



MG Car Club—Florida

#78

December 2007 NEWSLETTER

PRESIDENT'S ADDRESS: by Ed Price

This will be my last submission to the newsletter as Club President. Dave Alexander will be filling this space with Presidential Wisdom beginning in January.

I am pleased to pass the baton to Dave, and look forward to continued participation in club events. Pam and I really enjoy tootling around in our little car, and having a club function in which we have a destination, and friends to meet. Pam and I look forward to our monthly get togethers, and I hope we can continue the club activities. I am sure Dave would welcome any suggestions for new events, trips, or adventures. (Of course, with an MG, sometimes the trip IS the adventure). See you down the road.

ELECTION RESULTS

The ballots have been tabulated (no “hanging chads” though maybe a few oily fingerprints). Your new officers and directors for 2008 and 2009, effective January 1, 2008, are:

President	Dave Alexander
Vice President	Frank Kingston
Treasurer	Helen Kingston
Secretary	Pat Ridgely
Directors	Al Allen, Ken Gregory, Christian Havneraas, and Danica Perhacs

Although elected, Saul Klein and Norman Ridgely withdrew their names from the ballot in order that new members may serve; instead will be Directors-at-large without a vote.

Also, there was a tie vote in one instance and since our by-laws do not address ties, the current officers and directors decided to let both serve.

So, next time you see one of the above, congratulate them. Should you have any suggestions, let them know as they are there to serve you.

NOVEMBER MEETING



On Saturday morning, November 17th, 14 of us gathered at the UBS Building in Melbourne with eight cars in preparation of a tour/quiz combo. We pulled out about 10 am and covered about 40 miles in



an hour and a half, terminating in Fellsmere at Marsh Landing for lunch. The route had been laid out by Ed Price and Dave Alexander. Dave came up with the questions for the quiz (but no answers) and it was well done. (How many signs were there, Dave?) Helen Kingston, Lee & Linda Foster, Ryan Bierweiler (new member), Ben McMichael, Pam & Ed Price, Art & Joan Henry, Al and Pat Allen, Saul Klein, and Pat & Norm Ridgely drove the route. We were joined at the restaurant by Orlando Figueiredo (with his just finished restoration), Tom Bowman, Paul Millette, Dave Alexander, and Kurt & Noah Coleman. So we had 20 for a great lunch, meeting and election. Forthcoming events discussed were the Vero Christmas Parade on December 1st, the Bok Tour on December 9th, and Lift Day at Strictly British Motorsports in Apopka on February 23rd.



MGCC-F UPCOMING EVENTS

SUNDAY DECEMBER 9TH - BOK SANCTUARY TOUR

The club has planned a Sunday tour to Historic Bok Sanctuary in Lake Wales. The north group (Brevard) will meet at 9:00 a.m. at the closed Texaco station just west of I-95 on SR 192. They will proceed to Holopaw, then south to Yeehaw Junction on US 441. There they will meet the south group which will leave the IHOP on SR 60 (east of I-95) at 9:30 a.m. From Yeehaw we will travel west on SR 60 to Lake Wales. Last year we had 9 cars and about 17 people attend and they all said, "Let's do it again." Bok is a National Historic Landmark that was developed by one man and dedicated to the American public in 1929. It is on the highest piece of land in peninsular Florida and consists of historic landscaped gardens designed by Frederick Law Olmsted, Jr., a majestic 205-foot-tall marble and coquina bell tower, and a classic 20-room 1930's Mediterranean Revival mansion, which will be decorated for the annual "Christmas at Pinewood tour." There is also the excellent Carillon Café, providing soups, salads, sandwiches, wraps along with fruit and specialty desserts to be eaten either indoors or outdoors or bring a picnic lunch to eat at the picnic



area. Bok's new policy requires a minimum of 20 people for a group discount with payment in advance, so we will not have neither a group discount this year nor a reserved parking area. But the club will subsidize each adult \$4.00 (who is a member or part of a member family), or child \$3.00 (5-12). A child under 5 is free. The reimbursement equals what the discount price would be. Some members are going over Saturday and are spending the night at Chalet Suzanne Country Inn just north of Lake Wales. (863-676-6011) Very nice! Again, for a head count, please call Dave (321-728-0019) or Norm (772-562-2231) and if you find you can come and didn't call, come anyway. For the gardens and a tour of Pinewood Estate, Bok charges \$18 for adults, the club will reimburse \$4. This year you will pay at the entrance.



JANUARY 19TH, 2008

Tour – details to follow.

FEBRUARY 23RD, 2008 (4TH SATURDAY) – Mark Your Calendar for This Event!

