



FLORIDA OCTAGON

#253 March 2024

Safety Fast!

CLUB OFFICIALS

President:

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

Vice President:

Bob Beiler
(321) 720-8945
Bobrace44@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:

Frank Kingston
(321) 773-1455
FrankTKingston@gmail.com

Immediate Past President

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

PRESIDENTS MESSAGE:



Now I sit me down to write; I sometimes do this late at night; If I should pass before I finish-----What rhymes with finish? Finnish,I guess.

What's this got to do with our club? Bob Parks and I were at the EFSC car show on the 17th and saw our first Finnish car, a 2012 Fisker Karma. Since Finland, while technically Scandinavian, is in Europe, we extended an invitation to the owner to the rescheduled car show in April. It will probably be the only one there! I'll add this to my memory bank of firsts.

We all have firsts, don't we? First "steady" boy or girlfriend (I've only had two and have been married to the second one for almost 58 years). First car, in my case a 1961 Rambler Classic, purchased in 1965 for \$250. First concussion. 1954 in a playground accident (probably explains something but I can't remember what). First MG seen, college student neighbor's TD. First Jaguar, family doctor's XK 120 which he used for house calls in the summer. First LBC driven, either an MGA or TR3 in 1964 (I think the MG was first, traded use of my Lambretta scooter with Dale Cornwell for his MGA for an afternoon to impress our respective girlfriends). First LBC owned, 1959 Triumph TR3A, in 1973 and still in my care. About the only things I've had longer are a Hopalong Cassidy watch, some Boy Scout paraphernalia, my college degree, which the spouse pre-dates, and my Air Force commission. The wife and the car are seen regularly, the rest of it is around here somewhere.

We, Marilyn and I, are always looking for material to flesh out this publication. Every one of you has a list of "firsts" as relate to your obsession with English mechanical marvels that wouldn't take much effort to jot down and forward. First LBC, first race, organized or not, first traffic violation (mine was three hours after getting my license in the mail, on a Saturday in May 1961, failed to stop at a stop sign and nearly collided with half of the town's police fleet which consisted of two vehicles at the time. Let off with a warning after the car owner talked to {bribed} the officer), first LBC electrical fire. You get the idea. It doesn't have to be amusing, although, in retrospect, a lot of stuff is, or heart-wrenching, but should be (mostly) true.

We had a fair turnout at our monthly dining event at Rib City (photos elsewhere). If you have yet to attend one of these soirees, please do so. It can be one of your new "firsts". Good food, better friends and a good time.

Chairman Emeritus

Jerry Keuper
(In Memoriam)

For Club Info--Please
visit:

[MG Car Club--Florida](#)

March Birthdays:

01 Angel Lopez
03 Ginny Mitchell
12 Edie Lowery
14 Gina Fiondella
15 Mike Razor
17 Sally Fox
17 Pat Moore
21 Brian O'Keefe
23 Dan Cook
23 Richard Kiefer
24 Diane Grassick
29 Mary Pollock

March Anniversaries:

02 Guy Hoenig & Cindy
Ingraham
17 Kourdt & Anna
Howell
21 Ric & Nancy Garwood

Contact Information:

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

If you have yet to enter a car show, several opportunities are on the horizon, especially the Club-hosted All European show on April 14th at the American Muscle Car Museum (a couple of firsts available there).

A lot of use of the word "first" in here. I just did a visual scan of my exposed body parts and for the first time in months, I find no LBC-inflicted wounds, bruises or scabs which must mean that I'm neglecting the proper care of the little darling. Probably time to change the oil, grease some of the 30+ zerk fittings or even change the water pump, any of which should draw sufficient blood to endear me to the little white blighter once more. So, until next month:

Safety Fast!

