



# FLORIDA OCTAGON

#241 March 2023

## ***Safety Fast!***

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## **PRESIDENTS MESSAGE:**



Sitting in stalled traffic on our "shortcut" back road to a destination on the west coast the other day, the term "taillight check" came to mind as I watched a seemingly endless stream of illuminated vehicle rear ends stretch ahead of me, some of which were not fully functional. For the folks who have had the good fortune to follow my TR on club drives, I have finally replaced the defective right stoplight assembly and now have both working, at the cost of my left rear turn signal. (The Joey Lucas patented travelling earth fault moved there as I replaced the taillight assembly. Grrrrr)

The dearth of non-functioning lighting is very common on towed vehicles around here, like lawn maintenance trailers. I saw one the other day with everything working and wanted to warn the driver that he needed to attend to it as he was probably in violation of some obscure Florida statute that prohibits fully functional lighting as you so seldom see it. The State of Florida used to have annual vehicle safety inspections, performed in long, dual laned buildings, most of which have been demolished after they stopped the inspections around 1980. (One still stands on University Blvd in Melbourne, repurposed as an administrative office.) I guess the inspections were stopped as a concession to law enforcement because wanted felons apparently never do a walk-around before going on the roads, making them easier for the constabulary to identify. Seriously, how many arrests of these folks started out with a traffic stop for non-functioning rear lighting?

I have had the opportunity to live in four foreign countries and, while I can't vouch for Korea in 1969, Spain in the 70s and 2000s, Turkey in the 90s and England in the late 70s all had rules on their vehicle lighting that were enforced. Spain's anti-dazzle policy resulted in your headlights being aimed such that only the area ten feet in front of your car was illuminated, making for interesting nighttime driving on rural roads, especially where large farm animals would magically appear out of the darkness. France has finally done away with its yellow headlights, kind of like having cataracts removed. Turkey's rules only seemed to be enforced AFTER the collision. England had (has?) annual Ministry of Transportation (MoT) inspections which were quite comprehensive (spelled "expensive") failure of which prevented you from leaving the inspection facility until the defective item(s) were repaired, keeping many a mechanic gainfully employed. I always made my appointment in the morning so that, if something was found to be non-compliant, there was time to fix it and have a way home.

**Chairman Emeritus**

Jerry Keuper  
(In Memoriam)

For Club Info--Please visit:

[MG Car Club--Florida](#)

**March Birthdays:**

01 Angel Lopez  
03 Ginny Mitchell  
04 Martin Dowzall  
08 Annie Dalter  
12 Edie Lowery  
13 John Perez  
15 Mike Razor  
17 Sally Fox  
17 Pat Moore  
21 Brian O'Keefe  
23 Dan Cook  
23 Richard Kiefer  
24 Diane Grassick  
27 Ernie Briel  
29 Mary Pollock

**March Anniversaries:**

02 Guy Hoenig & Cindy Ingram  
17 Kourdt & Anna Howell  
21 Nancy & Richard Garwood  
27 Michael & Doreen Sherbin

**Upcoming Club Events:**

*March 11*  
*Cape Canaveral Tour and Lunch*

*March 15*  
*Monthly Dinner New England & Pub*

*March 18*  
*Celebration of Cars*

*April 1*  
*38<sup>th</sup> All British Car Show*

**Contact Information:**

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All of these places required you to carry a replacement bulb for every type of lighted item on the exterior of the vehicle as well as the tools with which to replace them. If you were stopped for defective lighting, in the Land-O-Lucas mind you, you could avoid a substantial fine and the cost of reinspection by effecting the repairs on the spot. Spare fuses were usually included in the little box with the spare bulbs provided by the car makers. Chances are that we all have room in the cubby for a replacement bulb or two, so why not toss a couple in there before your next outing. One 1156 and one 1157 should suffice on most pre-1980 vehicles, that way we can all avoid being mis-identified as criminal miscreants attempting to elude capture by the forces of good.

We're in our prime driving and car show time, as is evidenced in the coming events section. and I hope to see more of you in the months to come. (My position in the photo from February's evening dining event was my punishment for having missed the club picnic the Saturday before. I'm usually "higher on the hog".) Until then:

Safety Fast

Brian

(321) 254-9605

[bgspain@hotmail.com](mailto: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 send us your recommendations.

