



# MORRIS GARAGES INFORMER



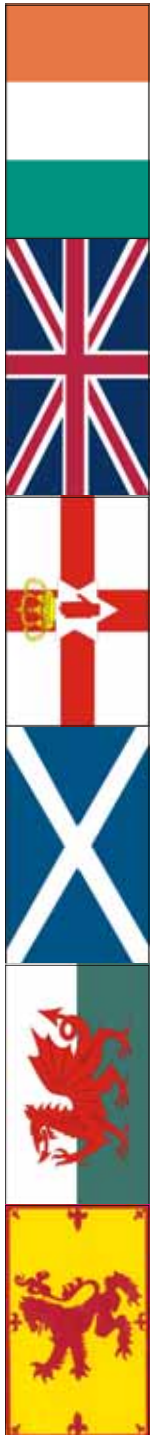
Volume 31, Number 8

“It’s Gotta Be Fun”

August 2011

## A TRIP “OUT WEST” Rallye to Reno, MG2011/GT36, PLUS!

*By Bert and Bruce Rauch*

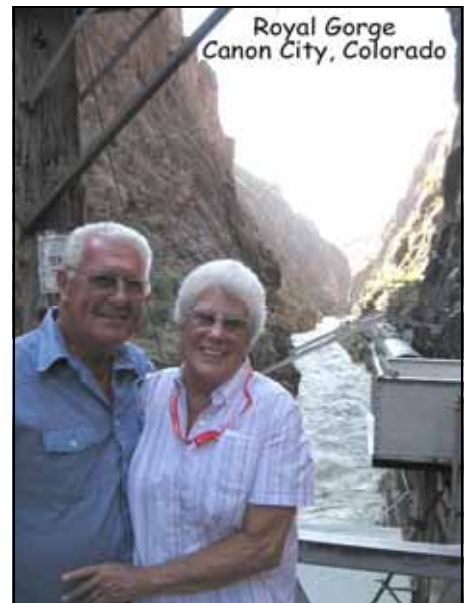
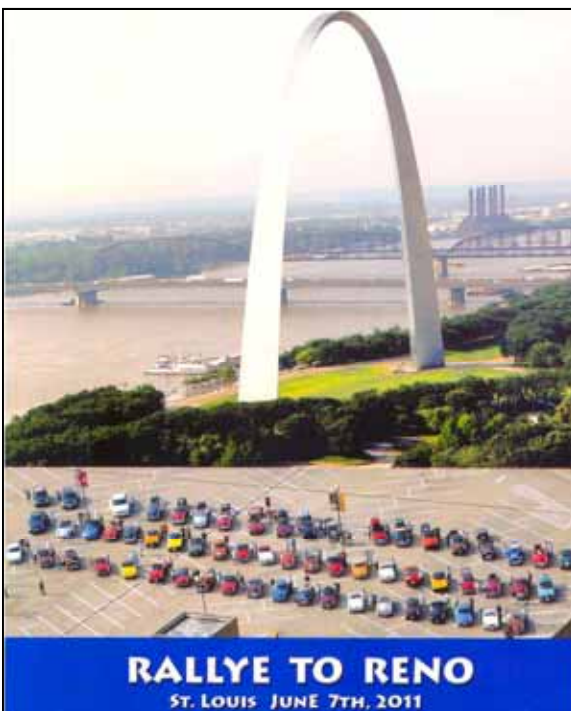


Here’s what happened. We drove for 30 days. We passed through 19 states. We visited more than a dozen National Parks and Monuments. We clocked over 7,700 miles. What a glorious country this is and what interesting people live here!

### Part 1 – Rallye to Reno

We left St. Petersburg, Florida on June 3, bound for St. Louis, Missouri to join the Rallye to Reno to attend MG International 2011-A Western Experience. Mr. Blue, our ’62 MGA had to stay home after developing a serious illness 2 days earlier, but our “Detroit iron” Lincoln stepped in. We were met in St. Louis by about 60 assorted MGs and other autos. This R2R tour went on US 50 from Ocean City, Maryland to San Francisco.

Although we traveled at different speeds and saw different sights along the way, we met up as a group each evening at the same hotels in St. Louis, MO, Lenexa, KS, Dodge City, KS, Canon City, CO, Grand Junction, CO, Ely, NV and our target destination, Reno, NV. Each leg of our journey had some special events, often arranged by local British car clubs. On Tuesday, June 7 in St.



Louis, the R2R participants and their cars were photographed by a helicopter by The Arch. Many of us rode up tiny elevators to the top of the Arch to view the city and the mighty Mississippi River. That evening in Lenexa, Kansas, Victoria British, Ltd. hosted a huge car show, put on a Kansas City style barbecue and gave each of us a R2r souvenir t-shirt.

