



MORRIS GARAGES INFORMER



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“It’s Gotta Be Fun”

April 2010

Mercedes Gull-wing takes Best of Show and Jaguar Wins the Hemming’s Award

By Dennis J. Magee, Editor

Zephyrhills, Fl. For the first time in four years of the Zephyrhills Celtic Festival and British and European Classic Car Show, a non-British car has won the coveted Best of Show Award. A 1955 Mercedes 300 SL (Gull-wing), owned by L. Kim and Peggy Warmolts. The 300SL has been in the Warmolts family since it’s original purchase in 1956.

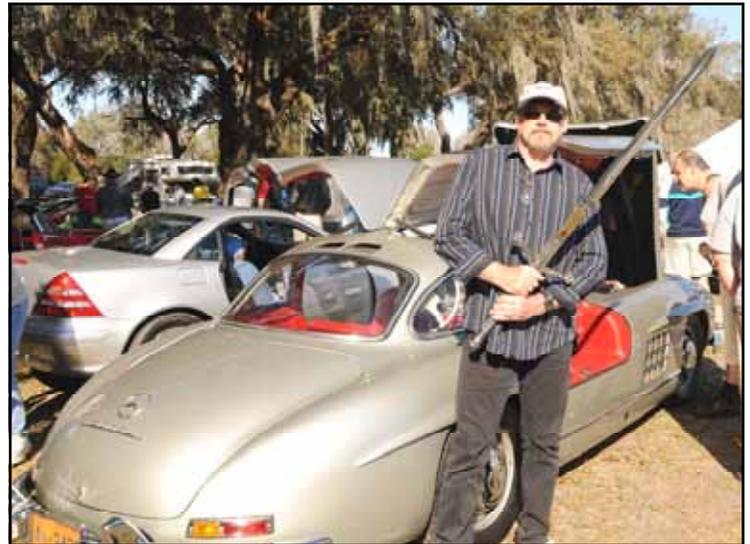
The Mercedes-Benz 300SL was introduced in 1954 as a two-seat, closed sports car with distinctive gull-wing doors. Later it was offered as an open roadster. It was the fastest production car of its day.

Built by Daimler-Benz AG and internally numbered W198, the fuel-injected road version was based (somewhat loosely) on the company's highly successful competition-only sports car of 1952, the somewhat less powerful carbureted Mercedes-Benz 300SL (W194).

The road model was suggested by Max Hoffman. Being intended for customers in the booming post-war American market it was introduced at the 1954 New York Auto Show, unlike previous models introduced at either the Frankfurt or Geneva shows. In Mercedes-Benz fashion, the "300" referred to the engine's three litre cylinder displacement.



Best of Show—1955 Mercedes 300SL Gull-wing



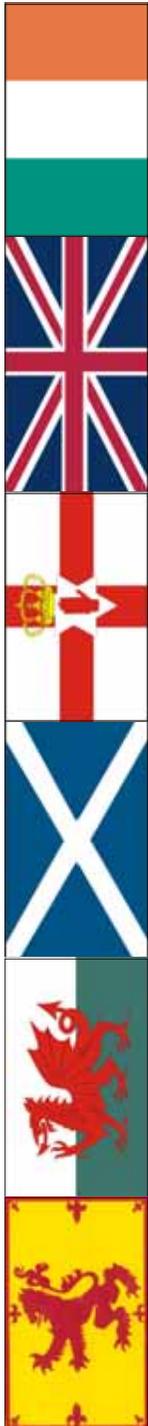
L. Kim Warmolts with Best of Show winner and Celtic Sword Trophy

The "SL" stood for "Sport Leicht" (Sport Light).

The 300SL was best known for both its distinctive gull wing doors and being the first-

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

ever gasoline-powered car equipped with fuel injection directly into the combustion chamber. The gull wing version was available from March 1955 to 1957. Production of the roadster ended in 1963 with the introduction of the 230SL.

This single owner vehicle was purchased by Dr. L. Warmolts in 1956. It was sold to L.Kim Warmolts (present owner) in 1977.

The vehicle was garaged in Illinois until 1987 when Kim and his wife Peggy moved to Florida. It was in rough shape, Kim and Peggy started a restoration fund and discovered Auto Craftsman Don Witherspoon in Hernando, Fl. in 2002. Over the next four years Witherspoon took his time and did a complete off the frame restoration from the ground up.

The restoration was completed in January of 2007. The 300SL now permanently resides in Tarpon Springs and is pampered and driven one a month, weather permitting.