A "Lift Day" at Strictly British Motorsports in Apopka (NW of Orlando) will be held for the club.



They'll inspect the cars to determine problems (it's a "100 point" inspection), answer tech questions, show videos and provide FREE FOOD for Breakfast and Lunch! They love British cars, have raced them, driven them, and cared for them all of their adult lives. They have done Lift Days for other clubs, such as Saul Klein's Jaguar Club. PLEASE PLAN TO ATTEND. We'd appreciate having a head-count, so call Dave @ 321-728-0019 or Norm at 772-567-2231. We have invited the Classic MG Club of Orlando to join us. We will arrive there around 11 am, cruising over via back roads. Rendezvous and Cruise details TBA. Here

are some details from Bill Snowden (Owner/LBC Enthusiast):

"STRICTLY BRITISH MOTORSPORTS presents the MG Lift Day - Tech Day event exclusively for owners and enthusiasts of MG automobiles (and other LBC's). Saturday, February 23, 2008, 9AM to 5PM at 2312 Clark St, Apopka, Florida 32703. For further details, please call 407-523-2277 or email strictlybritish@bellsouth.net



We are pleased to present an event that will combine our traditional "Lift Day" evaluation with a "Tech Session" question and answer period. A professional expert will perform a mechanical and cosmetic evaluation of your MG while you watch. He will then review the results with you at your car, pointing out specific deficiencies and areas of concern as he elaborates on those conditions and outlines corrective measures. He will also respond to any questions you may have regarding maintenance and repair methods related to the evaluation. For you DIYers, this will be your opportunity to interact one-on-one with experienced MG technicians.



At the conclusion of the evaluation period, we will present a synopsis of major issues discovered, along with recommended corrective measures that will be shared among all participants. This will be followed by open discussions among our staff and your fellow members in an effort to share ideas and technical secrets.

Finally and most importantly, especially now during a period of fuel price uncertainty, we'll present a seminar on fuel economy – something our MGs are famous for. It may be time for some of us to place our cars into semi-regular service as a measure to conserve fuel and money. We'll provide you with a list of maintenance items designed to dramatically improve your car's performance and fuel efficiency – making it a lot more fun to drive in the process.

Food and drink will be provided throughout the day. We'll begin with coffee, juice, pastries and doughnuts in the morning. Then at midday, we'll switch to 'brats and 'burgers, cooked to order, with all the sides and trimmings. Beverages will include soft drinks, Newcastle and Old Speckled Hen. Munchies, of course, will be everywhere as well. We'll also be showing classic MG videos in our lounge throughout the day.

We live and breathe British cars – especially MGs. They are



our passion and we are seriously dedicated to their preservation. We hope you will join us as we devote an entire day to the concept of having fun with your MG.”

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.

January 19, 2008 – British Motor Trades Assn., St. Pete, FL – show and conference at Holiday Inn, Sunspree Resort.

March 14/15, 2008 – AACA Grand National & Southeastern Winter Meets, Melbourne, FL

March 29, 2008 – AACA at Vero Beach “Under the Oaks”

April 5, 2008 – 24th Annual All British Car Club Show, Mead Gardens, Winter Park, FL

April 11th/13th, 2008 – GOF XLII – Silver Springs, FL – www.britishcarclub.net

June 25/29, 2008 – NAMBGR MG 2008, Valley Forge, PA, Some members of our club are planning to take the Auto-train north on June 24 with some returning the same way. DTF

November 7/9, 2008 – MG Jamboree, St. Pete, FL DTF

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

MEMBER PROFILES:

The Editor thanks Herb Kreutz for sending in the following member profile.

Adventures With Abby

Greetings fellow club members, let me introduce ourselves, now that our MGB is finally back on the road. I'm Herb, and this is my lovely wife Debbie – just 'Deb' for short. Although it took us half of our lives, we finally discovered where we were supposed to be living and moved to Melbourne in December 2001, just before Christmas. We LOVE IT here, and after 6 years we STILL say “WE LIVE HERE!” every time we cross one of the causeway bridges. I love the water (sailing nut) and she loves the warmth and sunshine. For just a bit of background, the kids are grown, the dogs both reached the end of their lifetimes, thus it's just the two of us, but frankly, we like it that way. Oh, I'd love to have another Lab-retriever, but not while living in this little deed-restricted subdivision – wouldn't be fair to the dog. Our last house was a 40-acre farm in Missouri, and our dogs loved the freedom.