On Wednesday,

### Inside This Edition

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**Important Notice**  
**Meeting Location Change**

**Technical Updates—Only**  
**available in electronic edition**

## 2011 Club Officers

### **President**

**Glenn Lenhard**  
727-822-5118  
glenn@glensmg.com

### **Vice-President**

**Steve McDowell**  
813-508-2078  
smcdowe2@tampabay.rr.com

### **Secretary**

**Gail Lenhard**  
727-822-5118  
gail@glensmg.com

### **Treasurer**

**John Lester**  
813-831-4869  
ladylester@verizon.net

### **Board of Directors**

**Bruce Rauch**  
727-576-9474  
brauch1@tampabay.rr.com

**Dennis J. Magee**  
727-726-1273  
dmagee119@verizon.net

**Jean R. Magee**  
727-726-1273  
dmagee119@verizon.net

**Barrie Carson**  
**and Regalia Chairman**  
727-791-8682  
carson5422@aol.com

**Web Site**  
www.fsmgcc.com

### **Newsletter Editor**

**Dennis J. Magee**  
It is the policy of this editor to review  
all articles submitted and make  
changes as necessary.



June 8th (our 48th Wedding Anniversary) besides driving over 350 miles, we were able to visit Kent and Cathy Prather in Wakarusa, Kansas, south of Topeka. They gave us a tour of Prather Racing, Inc. a premier MGA and Miata racing shop. The Prathers directed us on a lovely drive through the Flint Hills of Kansas on our way to the next event, a tour of McPherson College. This college is the only accredited institution in the world that offers a 4-year bachelors degree in Automotive Restoration. Late that afternoon we “got the heck into Dodge City” and quickly joined the group for a tour of Boot Hill. Bruce posed with Miss Kitty. Yes, there was a shootout, too. We had a nice anniversary celebration with friends at the Dodge House Restaurant.

Thursday the 9th we drove on to Canon City, Colorado (we were more than a mile high by now). We met up with our daughter Karen, husband Bill and our 2 grandsons, Jack & Kyle. We “did” the Royal Gorge Bridge and Park with them. We walked over the Arkansas River on the bridge, rode the Incline Railway 1,500 feet



down to the river, crossed the canyon in the Aerial Tram and viewed native Colorado critters in the Wildlife Park. It was a great family visit!

The next day after farewell breakfast with family, we took a side trip on the way to Grand Junction, CO. This was a journey of 63 miles over the Grand Mesa National Scenic Byway. The Grand Mesa is known as the “largest flattop mountain in the world.” Every turn of the road gave us spectacular vistas from an elevation of over 10,000 feet above sea level. We came down 4,000 feet into Grand Junction, mustered with the group and had a Colorado Barbecue, this one hosted by the North American Classic MG Magazine.

On Day 8, June 11th, we traveled on through Colorado and all of Utah into Nevada. These three states have the most glorious landscapes at every curve of the road! We took a memorable drive through Colorado National Monument. The Rim Rock Drive, overlooking the Colorado River, was 23 miles of geologic grandeur, brilliantly colored. It seemed as though we were driving through the Grand Canyon of Arizona.

On Sunday, June 12th, we left Ely, Nevada early, knowing 2 things: (1) We would be traveling for 287 miles on a stretch of Highway 50 known as “The Loneliest Road in America”; (2) By the end of the day, we would arrive at destination Reno for MG 2011/GT36. This stretch of road almost parallels the old Pony Express trail. We visited the remains of one of the Pony Express stops in Cold Springs. All the MGs mustered in Carson City and paraded into Reno through an arch announcing “RENO, the Biggest Little City in the World”. We greeted them with cheers and clicking camera shutters! Many of these cars would continue on the Rallye from Reno to San Francisco on June 17th after MG2011/GT36.

## **Part 2 – MG2011/GT 36, a Western Experience**

Every five years, the North American Council of MG Registers holds a multi-register event including the North American MMM Register [NAMMMR], New England MGT Register [NEMGTR], North American MGA Register [NAMGAR], North American MGB Register [NAMGBR], and the American MGC Register [AMGCR]. This year we met in Reno from June 13 – 17. Attendees stayed at 3 connected hotels, The Silver Legacy, El Dorado and Circus Circus. On Monday after registering we were happy to reconnect with MG friends and meet new ones. NAMGAR folks always say this truism, “It’s the cars that get you there but it’s the people who bring you back.” We soon set forth with some MGs and friends for a 20 mile drive “over the mountain” to Lake Tahoe. The lake itself, of pristine beauty, is the largest Alpine Lake in North America at an elevation of 6,225 feet. Its average depth is 1,000 feet with



gorgeous deep-blue water! We drove around the north end and visited the Cal Neva Resort where we straddled the Nevada-California state line at poolside. Back in Reno we were bussed to the National Automobile Museum for dinner among hundreds of classic antique autos.

