



MORRIS GARAGES INFORMER



Volume 31, Number 4

“ It’s Gotta Be Fun”

April 2011

Bartow Fun Run

By Sandra Petch and Dennis Magee

On March 12, 2011, twenty-three British Classis cars assembled at Ellenton for the Bartow Fun Run, which had been superbly organized by Rick Bucchino and Jim Wilson. The various marques were well represented. Assembled in the parking lot were marvelous examples of MGBs, TR6, Triumph Spitfire, MG TF, Austin Healey 3litre, Jaguar XJS, XK8, Jensen Healey, Morgan, MG1100, Bentley, DeLorean, Lotus, and a new Mini Cooper S convertible. Also included in the line up were a Porsche and a Mustang convertible being driven by a Brit.



At 9:30 a.m. in about one minute intervals, the cars began their journey to Bartow, Florida. The instructions for the drive were on flip cards along with questions that had to be answered along the way. We could not believe how many unmanned railway crossings there were along one particular stretch of road. The Bartow Fun Run took us through the many back roads especially along the many orange groves, which at this time of the year, were in full blossom with a sweet aroma that could be smelled for miles and reminded one of the old days in Florida when orange groves highlighted the landscape.

Upon arrival in Bartow, the “Bartow Fun Run” group proceeded to the historic downtown district and arrived at the Stanford Inn where we were warmly greeted by the staff and the owner who gave us special permission to park our classic cars on the front lawn. We were also met by Jeff Roslow, Editor of the Polk County Democrat Newspaper who said in the March 16, 2011 edition, “It wasn’t supposed to be a car show but it turned into one. Twenty-three cars from three car clubs arrived at the Stanford Inn Saturday. The drivers



stopped for lunch and with those vehicles in front and down the street, the cameras were snapping and questions were asked.” Rick Bucchino, an organizer of

Inside This Edition

Breakfast Club Pg 4

Fellowship Pg 4

Meet our fellow member . .Pg 5

Northeast High School . . .Pg 5

Monthly MinutesPg 6

Farewell Letter Pg 7

Calendar of events. Pg 8

**Technical and Technology
only available in electronic edition**

Let There Be Light . . . Pgs 9-12



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.



the Fun Run, told Mr. Rolson that the clubs— Florida Suncoast MG Car Club from St. Petersburg, the Suncoast British Club of Sarasota, and the Tampa Bay Austin Healey Club — drove the back roads of the area on the Fun Run, picked the Stanford Inn in Bartow for lunch and drove back, but people driving down Stanford Avenue Saturday who saw the cars got out and starting shooting pictures. Members of other car clubs were also taking pictures and asking questions.”

The Stanford Inn, a lovely Victorian retreat for travelers from around the world, was originally built in 1906 by Mr. T. L. Wilson, a prominent attorney. Mr. Wilson and his wife Cora and their only daughter, Lee lived in the home upon it's completion in 1906. Lee lived in the house from the 1920s until her death in 1983. In 1995 after an extensive refurbishment, the inn was opened. The original Victorian cast iron hitching post and carriage step used for horses are located at the street in front of The Stanford Inn. The post features a lion's head design and the carriage step still bears the name of the original owner, Mr. T. L. Wilson, in the concrete. The





home itself offers an expansive covered porch at the entryway with rocking chairs for relaxing and unwinding. Cinephiles may recognize The Stanford Inn from its prominent feature as the Sultenfuss' residence in the 1991 film "My Girl," starring Dan Aykroyd, Jamie Lee Curtis, Anna Chlumsky and Macaulay Culkin.

On the return journey a few miles outside Bartow we were tootalling along, quite happily, when we noticed a little Red MG saloon car parked on the grass verge with both doors open and the occupants making a rapid exit. We couldn't see any smoke and were perplexed. On enquiring we found a rather large wasp had entered the vehicle causing the panic. After the insect had been

removed from the car we all carried on our merry way towards Ellenton, and the Gamble Mansion Park.

We arrived at Gamble House in Ellenton for refreshment and presentations of awards and door prizes. This antebellum mansion was home to Major Robert Gamble and headquarters of an extensive sugar plantation. It is the only surviving plantation house in South Florida. It is believed that Confederate Secretary of State, Judah P. Benjamin, took refuge here after the fall of the Confederacy, until his safe passage to England could be secured. In 1925, the house and 16 acres were saved by the United Daughters of the Confederacy and donated to the state.