Brian

(321) 254-9605

bgspace@hotmail.com

NOTICES:

All European Car Show Volunteers – Linda requests those who would like to volunteer to help the day of the show to please contact her. There are many opportunities to help. oldcarnewcars@bellsouth.net

MC Car Club Website – Jerome Atchison has our website online. He plans to continue to add content as needed. Check it out! Your comments are welcomed!
[MG Car Club – Florida – An All British Cars Club \(mgcarclubflorida.org\)](http://mgcarclubflorida.org)

UPCOMING CLUB EVENTS:

Have you been to some place interesting, taken a scenic drive, dined at a restaurant you enjoyed? Event Possibilities! Tell us about them!

- **March 9, 2024 – Celebration of Cars 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 [2024 Celebration of Cars \(americanmusclecarmuseum.com\)](#) There will be no registration the day of show, so please send in your registration and fee by **March 13th**. For those in our club who would like to park together, please assemble by 8:45 AM along the drive for Club 52, 1100 N. Wickham Rd, Melbourne. We will drive in together. *Flyer below!*
- **March 20, 2024 – MGCC-FL Monthly Dinner Rooney's 6:00 PM** [Home - Rooneys Restaurant \(rooneyspalmbay.com\)](#) 2641 Palm Bay Road, Palm Bay, FL 32905. Please RSVP to Marilyn (delewis67@aol.com) by March 18th to provide the restaurant a planning number.
- **April 1, 2024 – MGCC-FL Quarterly Board Meeting 6:00 PM.** 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 6, 2024 – All British Car Show** Meet at Rockledge McDonald's and caravan to show. Details being planned! [Show Registration Form | CFL Brit Car Club \(britishcarclubofcentralflorida.com\)](#)
- **April 14, 2024 – 2nd Annual All European Car Show at the American Muscle Car Museum. 9:00 AM – 02:00 PM.** The MG Car Club - Florida is sponsoring this show. One free museum entry per car. *Flyer with registration is included below.* If registering day of the show, please print and fill out the registration form to bring with you. Contact Bob Parks 321-427-8846 for additional information. Volunteers needed for the show: Contact Linda Knoblock-Raupp oldcarsnewcars@bellsouth.net. All proceeds will go to St. Jude.
- **April 17, 2024 -- Club Monthly Dinner at Fiesta Azul Tequila House** [Fiesta Azul Tequila House - Mexican Restaurant in FL](#) 1700 Evans Rd., Melbourne, FL 32904 321-802-4430
- **May 11, 2024 -- Drive to Dine** Brian will map a route to Shiloh's where we will have lunch. Details in the making.
- **??, 2024 -- Lone Cabbage Airboat and Lunch** [Twister Airboat Rides at Lone Cabbage Fish Camp](#) Reservations will be needed for our group at least two weeks in advance. Cost is \$30 per person. There is a \$2 off coupon on the site. THIS EVENT PREVIOUSLY SCHEDULED FOR APRIL 13TH WILL OCCUR IN THE FUTURE DUE TO THE ALL EUROPEAN CAR SHOW BEING RESCHEDULED FOR APRIL 14TH!

OTHER EVENTS:

[British Car Driving Group](#) Calendar of local car events and cruise-ins maintained by Mike Euziere. 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, and would like to, please let us know.

- **March 10, 2024 – Dixie Cruisers Drive to Elliott's in Edgewater.** [Elliotts Roadside Grill](#) Mike Euziere let us know that the Dixie Cruisers next drive on March 10th is taking a scenic route to Elliott's in Edgewater. Great restaurant well worth going. Lots of folks go there regularly and really love it. Anyone who wants to join is welcome. The drive starts from C's Waffles Cocoa, 5600 FL-524, cocoa, FL 32926 at 9:30 AM right after Car & Coffee (8:00 AM – 9:30 AM).
- **March 16, 2024 – Honor Flight Central Florida 6th Annual 'hot Rods for Heros' 9:00 AM – 2:00 PM at the Oviedo Mall.** <https://honorflightcentralflorida.org/pdfs/support/hot-rods/2024/hrfh-2024-save-the-date.pdf>

