



FLORIDA OCTAGON

#220 June 2021

Safety Fast!

CLUB OFFICIALS

President:

Brian Mitchell
(321) 254-9605
bgspain@hotmail.com

Vice President:

John Perez
(321) 243-2661
jpmetsjets@gmail.com

Treasurer:

Helen Kingston
(321) 773-1455
Hjk10590@gmail.com

Secretary:

Marilyn Lewis
(321) 259-7681
Delewis67@aol.com

Director:

David Alexander
(321) 213-7051
Davidjalexander13@gmail.com

Director:

Paul Stedman
(321) 676-8306
pjsted@yahoo.com

Director:

Norman Ridgely
(772) 532-4265
normridge@yahoo.com

Director:

Dale Lewis
(321) 259-7681
Delewis67@aol.com

Immediate Past President

Linda Knoblock-Raupp
(321) 757-0180
oldcarsnewcars@bellouth.net

PRESIDENTS MESSAGE:

I hope that everyone had a safe and happy Memorial Day. It's important that we remember and honor those who gave their last measure of devotion in defense of our country. In November we honor those who served and managed to survive and on Armed Forces Day we honor those still serving.

It's now June and the start of car club events in the more northern parts of our country (that's pretty much any place NOT Florida) and the pausing of such activity here where it just gets TFH (very warm) for us to be out toodling in our LBCs. I have put together a drive for June 12, encompassing a route suggested by Bob Beiler, along the west shore of the Indian River, and some other places that some of you have not been before, largely because you would have had no earthly reason to go there. Total drive time is two hours to cover 40 miles, so we are racing with the snails and tortoises for part of the time. Lots of shaded sections, too.

I, like a number of you, I assume, do quite a bit of the maintenance work on my running vehicles and have made significant physical contribution to the restoration of them, including those in progress. OK, it took me 27 years to finish the TR3 but there were a lot of interruptions (excuses) including almost five years in other countries. Mike McNessor, editor of Hemmings Motor News, took ten years to do his Chevy K10 pickup (piker) but was able to fill about ten pages of his magazine with his story. I could teach him a thing or three about procrastination. One GOOD thing for procrastinators is that they always have something to do tomorrow!

I presently have the AH Sprite in the reassembly phase and hopefully can get it finished before the fresh tires on it age out on me. The Herald is in the disassembly, unstick the engine, mode with most everything forward of the scuttle (except the engine) taken care of. Lots of new parts waiting to go to their new home. The "barn find" Jamaican, well, that's another story. It's TR3B drivetrain and swoopy fiberglass body really need a new home and as soon as I can overcome the "P" word it will get advertised and, hopefully, find a new adoptive parent.

That's it for this month. I hope to see some of you on the drive and at the evening event.

Procrastinator-in-Chief (President)

Brian

Safety Fast

Chairman Emeritus

Jerry Keuper
(In Memoriam)

For Club Info--Please
visit:

[MG Car Club--Florida](#)

June Birthdays:

09 John Ferrentino
09 Pat Briel
15 Dawn Kiefer
15 Ric Garwood
18 Pat Grassick
19 Alexander Kittel
22 Patrick Fox
29 Eric Michaels

June Anniversaries:

02 Mike & Sally Razor
03 Brian & Kay O'Keefe
06 Ed & Pam Price
12 Chris & Jill Prewitt
26 Richard & JoAnn
Jensen

Upcoming Club Events:

June 12 – Dine and Drive

*June 16 – Monthly
Dinner, Pineda Crossing*

Contact Information:

Brian Mitchell
P. O. Box 410471
Melbourne, FL 32941
(321) 254-9605

(321) 254-9605

bgspain@hotmail.com

UPCOMING CLUB EVENTS:

Have you been some place interesting, taken a scenic drive, dined at a restaurant you enjoyed? These are potential places, drives, dinners for club events! Please contact a member of the board and share your suggestion.
Input is always appreciated!