Tuesday was a catch-up day with lots of laundry, tire-kicking and a bit of slot-pulling. The evening brought us to the NAMGAR Register Banquet. This was a highlight social event with an exceptional buffet dinner. Entertainment included some special awards and a great trivia contest (thanks, Bruce Rauch). Our FSMGCC donation of a \$100 gas card and a FSMGCC grille badge was raffled at the dinner. The proceeds kept NAMGAR in the black for the event. The deserving winner was George Merryweather, who drove his MGA the entire Rallye to Reno, clocking over 7,000 miles.

Wednesday we headed back over the mountain to Lake Tahoe touring with some MGAs over 125 miles on a complete circumnavigation of the lake. We stopped so many places to sightsee that we missed the NAMGAR

catered lunch at Sand Harbor State Park.

Thursday over 600 MGs of many years and models went on display at the Car Show at the Rancho San Rafael Park in Reno. It was a perfect cool day and everyone enjoyed the walking tour of the 5 registers as they voted. There was a nice picnic area to enjoy our box lunches, too. That evening each Register had a pre-banquet awards event. So, with the pressure off, we all enjoyed the Gala Wrap-up Banquet. Our Keynote speaker was Tim Suddard of Ormond Beach, Florida. He originated the magazines Grassroots Motorsports and Classic Motorsport. We were lucky to have our dinner with his lovely wife and daughter.

### **Part 3 – the PLUS Part**

(We've now traveled almost 4,000 miles!)

On Friday, June 18th, we headed back east with several MGs from the British Motor Club of Utah, retracing The Loneliest Road to overnight in Eureka, Nevada. The next day we were able to tour Lehman Caves in Great Basin National Park, Nevada with Roger Dotson and his wife Jamie Monroe. This cavern is profusely decorated with all manner of cave formations including stalactites, stalagmites, columns, draperies, "bacon", soda straws, and some rare shields. It was a wonder to behold. In the park and along the road to Pleasant Grove, Bruce & Roger were very patient in allowing Jamie and me to take wildflower photos. We stayed two nights with them and they took us on a tour of the lovely Wasatch Mountains, the Alpine Loop Road, the Sundance Resort and Park City, Utah.



Our next destination was Teton Village, Wyoming to visit the son and daughter of dear friends who died tragically eleven years ago. We loved meeting Mike's wife and 6-month old twins. Mike took us up the Jackson Hole Tram to the top of Rendezvous Mountain. We traveled next through Grand Teton National Park where we saw black bear, a moose family and some elk as well as the majestic Tetons.

We made a four-day journey through Yellowstone National Park and surrounding areas for some absolutely eye-popping sightseeing of the famous geysers and incredible scenery. We stayed at the "Old House" (built in 1904) of the Old Faithful Inn. Our room (they said it used to be the honeymoon suite??) looked right out at Old Faithful. We saw it "blow" at least 6 times. Memorable sights at Yellowstone included seeing buffalo parading up the street as well as spotting many elk, 3 grizzlies, bighorn sheep and a bald eagle. We were thrilled by the many geyser basins, Artist Paint Pots Trail, a drive through Dunraven Pass (lots of snow in June) and viewing the Grand Canyon of the Yellowstone River. We spent a night at Chico Hot Springs Lodge in Pray, Montana where the hot springs pools cured all our ills.

The next stop was Cody, Wyoming where we were booked at the Irma Hotel, which was originally built by Buffalo Bill Cody in 1902. Our historic room, the Bob Rumsey Suite, had a REALLY OLD BED. We did have cocktails at the Irma's famous cherrywood bar, a gift to Buffalo Bill from Queen Victoria "...in appreciation for his command performance..." when he visited England.

Friday June 24th, after visiting the Buffalo Bill Museum, we set our sights eastward. Just outside of Cody, we encountered the only bad weather of our whole trip – a raging hailstorm that looked like a blizzard. We were glad to be in a big car right then. Over the next several days heading towards family in Wisconsin, we stopped to see Jewel Cave in Custer, South Dakota; the Crazy Horse Monument; Needles Scenic Highway; Mt. Rushmore; the famous Wall Drug, South Dakota; the Corn Palace in Mitchell, South Dakota; the Wisconsin Dells and Ripon College in Ripon, Wisconsin (birthplace of the Republican Party).