- **March 30, 2024 – Wheels Across the Pond 16th Annual British, European Car & Bike Show.** wheelsacrossthepond.com | [British Classic Car and Motorcycle Show](#)
- **April 6, 2024 – Central Florida’s Premier Multi-Marque British Car Show.** Registration is now Open! [Central Florida British Car Club \(britishcarclubofcentralflorida.com\)](http://britishcarclubofcentralflorida.com)
- **April 13, 2024 – Wheels in Motion Fox Lake Park, 4400 Fox Lake Rd, Titusville, FL 10:00 AM – 02:00 PM.** SPCA is no longer putting on a fall car show; however, the Titusville Sunrise Rotary puts on this car show with SPCA as the beneficiary. Pat Fox will be volunteering as a judge. Please see the following pdf to register. [2024 REVISED CAR SHOW CLUB CAR RESERVATION FORM with Registration \(2\).pdf](#)
- **April 18 – 21, 2024 – 58th Annual Southern Gathering of the Faithful (GOF – South)** [The Plantation on Crystal River](#) Crystal River, Florida. Please click on the following link to explore their agenda and register <https://www.classicmgclub.com/gofsouth2024>

CLUB PHOTOS:

February 10, 2024 – McKee Garden 15th Annual Motor Car Exhibit “Rods & Customs” With Lunch at Mrs. Mac’s Filin’ Station



Wendy & Jay



Brian



Jim



Bob



Dale



Dale, Bob, Paul, Norman, Ken



Sallie & David



Norman's MGB/GT



Norman



Wendy & Jay





Dan – Note the license plate!



**Chris & Jill
Thank you for arranging lunch!**



Bob, Judy, Paul



Pat, Betty, Ken



Brian with his son, Evan

February 21, 2024 – MGCC-FL Monthly Dinner Rib City



Louise & Steve Houk



Linda Knoblock-Raupp



Betty & Ken Gregory



Jim Baer



Susan Harrington



Jay & Wendy McDonald



Donna & Norm Powers



Dan Kunz



David Lister & Guest



Chris Prewitt



Brian Mitchell & Granddaughter Sadie

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 you and your car(s)!

Articles, Pictures and Writeups from our club members

Ed Lankenau submitted the following article from oldmotors.net, Automotive History Online.

1974.5 MGB/GT: Pull Up to the Bumper

03/21/2020

The “1974-and-a-half” cars were a regulatory creation because British Leyland had not yet federalized the fuel and emissions components that would make the 1975 cars emissions compliant in the U.S.

So it was that for about three and a half months, from September to the end of December 1974, MGBs came with 1975’s body and chassis changes, but 1974’s engines. According to former British Motor Heritage Trust archivist Anders Clausager, 7,445 such cars were built. Unsurprisingly nearly 90% of them were for North America – by far MG’s biggest market.

The entire story of the infamous “rubber bumper cars” centers on American requirements. Automakers don’t go through the kinds of contortions British Leyland did for these cars if it isn’t worth their while. Case in point? Citroën, who decided the expenditures needed to deal with new DOT and NHTSA requirements wasn’t worth it given its tiny sales volumes and eroding financial situation and departed the USA.

The most visible part of this tale were the changes needed to meet “FMVSS 215” – the actual legal standard for bumper protection enacted in 1972. Many people derided the “Rubber bumpers” (they’re not actually rubber), but the MGB enjoyed very good sales even after the 1975 changes blunted the performance of the car. MG sales in the USA were as strong in 1977 as they were in 1970.

But that’s only part of the story. All of the MG’s sold in North America after January 1, 1975 were roadsters. The fastback MGB/GT, though it continued in production at Abingdon with the roadsters until 1980, was dropped from the USA when 1974 came to a close. Just 1,248 “rubber” bumper GTs made it to North America and some didn’t even reach the dealer until early 1975.