The sun was now setting, and the shade beneath the majestic oaks was now casting its spell on the weary travelers. No one has to announce that the event was over, you could see it in their eyes as everyone packed up their belongings, loaded the LBC's and followed the sunset home.

A big thank you must go to Rick and Jim for a really well organized fun day.

More about Bartow, (nicknamed "the Tow") the county seat of Polk County, Florida: Founded in 1851 as Fort Blount, the city was renamed in honor of Francis S. Bartow the first brigade commander to die in combat during the American Civil War. Located near the source of the Peace River, Bartow is approximately 39 miles (63 km)

east of the Tampa Bay Area and 50 miles (80 km) southwest of the Greater Orlando area. The city is near the center of "Lightning Alley" and has frequent afternoon thunderstorms in the summer, but typically has sunny and mild winters. Government, mining, and agriculture are the major sectors of the area's economy. The official city nickname is the "City of Oaks and Azaleas." Three districts



within the city are on the National Register of Historical Places. Other historic landmarks include the Old Polk County Courthouse built in 1909 and Bartow High School, formerly Summerlin Institute, the oldest high school in the county. Although Bartow has been eclipsed in population, importance and name recognition by other cities in the county, particularly Lakeland and Winter Haven, the city has retained its small city heritage and its distinctive Southern culture.



Largo Breakfast Social March 19

By Lorraine Spicer

Over thirty members and grandchildren turned out for the breakfast social hosted by Barrie Carson and Lorraine Spicer at the Boris Family Restaurant on Ulmerton Road in Largo. Boris and his staff provided us with a private room, great service, and kept our coffee cups filled. The home style cooking satisfied our appetites and everyone enjoyed the camaraderie.



Then it was on to Heritage Village, a collection of more than 25 historic structures and features moved there to create a 21- acre living history museum. Saturday's event included a National Quilting Day Celebration with local quilters from all around Pinellas County gathered to display their skills and to pique the interest of would-be quilters.

Volunteer docents and interpreters shared their knowledge of local history. Familiar family names of Pinellas's early settlers were encountered. On site were the McMullen-Coachman Log Cabin (circa 1852), the oldest existing structure in Pinellas County, the McMullen House (1868), the oldest continuously lived-in home in Pinellas County, the Walsingham House (1915) interpreted as a physician's home and office, and the Lowe house and barn. Other structures included a beach cottage, a caboose, a fire engine, an early neighborhood store complete with a service garage and barbershop, the House of Seven Gables, a Safety Harbor Church, and the Sulphur Springs Railroad Depot. At the blacksmith's shed one could have a bird feeder pole made on the spot by a local craftsman. Other local vendors offered jewelry, refreshments, plants, and farm-fresh produce.

A path continued onto the Florida Botanical Gardens where one could view gardens of bromeliads, cactus, ecofriendly plantings, palms, roses, topiaries, tropical

APRIL 2011 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: Jack & Lorrie Maniscalco have returned from a medical mission in the Dominican Republic. Pat Soler continues her uphill progress fighting cancer following a stem cell transplant in February. Terry & Ed McCarroll were injured when their Camry was hit. Terry is nursing broken ribs (don't make her laugh or sneeze) and Ed had a gash on his head. Harry Britton is improving following surgery. Our Miracle man, Bob Cannarella is doing well following surgery for a second cancer. Bill Graham is in rehab following surgery for a broken hip. Marianna Graham also has some medical issues.

Please feel free to send cards to any of these folks. The Club has sent cards, but I know personal cards would be welcome.

Finally, we all are sad to lose Dave & Dianne Tietz as "half-backs" to Loudon, Tennessee but wish them all good things in their new life. They will move on April 7th to:

Dave & Dianne Tietz
176 Chahyga Way
Loudon, Tn 37774

fruit, and a pond ecosystem of natural plants encircling McKay Creek pond. It was the perfect ending to a beautiful spring day in Florida.