- **June 12, 2021 – MGCC-FL Drive and Dine.** Brian has put together a scenic two-hour drive ending at Woody's BBQ in Williams Point, Canaveral Groves for an early lunch. Highest posted speed limit anywhere on the route is 45, lowest 20-25. = leisurely drive. The trip plan is to meet at the DAV, 2265 N Harbor City Blvd (US 1), Melbourne, FL at 8:30 AM to leave by 9:00 AM. Please RSVP to Brian bgspain@hotmail.com so he can give the restaurant a number to plan for.
- **June 16, 2021 –MGCC-FL Monthly Dinner 6:00 PM Pineda Crossing.** Helen Kingston POC. The Kingston's have chosen Pineda Crossing for this month's dinner. [Pineda Crossing](#) Located just south of the Pineda Causeway, 2515 Roberts Rd, Melbourne, FL 32940. The owner asked if our members would be bringing their cars - his brother had an MGC back in the day & he had a TR6 - excited to see the cars and meet members. To give the restaurant an accurate headcount of how many diners to expect, please RSVP to Marilyn Lewis by June 10th at delewis67@aol.com
- **July 2021 – MGCC-FL Monthly Dinner.** Judy Stedman POC.
- **September 18, 2021 – MGCC-FL Members Yearly Business Meeting 11:30 AM Marsh Landing, 44 N Broadway St, Fellsmere, FL 32948.** A trip plan will be put together and updated here before September. Tentatively the club will meet and caravan to the restaurant via a scenic route. Those that choose to can meet us at the restaurant.
- **October 9, 2021 – SPCA of Brevard 10th Anniversary Hot Dogs, Cool Cats & Wild Rides Car & Motorcycle Show 10:00 AM -2:00 PM, Fox Lake Park in Titusville.** Pre-registration by Oct 9th is \$15, day of show \$20. First 100 cars registered receive a 10th anniversary car show hat and dash plaque. Please visit [Join us for our 10th Annual Car Show - SPCA of North Brevard \(spcabrevard.com\)](#) and click the 'To register online [here](#)' link to register. *Please see flyer below!*

OTHER EVENTS:

- Calendar of local car events and cruise-ins maintained by Mike Euziere. [British Car Driving Group](#)
- **June 10, 2021 – Friendly's Car, Truck & Bike Show 5:00 PM – 8:00 PM 1011 E. Eau Gallie Blvd, Indian Harbor Beach, FL.** *Please see flyer below!* AND take a look at the picture bottom right! Yep, it's Ed Lankenau!
- **June 19, 2021 – Dillard's Father's Day Car Show 12:00 -0400** Dillard's is hosting a car show on June 19th from 12-4 in the parking lot of the Merritt Island store with a DJ, raffles, and food set up for everyone to

enjoy. A \$10 per car entry donation will go to Inheritance of Hope! Inheritance of hope is a charity that Dillard's partners with for most of their in-store charity events. They help take families with a terminal ill parent on retreats. If you'd like more info on the charity here is their website. <https://inheritanceofhope.org/about.html> The first 50 cars that enter will receive a swag bag that includes a \$10 off coupon to use in store that day! Registration opens at 11am. *Please flyer below!* To pre-register email dillardscarshow@gmail.com

- **July 10, 2021 – Collector Car Appreciation Day Dunkin' Donuts Car, Truck, & Bike Day 8:00 AM – 12:00 PM 1220 N. A1A, Indialantic, FL.**
Please see flyer below!

CLUB PHOTOS:

www.mgcarclubflorida.org/mgclubflorida/Club_Photo_Album.htm

May 15, 2021 – Drive and Dine Pig & Whistle



Attending:

Dale & Marilyn, Rich & Dawn, Kourdt & Anna, Mike & Karin, Bob & Donna, Bill & Lisa, Paul, Rob & Maria, Brian – Thank you for planning a fun drive through North Tropical Trail!



Bob, Paul, Bill, Lisa



Bill & Lisa – 07 Lotus Elite



Karin, Brian, Mike, Rob, Maria



Paul – 79 MG Midget



Bob & Donna – 57 Triumph TR3



Brian – 59 TR3



Dale & Marilyn – 62 MGA MKII



Rob & Maria – 78 Land Rover



Mike & Karin – 70 Triumph Spitfire



Kourdt & Anna – 91 Lotus Elan



The Drive!