We spent several days with son Brian and his wife Kelly and grandchildren Kristen & Kevin. With the kids we visited newly completed murals on buildings in Plymouth and the Bookworm Gardens in Sheboygan. We watched Kristen & Kevin at practices for their Sheboygan Falls Swim Team, enjoying every minute of our time with them.

On Day 28 with over 6,000 miles under our belts, we set the GPS for St. Pete. But, there were even more stops on the way – Taliesin and The House on the Rock in Spring Green, Wisconsin (thanks, Dave & Dianne Tietz), the Corvette Museum in Bowling Green, Kentucky and the Jack Daniels Distillery Squires Room in Lynchburg, Tennessee (thanks, Jeff & Jan Zorn).

We gladly arrived home on July 3rd with so many memories of people, places and things seen that our heads want to pop. This 7,700 mile trip over 30 days will give us memories and stories to tell for years to come. Just ask us.

## **British Car Show in South Bend, Illinois**

### **Travels of Noddy**

*By John and Margaret Lester*

On Sunday 26th June, a beautiful sunny day, Margaret, my sister Ann and I went to the Michianabrits British Car Show on the grounds of St Mary's College in South Bend Illinois. St Mary's College is set in beautiful grounds right across the street from Notre Dame University.

There was a good turnout of cars, MGs, Triumphs, Austin Healeys etc.

I want to report on two very unusual cars owned by Charley Hayes. The first is a 1947 HRG roadster. HRG stands for the car makers, Halford, Robins and Godfrey. I had never heard of this car but apparently a HRG won the 1939 and 1949 LeMans in the 1.5 litre class. Only a little over 200 were made, most of them still running, and there are supposed to be about 20 in the U.S.

The car has a four cylinder Singer engine, three speed all crash box, and rod and cable brakes, which can make stopping rather interesting. The car had been beautifully restored and the owner had no idea of its value as so very few of them are ever sold.

The second is a 1958 Morgan F-2. This is the three wheel Morgan with the four cylinder engine not the air



cooled motor cycle engine. The owner bought it in 1972 and stored it for many years. He then gave it to a mechanic for restoration who proceeded to take it to pieces and then quit the job! After much searching Charley managed to find a replacement restorer who did an excellent job. In 2009 Charley flew, yes flew, the car to England for the Morgan Centennial celebration and took third place in his class.

A very enjoyable afternoon and thanks to Roger Deacon who with the aid of a claw hammer fixed the latch on my trunk so that now it opens and closes beautifully!

## **NAMGAR CHAPTER & INTEREST GROUP CONTACTS NEWSLETTER—SUMMER 2011**

*Lee & Liz Niner - NAMGAR Chapter & Interest Group Coordinators*

Hi all - Hope you're into lots of summer driving and chapter events. Judging by your newsletters and chat rooms your chapter has either hosted a car show or planning on doing so shortly. We have lots to report on, so here goes.

MG 2011 / GT 36 held last June 13 - 16 at Reno was a blast. This was the fourth all MG event and we must say that most everything flowed rather nicely. A terrific location and the NAMGAR affiliated Reno British Car Club did a great job of hosting. There was time to do MG things, time to see Reno and its surrounds and time play those penny slots! .

As a kick off prior to MG 2011 NAMGAR's Chairman Bruce Woodson helped organize the Rallye To Reno which provided a venue for MG owners all along Route 50 to either drive onto Reno or to join in for a day or two. A lot of MG friendships were established and for many MG owners it was their MG trip of a lifetime.

NAMGAR specific events at MG 2011 / GT 36 featured the Z Magnette Group's (ZMG) Breakfast, NAMGAR's Board Meeting, First Timer's Reception, Register Night and a Lake Tahoe Tour and lunch. This year as a prelude to the Wrap-up Banquet all registers held a register specific Preliminary Awards Ceremony. In our humble opinion a brilliant idea, as that cuts down on a multi hours long grand awards ceremony that has plagued the previous all MG events. Also, kudos to new NAMGAR Vice Chairman Carol Shamonsky for jumping into the "fire" feet first and acting like she's been doing it for years.

Congratulations to the Columbia Gorge MGA Club for winning the initial NAMGAR GT Chapter Attendance Award. It was our pleasure to present the award to club president Keith Ansell and the many club members present at the Awards Ceremony. What chapter will win this award at next year's GT in Dayton, OH? Start talking it up with your chapter now.