Submitted by Lorraine Spicer and Barrie Carson

Meet our fellow member - Ron and Lee Cayer

By Ron and Lee Cayer

Our introduction to British cars occurred in 1964 when we heard from a friend that his brother was driving a 1953 MG TD from California to Wisconsin and was looking for a buyer upon his arrival. By the time we caught up to the MG, it was parked at the American Motors dealership in Green Bay, WI. Since the vehicle wouldn't start, we offered the dealer \$200 to take it off his hands. The owner told me to "Just twist together a couple of wires under the dash and whalla, it will start". And it did just that! Halfway home the fuel pump quit, but remembering to bring a hammer, we tapped on the pump and off we went again.



Our MG was rebuilt twice. The first time partially, but the second rebuild, each part was dismantled. And seven years later, it was ready to roll.

Over the years we've had several exciting experiences with our MG. For example, we drove 60 miles out of town to attend a friend's wedding. There was an unexpected snowfall and of course, the windshield wipers didn't work. There were many stops on our trip home.

On a run to a race in Elkhart Lake, WI., a float bowl to carburetor bolt nut broke loose. Fortunately, the nut was found along the road. We were able to continue on our way. Going to another race, we were thankful for the emergency brake. On repairing the brakes before our departure, we used brake fluid that was not compatible with natural rubber seals. Thus no brakes!

All good memories. We don't intend to ever part with our 1953 MG TD. We have been through too much together.

Northeast High School - Project MGB

By Bruce Rauch

On February 23rd Glenn Lenhard, Bruce Rauch and Phil Ross met with the instructors at the Automotive Academy at Northeast High School. Instructors Don Muhleman and Andy Burke introduced us to several students working in the shop.

The students have stripped the engine, drivetrain and salvageable parts from the MGB donated by Glenn's MG and are in the process of cleaning and refurbishing them. The body shell donated by Jonathan Brewer is in primer and the students are working on patching floor pans and repairing the battery boxes.

The bodywork is progressing faster than the mechanical aspects mainly because the techniques learned can be applied to modern cars. The engine, transmission and electrical work on an MG, although fundamental to all



cars, do not approximate the complexity of today's automobiles. Mr. Muhleman and Mr. Burke must balance the MGB project with teaching modern auto mechanics so that the students learn both and can qualify for ASE certification upon graduation.

Although the project is not progressing as fast as it could if the students were able to devote all their time to it, the interest and enthusiasm of the group was quite high. Our objective of introducing young people to a classic British sports car is being met. However, it will be some time before we see the MGB on the road.

The Florida Suncoast MG Car Club Monthly Minutes Summary March 9, 2011

President Glenn Lenhard called the meeting to order at 7:35 p.m. and welcomed members Lee & Ron Cayer, winter residents from Green Bay, Wisconsin. Glenn introduced three members of the Suncoast Classic MG Car Club/Nature Coast Car Club, Ralph Decker, Ron Phillips, and Terry Mathes, who spoke about the April 8-10 GOF XLV in Weeki Wachee.

Secretary's Report & Treasurer's Report: Both reports were approved as presented.

Membership Report: There are currently 74 member/families with one new member:

Ellen & Rick Bucchino – 1972 MGB & 1969 MGBGT

Regalia: If anyone wants name badges, shirts, or other regalia, contact Barrie Carson.

Past Activities:

February 19th – There was a good turnout for the Florida Southern College Tour & lunch in Lakeland.

February 26th – Over 40 people came to the Hangar Restaurant & Flight Lounge at Whitted Airport in St. Petersburg for Breakfast Club. Everyone enjoyed the venue, the meal and the camaraderie.

Future Activities: Glenn briefly read off the list of events:

March 12th – Fun rallye to The Stanford Inn in Bartow for tea/brunch – Rick Bucchino –

April 2nd – All British Car Show at Mead Gardens in Winter Park – If anyone is interested in caravanning to this event, contact Glenn.

April 8 – 10th – GOF South Mk XLV at Weeki Wachee, FL sponsored by the Nature Coast English Car Club/Suncoast Classic MG Club. FSMGCC is donating a raffle item.

April 9th – 3rd Annual British Motor Classic Car Show, Davis Islands Seaplane Basin Park on the grounds of the Peter O. Knight Airport, Tampa.

Breakfast Club:

March 19th – hosted by Lorraine Spicer & Barrie Carson – 9:00 a.m. at Boris Family Restaurant 11411 Ulmerton Road, Largo, 727-559-7986.

April 16th – hosted by Jean & Dennis Magee – 9:00 a.m. at Taste Café, 500 Main Street, Safety Harbor followed by free tour & presentation at Syd Entel Galleries. The group may also attend the 1st Annual Safety Harbor Grapefruit Festival.