Rich & Dawn – 66 Spitfire Triumph



Bringing up the rear!



Lineup at Pig & Whistle



Rob, Dale, Rich



Lisa, Bill

Anna & Kourdt

**May 19, 2021 – MGCC-FL Monthly Dinner
Bonfish Willy's**



Kourdt & Anna



Donna & Bob



Rich & Dawn



Judy & Paul



Attending:

Linda, Bob & Donna, Kourdt & Anna, Rich & Dawn, Paul & Judy, Dave & Mary Beth, Mike



Dave & Mary Beth



Dawn, Mike, Donna



Bob

Club Member Contributions of Articles, Personal Interest Stories and Other Fun Information

If you see a British article, tech or otherwise, you would like to share or have a story to tell (Why you love British Cars; What is the story of your car; What piqued your interest in British Cars, etc.) or if you come across something that just makes you smile, please email me (delewis67@aol.com) and I will include it in the newsletter!

Norman Ridgely submitted the following:



Sister Mary was heading to a homebound patient when she ran out of gas. She walked to a nearby gas station to borrow a can and buy gas. The attendant told her the only gas can he had been loaned out. The sister walked back to her car to find something and spotted a bedpan she was taking to a patient. She returned to the station, filled the bedpan with gas and carried the full bedpan back to the car. As she emptied the bedpan into her tank, two Baptists watched from across the street. One turned to the other and said, "If it starts, I'm turning Catholic."



When Did the New Model Year Start?

John Macartney

A few weeks ago, a question popped up on one of the Triumph forums about what did the factory consider as “the new model year?”

Prior to 1st Jan 1968, the London Motor Show was where models for the coming year would make their debut and this essentially applied for all world markets as far as UK manufacturers were concerned. The European manufacturers usually did their own thing and reserved their new model releases at the annual shows in Frankfurt, Paris or Geneva. Sometimes, they used the London event as well.

As far as export markets were concerned – and North America in particular, what you saw on Standard-Triumph’s two stands at Earls Court in London was what you’d get at home as well, except for left hand steering and different coloured lamp lenses.

But that all died a death on 31st Dec 1967 because a day later, the North American market – including Canada, would only be able to have a certain type of car.

Simply, one that met the prevailing safety and emissions regulations for the coming twelve-month period. And nothing else if it was to be sold as the 1968 model. Moreover, the model range was restricted to GT6, Spitfire and TR. The days of the Herald, 2000 saloon and estate car were over.

For Standard-Triumph – and indeed pretty well every other European manufacturer who wanted a slice of the US and Canada markets, it heralded (no pun) the “jumping-through-hoops” period of a litany of variable specifications that might (or might not) be relevant for the coming year.

Looking back, I honestly don’t know how any of those exporting companies managed to achieve what they did in the few months at their disposal to get a car ready for launch in an export territory that was sucking in product like a bathtub emptying.

To start with, the Federal Bureau of Vehicle Safety Standards (FBVSS) had two distinct sets of specification criteria.

The first set was for Detroit.

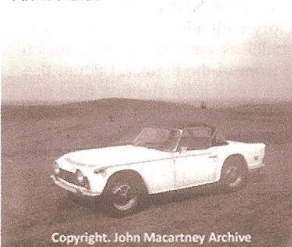
And Detroit usually had the better part of twelve months clear to get its act together and have product for dealer showrooms for the new model year. All the other producers outside the States and Canada, had far less time and our specification criteria were different because the cars were smaller, with vastly smaller engines and many other issues that came within the gaze and jurisdiction of the FBVSS.