6th Annual Chapter & Interest Group Contacts Meeting - The meeting was held on Wednesday, June 15 from 3 - 5 PM in the El Dorado's Board Room. There were contacts from 21 chapters and 2 interest groups as well as the NAMGAR Board in attendance. Here's the highlights:

### **A. Status of Chapters and Interest Groups:**

1. There are currently 53 chapters and 7 interest groups affiliated with NAMGAR representing 28 states, 2 provinces and 1 country. In the last year 2 new chapters have become affiliated: Rhody MG Car Club & Florida Suncoast MG Car Club.

2. Web sites: 50 chapters and 2 interest groups have web sites.

3. Intra chapter / interest group communications: 24 chapters use snail mail, 16 chapters use Email or their web site, 8 chapters have no newsletter but use Email for event notification and 5 chapters use British Marque News as their primary means of communicating. 4 interest groups use 1 on 1 phone calls, 2 interest groups use Email chat rooms and 1 interest group uses a newsletter via Email.

4. Chapter membership ranges: under 100 members - 21 chapters, 100 to 250 members - 23 chapters, 250 - 350 members - 7 chapters and over 350 members - 2 chapters

B. Renkenberger Spirit Award: 4 chapters have requested this award in the last 12 months with a total of 9 awards since the awards inception in Nov 2008. It's free for chapters and interest groups so take advantage of it!

C. NAMGAR Web Site - Peter & Anne Tilbury, Web Site coordinators report that less than 50% of NAMGAR members have activated their profile. Please ask your chapter's or interest group's NAMGAR members to activate their profiles if they have not.

D. Chapter / Interest Group Contacts / NAMGAR Board Discussion Points

1. Young Members: In order to attract young members some chapters provide free memberships to anyone under 25 years old. The cost is minimal but the potential for acquiring and keeping younger members has paid off.

2. Free newsletters - Some chapters have taken the route of making their Email / web site newsletters available to the general public rather than having them password protected. The thinking here is that the newsletter is used as a marketing tool for attracting new members.

3. Tech School Donations - Some chapters every couple of years purchase a "fixer upper" MGB and then donate the car to a local Tech School. The chapters' members then also donate their time in aiding in the restoration. It's a mentoring process that is good for both the students and the members. Once the car is restored, it is then sold or raffled off with the proceeds going back to the school.

4. Chapter Newsletter Costs - A number of chapters have a double dues schedule. Any member that still wants the newsletter sent to them via snail mail when the chapter has gone to electronic means is charged an extra \$5 or \$10 per year.

5. Local Cruise-in Nights - Yes they're usually for hot rods and lead sleds but a number of chapters report that it's a great venue to strike up conversations with people not familiar with MGs, especially younger people. Toss in a demo ride and presto a new member. Don't forget to take along some of your club's membership applications as well as some NAMGAR membership applications that you receive yearly from NAMGAR Registrar John Drake

6. General Public - The feeling amongst many chapters is that both NAMGAR and local chapters don't do enough to bring a human touch to our events. It was suggested that on the local level chapters need to get the word out about events through media sources such as print or TV. What's wrong with offering up a rallye or "other than British" category at your car show to the general public. On a NAMGAR level, the GT should be PR'd to the general public so the goal is to try to get as many of the general public to the car show as possible. Exposure is how you get interest, and interest is how you get new members.

7. Business Cards - Some chapters have a business card printed up and given out to their members for placement on MGs when they see one parked and don't recognize it as a club member's car. The card carries the club's logo, name and contact person's phone # and the club's web site. They are carried in club members' wallets so that they are always handy.

8. Insurance Information For Chapters

A. Event Insurance: All NAMGAR affiliated chapters receive complimentary event insurance. Thus, your chapter is automatically covered when hosting chapter sanctioned shows. Should the show site owner require an "addition insured" certificate, which is available at no additional cost, contact Bruce Woodson at chairman@namgar.com. Please note that competitive moving events such as funkhanas, hill climbs, etc. may

not be covered without special permits.

B. Directors & Officers Insurance: All chapters are encouraged to maintain a Directors & Officers Insurance policy. This policy will protect said officers from unforeseen issues that could arise. This IS NOT included in the complimentary event policy. The cost is approximately \$150 for a one year policy. Please have your Chapter President contact NAMGAR Chairman Bruce Woodson at [chairman@namgar.com](mailto:chairman@namgar.com) for more information regarding this important coverage.

NAMGAR Interest Group MG Vintage Racers (MGVR) - 30th Anniversary will be celebrated September 3 - 5 at Lime Rock, CT. Go to [www.limerock.com](http://www.limerock.com) for details.