- **March 11, 2023 – Cape Canaveral Lighthouse Tour and Lunch at the Port.** To date we have 14 cars signed up for the tour. We're allowed 25, so if you're interested there's still time to sign up before the March 3<sup>rd</sup> deadline. The tour includes the lighthouse, the Keeper's Cottage Museum, Hangar C and Launch Complex 26. It will take approximately two hours. The tour will begin at 9:00 AM and we will meet our guide at the Sands History Museum parking lot at 8:30 AM. Because the lighthouse is located on a secure military installation, they require information on each adult for security purposes. Please click on the following link to provide the security information requested. Link: [https://docs.google.com/forms/d/e/1FAIpQLSet5tPQg8SRpYZ3DxnshwQR3NJ5OEbPC8\\_kLpPoV-Qiatepw/viewform?usp=share\\_link](https://docs.google.com/forms/d/e/1FAIpQLSet5tPQg8SRpYZ3DxnshwQR3NJ5OEbPC8_kLpPoV-Qiatepw/viewform?usp=share_link) After filling out the form, hit submit and the information will be sent to Mary Anne for submission to the base. This information is required no later than March 3, 2023, to get it approved by the Space Force. We plan to meet for lunch immediately following the tour. I'm still figuring out where. Any suggestions?
- **March 15, 2023 – MGCC-FL Monthly Dinner at New England Eatery & Pub 6:00 PM** [New England Eatery & Pub](#) 5670 HWY A1A Melbourne Beach, FL 32951. RSVPs are requested. [delewis67@aol.com](mailto:delewis67@aol.com)
- **March 18, 2023 – Celebration of Cars AMCM 10:00 AM – 3:00 PM.** The annual Celebration of Cars will again be held on the grounds of

the [American Muscle Car Museum](#), 3500 Sarno Road, Melbourne, FL. Registration is available at [2023 Celebration Of Cars - AACA \(americanmusclecarmuseum.com\)](#) There will be no registration the day of show, so please send in your registration and fee by **March 13<sup>th</sup>**. For those in our club who would like to park together, please assemble by 8:45 AM along the drive for the Melbourne Greyhound Track, 1100 N. Wickham Rd, Melbourne. We will drive in together. *Flyer below!*

- **April 1, 2023 – 38<sup>th</sup> Annual All British Car Show ‘April Fools Day Multi Marque Show’**. The show is put on by the British Car Club of Central FL. Registration and hotel information are available on [Central Florida British Car Club \(britishcarclubofcentralflorida.com\)](#) Register by March 25<sup>th</sup> for discounted rate of \$37.50. This show is being held at Henry’s Depot in Sanford, FL. Club members interested in caravanning to the show, please plan to meet at the Rockledge McDonald’s on US 1 at 7:00 AM in order to allow time to travel to Sanford.
- **April 3, 2023 – MGCC-FL Quarterly Board Meeting**. The board meeting is held in the Kingston Garage, 1561 Maple Avenue, Melbourne, FL. All club members are welcome to attend. If unable to attend, please send ideas/concerns to a board member to present for discussion. The meetings encompass club business, finances, and planning. Minutes are prepared and available by request.
- **April 12, 2023 – Monthly Dinner Grills Riverside 6075 N US Hwy 1, Melbourne, FL 32940, 06:00 PM [Grills Riverside Melbourne - Grills Seafood Deck & Tiki Bar](#)**
- **April 15, 2023 – Wheels in Motion Car Show at Fox Lake Park 10:00 AM – 02:00 PM**. SPCA is not having their October Car Show; however, the Sunrise Rotary is having their second annual car show on April 15<sup>th</sup> and the SPCA is going to be one of the charitable organizations benefitting from this event! The MGCC-FL has participated in the SPCA Car Show for many years. We plan to continue our support and participate in this show. *See Flyer Below!* Details to come!
- **May 13, 2023 – Breakfast at Palm Shores Bistro**

#### **OTHER EVENTS:**

Calendar of local car events and cruise-ins maintained by Mike Euziere. [British Car Driving Group](#) Mike emails a weekly listing of all local events occurring on the upcoming weekend to all club members. If you’re not receiving the email, please let us know.

- **April 8, 2023 – Wheels Across the Pond 12:00 – 4:45.** [wheelsacrossthepond.com](#) | [British Classic Car and Motorcycle Show](#)
- **April 20-23, 2023 – Gathering of the Faithful (GOF) [Home](#) | [GOF-South 2023 \(gofsouth.org\)](#)**

**CLUB PHOTOS:**

[www.mgcarclubflorida.org/mgclubflorida/Club\\_Photo\\_Album.htm](http://www.mgcarclubflorida.org/mgclubflorida/Club_Photo_Album.htm)

**British and European Car Show  
February 4, 2023**



**Bob Beiler,  
Linda  
Knoblock-  
Raupp, Bob  
Parks – Show  
Chairmen**

The First British & European Car Show was a huge success! MGCC-FL showed 19 cars and 42 of our members attended. Thank you, Saul Klein, for submitting the following YouTube videos!