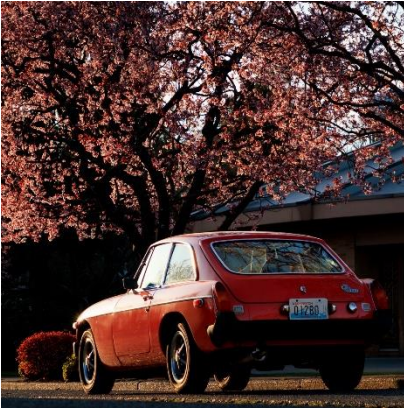
That February, one reason (but not the only one) for the departure of the GT became clear when the Triumph TR-7 debuted at the Chicago Auto Show. It’s creation, too, was the result of American legislation – or the possibility of American legislation.

The Legislators

The root cause of the entire “impact bumper” era lay in consumer complaints about the increasing fragility of primarily American cars when it came to cosmetic damage, and those complaints were usually directed at insurers and consumer advocates.

As early as 1968 congress had hearings on how to alleviate the out-of-pocket costs of fixing minor fender benders, a consequence of congress taking a look at more substantive automotive safety issues and beginning to require safety equipment and establish safety standards. It was the insurance industry that directly lobbied to have bumper protection standards enacted, but their argument was bolstered by consumers who complained that even a mild parking bump in a 1970 Mercury Montego, with its pointy prow and frilly grill work, might cause many hundreds of dollars in damage.

In 1966, President Lyndon Johnson appointed Dr. William Haddon Jr. as the first administrator of the then-new National Traffic Safety and National Highway Safety Agencies, which were later combined into the National Highway Traffic Safety Administration (NHTSA).



Haddon was primarily interested in saving lives but was also pragmatic – he drew criticism from Automakers for excessive regulation but also from consumer advocates for not being sufficiently zealous in regulating automakers. He eventually departed for the Insurance Institute for Highway Safety and there he studied the costs associated with these minor accidents. They were more wallet costs and less “human costs,” but still, Congress could see the data and hear the complaints.

Hitting something in a 1970 Mercury Montego at 5mph? It’d do roughly \$275 in damage, equivalent to almost \$1,800 in 2020 dollars. Haddon’s studies found that about 1/3rd of motor vehicle accidents fell into this “needlessly expensive” category.

After a long period of debate, two members of Utah’s congressional delegation – Representative John E. Moss and Senator Frank Moss – both took up Haddon’s cause and helped craft the legislation that mandated better bumper protection standards. Neither were strangers to public advocacy. John E. Moss was a key architect of the Freedom of Information Act. Frank Moss had helped craft Medicaid and the Clean Water Act. There were also other sponsors for new solutions, such as Washington’s Warren Magnusson.

That year NHTSA issued a host of updated rules, including a host of updated standards including FMVSS (Federal Motor Vehicle Safety Standard) 215 – the “Exterior Protection Standard.” This particular rule meant that any new car sold in the United States had to be able to withstand certain impacts without serious damage or damage to the required safety lighting on the vehicle.

The standard began with the 1973 model year – 5-mph in front, 2.5 mph behind, as studies showed more accidents involved front end damage. From 1974, it was 5-mph front and rear with 3mph corner standards added. The bumpers had to be at predetermined heights to protect from common impact areas. Headlights were also required to be at a certain height. Additionally, there was also a roof-crush standard, FMVSS-216, though convertibles were excluded. Congress codified the rules in 1972.

The predicted savings to consumers by 1980? \$4 Billion. That actually did happen; later studies found that bumper-related insurance claims on one-year-old cars dropped from almost 60 percent of claims in 1972 to less than 40% in 1976 and that claims were lower in cost, too.

The changing regulations, which had greatly increased in scope from 1966, did not present an easy environment for car companies; particularly ones with as many issues as British Leyland.

British Leyland’s Best Laid Plans

After the formation of British Leyland in 1968, there were several plans for new sports cars on the drawing board including proposals from Triumph and MG. MG’s ADO21 was a mid-engine car that looked a little like a Lombardi Grand Prix. Triumph’s “Bullet” was a conventional front-engine, rear-drive proposal that looked a little like a front-engine Porsche 914 and had a similar targa-top arrangement.