NAMGAR Regionals - Two great venues for getting together this fall. Make plans now to attend with members of your club or interest group.

A. NAMGAR at Solomans Island, MD - September 28 - October 2 hosted by the Mid-Atlantic Chapter. Go to [www.mga-midatlantic.org](http://www.mga-midatlantic.org) for details or see the flyer in MGA!.

B. MG Fall Festival 2011 at Sonoma County, CA - September 29 - October 2, 2011 hosted by San Francisco Bay Area MG Owners Club Chapter. Go to [www.MGFallFestival.com](http://www.MGFallFestival.com) for more information or see the flyer in MGA!.

C. 2012 Regionals - How about your chapter stepping forth to host a regional in 2012. Contact NAMGAR Vice Chairman Carol Shamonsky @ [vicechair@namgar.com](mailto:vicechair@namgar.com) for details on how your club can host a NAMGAR Regional.

GT 37 "The Wright Place To Be" - Dayton, OH - July 9 - 13, 2012 - Hosted by the Southwestern Ohio Center MG Club. GT 37 Coordinators Dave & Lois Gribler gave a great presentation with regard of what to expect at next year's GT. Needless to say, we're going. Are you? Now's the time to take up the challenge of getting your chapter ready to participate and win the NAMGAR Chapter GT Attendance Award. Get GT 37 on your Club's 2012 calendar.

## **The Florida Suncoast MG Car Club Board of Directors Meeting- Summer Quarter-Summary July 13, 2011**

Secretary Gail Lenhard called the meeting to order at 6:35 p.m. and established that there was a quorum present.

The Secretary's Report and the Treasurer's Report were accepted as presented.

Membership Report: There are currently 78 member families.

Activities: Gail went through the upcoming activities.

### **August 2011 Fellowship**

#### AUGUST ANNIVERSARIES

August 2	Lee & Bobbie Strickland
August 7	Tim & Nancy Kasprzyk
August 11	Phil & Fiona Ross
August 17	John & Margaret Lester

#### AUGUST BIRTHDAYS

August 2	Warren Maxon
August 2	James Porco
August 3	Pat Ridgely
August 4	Rich Olson
August 7	Jennifer Robertson
August 14	Bob Carr
August 15	Dot Britton
August 17	Lowell Lutz
August 20	John Robinson
August 26	Bruce Rauch

#### Fellowship News:

Paatricia Soler continues to gain strenght in her recovery from cancer.

Kevin Rauch, age 8, has just completed testing and has been found NED (no evidence of disease). He's celebrating 4 years of remission from neuroblastoma cancer!

Bert Rauch, Fellowship Chairman

They are listed in Activities in this newsletter. Bruce Rauch agreed to search for a venue for the December Club Christmas party.

Newsletter: Articles are due by July 20th.

Old Business:

Northeast High Project –One of the students in this program recently purchased an MG Midget with his father and has brought it into Glenn's MG Repair for service.

NAMGAR Regional: Bruce and Bert volunteered to chair this event and schedule it for April 2013. There are several possible venues that they will be checking out.

The meeting adjourned at 6:54 p.m.  
Gail Lenhard, Secretary

## **The Florida Suncoast MG Car Club Monthly Minutes Summary July 13, 2011**

Secretary Gail Lenhard called the meeting to order at 7:30 p.m.

The Secretary's Report and Treasurer's Report were approved as presented.

Membership Report: There are currently 78 member/families.

Regalia: Contact Barrie Carson if you would like to purchase any Club regalia.

Past Activities: July 2 – Picnic in the Park – Philippe Park –There was good food, fellowship and weather at this interclub event.

Future Activities: Gail outlined upcoming activities including Breakfast Club. See Activities in this newsletter. Bruce Rauch will look for a venue for the Club Christmas Party in December.

Newsletter: Deadline for articles is July 20th.

Old Business:

NAMGAR Regional event for April 2013: Bruce & Bert Rauch will chair this event and will check out several possible venues. Volunteers are welcome to assist them.

New Business: Bert reported that our Club's donation to NAMGAR night at MG2011 in Reno was well-received. It was raffled at the event and helped pay for the NAMGAR night upgrade from a cocktail party to a dinner.