- [British & European Car Show](#)
- [AMCM Lobby](#)
- [AMCM - Indy Pace Cars](#)
- [AMCM - Inside Main Hall](#)



**Saul Klein**



**Lee & Beth Harris**



**Paul Stedman**



**Roger & Edie Lowery**



**Terry Collins**



**Gina Carpenter**



**Tim Kingaby**



**Dale Lewis**



**Linda & Linda Rothwell**



**Dale & Richard Fickes**



**Rich Kiefer**



**Bill & Lisa Parks**



**Ken Gregory**



**Mike Euziere**





**Judy Stedman, Linda & Doug Rothwell**



**Donna, Jerry Kaufman**



**Dale, Ed Lankenau, Marilyn**



**Dave Alexander, Linda**



**Norm & Donna Powers**

**'Madge' made her debut at the show!  
Reference the Florida Octagon  
April 2022 Newsletter for 'her'  
story.**



**Best 1965 + Rob & Maria Buck**



**George Cole won two awards,  
Best Pre 1964 and People's  
Choice**



**'Best Dressed' Bob Beiler**



The 'Lucas Award' went to Jim Netterstrom – Thwarted by the wind whipping the Allard's hood up and cracking its windshield!



Donna Beiler

### 13<sup>th</sup> Annual Motor Car Exhibition at McKee Botanical Gardens February 11, 2023

Some of us met up at the DAV to caravan to the show. Paul & Judy met us on the road to join the caravan.  
Club participation in the show were Beiler's, Cole, Otega-Cowan.



Dale, Helen, Bill & Lisa, Brian & son Evan



George Cole – '47 Jaguar



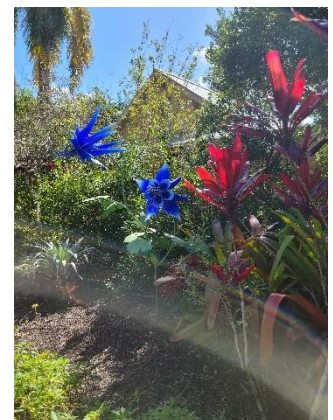
Roman Otega-Cowan – 60 MGA



Bob & Donna – '50 XK150 Jag



Ken, Lisa, Bill, Bob





**Bill & Lynn Henley**



**Jill & Chris Prewitt**



**Betty & Ken Gregory, Helen Kingston**



**Chris & Jill with their recently restored TD**

**Thank you to Chris Prewitt for taking care of the reservation at Mrs. Mac's Filin' Station where we met for lunch after viewing the show. Attending: Chris & Jill, Ken & Betty, Helen, Dale & Marilyn, Paul & Judy, Ric & Nancy, Bill & Lynn, Brian & Evan**

**MGCC-FL Picnic and Club Photo Shoot  
Jerry Keuper Award Presentation  
February 18, 2023**







**Ed Price, former MGCC-FL President and a Jerry Keuper Award Recipient, presented the 2022 Jerry Keuper Award to Paul Stedman who has exhibited the *Jerry Keuper Spirit!***



**Paul joined the club in 2016 and quickly became a valued member of the club supporting all events and becoming a member of the board. He has been an avid British car enthusiast for over 50 years.**

**Thank you to Frank Kingston for fabricating the award.**



**Attending: Paul & Judy Stedman, Thom Upton, Rich & Dawn Kiefer, Ed & Pat Lankenau, Brad & Donna Kroetch, Dale & Marilyn Lewis, Frank & Helen Kingston, Linda Knoblock-Raupp, David Holmwood & Sallie Richardson, Saul Klein, Norm & Donna Powers, Tim Potter, Terry Collins & Gina Carpenter, Jerry Kaufman, Bob & Donna Beiler, Ed Price, Tim & Barbara Kingaby, Bill & Lisa Parks**

**A huge thank you to Helen for reserving the pavilion and ordering the chicken!**

**Thank you Saul for some amazing car photos available for viewing at: [MGG-FL Picnic Photoshoot](#)**

## **MGCC-FL Monthly Dinner, Grant Station Rib City February 21, 2023**



**Thank you Judy Stedman for coordinating the February monthly dinner!**

**Attending:  
Paul & Judy Stedman, Norman Ridgely, Ken Gregory, Ed & Pat Lankenau, Tom Gunther, Richard & Judy Fickes, Kourdt & Anna Howell, Norm & Donna Powers, Dale & Marilyn Lewis, Helen Kingston, and Brian Mitchell**

## Club Member Contributions of Articles, Personal Interest Stories and Other Stuff

If you see a British article (tech or otherwise) you would like to share 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! Personal stories are especially welcome! Tell us about your car(s)!