The only judged class award at the show is the Hemmings Sports and Exotic Car Spirit of Craftsmanship Award, selected by two judges, Ron Swiger, President of the Tampa Bay Austin Healey Club and Marion Brantley, also a members of the TBAHC, of which, both are certified Concours Judges. The award was presented to Peter Clark's 1948 Jaguar, 3.5 Liter, which also won in its class and Second of Show.

Pronounced Mark Four, the Jaguar Mark IV was a saloon vehicle built by Jaguar from 1945 through 1950, and was a re-launch of a



Peter Clark's 1948 Jaguar—Hemmings Award, and Second of Show

pre WWII model produced by SS Car Ltd from 1936. The company was renamed Jaguar Cars Ltd. after the war. The nomenclature 'Mark IV' was applied by the trade to simply differentiate it from

the officially named Mark V. The Saloons were named SS Jaguar 1 ½ litre, 2 ½ liter or 3 ½ liter.

Never officially designated, the Jaguar MK IV was the nomenclature set aside for the range of immediately post-war saloons. The name Jaguar has always been synonymous with luxury, prestige and extravagance. Jaguar's first postwar model, the three-position drophead coupe was distinctive, captivating and extravagant. Extremely rare today, the MK IV was an extremely desirable vehicle and one of the few postwar cars that is considered a Full Classic by the Classic Car Club of America.



Front view of 1948 Jaguar and head light

Introduced in 1945, the MK IV was visibly recognized by its classic lines and rugged simplicity. The outside of the car was marked by a long hood, large freestanding headlamps, a narrow, close-coupled body, flowing separate front fenders and an upright radiator capped by the Jaguar mascot. The interior featured high-quality furnishings that included a traditional British wood dash with large, easily readable marked dials. Jaguar's first cars after WWII were essentially continuations of the 1938-39 models. The Jaguar Mark IV 1.5 liter model rode a six-inch shorter wheelbase and featured a four cylinder rather than a six-cylinder engine. The 1.5 liter's top speed was around 70 mph while the 3.5 liter could achieve more than 90 mph. A total of 5,761 1.5 liter Jaguar Mark IV's were produced, 1,861 2.5 liters and 4,420 of the 3.5 liter models. The Mark IV featured a wheelbase of 112.5 inches, an overall length of 173.0 inches, and had a weight of 2,970 lbs.

Clark's 1948 Jaguar was manufactured in Coventry, England in October, 1948. It was originally conceived as L.H.D. but while on the production line was changed to R.H.D. The first listed car dealer was Henleys of Manchester and the first owners were Mr. & Mrs. Vincent. In 1964, It was shipped to Binghampton, New York and a year later in 1965 was sold to Mr. Donald O'Rourke.

In 1967 the car was moved to Olney, Maryland, and in 1991 sold to Dr. Ingram. Also in 1991 Chuck Anderson of Salisbury, Maryland completed a restoration. Later, Mr. Anderson moved to Venice, Florida. Twelve years later, it was purchased by Slvia and Peter Clark,, current owners.

The 1950 Alvis TB 14 Roadster received the Third of Show Award, as well as First in Class, and was presented the Chubb Insurance Award. "Flamboyant" is the only word for this British sports car. Only 100 were built,



Barry Alexander's zward winning 1950 Alvis

and only 17 are known to survive. Described in its time (not by the manufacturer) as a "gentleman's car used to impress one's mistress." Amenities include a liquor cabinet built into the passenger door. Featuring a 4-cylinder Alvis engine, the car has an aluminum and steel body with forward opening "suicide" doors. the cost when new ws 1,275 British pounds sterling. Due to its high cost, most examples were sold in Europe, Australia, Hong Kong, Peru and Pakistan. The Alvis owned by Barry Alexander has been shown at Amelia Island Concours and the Meadowbrook Concours.

The President's Page

By Fred Humberstone

Well Spring has sprung and we are now in the midst of car show season. Even for here in sunny Florida this is the best time of year to fire up our little British roadsters, put the top down and drive.

I want to thank Dennis and Jean Magee, and all of the volunteers, for all of the planning and hard work they put into the Zephyrhills Celtic Festival's British and European Classic Car Show. This was the second year of the event and it looks to be so popular this will be a big event for many years to come. The event winning car this year was a fully restored Mercedes-Benz 300 SL with the gull wing doors. How often do you see what may be a million dollar car at a car show? I mean other than yours of course! I hope all of you make plans to attend next year's show.

On March 20th, I hosted our monthly Breakfast Club at Eve's Restaurant in Oldsmar. What a pleasant surprise to see Bruce Rauch accompanied by his full time nurse, Bert Rauch, at the breakfast so soon after Bruce's knee replacement surgery. I was very pleased at the great turnout, 26 people, half of whom joined the trip to Dunedin. Breakfast was followed with a caravan trip to the Dunedin Historical Society Museum. We were given a guided tour of the museum by the curator who then left us so we may explore the displays on our own. I never would have guessed that the toys I played with as a child would be considered antiques within my own lifetime or that they would be worth as much money as they are now. If I only knew!