The meeting adjourned at 7:42 p.m.  
Gail Lenhard, Secretary



Other Club  
Events of Interest



**Bold type is a club sponsored event**

## August

**10: Regular Business Meeting 7:30 pm. @ The Hangar Restaurant & Lounge, 540 First Street SE, St. Petersburg, FL 33701. 727-823-7767**

**13: Breakfast at Tiffany's is at 8:30. Tiffany's Restaurant, 35000 US 19 N, Palm Harbor FL 34684 Phone: 727-785-9530. Followed by a visit to Tampa Bay Ferrari at the corner of Us 19 and Tampa Rd. Pam Harbor Ferrari. 2420 Tampa Road, Palm Harbor, FL 34683, Phone: 727-784-3377**

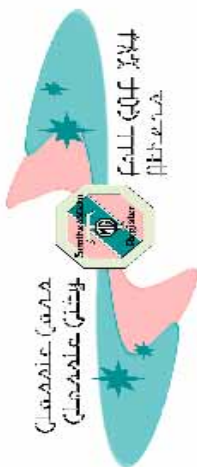
**20: Cars and Coffee. DuPont Publishing Headquarters West Parking Lot 3051 Tech Drive St. Petersburg, FL**

**27: Join Mike and Karen Silvernail for a trip to the Florida Holocaust Museum, 55 5<sup>th</sup> Street South, St. Petersburg, FL Phone 727-820-0100 at 10AM. You may also join them for breakfast at 8:30 AM at the Hangar Restaurant, 540 First Street S.E., St. Petersburg, Fl. 33701 727-823-7767 RSVP Mike and Karen at 727-642-3325 email [mikenail@tampabay.rr.com](mailto:mikenail@tampabay.rr.com) by August 26th.**

## September

**14: Regular Business Meeting 7:30 pm. @ The Hangar Restaurant & Lounge, 540 First Street SE, St. Petersburg, FL 33701. 727-823-7767**

**17: Breakfast Club at Skidders, 5799 Gulf Blvd, St. Pete Beach, FL 33706 Phone: 727-360-1029 at 9 AM, followed by a trip to the Gulf Beach Historical Museum, 115 10 Ave, St. Petersburg Beach 33706 [www.pinellascounty.org/heritage/gulf\\_beach\\_museum.htm](http://www.pinellascounty.org/heritage/gulf_beach_museum.htm)**



### Southeastern Fall Gathering of the Faithful Foundry Park Inn & Spa Athens, Georgia October 14-16, 2011

Dear Fellow MG Enthusiast,

The Southeastern MG T Register is hosting the sixteenth biannual "SOUTHEASTERN FALL GATHERING OF THE FAITHFUL" on October 14-16, 2011. The theme, "Classic Cars, Classic City" will be a blast from the past and center around the fun of owning and driving our vintage cars. Please join us as we gather to celebrate our beloved cars.

Located in the heart of Athens, our host hotel, The Foundry Park Inn, is a beautiful historic hotel with on-site restaurants and spa. Situated on an ideal location in Athens just steps from downtown, guests can venture easily to shops and restaurants or take advantage of the stellar food and beverage options offered in the hotel's historic Hoyt House.

We hope your club will join us for a relaxing weekend filled with classic cars, classic events, and classic fun!

**Classic Cars...** Let's dust off those MGs and get them out in public! Join us for an impromptu car show at the drive in, or a more formal showing Saturday morning. Whatever your pleasure, we've got it covered.

**Classic Events...** Remember the days of picnics, group drives, and the crazy fun of the "fun kana"? We're bringing back these events, along with the popular Valve Cover Races. If you've never driven the obstacles of a "fun kana" or watched someone else drive them, you're missing out! There's nothing like "fishing" from the passenger side of an MG, or zig-zagging between cones, all in the quest for the best time! For those who miss their "pine wood derby" days, the Valve Cover Races are like derby cars on steroids!

**Classic Fun...** Whether your idea of fun is relaxing in the open air hospitality room, joining a spur of the moment hula hoop contest, or listening to live music at The Melting Point, you won't be disappointed. The 2011 GOF will be a blast from the past!

We hope you will be able to join us as we celebrate these classic cars with good food, good friends and good times! See you in October!



**Beth Ehrlic, Chairman**  
Southeastern Fall GOF Mk XVI  
202 Hiwassee Drive  
Woodstock, GA 30188  
Tel: 404-966-4604 e-mail: [semgtu.gof@gmail.com](mailto:semgtu.gof@gmail.com)

Visit us at [www.semgtu.org](http://www.semgtu.org) and become a fan on Facebook



**Foundry Park Inn & Spa**  
Reservations: 866-928-4367 mention SEMGTR.  
[www.foundryparkinn.com](http://www.foundryparkinn.com)

To get the discounted rate of \$112 per night, make your reservations by 9/14/2011. Select your dates on the calendar, then click on the group tab and enter group code 501014 in the box

**The Southeastern M.G. T Register, Ltd.**

## A Smoother Ride

Shock absorbers are an important suspension component because they dampen suspension motions to provide ride control. This provides a smoother ride, better handling and cornering and improved stability (especially on rough roads). The shocks also extend the life of the tires by preventing unnecessary bouncing as the tires roll along, and they help improve braking and traction by keeping the tires in firm contact with the road.