### *Articles, Pictures and Writeups from our club members*



**Bob and Donna Beiler attended the Barefoot at the Lake Car Show on January 29<sup>th</sup>. Bob won First Place Import with his 1950 Jaguar XK 120. Congratulations! Thank you, Donna, for submitting the pictures!**



**Linda Knoblock-Raupp's 1980 MGB was featured in January's edition of Senior Life! Thank you, Linda, for submitting the photo!**



The MG is a two-door sports car manufactured between 1962 and 1980 by the British Motor Corporation. The MGB has a 1.8L cylinder with a 4-speed overdrive transmission, which is often used. Linda Knoblock-Raupp has owned this car for more than 25 years. Her husband, Mark Raupp, who owned an auto restoration business, painted the car.

**Thank you, Pat Ridgely, for submitting the following:**

One year ago, at the McKee annual Motor Vehicle show, Norman presented this beautifully restored vehicle. This pedal car was restored after having been “enjoyed“(aka abused/demo derby, etc.) as children by his sons, Mark and Matthew, then followed by many, many years of storage.

It looked so bad when I saw it’s rusted, parts missing, sad remains, (after he insisted on keeping it,) I wanted to use it as a planter!! 🚫

After searching for parts including wheels, a steering wheel and a windshield, fabricating some, new upholstery, new decals, sanding and a fresh paint job, it once again became a beauty.

It was a hit at the car show!!!

1 year ago • February 12

photos  
↪



**Thank you, Tim Kingaby, for submitting the following article.**

AUSTIN HEALEY 100-4, 100-6, & 3000

SEPTEMBER 26, 1986

The Big Healeys...the name of a book (Moss No. 213-000) and a phrase spoken with reverence by all who love the cars that evolved from Donald Healey’s genius. They were big, in value performance and in the impact they had on the sports car marketplace between 1953 and 1967. The enthusiasm that follows them today is also big, with clubs for Healey owners in most countries of the world, and big gatherings of Healey owners happening regularly (a recent gathering at Whistler, just outside Vancouver, BC, drew close to 300 cars from all over the Western US and Canada).

The Austin-Healeys which are included in the ‘big Healey’ group are the 4-cylinder BNI and BN2 models, the 6-cylinder BN4, BN6, BN? and BT7 roadsters and the convertibles, the BJ7 and BJ8. All were 100 mph sports cars, all achieved noteworthy successes on the racetracks of the world, several set remarkable speed records. The convertibles added creature comforts which, aided by the cars’ power and overdrive transmissions, made them true high speed touring cars in the ‘grand manner’.

In this issue of Moss Motoring, we have asked three big Healey fans to talk about the three models of big Healey which seem to mark the three stages in the development of this classic British Sports car. Their views will give you their individual perspectives on the cars and, we hope, enable you to share the pleasure they derive from their Austin- Healeys.

*AH 100 BN2, by Reid Trummel*

(Reid has owned five big Healeys since he first fell for a ten year old 3000 1971. For the last two years, Reid has edited Healey Highlights, the national publication of the Austin Healey Club (PO Box 6197, San Jose. CA95150). His gorgeous 100 BN2 recently won first in its class in the Concours at the 11th Annual West Coast Healey Meet, held in Whistler, BC.)

I agree with Donald Healey: the original "Big Healey", the Austin-Healey 100, is the best example of the marque. Under Mr. Healey's direction. Gerry Coker designed a car with truly timeless good looks. The 'Hundred' blends an economy of line with a strength of character which has seldom been matched. From its vertical-slat grill to its sloping boot lid, the Healey Hundred's profile looks like the trace of wind flow over the wing of a jet fighter.. And that windscreen...it folds down, you know. No other production car of the era can match the Hundred's 'wind-in-the- hair, bugs-in-the-teeth' credentials.

Between March 1953 and August 1956, a total of 14,612 examples were produced. The first 10,688 of these had a three-speed transmission and are known as 'series BNI'. In August 1955 a four-speed was introduced, and the final 3,924 units with four-speed are known as 'series BN2'. My personal example is one of the later cars, a four-speed built February 1, 1956.

Sitting in the car you'll encounter a skinny, large diameter steering wheel which frames a set of Smiths gauges including a 120 mph speedometer, a tachometer with 'red line' marked at 4800 rpm, a fuel gauge, and a 'safety gauge' which displays both water temperature and oil pressure. A black knob the size of a golf ball crowns the end of a rather long gear shift lever, and although the throw is rather long by today's standards, gear changes are positive if a bit slow. The pedals are neatly grouped in the footwell; close enough for 'heel and toe' driving, yet spaced enough so that even my size 11 Feragamo loafers don't get two for the price of one.