MG’s ADO21 used almost nothing from the corporate parts bin aside from a hydrolastic suspension, and for cost reasons it was not pursued. Instead, Triumph’s car was developed into a new “corporate sports car,” which became the TR-7, with the potential for an MG variation. BL was run by people who tended to favor Triumph, despite MG’s better market position. Needing to allocate its resources to new family cars, BL only had money for one new platform. As early as 1970 the Triumph project was in motion.

The MGB turned ten years old around the time the new NHTSA rules were issued, but it was still a good seller. The inclusion of the roof-crush standard and the rapid evolution of the safety regulations over the previous six years led many car companies to conclude that the future of convertibles might be in doubt. The MGB would hold on until it was no longer viable or legislation killed it while the targa idea for the TR-7 was abandoned in favor of a fixed roof.

If the TR-7 was aimed at the future, there was still the matter of the present for Abingdon to deal with. To keep the B on sale, it had to meet bumper and emissions standards. The first solution to the bumper problem was the “Sabrina,” named for the, er, assets, of fifties British Pinup Girl and actress Norma Ann Sykes.

The actual “Sabrinas” were huge metal and rubber overrides mounted to the front chrome bumper of the 1974 MGBs, replacing smaller overrides from 1973.

Many owners removed them almost immediately (indeed, a Sabrina-equipped '74 is a very rare sight today), but they made the car compliant at time of sale – if only briefly. To deal with the corner and height standards long-term, more substantial changes were necessary.

The “Rubber” Bumpers

The MGB was now more than ten years old, with a body structure designed in the late 1950s. Getting it to the point where it could sustain a 5-mph impact with virtually no damage would not come without a cost. Figuring out how to do it, however, were two people who knew the MGB very well – engineer Roy Brocklehurst and body man Jim O'Neill.

Brocklehurst served as a liaison to the federal authorities, but no amount of describing the difficulties of adapting the car would earn it a reprieve. The bumpers would need to be beefy steel items supported by additional mounting structure. By late 1972 there were two options – a big steel arrangement that looked sort of like the impact bumpers Porsche put on the 911, or a steel setup encased in black plastic that looked far more aerodynamic.

Most American car bumpers of this era, Brocklehurst later stated, were mounted on impact absorbing shocks. To take the same approach on the MGB would mean mounting a big rail very far out in front of the car and very high up, which wouldn't ever look right.



The latter option was designed by O'Neill and Harris Mann, the stylist who designed the very different TR-7 then in development. O'Neill credited Mann with the look, and the engineering team with making it work. The final bumpers were Marley Foam over steel with a urethane exterior. This plastic material was the only one that would work in the huge temperature range of the 50 states.

Early on, the team experimented with painting the bumpers – which some MGB owners have done in subsequent years – but found that it was hard to make paint stick to the surfaces without using toxic chemicals. In the end, all would be black. They looked and seemed to function like rubber, which is how they got that name, but they were plastic.

Purists hated the new bumpers – but in hindsight, they were a far more elegant solution than the ladder-like appendages on the Fiat X1/9 or the blunt, rail-like pieces on many American cars, and they were effective and hard wearing. They were very color-dependent too – some colors looked great, others dull with the new

treatment. A less sculpted version was applied to the rear of the car. O'Neill did not think the treatment was too bad, Brocklehurst didn't care for it.

To make them height compliant, the front suspension was raised, and the added weight of the bumpers did nothing for performance, already strangled by increasing emissions regulations. Speaking of which, the existing twin-SU setup of the MGB, though it had been modernized since the early days and now consisted of HiF-4 carburetors, would not pass 1975's emissions rules.

With little time or budget to deal with that, the '74.5 solution presented itself as a temporary reprieve. Impact bumper cars began rolling off the line in September.

The late MGB/GT

The weight of the bumpers, according to Brocklehurst, put the GT into a heavier class of car than the roadster despite the fact that it was only about 50 lbs. heavier, which he later said meant having to do even more work to make it emissions compliant. That might be true, but the GT was also an old product and BL had invested a huge amount of time and money in the TR-7, which was about to come online. It came only as a coupe, and the company was eager to ease its introduction.