Fellowship: Pat Soler's health is improving following stem cell transplant. Harry Britton is recovering from recent surgery. Terry & Ed McCarroll were involved in an auto accident recently with some injuries. Bill Graham is rehabbing from a broken hip, while Marianna Graham also has some health issues. Our own Miracle Man, Bob Cannarella, is doing well after a second cancer surgery. Cards have been sent by the Club. Bert Rauch suggested that members also may want to send cards of encouragement to their fellow Club members.

Newsletter: Deadline for articles is March 20th. Dennis said that he would like to add a Tech article to the

electronic issue. Glenn suggested that perhaps an “Ask a Mechanic” column could also be added. Dennis is also looking into the possibility of being able to publish the Informer on Kindle.

Old Business: Northeast High School Project – Bruce Rauch gave a brief history of how our Club became involved with the Automobile Technical Division. He, Glenn, and Phil Ross met with Don Muhleman recently and reported that students were progressing slowly on the MGB but were still enthusiastic about the project. Don Muhleman, the instructor, only has the students for a short time each day and he would like them to be able to get ASE Certification when they graduate. In order to achieve this, he has to teach the students about the newer cars. So, sometimes the MG project must wait.

Our application to become affiliated with NAMGAR has been approved. Bert & Bruce Rauch have volunteered to be our Chapter Contacts.

New Business:

The Club may need a new meeting venue soon. It is possible that the Airco Golf Club and Stoneybrook Pub may close in May. Cindy, from Stoneybrook has a petition to keep the restaurant open and many members signed it.

The Austin Healey Club rotates their meeting days – Thursday evening one month and Saturday morning the next month in conjunction with an event. John Lester suggested that our Club hold a Saturday morning meeting on occasion.

Announcements: Derek Kirby won the 50 – 50 Raffle.

The meeting adjourned at 8:25 p.m.

Gail Lenhard, Secretary

Farewell letter from Dave and Dianne Tietz

We are really leaving FL for TN. The FL house sold and we close on April 7, the truck will be packed on April 6 and then we are out of here right after closing. We are going to miss all of our dear dear MG Friends. As Dave always said, if we did not have MG Friends, we would have had no friends at all. We have shared so many wonderful memories of interesting places where our LBCs have taken us through Florida and out of Florida. We will cherish those memories for ever and as Dave and I sit in our rocking chairs watching the grass grow, we will reminisce about where we have been on our travels and the friends who made those travels so much fun!

Most of all we will remember and still plan to participate in the MG Jamboree. What fun we had dressing up and acting like grade school kids. The many parking lot kicking tires chats, and the monthly breakfasts, good times.... we will plan to join you whenever we get back to Florida.

As we look forward to new ventures with new faces, we will never forget the special friends that live in Florida. So until we “run into you again” hugs and love to each and every one of you. Please keep in touch, stop by and see up whenever you are traveling through the beautiful state of Tennessee, our welcome mat is always out!

Dave and Dianne Tietz,
176 Chahyga Way, Loudon, TN 37774, TN
phone 865-657-9050, Cell Phones 727.492.0288 or 727.692.7282,
dave@tietzfamily.com or Dianne@tietzfamily.com



FSMGCC
Activities



Bold type is club sponsored event

April

6: Board of Directors Meeting at Stoneybrook Pub at 7 pm.

11: 2nd Friday-Car Talk and Kick Tires- Taste Safety Harbor, 500 Main Street, Suite E, Safety Harbor, Fla. 34695 (6 p.m. to 8 p.m.) www.tastesafetyharbor.com. 727-723-1116.

13: Regular Business Meeting at Stoneybrook Pub, Airco Golf Club, 13690 Stoneybrook Dr. Clearwater Telephone: 727-573-6039, 7:30 p.m.

16: Breakfast Club at Taste Café 9 AM., followed by a free Tour and Presentation at SYD ENTEL GALLERIES, 247 Main St. Safety Harbor, followed by a optional Safety Harbor Grapefruit Festival (additional details will be forthcoming).

16: Knights of Columbus Benefit Show; 9:00 AM - 3:00 PM Presented by the Knights of Columbus, and held at St. Jude's Catholic Church, 5815 5th Avenue North, this open-to-all show includes dash plaques to all pre-registered, 72 total awards, and food and beverage is available. No coolers or alcoholic beverages allowed. . Pre-registration is \$10, day of show is \$15. For more info, call (727) 547-8082.