We have more to look forward to in April. There is the 'All British Car Show' in Winter Park on the 10th. Find more information at: www.allbritishcarclub.com. The 'Festival of Speed' is back at the Vinoy Yacht Basin in St. Petersburg on the 11th. Their web site is at: www.festivalsofspeed.com. Dave and Diane Tietz will be our hosts for the Breakfast Club on the 17th and one week later we have the 'British Motor Classic Car Show' on Davis Islands. Go to: www.britishmotorclub.net for more information. I'm getting my British Classic all polished up for the show and you should be too. I hope to see many of you there. On April 24th our friends at the Nature Coast English Car Club and the Sun Coast Classic MG Club are having their Member Appreciation Cookout & Fun Day. All British car owners are welcome to attend. RSVP to: englishcarclub@yahoo.com.

In other news - Many of you may have heard of the acquisition of property in Oklahoma by MG Motors North America back in July of 2006 to build a factory to produce the MG TF Coupe. Out of curiosity I sent an e-mail to their public relations representative to find out what has happened since then. I am disappointed to report that I have received no response and together with the fact that production of the TF has been suspended in England, I suspect that this project has died a quick death.

To all of our members who are winter visitors and heading back up north or across the sea, I want to say it was once again a pleasure to share your company and I hope all of you have a safe and pleasant trip back home and we will look forward to seeing you again later this year.

Zephyrhills Celtic Festival and British and European Car Show Awards Recipients

Best of Show

Mercedes 1955 Gullwing—L. Kim and Peggy Warmolts

Second of Show

Jaguar 1948 3 1/2 DHC—Peter Clark

Third of Show

Alvis 1950 TB 14—Barry Alexander

Hemming Award

Jaguar 1948 3 1/2 DHC—Peter Clark

Mayor's Award

Austin Healey 1958 100-6—Paul Tsikuris

Chubb Insurance Award

Alvis 1950 TB 14—Barry Alexander

PRP Wine Award

Lotus 1985 Spirit Turbo—Dave Kjpsa Jr.