The MGB/GT was thus dropped from North America at the end of calendar year 1974, though sales of late deliveries continued into the early spring. 1975 MGBs were fitted with a new carburetor – a single Zenith-Stromberg CD175, which made it clean but not as powerful as before. There were more changes, too, mostly small mechanical tweaks.

How to tell the '74.5 from a later car at a distance? The ones built in 1974 have a red MG log on the front bumper, while later cars have a black logo.

That February, the TR-7 appeared at the Chicago Auto Show amid a huge PR campaign – “The shape of things to come.” At first, TR-7s were exclusively built for North America. Triumph fans clamored for an extension of the TR-6's life and got one, at least for a year, but the TR-7 would eventually sell in larger numbers than any previous TR.

At home, the MGB/GT was still on sale and soon got a special edition, the 1976 Jubilee. The GT's V8 variation, never offered in the USA, was built until 1976. Like the roadster, there were additional modifications over the rest of its life: a new dashboard, new seats, a chunky front anti-roll bar from 1977, and an LE edition in 1980 in different colors than the roadster. Unlike American models which seemed to rarely be equipped with overdrive, UK buyers in this late era seem to have chosen it almost every time.

In the U.K., the “rubber bumper” MGB/GT is a fairly common classic, but thanks to its brief window of availability, it's very rare in North America.

MGB sales were strong into 1977-78, though they trailed off thereafter. By the end, of course, the car was very dated, and the rapid decline of British Leyland's fortunes in the 1970s had meant there could be no direct replacement for the B. It was still an attractive car if one out-classed by newer competitors, particularly cars like the Toyota Celica – new in its second generation in 1978.



Locking the TR-7 into coupe form also held it back until 1979, when a roadster was finally unveiled. The potential rollover legislation threatened in 1971-72 never did materialize, and the early (and well publicized) teething troubles of the TR-7 meant by the time the roadster arrived, fewer buyers were interested than might have been in 1975.

Many owners later modified their “Rubber bumper” cars using the twin-carb setups of the earlier vehicles and/or stripping them of the heavy rubber bumpers. Another popular modification is lowering the front suspension – easily done with a set of pre-1974 springs.

[British Leyland](#) [British Leyland USA](#) [Bumpers](#) [DOT](#)

MGCC-FL Merchandise



MGCC--FL Hats
\$25

**Colors available are Navy, Beige, White, Black,
Tan**



MGCC-FL Patches
\$5

Anniversary Logo Design

POC for Purchase:
Helen Kingston (hjk10590@gmail.com)

Flyers:



The Cape Canaveral Region A.A.C.A.

by **PRE-REGISTRATION ONLY**

No Day-of-Show Registrations



Celebration of Cars

Antique to Modern Auto Show



Saturday, March 9, 2024

10:00 AM to 3:00 PM

Rain or Shine

Show cars enter field 8:00 to 10:00



Registrants: Bring a Pinewood Derby car to enter in our "Outlaw" Pinewood Derby.

Rules at:
www.AntiqueAutoClubCC.com

This year's special class: *The Swingin' 40's*



Meet
Dennis Gage



3500 Sarno Road, Melbourne, FL

Use Club 52 entrance off Wickham Road

No smoking, vaping, or alcohol on AMCM campus

Museum Hours: Front Showroom (free): 10 AM - 2 PM
Main Showroom: 11 AM - 2 PM

**Top 25
Awards**

—
**Special
class
awards**

—
**Celebrity
awards**

1 Free Main Showroom ticket provided
with each show vehicle registration.

Free show field
admission to the public

Additional Main Showroom tickets available on-site @ \$25 donation to AMCM per adult 21 and older.

Online registration is available at 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 6) \$25.00 per vehicle \$ _____

Show T-Shirt Pre-order @ \$18.00 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 Race Car 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

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: _____

New Date!! Sunday, April 14, 2024 Rain or Shine

21 Classes • Best of Show Awards

American Muscle Car Museum

3500 Sarno Road, Melbourne, FL 32934

\$35/car

All European Car Show



- One FREE Museum entry per car • FREE T-shirt for the first 125 registrants
- The outdoor show and front showroom are free to the public. The back showroom will be open from 10:00AM to 1:00PM with a \$25.00 donation to St. Jude. Under 18 free with adult.