30: Clearwater HS Band Benefit Show; 9:00 AM - 3:00 PM Held at Clearwater High School, 540 South Hercules Avenue, this show benefits the High School Band, and includes dash plaques to the first 75, and 60 total awards. Registration is open until 11:00 AM. Pre-registration is \$20, day of show is \$25. For more info, call (727) 547-8082.

May

1: Veterans Hospital Benefit Car Show; 8:00 AM - 4:00 PM Presented by the Downshifters of Brooklyn, and held at the Bay Pines Veterans Hospital, 10000 Bay Pines Boulevard, this show benefits the Veterans Recreation fund, and includes many trophies plus specialty awards, kids classes, food and beverage available, door prizes, DJ Tommy B, live auction, 50/50 drawing, and more. Pre-registration fees are \$20, kids classes are \$10. Day of show is \$25, kids classes are \$15. Visit the website <http://www.downshiftersofbrooklyn.com/flyer.htm> for more info, or call Greg at (727) 207-0939. "Never Was so Much Owed by so Many to so Few."

11: Regular Business Meeting, New location at Stoneybrook Pub. 7:30 pm.

13: 2nd Friday-Car Talk and Kick Tires- Taste Safety Harbor, 500 Main Street, Suite E, Safety Harbor, Fla. 34695 (6 p.m. to 8 p.m.) www.tastesafetyharbor.com. 727-723-1116.

14: Irish Celebration at the Tilted Kilt, Clearwater honoring Jack and Lorrie Maniscalco, Florida Suncoast MG Car Club; Sandy and Edie Sanders, Suncoast Classic MG Car Club; John and Bonita Lucas, Tampa Bay British Car Club; and Clete and Karen Gardenhour, Tampa Bay Austin Healey Club. at 5:30 pm, special parking arrangements have been made for the classic cars.

28: June 5th: National Classic British Car Awareness Week—Drive Your British Cars



Let there be

Light!

An illuminating story on the evolution and latest developments in headlamp technology.

By Larry Carley

Nighttime driving obviously requires a good set of functioning headlights. The headlights

should illuminate the road ahead, but not hinder the vision of oncoming drivers. Excessive light and glare from a vehicle's headlights can be dangerous because it may blind other drivers.

The Department of Transportation (D.O.T.) has rules that limit not only the brightness of low-beam and high-beam headlights for onroad use, but also dictate how the headlights project

their light. The light pattern from low-beam headlights should cut off roughly at hood level, and not scatter too far into the incoming lane of traffic.

The headlight beam pattern of any given vehicle is determined by the design of the reflector inside the headlamp housing, the headlamp lens (if one is used to further direct and diffuse the light), and the location of the bulb inside the housing. All of these are fixed by the vehicle manufacturer, so the only component that can easily be modified to enhance lighting performance is the headlamp bulb.

HALOGEN HEADLAMPS

Halogen headlamps have been around since the 1970s, when a change in federal regulations allowed vehicle manufacturers to use "composite" headlight housings instead of sealed beam headlamps. Composite headlight housings allowed greater styling freedom in the design of the headlight itself for better optics and aerodynamics. It also allowed the use of replaceable bulbs that could be changed from the rear of the housing. In theory, this simplified replacement by eliminating the need to remove lens covers, grille trim and retaining rings to change a burned-out headlamp. But on some vehicles, there's not much clearance behind the headlight assembly, so replacing a bulb can be difficult.

The switch to halogen headlamps provided a significant improvement in lighting. On older vehicles with sealed-beam headlamps, light output was limited not only by DOT rules but also by the poor efficiency of the bulb itself.

One of the limitations of conventional headlamps is that their light output depends on the temperature of the filament. The hotter the filament, the brighter it glows and the more light it produces. But if the filament runs too hot, it will quickly burn out and fail.

Tungsten wire is used for the filament in most incandescent light bulbs because it has a melting temperature of 6,332 degrees F (3,500 degrees C). It can burn fairly hot for a long time without burning out as long as there is no oxygen inside the bulb. So the air inside the bulb is removed and replaced with inert argon gas to cool the filament.