Back in the late 70's, right after college, I acquired a '67 MGB in British Racing Green (the only color for true purists). Great little car that was my daily driver (read 'only car') in the NYC area for 10 years. It was in fair shape mechanically, body had typical dents, rocker and floor rot, and it looked like someone had let the hood fly open under way and wrap itself over the windshield, judging from the dent all the way across the hood in just the right place. Did a LOT of work on that car, on a young man's budget (meaning scrounge, not buy), but learned a lot and had a ton of fun with it. Sadly, like most of us in our youth, I didn't realize what I had and I let it slip away when I moved from NJ to MO. However, there she was quickly replaced by Debbie, who was as much fun and a lot less work.

Anyway, our current charge is our 1970 Glacier White MGB. She's a pretty little thing, but more and more I'm sensing she's got a bit of an attitude. She and Deb hit it right off – I could sense the chemistry – but with me it's been a little more of a love/hate thing. Well, 'hate' is too strong a word, for sure; maybe 'love/annoy me' is more accurate. Her name is 'Abigail', which Deb told me right after they met. I don't know, must be a girl thing, as she didn't say anything to ME, and after all, I was the one that found her, right here in the newsletter pages. Abby – that's what we call her for short (which Deb assures me is OK with Abby) – came along in February this past year, and looking back it seems like it was touch-and-go right from the start. I immediately took her off for new tires as soon as we got her, which was really all she needed.



Her past owner had just completed an 8-year restoration and had fixed or replaced just about everything, including a stainless steel exhaust system and new paint and carpet. Abby is a looker, that's for sure – I could see that right off. Not that I let my gaze linger *too* long, mind you; I mean, I AM married, but you couldn't help but appreciate how *good* she looked! I also got her carpet for the trunk (I know, I know – not original, but we use the trunk a lot, and it's so much nicer and cleaner with carpet), a tonneau cover and even a top boot cover. And they're not *used*, they're *original*. Also a new set of Hella headlights, complete with relays (the stock halogens she had weren't that bad, but man, I miss my Z-beams!).

OK, I'm getting long-winded here, so let me just summarize the last several months. In late March, after a few successful 'getting-to-know-you' runs around town, we took her on a jaunt up to Mt. Dora with some motorcycle friends. Ran like a top there and back! – was very impressed and pleased. A couple of weeks later, took her out to head up to family in Daytona. Made it almost out of the subdivision when the clutch turned to stone. Pushed her over to the side, managed to hitch a ride back home with a passing neighbor, got the Jeep and towed her home. Although I got the parts ordered right away, daily life intervened and I didn't get her fixed until October. (turned out to be that the rubber hose going to the clutch slave had deteriorated internally and jammed into the slave cylinder - if you haven't replaced yours in the last 5 years you might want to consider it – it's a \$15 part. As I'm sure you all know, the hardest part is getting under the car) Having just fixed the clutch (rebuilt both cylinders just because I was at it already), gave her a start, to which she responded with a brief startup and run, albeit roughly, then sputtered to a stop. Now I really don't remember the exact details of the next few minutes, but after that one start, she just wouldn't do it again. Eventually I realized I wasn't hearing the click-click-click of the fuel pump when turning the key, and after some research and checking with a test lamp, discovered that the fuel pump (brand new) wasn't getting power. Let me save you the 3 hours of testing up the wiring harness and assorted part removal to get at it, and just tell you this – someone had put a switch on the steering column that shuts off electric to the pump. Anti-theft feature, I guess, and not a bad idea. But it was so well done, down to the circa 1970 small black slide switch, that it looked original. In fact, I had even switched it back and forth several times saying "wonder what this is" (reminds me of that commercial with the guy flicking a switch back and forth going "honey, what's this do? – on, off – on, off") and thinking that my '67 didn't have one of these. I defend myself with the idea that it's the sort of solution to a problem that is just too simple to have even considered. Anyway, after 3 hours of studying the schematic and tracing down the wiring harness, I DO know a lot more about what wire goes where, which was never my strong suite with cars.

