



# NEWS

## Newsletter of Bay British Cars

### President's Message:

What a great Holiday Party at the Kent's Home!

Our thoughts were with Lynn Moore on the loss of her stepmother; she was in West Virginia with Bob.

Congratulations to the outgoing board members for the outstanding job they did; Sandy, Terry and Sel are a great team.

Welcome to the new Board, we look forward to a Happy and Fruitful New Year.

Bob Lowy

### Bay British Cars Meeting Minutes of December 5th

The December 5, 2010, meeting was called to order at 5:40 PM by Bay British Cars (BBC) President, Bob Lowy. The meeting was held at Terry and Sandra Kent's home with the following members present: Bob & Laurie Lowy, Terry & Sandy Kent, Charlie & Jan Schott, Jim & Debbie Caudill, Greg & Maria Lyon, Doug & Sarah Hough, Ken & Christine Waringa, Wayne & Linda Bates, Rob & Rose Lienhop, Guy & Virginia York, Pete and Deborah Hinton, Ray Padgett, Berta Phelps, Stan Rising, Ann Long, and Sal Saladino.

Terry Kent, BBC Treasurer stated the club's checking account balance is \$793.31.

### Old Business:

- Reminder - Ken Waringa would like to have pictures of our member's cars on the Club Website. Please email pictures to [kcwaringa@yahoo.com](mailto:kcwaringa@yahoo.com).
- The BBC bought Business Cards to handout; please contact Terry Kent for additional Business Cards.
- Holiday Party - Was held at Terry and Sandy Kent's home on December 5, 2010 at 3 PM. We want to give Sandy Kent and Laurie Lowy a "Special Thanks" for all the work they did in bringing this Holiday Party together. We had a great time and enjoyed the food and fellowship.



- Community Service - This year BBC has decided to help our community in three areas:
- Lisenby Nursing Home - Sandy Kent and Jan Schott delivered 35 Gift Baskets and the Staff was thrilled! Without these gift baskets the Lisenby Staff did not have enough gifts to handout during the Holiday Season. Now everyone (72 residents) will have something during the Holiday Season. You should all be proud of the efforts you made in creating these gift baskets..."you made a difference in your community"! Thanks to you all!
- Clifford Chester Sims State Veterans Nursing Home - BBC will provide Magazine Subscriptions. BBC put together three bundles of Magazines and will deliver these Magazines to the Sims State Veterans Nursing Home later this month.
- Humane Society -BBC is taking donations to help our local Humane Society.

### New Business:

- Reminder - Club members voted to hold our meeting on the first Tuesday of each month.
- Monthly Car Runs - Will be held on the 3rd Saturday of each month beginning January 2011. We will meet in the Sears Parking Lot by the Auto Center at 8:30 AM or as predetermined.
- Board Committee - BBC members voted and elected New Board Members for 2011: President - Greg Lyon, Vice President - Bruce Allen, Secretary - Jan Schott, and Treasurer - Charlie Schott. Congratulations to our new Leadership!

### Upcoming BBC Events:

- Tech Session - We have several Club members who need or would like to have a Tech session on their vehicles (Doug Hough, Stan Rising, and Lisa Weis) dates will be scheduled over the next several months.

### Other Non- BBC Upcoming Events:

- GOF South Mk XLV, Spring Hill, FL - April 8-10, 2011, at Quality Inn Weeki Wachee; Info: [WWW.FSMGCC.COM](http://WWW.FSMGCC.COM).
- Key West Gathering, Key West, FL - April 25-29, 2011, at Blue Marlin Hotel; Info: [Rob\\_Camblin\\_vice@kkbcc.com](mailto:Rob_Camblin_vice@kkbcc.com).

The next Bay British Car meeting will be held on January 4, 2011, 6:30 PM, at Montego Bay, Edgewater. The meeting was adjourned at 6:15 PM.

Submitted by Sandy Kent.



# He Bought The Barn Find - Part 1

by Bill Fortenberry

Back in October, I received an email from a small classic / collector car dealership in Pennsylvania, offering a '79 MG Midget for sale. The business is owned by Bill Kaatz, nickname "Ziggy", The car was supposedly a barn find, that had just come out of the barn after 10+ years in storage. The ad claimed they simply changed the fluids in the car, and it started right up and is drivable. The ad included about 10 pix, which caught my attention — sure looked like a pretty nice car, if you are a Midget fan!