Turn on the ignition and the reassuring clicking of the Lucas electric fuel pump lets you know that all systems are 'go'. Like all proper British sports cars, the Hundred has a starter button, and depressing it brings a big (2660 cc), torquey (144 lb ft at 2000 rpm), four-cylinder, cast iron, pushrod, overhead valve power plant to life. Breathing petrol and oxygen through twin 1 1/2" S. U. carburetors, it produces a maximum of 90 bhp at 4000 rpm. Top speed is over 'the ton' (100 mph), thus the name 'Hundred'.

If you really try you'll reach 60 mph in just over 10 seconds, and you can put a quarter mile behind you in 17 and a half. Coupled to the transmission is a Laycock de Normanville overdrive which operates on third and top gears, giving a total of six forward ratios. This combination of six speeds and a very torquey engine gives you outstanding flexibility whether you're accelerating uphill in fourth gear with overdrive engaged, or hanging the tail out in a sweeping flat-out-in-third-gear curve. The Hundred cruises down the highway effortlessly but purposefully at 70-80 mph, but if you're inclined the same way I am, you'll much prefer the by-ways to the highways.

Handling is fairly neutral, and with the Hundred's light weight (just over 2100 pounds) and ample power, it is an outstanding performer. I run skinny bias-ply tires (as original), and so the driver is definitely in charge—no modern conveniences such as radial-ply tires to do the work for you.

The brakes are drum type all around (11" x 1 3/4" ), and the suspension is by coil springs, wishbones, anti-roll bar and lever shock absorbers at the front with a live axle, half elliptic leaf springs, Panhard rod, and another pair of lever shocks at the rear.

Shortcomings are few, but there are a couple which stand out. Unless you add an electric radiator fan or some such non-original aid to cooling, your Hundred will not happily tolerate hot, summer traffic jams. Water temperature can literally go off the scale in short order. It's not a commuter. And weather protection leaves something to be desired. If you'd like to know what it's like to drive one in a rainstorm, just go take a cool shower with your clothes on. It's not your best choice for foul weather transportation.

Its shortcomings hardly seem worth mentioning, though. The Austin-Healey Hundred was the 'purest' variation of a noble marque. It exhibits a unity of design and purpose which became diluted in later models. The Hundred was never subjected to 'design by committee' which added 'occasional seats', gobs of chrome and other so-called luxury features to later models, and which have nothing to do with 'practising the art of fast motoring.'

I'm quite sure that there will never be another Healey Hundred, but then it really doesn't matter because I'm never going to sell the one I've got.

AH100-8 BH6, by Walt Glendenning (Walt is a long time Healey fan, runs a Healey restoration business named, appropriately enough, Absolutely British. Though he loves all Healeys, Walt's favorite is the 100-6 and he rates the one in this picture a 'keeper'.)

The enormously popular Austin-Healey 100 went out of production in 1956, and 1957 saw the introduction of the first mighty six-cylinder Healey.

Dubbed the 100-6, its performance was sluggish compared to the quick and nimble 100. Although it had two more cylinders, capacity was actually 21 cc LESS! Adding to its woes, a poorly designed cylinder head with cast-in twoport manifold fed by two tiny 1-3/4" H-4 SU carburetors was of little help in pushing its extra 260 lbs down the road (although it's still capable of speeds in excess of one hundred mph!)

Performance was vastly improved in 1958 with a redesigned six-port, separate manifold head by Harry Weslake, and twin 1-V HD-6 SU carbs. However, it was still no match for the four-banger 100.

Aimed at the 'family' market, the first 100-6 was offered in an occasional four seater' model only. It had two tiny jump seats with practically no leg room. As one test report put it, they were 'fit for small children and puppy dogs!'

To make room for the jump seats, the battery and spare tire were moved into the trunk. With the side curtains stored there also, that left precious little room for luggage, although an amazing number of small items could be crammed into the nooks and crannies surrounding the fuel tank.

Acceding to consumer demand, a sportier two-seater version was offered in 1958. As in the 100, the spare tire was stored on a shelf behind the seats, with two 6 volt batteries, in series, in a compartment beneath. The side curtains stowed neatly on top of the spare greatly increased the usable storage capacity of the trunk.

Optional overdrive, wire wheels, and adjustable steering wheel were very popular. A Healey with disc wheels, non-overdrive transmission, fixed steering wheel is seldom seen.

The stark 'no frills' cockpit of the 100 was only slightly improved. The fascia was fabric covered, and a padded dash top added. Heater and fresh air controls were conveniently center mounted on the fascia and a bit of chrome trim further enhanced its appearance. The manual windscreen washer pump is more convenient to the passenger, and the c

choke remained out of sight under and behind the fascia. Many a driver has driven for miles at full choke before remembering to 'feel' for the knob to determine its status!