It’s a tad of an over-simplification but this is broadly how the FBVSS ran the show. First, look after domestic production and give Detroit as much info as you can as soon as you can. For the European manufacturers, we were given a general outline of the sort of thing the FBVSS *might* be looking for in next year’s models – “but we

won’t be able to tell you for sure until you get us sample product by the end of the first week of July.” This was when the crystal ball gazing started and every manufacturer did their level best to anticipate what might be required from what was popularly known as the “Maybe List” – which, believe me, had several other less than flattering titles accorded to it! So, for the period from early January to the middle of May each year, the Crystal Ball gazers thoroughly examined every item on the “Maybe List” and tried to work out what new requirements were *likely* to be needed, even though during that period they had no specific indicator of what *would* be needed. Having satisfied themselves they had got things more or less in line with what everyone thought would be needed, two examples of each model were sent down the production line and then driven straight into the Experimental Department within the Engineering Division, to have the mods made to them that hopefully would meet Federal requirements. The vehicles were then shipped to New York and trucked to the FBVSS inspection centre for review – and everyone held their breath on the other side of the Atlantic.

By the end of the first week of July, the FBVSS issued its approval (or not) and then confirmed in writing and often in complex legalese, what features were to be the standard specification for the next model year. There was nearly always a wildcard of some sort which no one had considered and this precipitated almost mass panic to devise, design, cost, establish a supply contract – and get fitted. In the meantime, the suppliers who had already been consulted on the anticipated new features for the new model year swung into production and the Export Sales Department went into overdrive to indent cars for build which Standard-Triumph North America (in Leonia, NJ) had ordered.

For a period of about three weeks, the lines hummed all day and sometimes all night, to get those cars built, shipped and in dealer showrooms for 1st Jan. How we did it, to this day I do not know – but we did.



The first TR250 off the line poses for a UK publicity shot.

Fortunately, 1968 was the first year we saw a “different” type of car for the US and Canada and the differences were relatively minor. For the first three or so years, emissions were mainly the key difference and this basically saw Stromberg and SU carburetors running more lean on the Federal spec engines and I think slightly different ignition timing, but that was about it. Yes, there were the cosmetics like hazard flashers, built-in seat headrests and maybe different instrument panel detail – but not a lot else.

And now, as an aside, I can let you, the reader, in on a little secret.

The 1968 Federal Spec cars concentrated mainly on emissions and it was California that forced the issue because of the serious smog issues in L.A. Even the FBVSS openly admitted that it was California forcing the pace, because no other State in the Union was being anything like as insistent. Indeed, most if not all the other States, did not have any meaningful legislation about emissions. Period.

To that extent, Standard-Triumph *could* have sold the fuel-injected car in those other States up to an including the end of the 1969 model year production. To have done so, would have been the utmost folly, because there was such a performance difference between the TR250 and TR5 that everyone would have wanted a TR5 and the Lucas injection system was by no means a clean soul. In any case, as a manufacturer, Standard-Triumph had to build cars to a national rather than more local specification and that is why Canada also got the TR250 and non-PI TR6. If we'd offered the TR5 in Canada and word had got out – which would have been quickly inevitable – sales of TR250 and early TR6 in the States would have been negligible. Enthusiasts would have hurled themselves at Canadian dealers and used what we call the “grey” import channel to obtain the faster car. All that to one side, I do have a very soft spot for the 250 and non-injected six. In standard production trim, there was little to choose in performance terms between a 250 and a TR4A, but the 2.5 litre six pot was so smooth and extremely tractable in Federal spec and I drove many of them. Their performance can best be described as adequate, rather than impressive but put a 250 alongside a 5 and it was a one-horse race in favour of the 5.

As time marched onwards, we see successive model years making fairly radical changes to things in terms of seats, cockpit layout – and of course, emissions. The Spitfire in particular became so slow that driving one with all the emission control gubbins on it made the experience more than disappointing and unrewarding but come 1973 – or thereabouts and Triumph-wise, the factory was making six different sports cars and not just three and this caused all manner of problems within Production Control which are too extensive to deal with here.

There were also one or two hiccups along the way as well.



I'm not sure if it was for the 1969 or 1970 model year, but all Spitfires for North America left the factory with a Royal Air Force type roundel as part of the badging on the front of the bonnet. I admit that when I saw it for the first time myself, I was somewhat taken aback.