Checks payable to:
MG CAR CLUB
P.O. BOX 410471
Melbourne, FL 32941

Registration Information

Registration limited to 200 cars

Award Presentation - 1:30pm

Fire Extinguisher REQUIRED



Name: _____

Address: _____

Phone Number: _____

Email Address: _____

Year, Make, Model: _____

Preferred T-shirt Size: _____ Large _____ X-Large _____
(Sizes not guaranteed)

- Contact Information: Bob Parks- (321)427-8846 • Europeanbritishcarshow@gmail.com

Holiday Inn, Melbourne-Viera Convention Center

<http://www.ihg.com>

Select "Rate Preference" then "Group Rate"

Enter the Code "CAR" and select the hotel for special rate. Valid Until April 5, 2024

For Sale:

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.

Wanted:

Looking for 1959 MGA 1600 parts to complete a project vehicle. Need the following: Passenger seat (any condition - mainly the rear frame), Hub caps, good windshield (no scratches, wiper marks or clouding), original steering wheel (prefer no cracks), gas tank (not bent - I have one of those), fuel pump (working or rebuildable), wood surround pieces for body tub, wood floors or full scale drawings to make them, and any other MGA parts you may have collecting dust but are still serviceable.

Contact Brad Richardson at Britcars-4me@hotmail.com
.....

1973 Triumph TR6 \$7,000

1973 Triumph TR6, 95% complete restoration, all manuals, parts, hardware and paint included. Exterior needs preparation and paint. No rust. Asking \$7,000 OBO Health issues have kept me from finishing this car. The car runs well. 72,000 miles.

Contact John Conarroe 321-459-3691 (Merritt Island, FL)

FREE 67 MGB GT Clutch

From Angel Lopez:



'I finally found one major clutch issue on my MGB GT. Replaced the clutch but the old one is actually new. Over time the flywheel and pressure plate stuck together due to rust. I believe it's still good. Anyone interested please call. Its free!'

Contact Angel Lopez (321) 960-2881

1976 Triumph Spitfire \$8,000.00

Vehicle in good condition. It could use some TLC, but not much. It runs good.



Contact: John Ferrentino, (321) 223-1137

For sale, like Free!

A manual small brake. 2 nice sizes of sheet aluminum, miscellaneous pieces of steel rods, aluminum, one high intensity shop light and a few used early BMC parts. Must take all.

Contact: Kourdt Howell (321) 427-3072.

Free to Good (ANY) Home:

Every issue of the Sacred Octagon, June 1993 – June 2020

The Bi-monthly Journal of the New England MG T Register

All are in pristine condition, likely never or only gently read. Pick up or local delivery only.

Contact: Brian Mitchell (321) 254-9605 Bgspain@hotmail.com

1952 MG TD \$9,500

Maroon with red interior. 68k miles. Runs well. Asking \$9500.

Call Al Wassel 321-917-2809 for details.

Triumph TR3A "kit" \$6,000 (price reduction)



- Includes one complete 1960 car with title, unmolested, except by rust, never disassembled, everything where it's supposed to be, except spare tire cover (missing).
- Two disassembled TRs, no commission number plates, both frames slightly "tweaked", need floors, sheet metal for one usable as is, other needs help.
- Two engines that ran four years ago, four good transmissions, one rear axle (does not count the stuff in the rusty complete car).

- One beat up TR2 front apron (have the grille, too). Many extra parts, possibly enough to create one street car and one track car out of the lot.

"New" cost of sheet metal alone is in excess of \$15K, if even available (Per Moss and Roadster Factory current price lists).

More photos available on request.

Can possibly reassign storage facility to purchaser. Current rent \$240/month includes electric.

Contact Brian Mitchell (321) 525-1313 bgspain@hotmail.com

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!

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

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



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.