Best Alfa Romeo Award—Featured Marque

Alfa Romeo 1960 Vignale—Delmas Greene

Class A—Aston Martin

Vantage 2007 Michael and Sharon Cobb. First Place

Class AA—Rolls Royce

20 HP 1926 Silver Cloud Colin and Carol Kraines, First Place

Class BB Rolls Royce

1965 Silver Cloud III Larry Cavallaro - First Place

Class B Austin Healey

1959 100-6 Charlie Carpenter—First Place

Class C Austin Healey

1962 3000 Charles Urlich—First Place, Tie

1963 BJ7 Steven Kelly—First Place, Tie

1961 BT7 Ron Swiger—Second Place

Class D Austin Healey

1959 Sprite Ron Lasita—First Place

Class F Jaguar

1999 XK8 Bill and Sandy Heron—First Place

Class G Jaguar

1974 XKE Robert Casella—First Place

Class H Jaguar

1948 31/2 DHC Peter Clark—First Place

1995XJS2+2 Bill and Kelly Conger—Second Place

Class I Lotus

1963 Super Seven Jack Tripp—First Place

Class II Marcos

1970 GT Larry and Lynda Meadows—First Place

Class K MG

1979 Midget Saul Klein—First Place

Class L MG

1966 MGB John Fox—First Place

1969 MGB Carl Gough—Second Place

Class M MG

1978 MGB Jan and Willie Wittkopf—First Place

1979 MGB Bruce Caspar—Second Place

1979 NGB David Owen—Third Place

Class N MG

1980 MGB-V-8 Pat Dempsey—First Place

Class O MG

1962 MGA Bert Rauch—First Place

1956 MGA John Franks—Second Place

1960 MGA Dave and Rita Houser—Third Place

Class Q Austin Mini

1974 Mini Pick-up Margaret Clark—First Place

1961 Mini Rick Brown—Second Place

Class R Morris

1970 Minor 1000 J. Keith Hartinger, First Place

Class T Triumph

TR-3 Alex Manzo—First Place

Class U Triumph

1967 TR-4A Nick Pearce—First Place

Class V Triumph

1976 TR-6 Chuck Hornberger —First Place

1973 TR-6 Jim Wilson—Second Place

Class X Triumph

1977 Spitfire Paul Logue—First Place

Class Y Triumph

1946 1800 Philip Ross—First Place

Class ZZZ Alvis

1950 TB14 Barry Alexander—First Place

Class DD Alfa Romeo

1974 2000 GTV Theresa Spano—First Place

Class EE Alfa Romeo

1984 GTV6 John Rady—First Place

Class FF Alfa Romeo

1965 Spider Ted Stratton—First Place

Class NN Ferrari
1968 365 GT John Montopoli—First Place

Class OO Mercedes
1955 Gullwing L. Kim and Peggy Warmolts—First Place

Class PP Renault
1982 Fuego Irbye Giddens—First Place

Class GG Alfa Romeo
1991 Spider Veloce Barry and Beth Mann—First Place

Class HH Alfa Romeo
1960 Vignale Delmas Greene—First Place

Class KK Porsche
1987 930 Turbo Dave Kjosa, Jr.—First Place

Class QQ Fiat
1970 Spider Richardo Beauchamp—First Place
1980 Spider Carl and Barbara Fowler—Second Place

Class UU VW
1978 Super Beetle Don Hand—First Place

Class VV Volkswagen
1967 Westfalia Eric Shipley—First Place

Class WW Other
1958 Messerschmih KR200 Cabrio Lynn Lomas—First Place

Class ZZ Lancia
1982 Zagato Marty Spahr—First Place





British and Italian Invasion of the Tilted Kilt Pub and Eatery

By Dennis J. Magee, Editor

Clearwater, Florida. On February 27, 2010 three classic car clubs, Florida Suncoast MG Car Club, St. Petersburg, the Suncoast MG Car Club (Nature Coast English Car Club), Brooksville, and the Florida Alfa Club, Clearwater met at the Tilted Kilt Pub to honor three couples of their respective clubs for their outstanding service and dedication to their clubs, and for their long history of work and support of their clubs. Over one-hundred members of the various clubs attended this joyous occasion and each couple was awarded certificates of appreciation and Honorary Irishmen appointments. Receiving the awards were Don and Phyllis Graham, Florida Suncoast MG Car Club; Delmas and Polly Greene, Florida Alfa Club; and Ralph and Shelly Decker, Suncoast Classic MG Car Club. Along with their respected clubs, there were representatives from the Tampa Bay Austin Healey Club, Tampa Bay British Car Club, and the Central Florida Alfa Club.



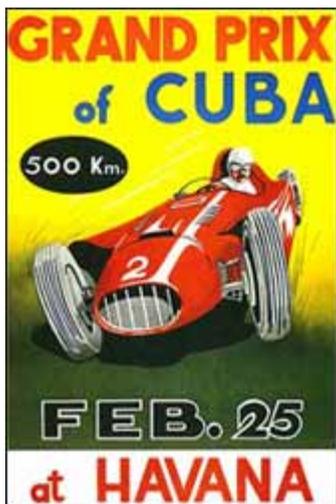
Ralph and Shelly pictured left, Don and Phyllis Graham, centered, Delmas and Polly Greene, pictured right



Road Warrior

By Juan (John) Soler

Childhoods should be magical, and I certainly have had my share of wonderful, loving memories as a young man growing up in Cuba in the fifties. After all, in 1957, I saw the greatest road warriors of the Formula 1 circuit compete in a Grand Prix (GP) race. The race was a 500 KM circuit. Around the Malecon, a waterfront roadway similar to Tampa's Bayshore Blvd., surrounded by outdoor plazas, luxury hotels, and country clubs. A 6 mile-long circuit; 90 laps in total.



There were about 20 drivers from over 10 countries. For weeks, the planes and ships arrived, laden with the sleek racing machines of the GP races: Jaguars, Maseratis, and Ferraris. There were pit crews, mechanics, sponsors, photographers, and celebrities continuously landing in Cuba for the GP racing event.

Believe me when I say that I saw the best F1 drivers. Juan M. Fangio from Argentina drove a Maserati 300S; Sir Stirling Moss from Great Britain was in a Ferrari; and, Carroll Shelby, from the USA, also ran a Ferrari. These names are familiar to all of us now. But to a kid, back then, these guys represented not a person with an ability or a skill...they were fierce fighters, caught in a speeding battle full of blurry sights, deafening sounds and smells never before experienced.

Juan Manuel Fangio from Argentina won the 1957 GP race in Cuba. He had won his first world championship in 1951, and won again in '54, '55, '56, and '57. Fangio would retire soon from racing after that. Within two years, my family would leave Cuba and arrive in our new home in the United States. We left everything behind, leaving only with our family, ourselves, and our memories.