That said, I've never pretended to be or aspire to be a stylist but there seemed to me to be a certain “irreverence” in the company going down this route. Interestingly, I wasn't the only one. There were a number of production line operatives who were approaching retirement and who had served in the Royal Air Force during World War Two and they refused point blank to have anything to do with a Spitfire sporting this “décor.” They simply refused to fit the badge and this actually caused quite a lot of industrial relations issues that took a long time to unravel and resolve. Furthermore, Standard-Triumph North America had gone to print with all the sales literature for that model year and it was too late to change at this point. Things still were “sticky” at the factory and it was a letter to Lord Stokes (BL's CEO) from no less a person than the Marshall of the Royal Air Force that resolved things once and for all. The Marshall pointed out in his letter that he felt it ‘inappropriate’ for the RAF Roundel to appear on a Triumph Spitfire in any form and that he saw it as a “vulgar marketing ploy.” He pointed out that according to his records, the Royal Air Force lost at least 422 fighter pilots, plus an additional number of ground crews to enemy action in the **Battle of Britain** that lasted from July to the end of October 1940 alone, plus many more in the years that followed. Equally, the Mar-

shall also made it clear, Royal Air Force Bomber Command saw some 66,000 aircrew killed or wounded in the whole of World War Two over Europe alone. Lord Stokes replied that he would personally ensure the roundel would not appear on future versions of the Spitfire for the North American market.

However, Mike Cook (known to many as the former VTR Editor) told me many years later that if “we couldn't have the roundel, we thought why not use a real Spitfire instead as a backdrop?” and he sent a letter to that effect to Jack Reardan, Triumph's Export Director with some mocked up artwork. Reardan himself had not been too enamoured with the roundel on the bonnet saga and felt Cook's thoughts would add further flames to the fire with the Royal Air Force.



You not only get a car and a girl but a piece of history.

The artwork mock-up was sent personally by Donald Stokes to the Marshall of the Royal Air Force asking for his thoughts about it being run as an advert in the States and other selected markets? By return mail, the artwork and Stokes' letter came back to British Leyland HQ in London in which the Marshall had scrawled across the bottom, “If you must. As you sell this car in Germany, please let me have a German language copy of the advert you plan to use to promote your car in that market. I can then have it framed for permanent display at The Royal Air Force Museum at Hendon.”

Well, that advert certainly ran in North America for a year or two but the one we used for the UK (above) was a PR disaster. The outcome was several hundred very snotty letters sent to Lord Stokes by former aircrew or families of aircrew who were killed in action. They did not find the image of a Supermarine Spitfire and a Triumph Spitfire together holding any appeal at all – and they said so.

This just about brings us to the end of things for the North American market as a whole. Three car models only and that was that.

Well, not quite.

Those in the corridors of power at the FBVSS had failed to include one particular US territory that one must assume came within its jurisdiction – and that was Puerto Rico. The factory noticed this very quickly and consequently worked hard and fast to make the rest of the range compliant for Puerto Rico – so if you've got any spare cash and want to buy an oddball post 1968 Triumph, better go there and see if any are still left.

A picture of a 13/60 Herald convertible in Puerto Rico spec popped up a year or so back on eBay but the seller wanted an enormous sum of money for what little was left of it.

*Material copyright by John Macartney.
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DILLARD'S FATHER'S DAY CAR SHOW

SATURDAY
JUNE 19TH 2021
DILLARD'S MERRITT
SQUARE
12-4

Registration starts at 11am
preregister by emailing
dillardscarshow@gmail.com

All types of cars welcomed
\$10 donation to Inheritance of Hope for entry
Raffles, music, chick-fil-a

Friendly's Car, Truck & Bike Show

Hosted by Friendly's
1011 E. Eau Gallie Blvd
Indian Harbor Beach, FL

Monthly Show
Second Thursday,
Next Show
June 10, 2021
5:00 PM to 8:00 PM



Questions?
Call "The Car Kid"

Bill Antonetz at
321 725-3648



Sponsored by Walmart
Indian Harbor Beach

Free Show
Bring what ya got.
Everyone Welcome..
Rat Rods, Golf Carts,
Under Construction,
All Years, Makes & Models are Welcome, No
Judging, No Trophies, Just Good Fun!!