I have no idea how Ziggy got my email address. It came to one of my old AOL addresses, which I rarely use anymore. I guess Ziggy somehow got an old membership list from one of the national MGB-Midget registries, or from some MG car clubs, or from a parts seller like Moss, or whatever.

At first all I did was pass the email along to the car clubs I belong to — in case anyone might be interested in providing a good home for this "barn find orphan". But after a few days of thinking about it, I decided I might have that good home myself. So I contacted Ziggy to get more info.

Ziggy's story on the car (and all MGs come with a story....) was this: A friend of his bought the car about 12 years ago. The friend wanted a "perfect" unrestored original Midget, and this was as close as he could find to a perfect car at the time. Shortly afterward the guy inherited some land with producing oil and gas wells on it. And overnight he became a rich man. He then went and bought a 100% perfect, Concours level Midget, and put this '79 in his barn and forgot about it.

Ten years later, the guy decides he wants the '79 out of his barn. So he contacts his friend Ziggy who deals in classic cars, and Ziggy bought the car. After changing the fluids and firing up the car, and driving it for a short while, Ziggy offers it for sale.

Whether the story is true or not... who knows.

Well by now you've already figured out — I "bit" on the bait, and went ahead and bought the car sight unseen — except for all the pix Ziggy sent me. Then I had it transported from PA to my home in Warner Robins GA.

After doing the title & tag drill with GA DMV, I started driving the car and checking it out. JP Brown recently asked me "how did the Barn Find turn out?" The rest of this article is the reply I sent to JP. As you can see, I guess I didn't do too bad for a \$4000 Midget. But maybe not all that great either? Some-

where in between I suppose. The car needs a little work, but it does drive pretty well and my wife likes it — that's the most important thing! :-)

## Barn Find Midget Condition

The '79 isn't a "show car" but it runs good and is sure fun to drive.

Body will need a little work. The seller had told me about a few tiny rust pinholes at bottom of doors and front edge of hood. He didn't tell me about a 6" dent in right front fender, and several "parking lot door dings" here and there. Fortunately it isn't rusted at any of the critical places at all.

The ragtop is in real good condition, as advertised. The rear window and side quarter windows are perfectly clear and nicely flexible. The car is missing the "hood cover" that you put over the ragtop assembly when it's down, and also missing the tonneau cover.

Seat covers and door panels have faded some in color but otherwise perfect. Carpet also a little faded in color, and it was missing the driver side floor carpet, otherwise fine.

All the window glass and windshield is real nice; no cracks, yellowing, or delam.

Top of dash has 2 small cracks, otherwise fine. Moss and Vic Brit sell the top pad that you just glue on to cover the cracked top surface of dash.

Paint is nice except for the few body things mentioned above. The "chocolate brown" color is a great color on a Midget, and goes really well with the black rubber bumpers. Given the color, and the fact the car came from PA, we named it "Hersey".

The luggage rack on the trunk needs rechroming, but isn't rusted.

Clutch grabs and judders a little as you start off in 1st gear. Don't think it is "worn out", more likely it has just gotten some oil on it. Need to replace it when I can, but sure driveable in meantime. Tranny is GREAT, shifter nice and tight, likewise driveshaft and rear end — no clunks, no gear whines, etc.

Engine is strong, doesn't burn oil, and only drips "two drops per week" on garage floor. Not bad for a Brit car! Cooling system is fine, doesn't overheat or leak coolant. Hoses and belts are old of course, so I'll replace them when I can.

The ignition key is stuck in the ignition. That will be the devil to take apart steering column and fix. Meantime I can just remove the dist rotor, to make the car hard to steal!

Almost all the electrics work fine. Reverse (back-up) lights don't work — that will be the

little switch at top of tranny, which gets oil etc on it. Simply replace that switch, when I get around to replacing the clutch. The horn worked the first time I tested it, but hasn't worked since — will need to troubleshoot. It's not the fuse, fuse seems fine. The fuel gauge is "intermittent", often dead when you first start the car, but after 20 minutes of driving it suddenly springs to life and shows the gas quantity correctly. Everything else works perfect, a miracle for Lucas.