OK, so that's fixed, she's again running great, and caution to the wind, off we go Thanksgiving weekend on a 200-mile jaunt (one-way) to my cousin's house, way up in that as-yet undiscovered part of Florida between Jacksonville and the panhandle, all on back roads. Again, runs great. I've got the headlights on even though its a gorgeous day, just for visibility, after looking under a few SUVs as they went by. Stopped for gas 2 hours later, and lo and behold, there's just a buzzing noise when we try to get underway again – DEAD BATTERY! Not really a big deal – this is why I

like standard transmissions and light cars – I just have Deb hop in the driver’s seat and push start her – piece of cake! I do wonder just how long that electric fuel pump will continue to work without a charging alternator, though. Anyway, we shortened our trip and stayed with some other relatives that were on the way so we didn’t have to drive home in the dark (i.e., using the lights). Made it home OK the next day, having put 276 miles on her during which she ran better than ever except for the alternator light ‘incident’. Now I’m doing some research on rebuilding vs replacing the alternator, but to be honest, I have to do some testing first, even though I don’t think anything is loose, as new alternators aren’t exactly cheap. So there you go – that’s our story so far (short as I could make it). I was going to go into more detail about Abby and her apparent moods, but I’ve just been informed that she’d rather speak for herself. See you all later!

Abby’s Story:

“Well, it’s about time! Hey you all, I can’t WAIT to finally meet you, and your owners too (well, I don’t really care about them, but they are, as they say, a necessary evil, right?) Well, let’s see – I was born in the fall of 1969 but they called me a 70 – go figure! This was in England, but I moved ‘across the pond’ to the states straight away to the good ‘ol US of A – land of opportunity, right? Not that I don’t like the country of my origin, mind you, it’s beautiful over there. But those PEOPLE! I mean, they’re nice enough, and polite and all, but for god’s sake, they eat boiled meat and porridge over there – YUK! Listen honey, give me a lobster dinner and drinks on the deck of a yacht in Miami anytime, ya know what I mean? Anyway, it’s too cold and wet over there (and we are built on Lucas, you know) and I like it where it’s warm and sunny – good for my disposition. And besides, I luv going topless! Hey, what can I say – I’m a ‘60’s girl! And let me tell you, 38 and I still can turn some heads - I get my fair share of stares, mister! Anyway Florida is the place to be, so here I am baby!

OK, so my last owner was ok and all – got me some nice cosmetic surgery (not that I needed it



mind you) and a bunch of other stuff, but the relationship was kind of , well, it was boring. All I did most of the time was sit around in the garage and occasionally he’d come out and give me some little trinket and piddle around for awhile, then nothing for a few more weeks. So this new guy comes around one day, and I catch him staring at me. Not that little ‘take a second look’ glance, but staring; you know, that ‘deer-in-the-headlights’ look. OK, so he looked a little dumb – I could still tell he had potential, just probably needed a little ‘training’ – I mean, don’t they all? So yada yada yada and I’m pulling into his garage. Met his wife – Debbie – absolute doll! Didn’t even have to say

anything, I could tell right away we were on the same wavelength. AND that she knew how to handle this fool so I had a ally on my side. So far, so good.

Well let me tell you, Herbie (I love calling him that, ‘cause I know it bugs him! And because it reminds me of that little love bug guy – remember him? He was pretty cute for a German.) Anyway, Herbie has actually been pretty good to me so far. We get home, and the next day he takes me out for new shoes! And not those cheap ‘did-ya-get-those-at-Walmart’ ones either – really nice ones! A few days later and here comes some new carpet. I mean, what girl doesn’t like a little fur, right? And OK, my last owner did get me all the main stuff, but ya can’t have too much of a good thing, right? So SURE I need it for my trunk, Deb (I overheard him telling her, but she let him get it. I told you, she’s on my side). Also, he got me a tonneau – guess he’s a little more modest than me, ‘cause I don’t feel the need to cover up so much – hey, I’m worth the look! But anyway, a nice little gift. So things are good. Then he does something that I’m still mad about. My last owner gave me these really nice (and expensive!) grille badges – an MG one, and a family crest one that looked ‘veddy British’ and oh so proper. Nice bling, ya know? It looked good on me. Anyway, my old owner asks for them back, something about the family crest thing being sentimental, I don’t know -

I was so shocked I didn't really catch it all. Then, Herbie AGREES! Can you believe it! I mean, they were gifts! Not my fault the guy's wife was complaining about room in the garage or whatever! She was just jealous, I'm sure of it. Anyway, Herbie had better buy me new ones, let me tell you! (I'm still waiting, but Christmas is coming fast). OK, so it seems Herbie can be real nice to me but then does something stupid that really gets me going, ya know? And this is how it's been; well, you'll see. Oh, look at the time! Well, listen, it's been really nice but I really do have to be going now. See you all soon, and I'll tell you the rest of the story next month. Toot-a-Loo!"
- Abby

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 member. Ads will be reserved to British automobile related items.

(No NEW ads this month)

Send your ad to Pat Ridgely at pridgely83@yahoo.com 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 email, 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 or P. O. Box 651068, Vero Beach, FL 32965. Thanks for your help.

Safety Fast !

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