Discount Coupons for everyone
attending the show



Collector Car Appreciation Day Dunkin' Donuts Car, Truck & Bike Show

Dunkin Donuts
Beachside
1220 N. A1A, Indialantic, FL
Saturday, July 10, 2021
8:00 AM to 12:00 PM



Questions?
Contact

Bill Antonetz at
321 725-3648 or
bill333@cf1.rr.com

Free Show
Bring what ya got.
If it Rolls, Roll it on in!

Everyone Welcome.. Pet Friendly
Rat Rods, Under Construction, Golf Ca
All Years, Makes & Models are Welco
Judging, No Trophies,
Just Good Fun!!



SPCA
OF BREVARD

10th Anniversary

Hot Dogs, Cool Cats & Wild Rides Car & Motorcycle Show

Registration before
Oct 9: \$15
Day of Event: \$20



Featuring DJ Fast Eddie
50/50 & Raffle Drawings

Bring a bag of clumping cat litter
and receive a FREE drawing ticket!

Saturday, October 9, 2021

10 am - 2 pm at Fox Lake Park in Titusville - Registration starts at 8 am

First 100 cars registered receive a 10th anniversary car show hat and a dash plaque.

All cars registered receive a meal ticket.

For Vendor & Advertising Info: logistics@spcabrevard.com Other Inquires: Pat Fox 321-362-0590

To register online, visit www.spcabrevard.com

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RELI REALTY

MGCC-FL Merchandise



MGCC--FL Hats

\$25

Original logo from when club was first founded,
with date and club name

Khaki color is a light weight material with
Nylon adjustable tab closure.

White is slightly heavier but vented on both sides
with
Velcro closure.



MGCC-FL Patches

\$5

Anniversary Logo Design

POC for Purchase:

Helen Kingston (hjk10590@gmail.com)

Ads are free of charge to members, run for three months unless renewed and/or canceled by the advertiser. Send your ad to delewis67@aol.com for publication in the following month's newsletter.

For Sale:

1954 Partially Restored Morris Minor \$4,000

A partially restored 1954 Morris Minor for sale. Split screen, two door. Last driven 7 years ago. Requires new brake lines, at least one drum brake, probably a new front bumper and some surface rust that needs some attention (I live beach side). A nice little car which my wife purchased in GB in the 90's. She had it partially restored, painted and new seats before she passed away. Looking for a buyer who would like a little honey of a car that still needs some loving.

Contact: Tim Sawyer, alwaysyou0214@aol.com



June 2021

1977 MGB Mark IV Roadster \$14,000 (negotiable)

Description -

PLEASE READ THE DETAILS, THIS IS A TOTALLY RESTORED CAR

HISTORY

This is a 1977 MGB Mark IV Roadster. It was purchased from the original owner from Maitland Florida (I have a copy of the original Florida Title from 1977) with 75,120 original miles and has been a Florida car all its life. About 1/3 of those miles were when the car was towed behind a motor home. The car was stored in a garage for many years after the owner passed. During the years of storage there was no maintenance done but the car remained rust free. In 2020, when the family attempted to start and run the car, they did not pay attention to the old fluids (oil and water) and as a result spun the main bearings.

2020 to 2021 RESTORATION

In 2020 I restored the interior, sound-deadening material under the carpets, originally white the car was stripped and painted with 4 coats of diamond white (\$3.5K), new body trim work, new dashboard, new seals, new tires, restored rims, new brakes, new top. Complete undercoating. It has the Tonneau cover and top Boot.

The motor was removed, bored 20 over and completely rebuilt top to bottom by J&J Racing Engines in Jupiter Florida February 2021. New alternator, battery, cooling fans, gas tank, fuel pump. The smog pump was deleted. The engine installation and Zenith Stromberg carburetor was completely rebuilt by Eagle Automotive Vero Beach Florida.