Larger door pockets can accommodate a variety of items readily 'at hand'; towels, potato chips, maps, etc. A 12oz can of soda (or beer, depending on your preference) will neatly wedge in the forward confines of the pocket without danger of spilling. The soft-top, originally of dubious weatherproofing quality, can be erected by one person, although the required trips around the car would be good training for the Boston Marathon. Having someone to assist is a great help, if nothing more than to have someone to yell and scream at and take your frustrations out on.

Leg room is outstanding. In fact, the brake and clutch pedals are mounted so far forward that after-market 2" pedal extensions became available for 'short people'!

The side-shift gearbox, with its long gear-change lever is not conducive to speed shifting. Horrible grinding noises in first and reverse are invariably the end result of the driver failing to come to a complete stop before engaging the non-synchro first gear.

The exceptionally low profile of the car, resulting in a mere 4-5/8" ground clearance further compounded by an under-slung exhaust created unique problems for the Healey driver. A head-on assault on an inclined driveway is accompanied by ear shattering noises from the tail pipe and rear license plate. Driving with reckless abandon over shopping center speed bumps often results in a dramatic increase in exhaust noise; followed by a trip to the local muffler shop!

The six-cylinder Roadster Healeys are...well...just fun to drive. Not as quick as the 100 or later convertible models, throttle response is still satisfying. They will cruise effortlessly at speeds well beyond the double-nickel speed limit. Mountain roads, switchbacks and Mack trucks are handled with ease.

Envious looks, thumbs-up signals, and little boys' noses flattened against windows do wonders for the ego, and attest to the superb lines created by Donald Healey and Gerry Coker, little changed throughout the entire production of the 'big' Healeys.

AH 3000 MkIII BJ8, by Dudley Halms (Dudley has owned five Austin-Healeys, and currently has a Bugeye Sprite and the 3000 MkIII shown above with his wife, Bonnie. He lives in Juneau, Alaska, and the 3000 is his 1st choice for long distance touring.)

The Austin-Healey 3000 MkIII was the last in the series of 'Big Healeys'. To the enthusiast it is known as the 'BJ8', which is the production code for the series. About 17,000 MkIII's were built, between early 1964 and the end of 1967—making it the most popular Austin-Healey built. The MkIII is quite different from the early Austin-Healeys. The differences primarily reflected the changing taste of the sports car buyer, especially in North America where the majority of the cars were sold.

The excitement in the fifties of driving a British sports car that had a hard ride, minimal weather protection, side curtains instead of windows, and few creature comforts was giving way in the sixties to a more civilized approach. The German and Italian cars were offering roll up windows, removeable hardtops, radios, and good roadholding with out an unduly rough ride, plus more power. The cars weren't as attractive as the early fifties British roadsters, but they were much more practical.

Austin-Healey responded to the market with power increases several times during their production. The MkIII had a three liter, six cylinder engine with a pair of two-inch SU carburetors. The transmission had four speeds plus a smooth electric overdrive in third and fourth. Third over drive nearly duplicated fourth normal, so the car effectively had five ratios (not six), with fourth overdrive being a true overdrive ratio. The MkIII continued the roll-up windows, side vent windows and convertible top that were introduced with MkIII models. (A convertible top is permanently attached and merely pulled up. A roadster top is erected over a removable frame and attached to the car.) The MkIII also offered increased soundproofing and

an attractive wood veneer dash, with a console running down from the dash to between the seats over the transmission tunnel After production of about 1,300 MkII's, a 'Series2' MkIII was introduced. This model had increased ground clearance and door locks. Subsequent years saw minor changes, such as large separate turn signal lights.

How is the car to drive and to live with on a dairy basis some twenty years later? In a word—great!! It retains plenty of that British sports car feel and fun, while providing comfort and weather protection adequate to withstand even the coldest winters. And it's still a very attractive car. Properly maintained, it is a very dependable car. Most components were engineered to be both simple and strong.

Last summer, I drove my MkIII over 3,000 miles from Port Rupert, British Columbia to California. I drove over 600 miles one day, and I never got tired. Fortunately, I was able to drive the entire distance with the top down. The car is smooth, relatively quiet and comfortable. It will cruise effortlessly at 2,500 rpm (which is about 55 mph) all day. The only problem is engine heat. The occupants sit right behind the big six cylinder engine, and it's impossible to escape the heat.

While luggage space is not large by any standards, it is certainly adequate for two people for a two week trip—provided that they pack things in a series of small, soft sided bags. MkIII Healeys have two small 'buckets' in back that are supposed to be seats. They're only useful if the top is down and then only for very short distances, since you sit about two feet above the top of the windshield.

Fortunately, the rear seat back folds down to form a luggage shelf, which is the true purpose of the space.