I'll make the next part 'sorta' quick. I was never much of a car guy. Enough said. Fast forward almost 50 years. My sister-in-law, Judy, who lives in Pennsylvania, decides to buy a Porsche Boxster and announces to the family that she is going to give her 1979 MGB to me and her sister, Patricia, my wife. That brings us to the present, this article, and our membership in the FSMGCC.

So, let me tell you. The "B" may not be a Maserati or a Ferrari, but when I get behind the wheel, turn the key (hopefully it starts), and head out for a little quiet Sunday spin, I am riding with those Road Warriors. Vrrrooommm!!!

The Florida Suncoast MG Car Club Monthly Minutes Summary March 10, 2010

President Fred Humberstone called the meeting to order at 7:32 p.m.

Secretary & Treasurer Reports: A motion was made and approved to accept these reports as presented.

Membership Report: The Club currently has 71 member/families with two new members:

Lee & Ron Cayer who own a 1953 MGTD, a 1972 MGBGT, and a 1978 MGB

Jamie Martin who owns a 1980 MGB

Regalia: Contact Barrie Carson for Regalia items and Gail Lenhard for FSMGCC logo clocks (\$10) and MG Jamboree Cookbooks (\$5.00).

Past Activities:

Victory Ship Tour: Bert & Bruce were thrilled that so many members attended the February 13th Victory Ship Tour event. They thanked Fred Humberstone for sharing his stories from his father who had served on a Liberty ship.

Tilted Kilt: The February 27th Social Event at Tilted Kilt proved to be a good event with over 100 people from the Florida Alfa, Nature Coast, and The Florida Suncoast MG Car Clubs gathering for fellowship and fun. Dennis said that the next event may be held on May 22nd, so mark your calendars.

Zephyrhills Celtic Festival and Car Show: Dennis Magee was pleased that the March 6th Zephyrhills Car Show was successful. From the information gained from the surveys, most people were happy with the show. A preview of the show was featured on Channel 13's Charley's World and the snippet is still on their website: http://www.myfoxtampabay.com/dpp/good_day/zephyrhills-celtic-festival-030510

Future Activities: Fred briefly read off the list of events which are listed in Activities in this Informer.

Fellowship: Bert Rauch reported that Bruce is improving after a total knee replacement. Bobbie Strickland was doing well after some dental surgery. Dianne Tietz had foot surgery and is doing well.

Newsletter: Deadline for articles is March 20th. A volunteer is needed to write the "Meet our Members" column for the newsletter and website.

Old Business:

MG Jamboree 17: The dates for this "Homecoming" theme event are: November 5, 6, & 7, 2010 at the Riverside Inn located in Homosassa. Gail said that everything was coming together and passed around a Volunteer Sheet to help with this event.

Northeast High School Auto Body Shop MG Donation: No information was reported

Business Cards – Two boxes of Club business cards will be available at the next meeting.

Vendor Invoices for Advertisers in MG Informer – Dennis Magee and Bob Cannarella will be sending out invoices to our advertisers.

New Business:

BMTA Conference – Glenn & Gail Lenhard attended this event in Pittsburgh. The BMTA is an association comprised of businesses that promote the British cars. The theme was "Expanding the Market" and seminars were held at various members' businesses on how to attract younger people to our hobby. The group toured Ragtops & Roadsters, British Wiring/Triumph Rescue, and Motorcar Garage. Glenn also reported that John Twist will be reopening University Motors with son, Brooks, taking over the office manager position.

New Meeting Venue – After a show of hands determined that many members were not pleased with the current meeting venue, Fred stated that the Board had received three possible venues for future meetings: Paradise Restaurant in Safety Harbor, Daddy's Grill in Oldsmar & Golden Corral in Tampa. The Board will act on this at the next quarterly meeting.

Announcements: Margaret Lester won \$15 in the 50 – 50 Raffle.

Correspondence: All items were given to the appropriate parties.

The meeting adjourned at 8:10 p.m.
Gail Lenhard, Secretary

CEILIDH!

By Patricia Soler

During the weekend of March 6, 2010, the weather in central Florida finally went from severe to sublime for the 10th annual Zephyrhills Celtic Festival that was combined with a British and European Classic Car Show. Clear skies and brilliant beams of sunlight greeted the day seemingly for just this event. Ceilidh, is Gaelic for ‘getting together’, and this event was an extremely successful ‘getting together’ of all the many facets of this festival and car show.

I greatly appreciated the joining of the car show with this well attended community event, for it provides the participant and visitors with much to experience. However, I was rather amused at the combination of these two events given that Highlanders, among other Scots, historically have been trying to disconnect from and avoid all things English!