The car is still in break-in mode with less than 300 miles since rebuild. AS NICE AS IT GETS. Asking \$14K negotiable. Eric Michaels 772 713-7885 Micco FL.



June 2021

1974 Jensen Healey \$8,000

In last month's Hemmings a 'daily driver' (high mileage) 74 Jensen Healey was listed for \$12,000 My car is all original with the exception of the gas tank, lines, fuel pump and carburetor. It was climate controlled stored for many years. Original paint and all gages work. Asking \$8,000. It is the only Jensen Healey registered in Florida.

Contact: Michael Sherbin Phone: (321) 622-5080 Email: msherbin@hotmail.com



May 2021

1953 MG TD Kennedy \$6,500 OBO

Pictures: https://www.dropbox.com/sh/10i9gc8prcdrqm7/AADeRKjf6K7BTY_IWTr1691ha?dl=0

Contact: Lou Dominguez Phone: 772-323-9521 Email: Imdominguez23@yahoo.com

May 2021

1974 MGB \$28,000

One of the last few 74 MGBs with chrome bumpers. It is a totally restored MGB. It was a California car and never had any rust. It has about 3000 miles on a rebuild after the restoration. I have all the service records all the way back to the 1970's, the color is Vermillion, all new top, seats, carpet, interior, windshield, lights, radiator, SU carbs, clutch, steering rack, suspension links and bushings, tires, new dash. Comes with a spares motor, numbers matching.

Contact: Mike Doherty, Cell: (321) 616-3825, Cell: (321) 222-8580





April 2021

1972 MGB - \$500 (negotiable)

1972 MGB with clear Florida title. Many parts: engine complete w/dual SU carbs & manifold, oil cooler, radiator, dists, coils complete head & valve assembly, generator, etc. Transmission & rear end thought to be good, suspension parts all there. Bumpers are fair, instruments and door glass are good except right window. Many small parts, hinges, door handles, etc. Window regulators & vent window frames & glass are there.

Engine condition is unknown, engine is stuck, and I have not tried to do anything with it, top frame & top bows are complete except for front header bar. I bought this one as a package deal & used the canvas top, SS muffler & other parts in restoring another MG. Car rolls but has one tire which will not hold air.

Contact Bill Insko (321) 259-8323

Downsizing: MG & Triumph parts & projects

1967 MGB GT Partially disassembled Project car. Florida title \$2,000.

1970's Postal Jeep. Rusty body I6 engine, turns. \$500.

Two 1970's VW Project/parts cars. Both engines run. \$2,000 each.

1976 MGB RDS Project car. Custom steel dash, good rubber, good driver. Florida title. \$2,500.

1978 Triumph Spitfire. With weber/header, aluminum radiator, new wood dash, fiberglass trunk lid, factory hard top, rough body, good tires, Florida title. \$2,000.

Contact Dave Alexander (321) 213-7051 (Please leave a message, I will return all calls)

1970 MGB \$6500 Rust Free

1970 MGB 3rd owner Florida car excellent driver. RUST FREE BODY, partial older repaint of original color, Original interior, 85,000 miles. New brake master, emergency cable, clutch master and slave, front rotors and calipers, front wheel bearings, rear springs, Apple rebuilt front and rear shocks, fuel gauge sending unit, excellent top and tonneau, new inner tubes,

rebuilt radiator. All work done by an 18-year vintage racing driver to update and have safe running gear. Could be driven anywhere. Typical oil leak.

Contact Mike McLaughlin (407) 625-8382



Seats for 91 Lotus Elan \$550



These seats were in my Lotus for about two years. I replaced these seats with the originals. New, these seats were \$1200 Sparco & the back is adjustable. They have aluminum adapters on the bottom and are like new. I will let them go for \$550 for the pair.

Contact Kourdt Howell, email: Kourdt.howell@gmail.com, Phone: (328) 427-3072

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British Marque Car Club News is a 40-page monthly tabloid newspaper featuring the news of dozens of British car clubs coast to coast. Did you know that our club is one of over 100 official *British Marque* Participating Clubs? It's true — and members of Participating Clubs are entitled to all sorts of benefits.

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