Car was missing the spare tire/wheel and also missing jack and lug wrench / tools. I found a like-new correct 1500 Midget jack on eBay for cheap. A reproduction lug wrench is \$19 at Moss. Finding a good Rostyle steel wheel to serve as the spare is harder, as most on eBay etc are rust pitted real badly. Think I've now located a pretty decent one, it just needs to be painted, \$50 plus shipping.

The car has Michelin tires on it with as-new tread depth, but they are 15+ years old. Plus they went low on air in the barn; you can see the tiny sidewall cracks where they "bulged out" at the bottom due to low air pressure. Tires hold air perfect and are nicely in balance — but I'll replace tires asap, and meanwhile not driving the car faster than 40 mph.

Brakes are stiff and don't work too great, but don't pull left or right. I'm sure the master and wheel cylinders got some rust inside the bores during the barn time. Will get a kit and rebuild the master. And simply replace the wheel cylinders, they are cheap and plentiful for a '79. Plus will have the front disks and rear drums turned to remove rust. And I'll simply replace the pads and shoes — very inexpensive parts on a '79.

Front suspension and steering are tight and work great. Rear suspension seems overly-stiff. I bet the lever shock pistons have rusted, so basically "no shocks". Just need rebuilt at Apple. (Or buy the kit that converts car to US tube-style shocks).

So — as barn finds go, and for the price, this is a pretty doggone good one so far! Will be an easy rolling resto, that's a driver the whole time.

# New Carpet for My MGA

*(plus multifarious and related concerns)*

by Tom Phares

To make the statement that our car projects tend to have many varied elements to them practically goes without saying. And so it was for me when replacing the carpeting in my MGA. If it's a simple case of removing the old and gluing in the new, then more power to you. But, even with this as the goal, one might not want to lose sight of all those famous Saturday morning projects that should take 30 minutes and end up taking all day. I'm not the only one who knows about these, am I?

I realized this was going to be a big project and expected not to be able to predict everything that could come into play. I figured that carpet replacement would surely involve more than just the obvious, and therefore would require a pretty good chunk of time.

From the beginning, I knew this was a summertime venture so as not to jeopardize the good driving weather. Yet my reality was having only an open carport from which to do the work. Yes, it was a covered space with 2 1/2 walls, but I could just visualize how much fun I was going to have with the Florida heat in September and the mosquitoes. Therefore, the first thing would be to enclose the garage. Okay, this added project would cost me \$7,000 and I hadn't even bought the carpeting yet!

The new carpet arrived. And yet, three entire years passed before that rather large block of time became available that was needed to install it. You read it right, three years. At least during that period, the garage was enclosed! As it turned out, only after retiring did this window of opportunity present itself.

I should point out that it was about then when I noticed a significant difference in my income, comparing the full time job to social security. I only mention this, and it may not be completely fair, but I am tempted to add those lost dollars as well to the price of the carpet job.

As the planets eventually aligned, it was finally time to start the work. I figured I'd need plenty of room to spread everything out. There had to be a place to store the seats, and I'd need tables close to the car for tools, etc. I would find out later that no amount of table space would be enough for this project. Music would be nice, so I'd also

want to set up a CD player. And of course, I'd need a place for my favorite chair from which to properly contemplate my next moves. Initially, I had expected setup to be one of those 30 minute jobs. But, a major clean up and rearrangement of the garage was obviously the first order of business. And, yes, that took all day.

In my quest for "how to" on carpet installation, I discovered several good articles on the subject in the tech section on the website mgaguru.com. This has always been an extremely helpful resource. One of these articles warned me not to expect instructions to come with the material. A suggestion was made to be sure all the correct pieces were indeed shipped by laying them out and to be prepared to do some trimming to fit. Sure enough, when opening the box, there were no instructions. And with few exceptions, it looked to me like I was now the proud owner of a bunch of nondescript scraps that could not possibly be worth what I paid for them. In fact, I could just visualize a crazed person in the stock room gathering these pieces together and having a good chuckle about the poor schmuck who would have to figure out what to do with them. Next came another unexpected observation. Even though I was pleased with the quality of the carpet itself, I was not by the binding. It was a shiny, thin vinyl. I had just assumed it would be like what was on the old carpeting; a thick black thread wrapped tightly along the edge called

surging. If you've noticed, I had already done a lot of assuming and not much of it had turned out to be accurate yet. Lesson one may be to not assume anything. Well, that's a whole lot easier said than done. Almost immediately, I found myself "assuming", once again, it would be easy to find alternative choices of binding. I called around to carpet shops and quickly learned that virtually no one does carpet binding locally anymore. And even if they did, heaven forbid if you needed it applied on a curved edge.