The 3000 MkIII is the most powerful, most comfortable, and most useful model of Austin-Healey ever built More MkIII's are available today than any other model. (Unfortunately, they also command some of the highest prices.) The MkIII is not the sportiest, the best handling, or the best looking Austin-Healey. Your choice will depend on your views of what a good British sports car should be. But if you choose a Healey—any Healey—you won't be disappointed!

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Tagged: [Austin-Healey](#), [Austin-Healey 100-4](#), [Austin-Healey 100-6](#), [Austin-Healey 3000](#)

## FLYERS:

**Les Neumann sent this reminder in an email containing the details for registering for the All British Multi Marque Car Show. Please go to the website to register: [britishcarclubofcentralflorida.com](http://britishcarclubofcentralflorida.com)**



### 2023 April Fools Day All British Multi Marque Car Show



You're receiving this email because your club is one of our valued partner organizations and we'd like to invite you to attend the British Car Club of Central Florida's 2022 All British Multi-Marque Car Show.

#### It's Show Time Again!

This year's event is being held on April 1<sup>st</sup> (April Fools Day) at Henry's Depot in Sanford

Included as an attachment is the show registration form.

Your club members can either fill it out and mail it in with payment

Or

Go to our website ([britishcarclubofcentralflorida.com](http://britishcarclubofcentralflorida.com)); click on show information; scroll down to the

Show Registration link on the bottom of the page;

Click on the SUBMIT button and send it electronically along with payment

Also included as an attachment is the hotel information. Whether you're attending from outside the region or just want to make a weekend of it, we've secured a great hotel and a great rate and it's only a short ride away from the show field. Rooms are filling up fast. There's plenty of parking for your car and/or trailer.

CARSHOW IN FOX LAKE PARK  
4400 FOX LAKE RD, TITUSVILLE

# WHEELS IN MOTION

## CAR SHOW SAVE THE DATE



**APRIL 15, 2023,  
10 AM TO 2 PM**

SUNRISE ROTARY CLUB OF TITUSVILLE

CONTACT: PATTY.H.HOBBBS@GMAIL.COM / 3212235757






**by PRE-REGISTRATION ONLY**  
No Day-of-Show Registrations



# Celebration of Cars

Antique to Modern Auto Show




*The Thirties - Mild to Wild*



**Top 25 Awards**  
—  
**Special class awards**  
—  
**Celebrity awards**

Museum Hours:

Online registration is available at [www.AntiqueAutoClubCC.com](http://www.AntiqueAutoClubCC.com)

Name \_\_\_\_\_ Phone \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_ State/Zip \_\_\_\_\_

Email \_\_\_\_\_

#1: Make \_\_\_\_\_ Year \_\_\_\_\_ Model/Body Style \_\_\_\_\_

#2: Make \_\_\_\_\_ Year \_\_\_\_\_ Model/Body Style \_\_\_\_\_

Vendor / Product \_\_\_\_\_

Show Vehicle registration (due by March 13) .....\$25.00 per vehicle \$ \_\_\_\_\_

Show T-Shirt Pre-order @ \$15.00 per shirt ... size \_\_\_\_ no. \_\_\_\_ size \_\_\_\_ no. \_\_\_\_ size \_\_\_\_ no. \_\_\_\_ Shirt Total \$ \_\_\_\_\_

(Non-Food) Vendors (15' x 20') ..... \$30.00 per space \$ \_\_\_\_\_

Are you planning to bring a Pinewood Racer to enter in the Outlaw Derby? (Free) YES \_\_\_\_\_ NO \_\_\_\_\_

**Mail form to:** Sue Evans, 760 Harrier Ct., Rockledge, FL 32955      **Make checks payable to:** AACCC

**Registration Questions:** 321-626-3140      **Email Other Questions To:** [CelebrationOfCars@AntiqueAutoClubCC.com](mailto:CelebrationOfCars@AntiqueAutoClubCC.com)

I understand and agree that I am responsible for my vehicle and/or merchandise and do hereby release the Cape Canaveral Region A.A.C.A., all show sponsors, and The American Muscle Car Museum from any and all liability from any damage, personal injury or lost/stolen property at this event.

Signature: \_\_\_\_\_ Date: \_\_\_\_\_



## 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](mailto: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](mailto:delewis67@aol.com) for publication in the following month's newsletter.