Struts are a little different because in addition to performing all the functions of a shock absorber, they are also part of the suspension itself. Up front, they replace the upper control arm and upper ball joint on many cars. In the rear, they help support and locate the rear axle or trailing arms. The strut may also have a coil spring wrapped around it to support the weight of the vehicle.

As shocks and struts age, their ability to dampen suspension jounce and rebound gradually diminishes. The change is usually so slow and subtle that the average motorist may not even be aware how weak his shocks have become.

Some original equipment shocks may be getting weak after 30,000 to 40,000 miles of normal driving. For original equipment struts, 60,000 or 70,000 miles may be the limit of their useful service life.

Any shock or strut that cannot pass a simple bounce test (no more than one or two gyrations after rocking and releasing the suspension) should be replaced. The same goes for any shock or strut that is leaking fluid.

As a rule, shocks and struts should always be replaced in pairs (both fronts, both rears, or all four) to maintain consistent ride control side-to-side. Shocks are a popular DIY item because on most vehicles they are fairly simple to replace. The hardest part of the job is getting at the upper shocks mounts, which on some vehicles can only be accessed from inside the trunk or passenger compartment (behind the back seat).

Struts are an entirely different matter. On vehicles where the spring is on the strut, replacing the strut requires the use of a special spring compressor to disassemble the strut. This can be a dangerous job if not done carefully because of the considerable tension the spring exerts on the upper bearing plate assembly. A strut spring compressor is not something many DIYers know how to use properly. So several aftermarket strut manufacturers

now offer preassembled replacement struts for popular applications.

In recent years, more monotube gas shocks and struts have been used as original equipment dampers on performance and luxury vehicles. In a twin-tube direct-acting shock, there is an inner tube for the piston cylinder, and an outer tube that serves as a fluid reservoir. Valves in the piston and in the bottom of the shock control fluid flow in

both directions, and determine the dampening characteristics of the shock. In a monotube shock, there is no outer fluid reservoir. There is only a single tube, and a floating piston separates the fluid inside from a high-pressure gas charge inside the shock or strut.

The gas charge in both twin tube and monotube shocks and struts is there to reduce fluid foaming when the damper is pumping hard. Without the gas charge, the fluid cavitates and forms tiny air bubbles as the piston pumps up and down. The fluid turns to foam and the shock starts to fade (weaken). Adding the gas charge stops this from happening, and keeps the shock firm even on the roughest roads.

Over time however, the gas charge may slowly seep out of the shock or strut, causing it to lose much of its original ride control ability. Monotube shocks are more expensive to manufacture than twin tube shocks because they require a highly polished inner surface. Even so, they do have some advantages over twin tube shocks and struts:

- The monotube design provides better heat dissipation and cooling than a twin-tube shock. There is no outer tube or fluid reservoir to inhibit heat flow, so a monotube shock runs cooler and delivers more consistent ride control.

- A monotube shock is lighter than a twin-tube shock that has the same external diameter. This reduces unsprung weight and allows the wheels and tires to follow the road more closely.

- A monotube shock can be mounted in any position. A twin-tube shock uses gravity to drain the fluid down through the valving in the bottom, and to maintain the gas charge in the outer reservoir.

- A monotube shock has a larger diameter piston than a twin-tube shock with the same external dimensions, which gives the shock greater sensitivity for small piston motions. ●



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## Upcoming Events

### August

**10: Regular Business Meeting, New location at The Hangar @. 7:30 pm.**

**13: Breakfast at Tiffany's is at 8:30. Tiffany's Restaurant, 35000 US 19 N, Palm Harbor FL 34684 Phone: 727-785-9530. Followed by a visit to Tampa Bay Ferrari at the corner of Us 19 and Tampa Rd. Pam Harbor Ferrari. 2420 Tampa Road, Palm Harbor, FL 34683, Phone: 727-784-3377**

**27: A trip to the Florida Holocaust Museum, 55 5th Street South, St. Petersburg, FL Phone 727-820-0100 at 10AM. You may also join Mike and Karen Silvernail for breakfast at 8:30 AM at the Hangar Restaurant. 540 First Street S.E., St. Petersburg, Fl. 33701 727-823-7767 RSVP Mike and Karen at 727-642-3325 email mikenail@tampabay.rr.com by August 26th.**

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