For those who may not be familiar with Celtic times past, English reign and occupation began when the child-queen, Margaret, ascended to the throne of Scotland. Her appointed advisors aligned with Edward I of England who was Margaret's great-uncle.

In July 1290, a marriage treaty was designed, so that when of age, Margaret married the son of the English King. Thus began a long history of Scots seeking to regain political independence and religious freedom. In an effort to prevent Scottish uprisings, England forbade Scottish men from bearing or training with arms of war. Therefore, the clever Scot clans began to meet regularly and the Highland games were created. This enabled them the opportunities to socialize, share political information, as well as train and compete – not with the implements of war, but with similar tools for “game”. This ruse gave the Scots a means to stay in shape and poised for battle against the English.



Patricia Soler & Men in Kilts!

Current day Highland Games often include a caber toss, stone put, and the hammer throw. The competitions attract excellent athletes. The Zephyrhills festival also included competitions in Highland dancing, drumming, herder dog events, pipe bands, solo piping, as well as the very popular, best looking knees!.

Judging knees would be effortless in great part because there were men in kilts! I think every woman appreciates a fellow donned in a kilt.

The dogs and knees contests were top on my list of catchiest events not to miss. Women regard men in kilts as moths do a flame. They have been known to hope for a flutter of breeze now and then to peek at all those knees – or whatever may be revealed - drawn by eye-catching feathers upon silky hosiery. I am excepted from this form of people watching because my husband has the best ‘man’ legs that I have ever seen.

One would think that a contemporary man would be aghast at the thought of wearing a skirt, but it is the Celt gentleman, young or mature, that would likely advocate for the daily wearing of his plaids. I surreptitiously regarded the club’s own Dennis and Jean Magee in their tartans and decorative accoutrements and they clearly exuded seasoned confidence in the wearing of their attire.

Some readers may be happy to know that April 6 is national 'wear your tartan' day, as declared by the Senate of the United States prior to the year 2000. Not only is it a day for fellows to try out the art of wearing a kilt, the day is also an occasion to recognize the great contributions that Scots have made to our nation. Many Scots came to America, after the big battle at Culloden in 1746. Remarkable when one recalls that America was a colony and subject to England's rule at that time.

The sound of one skillfully played bagpipe caught my ear during the day, and I observed a bit of the singular piper competition. The sound of pipes, to me, is indescribable for mere words, as it seems to invoke the language of the heart. The sound can be mournful or exciting, and many bagpipes playing in unison rouse the air and the senses, like a twister skipping over a Midwest plain. In a blaze of color, sound, and companionship, the groups of pipe and drummer bands traversed the festival's field and I was transfixed. I was brought from my captivation when I realized I happened to see the knees of many a gentleman, and was reminded of my dear husband who awaited me by our MGB.



I swiftly and economically passed by the many vendors and their interesting foods and wares, and zipped to the car show area. Dennis Magee and John Lester had surveyed the area over a number of days and created an adroit arrangement of cars that ranged from Aston Martins to VWs (if using the alphabet as a guide). I am not yet familiar with all of the classic European and British cars. I don't think there were any cars at the show that had names beginning with a letter beyond 'V', but Dennis Magee assured me that he would document the all-important elements of the festival's car show.

However, what I can say about the show was that there was one car there valued at three-quarter of a million dollars, and I should have asked John Lester to point it out to me, since he was the skillful guide that directed all the different vehicles to the appointed parking locations. Frankly, all the vehicles looked 'like a million bucks' to me, and it was easy to see the appreciation of the cars by owners and festival attendees. Mrs. Bert Rauch purred to her parking spot in her powder blue 1962 MGA, sans husband Bruce, who is recovering from a total knee replacement. She amusingly placed a large photo of him on her windscreen to assure his presence at the show and to demonstrate how happy he seemed to be with his new knee. I guess Bruce may not be wearing any kilts too soon, but Nurse that I am; I look forward to seeing his knee.

Jean Magee, Gail Lenhard, and other volunteers were devoted to the registration table, efficiently identifying the car models and participants. . John Soler (my sweet-kneed husband) jovially steered the show cars into those appointed parking spaces, even when challenged by drivers who had no intentions of complying.

The festival was a fun and entertaining event. The integration of the car show made it ideal. Thanks to the support and generosity of the sponsors, our club was able to participate in the show and festival.

The incomparable Dennis Magee admirably performed coordination and management of FSCMGCC's festival sponsors, the classic car show, vendors, registration, advertisements, ballots, awards and much, much more.

Best Alfa Romeo Award - The Featured Marque

The 1960 Alfa Romeo Vignale bodied Coupe received the Best Alfa Romeo Award, as the Alfa Romeo was the featured marquee at this years show. The Alfa Romeos were celebrating their centennial.