**For Sale:**

**FREE**

**From Ric Garwood:**

**I have a 17-gallon Husky air compressor with hose and filter that I would like to give to anyone in the MG club. It works, but I never use and need the space.**

**Contact Ric Garwood: [ricrx7@aol.com](mailto:ricrx7@aol.com)**

**Cell number 240-477-0021**

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**1953 MG TD -- \$22,000**

**This car originally came from Florida and the previous owner was a member of the MGCC- Florida. The car has been restored off the frame. Restoration was a 10. Has won 2 trophies at car shows. The car does run. Has a clear title on it. There is only 300 miles on it since being restored.**

**Contact Jad Farhat:**

**Cell number 859-983-4528**

**[wildcatconstructionky@gmail.com](mailto:wildcatconstructionky@gmail.com)**



**December 2022**

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**1993 Lotus Esprit Turbo - \$35,000**

**Calypso red, gold leather interior. New battery. Mechanics records available. Mileage 39K.**

[certificate of provenance lotus.pdf](#)

[Lotus factory details.pdf](#)

**Contact Ann Dalter (703) 740-6718 (Leave message call will be returned) or email**

[dalterann@gmail.com](mailto:dalterann@gmail.com)



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### **MGB Parts**

**A running rebuildable MGB motor from a 1974 roadster and flywheel  
\$250 for the Motor, Motor plate & flywheel. Motor #18GB-U-H-27788**



**1972 through 1974 Dashtop cover brand new in original packaging for Moss Motors P/N 453-895  
\$75 Contact: Mike Doherty, 321-222-8580**

\*\*\*\*\*

**Liquidating MG & Triumph parts & projects  
EVERYTHING MUST GO!**

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

**1976 MGB RDS Project car.** Custom steel dash, good rubber, good driver. Florida title. **\$2,500. Reduced \$2000**

**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. Reduced \$1500**

**Liquidating British sports car hobby shop.**

**Selected parts cars \$200 each.**

**A lot of new old stock and used parts.**

**Call with your needs.**

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

## AN INVITATION TO SUBSCRIBE TO *British Marque* CAR CLUB NEWS

*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 your 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.

For one, you can subscribe to either the Print Edition or On-line Edition of the Marque at a **37% discount over non-member (regular) rates**. Both Editions have the same 40 pages of event listings, columns, classifieds and special features. Either way, you will receive 11 issues a year.

### SPECIAL SUBSCRIPTION RATES FOR PARTICIPATING CLUB MEMBERS

**Members residing in the USA: Only \$18.00/year Print Edition**  
**Members residing in Canada: Only \$23.00/year Print Edition**  
**Members residing overseas: Only \$30.00/year Print Edition**  
**On-line Edition, regardless of residence: Only \$12.00/year**  
**(On-line Edition FREE to Print Edition subscribers upon request)**

Regular (non-Participating Club) subscription rates \$29.00 for U.S. residents, \$42.00 for Canadian residents, and \$55.00 for overseas residents. Regular On-line Edition rate \$19.00. All rates quoted in U.S. dollars.

### PLACE FREE CLASSIFIED ADS, TOO!

Each subscriber from a Participating Club is also entitled to place **one free classified ad** (up to 20 words) per issue, whether you're selling or looking for something British car-related.

Additional 15¢ charged per word over the 20-word limit. Photos may be included for \$7.50 each. Free classified ad benefit available only to individuals, not businesses.

*So don't delay — subscribe today!*

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### *British Marque* CAR CLUB NEWS

c/o Enthusiast Publications, LLC  
5 Old Nasonville Road  
Harrisville, RI 02830 USA

#### PARTICIPATING CLUB PRINT SUBSCRIPTION FORM

To pay by credit card or to order the On-line Edition, please go to our website, [www.britishmarque.com](http://www.britishmarque.com)

Club Name \_\_\_\_\_

Member Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State/Prov. \_\_\_\_\_ Zip/Post Code \_\_\_\_\_

E-mail or phone \_\_\_\_\_ Amount Enclosed \_\_\_\_\_

Attach cheque or money order payable in U.S. funds to Enthusiast Publications, LLC, and send to address above. Form and cheque must be received by the 15th of the month to receive the next month's issue.

**MGB, MGC, Midget, 1100/1300 and Post Abingdon Car Owners:**



## **North American MGB Register**

The only MEMBER-RUN organization  
for MGB, MGC, Midget, 1100/1300 and  
Post Abingdon Car owners.

**ANNUAL MEMBERSHIP \$30 (\$45 overseas)**

- **Dash plaque • Membership card • Window decal**
- **Six bi-monthly issues of The MG Driver,  
a 68-page informative magazine.**
- **Annual national convention – a four-day MG party!**

## **North American MGB Register**

**PO BOX 876 • Downers Grove, IL 60515-0876**

Toll-free phone: 800-NAMGBR-1

[www.namgbr.org](http://www.namgbr.org)



**NAMGAR**  
North American MGA Register

[NAMGAR Membership Application Form](#)

### **NAMGAR Mission Statement**

The North American MGA Register shall promote the preservation and enjoyment of the MGA sports car and its variants; encourage fellowship among MGA owners; aid members' efforts to restore and preserve these cars by publishing and exchanging maintenance and restoration information.