (later referred to as Mark I)
September 1962	MGB Roadster debut at Earls Court Show in London
October 1964	Engine changed from 3 main to 5 main bearing design
October 1965	MGB GT is launched with Salisbury rear axle
October 1967	MGC launched with 6 cylinder engine, Roadster and GT MGB Mark II introduced (all synchro gearbox, padded dash)
September 1969	MGC discontinued
October 1969	Recessed grill models introduced, Rostyle wheels become Standard
October 1971	Mark III MGB introduced (revised dashboard nylon seat facings, center arm rest)
October 1972	Switch back to more traditional grill
August 1973	MGB GT V8 is launched, RHD, only for British market; discontinued in 1976
September 1974	"Rubber Bumper" models introduced to meet USA regulations, ride height increased, single 12 volt battery replaces dual 6 volt design
December 1975	GT withdrawn from US market
September 1979	Announcement that MGB production would cease and Abingdon factory closed
October 1980	Last MGBs built. Factory closed. Factory sold in April 1981

512,243 MGBs were built

-Source "Original MGB" by A.D. Clausager

HAPPY BIRTHDAY – CELEBRATE!

Sept. 7 Louise Husband
Sept. 9 Gary Stratton
Sept. 21 Pat Allen

BRIT BASH – OCTOBER 27TH



Our annual car show is less than two months away. MGCCF member's pre-registrations have been slow to arrive. We need all members to bring and show their cars, no matter the state of condition. Many consider a "work-in-progress" or an "untouched, in original condition" or a "daily driver" to be more interesting than a "show queen". So, whatever the condition, please pre-register to show your car(s) (see registration form, etc. below, in "Upcoming Events"). Also, it is the only way to obtain the show t-shirt at a discounted price. Registration is \$25 in advance, \$15 for motorcycles. This show is also our only fundraiser of the year and the profits are used to support club expenses, functions, and events. We also need volunteer workers on show day, so please contact Dave Alexander or Saul Klein if you haven't already.

AND don't forget the Meet & Greet on Friday night before the show at our host hotel, the SpringHill Suites. This has become a popular gathering for locals and the folks coming in from out of town for the show. It's not just about the cars, you meet the people who have these great cars and learn of their adventures in the LBCs. The barbeque will be locally catered and the club provides soft drinks and desserts for only \$10 per person. Paid pre-reservations are a must. We are introducing a car race (bring your LBC die cast model to race) and another contest to test your skills. Prizes will be awarded!

UPCOMING EVENTS - *indicates a club event

*** September 15th – MGCC-F Tour to the famous US Navy Seal Museum, Ft. Pierce (details above)**

*** 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.

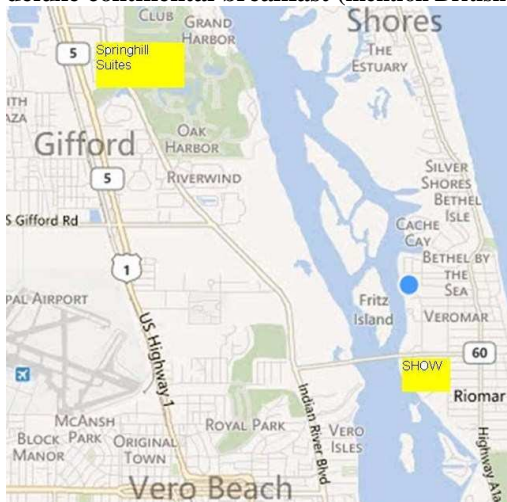
Signed: _____

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/mlbvb



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)**

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

As a point of note, a '51 TD sold in April at the Barrett-Jackson Auction in Palm Beach for \$71,500. I believe this is the highest price yet for a TD. (Dave, there is opportunity out there.)

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.

Subject: Cheating at the Gas Pump

Date: Mon, 16 Apr 2012 20:09:47 -1100

CHEATING at the gas pumps (PRINT OUT YOUR RECEIPTS!!!)

This email was sent by the LA fire captain. This is true. It happened to them three weeks ago somewhere in Pomona on our way to Pechanga. The pump should have totaled @ \$68.00 (and change). When the receipt was printed, and she checked it was \$ 77.00 (and change). She got mad, went inside the store, asked for a calculator and let them do the math. They refunded her. she told them that if they cheat, they had better make it right. Normally, her husband would skip printing the receipt. Not her. We saw on the news the other night that this is happening everywhere. Brian pumped exactly one gallon of gas. The price did not match the cost of one gallon. It was higher.. He went inside and complained, got a refund. There is also a number on each pump that you can call and complain. This is a true story, so read it carefully. I stopped at a BP gas station in GA. My truck's gas gauge was on 1/4 of a tank. I use the mid-grade, which was priced at \$3.71 per gallon. When my tank is at this point, it takes somewhere around 14 gallons to fill it up. When the pump showed 14 gallons had been pumped, I began to slowit down. Then, to my surprise, it went to 15, then 16. I even looked under my truck to see if it was being spilled. It was not. Then it showed 17 gallons on the pump. It stopped at 18 gallons. This was very strange to me, since my truck has only an 18 gallon tank. I went on my way a little confused, then on the evening news I heard a report that 1 out of 4 gas stations had calibrated their pumps to show more gas had been pumped than a person actually got. Here is how to check a pump to see if you are getting the right amount: Whichever grade you are using, put EXACTLY 10 GALLONS in your tank, then look at the dollar amount. If the dollar amount is not EXACTLY 10 times the price of the fuel you have chosen, then the pumps are rigged. In my case, as I said, the mid-grade was \$3.71 9/10 per gallon; my dollar amount for 10 gallons should have been \$37.19. I wish I had checked the pump. It doesn't matter where you pump gas please check the 10 gallon price. If you do find a station that is cheating, contact the state Agriculture Department, and direct your comments to the Commissioner the info is on the gas pumps. Please don't delete this until you have sent it to all people in your address book. We need to put a stop to this outrageous cheating of customers. The gas companies are making enough profits at honest rates. This is the same thing as the butcher with his finger on the scale the company has nothing to do with the station owner's practices. Yes the big oil is making big bucks but the dishonest guy will still be dishonest.

Excerpt from Octagram – Baltimore MG Club .. Sept 2012

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

- 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

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Form and cheque must be received by the 20th of the month to receive the next month's issue.