Alfredo Vignale and his craftsmen hand built bodies onto the chassis of various manufacturers in a small shop in Turin(o), Italy. Most of his early customers were individuals who wanted a custom designed body for their new automobiles. As his business quickly grew, he began accepting contracts to produce bodies for companies like Ferrari, Fiat and Lancia. Alfredo's designer, Michelotti, had already created a couple designs for customers on this special Alfa chassis (AR10202), so he decided to also create a design for the up-coming World Auto Show in Turin(o). Alfredo was looking to secure a contract with Alfa Romeo to help finance his plans for a new production facility. Unfortunately, he did not get the contract after the show, so the production of this model was never realized.



This Alfa (AR10202.00019) was designed by Michelotti and hand built by the craftsmen at Vignale in Turin(o), Italy. The green/white paint with red leather color combination is assumed to represent the Italian Flag colors for that show. After the show, the car was purchased by an American military officer, Anthony Wilson, who shipped it to the Miami, Florida area. Then in the early '70's it was purchased by an Alfa enthusiast, Doug Harmon in Tampa, Florida. In the '80's, the Tampa owner was transferred to Saudi Arabia and he put the car in a storage facility. After a few years, due to the expense of storage, he had the Vignale bodied Alfa towed to a field where it languished until Delmas Greene found it in 1989. It was in derelict condition and in bad need of some tender loving care. Although in terrible shape, it was intact and restorable. A piece of Vignale automotive history was almost lost to a Florida swamp, but five years of research and hard work resulted in a unique piece of art that is also nice to drive!



FSMGCC
Activities



April

7: 7 PM, Board of Directors Meeting—Golden Corral, 6942 West Hillsborough Avenue, Tampa - (813) 882-9805

10: Saturday All British Car Show at Mead Gardens This is an outstanding all British Show that attracts 200 cars, in very nice setting. The host hotel is the Mt. Vernon Inn, in years past we have gone over on Friday night, and we have also caravanned over Saturday morning. We will have more as the time gets closer, but if your not in Jekyll Island, you need to be here. Complete details are listed on the All British Car Club of Central Florida's web site www.allbritishcarclub.com

14: Regular Business Meeting, Daddy Grill, 3682 Tampa Road, Oldsmar, FL 34677(813) 891-6556

17: 9 AM Breakfast club at Yummy Mama, 145 4th Ave NE., St. Petersburg, Fl. 727-388-1904. From I-275, exit onto I-375 and stay straight on 4th Ave and you drive right to it. Park in the rear and walk around to the front to enter.

19-24: Key West Getaway—mini NAMGAR event. Contact: Robin Camblin at rcamblin@att.net

24: Davis Islands, Tampa, Florida - 2nd Annual British Motor Classic presented by the British Motor Club at Peter O. Knight Airport during the Davis Islands Island Fest, the show is promising to be one of the main events in the British Car circuit in Florida. Sharing the stage with Sailboat Races, Magic Shows, Pet Parades/Contest/ Kid Corner with rides, Classic Airplanes, Art Show, Show Cars & Airplanes. A show not to miss. - - Free lunch to all participants,- -Air conditioned restrooms, -Special appearance of the Magnum PI Ferrari will help to set the stage for this years event.- More info soon on <http://www.britishmotorclub.net>

May

1: Pistorius Olde Car Rally—registration deadline is April 25, 2010. See our web page for further details and registration form.

12: Regular Business Meeting

17: Drive-to British Open Pub in Venice, sponsored by the Suncoast British Car Club Judyalex1@aol.com

30: Suncoast British Car Club Presents The British Car Show in Celebration of "Drive Your British Car

April 2010 Fellowship

APRIL ANNIVERSARIES

April 2	Joe & Pheona Kaiser
April 11	David & Claire Matthews
April 17	Bob & Deb Cannarella
April 24	David & Janet Smith
April 25	Nigel & Sandra Petch
April 26	Ron & Sue Broadhurst

APRIL BIRTHDAYS

April 4	Darlene (DaDa) Miller
April 9	Lori Maniscalco
April 12	Pat Bradshaw
April 17	Stella Bumby
April 21	Fiona Ross
April 26	Dennis Magee
April 26	Janice Zorn

Fellowship News: Bruce Rauch is doing well after total knee replacement. Dianne Tietz is better after foot surgery. Bobbie Strickland is better after some dental "issues." Pat Ridgely is home and fine after a hospital check-in and check-up. Dr. Jack Maniscalco is just home from a medical mission in Africa.