I was disappointed with the ensuing realization of apparently having to accept being less than satisfied with my finished product. But, then I remembered Benny Lesch, of Lesch Designs, who had installed a cloth hood on my MGA 4 or 5 years ago. He had done a beautiful job and I knew him to be a craftsman. Benny said he'd be happy to do the binding and that he had his own machine and did auto carpeting all the time. Hallelujah! He would also be able to do the tricky sewing of the armrest to the carpet, another major hurdle. I had previously been unable to find any mention of how to accomplish that attachment in anything I had read. So my spirits were lifted and I now knew, that with any luck, and with the amount of my own time that I was willing to invest, this project was going to turn out well after all!

*(To be continued...)*



*EARL & Tom*



**Bay British Cars**  
133 Coral Dr., Panama City Beach, FL 32413

**Bay British Car Club SPONSOR**

**PANAMA  
ALTERNATOR & STARTER**

Gives A 10% Discount  
To  
BBC Club Members

*Show Your Membership Card, Or Ask For Joey*

**Bay British Cars Meeting January 4th at Calypso Restaurant  
15812 Front Beach Road - 6:30pm**

**Trains Planes and Automobiles**

*by Don Schmidt*

Kathy and I went to a Get Together in Richmond KY from 14 to 19 Oct.

Saturday there was a car show with participants voting for the 15 most popular cars in various classes. The weather was delightful and the participants were as NUTS as most MG owners.

Auto cross was scheduled for Sunday. The event was hosted by the local SCCA group. Since Don didn't have the safety equipment it was very easy to decide not to compete. Besides any plan which includes a race and a 600 mile trip home with out a trailer for back up starts out with a bit of a flaw. Of course Ryder still rents trucks and car trailers so maybe not so flawed after all.

Sunday morning we left Richmond early and visited the Muscle Car Museum and the War Bird Museum in Sevierville TN.

Monday we tackled The Tail of The Dragon on Hwy 129 ending at Deals Gap NC. This road should be an enjoyable drive for the MG enthusiast. The 318 turns in 11 miles of the DRAGON will pretty much satisfy your need to bend corners in an MG. The scenery on our Tennessee Valley RR Fall Train ride out of Etowa, TN was so spectacular in places that it would be worth a trip in its own right. Oh by the way the fall color was about 50% off peak and should be perfect by Nov first. Over all, I can not think of a more enjoyable way to spend an autumn week in a MG. The natural air conditioning makes you forget those toasty Florida summer drives we so enjoy.

Happy Holidays  
SAFETY FAST

Reprinted from Big Bend MGs *Tally Ho* newsletter

**SEAT BELT GUIDE**

For 1970 and later MGB, Midget



This clever Guide keeps your shoulder strap properly over your shoulder instead of chafing against your neck or even falling off your shoulder. It also keeps your strap ready to grab when getting into your MG. Furthermore, it eliminates those twists you always have to untangle when retrieving the shoulder strap and seat belt from alongside your seat.

This is a remedy available both by original equipment makers and the aftermarket on other cars, but needed badly for our MGs.

Made of tough but flexible black plastic with UV inhibitors for long life. Installs by removing your head rest and simply sliding on for a friction fit. No tools required. Guide can also be modified for snap-on installation if your head rest is frozen.

Sold by the pair.

P1198MG:

Guide, Seat Belt, MG, Black.....\$29.95/pair

[http://www.clarkandclarkinc.com/1198\\_seatbeltguide\\_midg.htm](http://www.clarkandclarkinc.com/1198_seatbeltguide_midg.htm)

Reprinted from The Dipstick Newsletter of the Tidewater MG CClassics Car Club

*ED Note:* Pheona has a set and loves them!



**Bay British Cars**  
Panama City, Bay County, Florida  
*Established April 2001*

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Bob Lowy**

**Vice President  
Sel Saladino**

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