Dart Team Forming Team Members Needed



**For further information and
Details, please contact team
leader
Ted Badger
marited@verizon.net**

Yummy Mama's Food

Is the restaurant for April Breakfast Club. Join Dianne and Dave Tietz for a delicious breakfast in a different setting. Afterwards it is a short drive to the Saturday Market in downtown St. Pete where many sight and taste delights await.

Date: April 17, 2010

Time: 9:00

Location: 145 4th Avenue NE

Phone: 727/388-1904

From I-275, exit onto I-375 and stay straight on 4th Ave and you drive right to it! Park in the rear and walk around front to enter.

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Mr. MOLY Engine Oil Supplement is a colloidal suspension of molybdenum disulfide (MoS₂) in a high grade, multi-viscosity engine oil that contains anti-foam agents and corrosion inhibitors. It is NOT an oil modifier. It uses the engine oil to carry the 0.5 micron particles (that's 0.0005 mm diameter) of MoS₂ to critical engine components.

Mr. MOLY Engine Oil Supplement plates onto engine surfaces providing a protective barrier that will sustain leads in excess of 200,000 psi

This thin film of Mr. MOLY prevents metal-to-metal contact between moving parts and effectively eliminates wear. The low coefficient of friction of molybdenum disulfide (MoS₂) allows the plated metal parts to glide by each other with reduced friction and heat. The plating action of MoS₂ ensures that the protection is there even when the oil has drained off. This is particularly important at startup or in the event of oil or coolant failure.

Break-In New/Rebuilt Engine Oil Supplement

Break-In is a soluble molybdenum together with anti-foaming agents and corrosion inhibitors specifically designed to increase the load capacity of oil in the initial and critical first hours of operation in new and rebuilt engines.

Even with extensive machining and honing of the surfaces on new or rebuilt engines, under microscopic view these surfaces (i.e. rings to cylinder wall, cam to lifters) look like two mountain ranges passing over each other. As these peaks pass over each other, they actually weld together and then shear apart, creating tremendous friction and heat. This is the reason why new or rebuilt engines will run at higher than normal temperatures during the break-in period. Break-In helps to eliminate scuffing and scoring and promotes the flowing out of metal high points. These high points are flattened, not broken away.

Break-In is ideally suited for performance type engines in cars and boats where the luxury of a normal break-in period at low speeds is not available. In normal everyday use, the benefit of using Break-In in the engine's early life will ensure a longer life and delay, by thousands of miles, the inevitable costly rebuild.

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Available at:
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 Dennis Magee email: dmagee@ij.net
 727-385-1188
 And
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Dennis J. Magee, President
 Email: dmagee@ij.net

Ceramic Brake Pads Now Available for MGB \$39.99

These pads use ceramic compounds and copper fibers in place of the semi-metallic pad's steel fibers. This allows the ceramic pads to handle high brake temperatures with less heat fade, provide faster recovery after the stop, and generate less dust and wear on both the pads and rotors. This allows the ceramic pads to handle high brake temperatures with less heat fade, provide faster recovery after the stop, and generate less dust and wear on both the brake pads and rotors.

Another characteristic that makes ceramic materials attractive is the absence of noticeable dust. All brake pads produce dust as they wear. The ingredients in ceramic compounds produce a light colored dust that is much less noticeable and less likely to stick to the wheels. Consequently, wheels and tires maintain a cleaner appearance longer.

Ceramic pads meet or exceed all original equipment standards for durability, stopping distance and noise. According to durability tests, ceramic compounds extend brake life compared to most other semi-metallic and organic materials and outlast other premium pad materials by a significant margin - with no sacrifice in noise control, pad life or braking performance. This is quite an improvement over organic and semi-metallic brake materials that typically sacrifice pad life to reduce noise, or vice versa.

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For further information contact Dennis Magee, MagAoidh at dmagee@ij.net or 727-385-1188



P O Box 61273
St Petersburg, FL 33784-1273

**New Meeting Location
at Daddy's Grill**

Upcoming Events 2010

April 7: 7 PM, Board of Directors Meeting—Golden Corral, 6942 West Hillsborough Avenue, Tampa - (813) 882-9805

April 10: Saturday All British Car Show at Mead Gardens

April 14: Regular Business Meeting, Daddy Grill,

April 17: 9 AM, Club Breakfast at Yummy Mama

April 19-24: Key West Getaway—mini NAMGAR event

April 24: Davis Islands, Tampa, Florida - 2nd Annual British Motor Classic

May 1: Pistorius Olde Car Rally—registration deadline is April 25, 2010. See our web page for further details and registration form.

May 12: Regular Business Meeting

**Next Meeting is April 14, 2010
Daddy Grill, 3682 Tampa Road, Oldsmar,
FL 34677(813) 891-6556**



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