This works fairly well, but over time some of the tungsten vaporizes from the hot filament and forms a black coating on the inside of the bulb. This slowly reduces the light output of the bulb as it ages.

Eventually, the filament thins to the point where it either fails or breaks due to road vibration.

With halogen lighting, a different gas mixture is used inside the bulb. Argon is replaced with a mixture of bromine, chlorine and fluorine (all of which are "halogen" gases). This allows the filament to run

hotter and produce more light without burning out.

The iodine gas inside the bulb helps recirculate the hot metal vapor so it re-deposits back on the filament, prolonging the life of the bulb. The gas pressure inside the bulb is also about three to four times higher than a standard bulb to further reduce metal evaporation from the hot filament. As a result, the glass on a halogen bulb doesn't darken as the bulb ages, and light output remains much more consistent throughout the life of the headlamp. But the higher operating temperature of a halogen headlamp does require a special heat-resistant quartz glass.

The higher operating temperature of a halogen headlamp

also means it operates more efficiently, producing more light with less power consumption. A halogen low-beam headlamp that uses 55 watts may produce 1,000 to 1,400 lumens of light depending on the lamp number, while a 65-watt high-beam halogen headlamp may produce 1,270 to 1,700 lumens.

Another plus with halogen headlamps is that the color of the light is whiter and closer to natural daylight than that produced by conventional incandescent bulbs. The color of the light produced by a headlamp is often referred to as its "temperature" in degrees Kelvin (K). This can be a bit confusing because it has nothing to do with how "hot" the bulb is (its actual temperature), but rather the spectrum of light it is producing. The higher the temperature rating of the bulb, the bluer the light it produces appears to the human eye.

Halogen headlamps typically produce light with a temperature (color) rating of about 3,100 to 3,500 degrees K depending on the bulb. A conventional incandescent sealed beam headlamp, by comparison, produces light with a temperature rating of around 2,800 degrees K, giving it a slightly yellowish appearance.

What's the difference? Whiter light reflects better off objects and road signs at night, improving visibility for safer nighttime driving.

HID LIGHTING

In the mid-1990s, the first "High Intensity Discharge" (HID) headlight systems appeared on European sports sedans and domestic luxury cars. Since then, the use of HID lighting has grown substantially with hundreds of models now offering it either as standard equipment or an extra cost option.

Unlike conventional or halogen headlamps, HID headlights use bulbs that do not have a wire filament. Instead, they contain a mixture of Xenon, other gases and mercury vapor (which was discontinued in 2004 in new bulbs, but it still present in older HID bulbs). When the gas inside the bulb is excited with high voltage (20,000 to 25,000 volts), Xenon becomes conductive. This initiates an arc that starts the bulb glowing. Within a couple of seconds, the bulb comes up to full brightness. The voltage needed to sustain the arc can then be reduced to about 9,000 to 15,000 volts, where it remains until the HID headlamps are switched off. Since there is no filament to burn out or break, bulb life is up to 10 times that of a halogen headlamp.

The light produced by a Xenon HID headlamp is also much higher than a halogen headlamp (up to three times greater). Though the voltage required is also higher, the wattage (current) needed to power HID headlights is actually less, typically around 35 watts. This reduces the load on the alternator, which in turn helps improve fuel economy when driving with the headlights on.

The light produced by HID Xenon headlamps is about 14 percent ultraviolet, which is filtered but still gives the headlamps a slightly bluish cast. The color rating on most original equipment HID headlamps is around 4,200 degrees K. The slightly bluish white light is even better than the white light produced by halogen bulbs for visual clarity and depth perception when driving at night. But some motorists say



NEW TRICO VIEW GLASS TREATMENT



New TRICO View, a professional-grade glass treatment that lasts up to six times longer than leading silicone-based glass treatments, uses a patented, hydrophobic formula to form a chemical bond with glass that promotes beading in

the rain while making it easier to clear ice, snow, bugs and dirt. It can be used to improve visibility and reduce glare on front and rear windshields, side windows and mirrors. Available in single-use retail packs and 24-pack professional kits.

TRICO

the bluish-white glare produced by HID headlights is too bright and too distracting.

Even so, some people who own older vehicles or even newer ones with standard halogen lighting want the "look" and performance of HID headlights. Original equipment HID lighting can add considerable cost to a vehicle, up to \$1,200 or more depending on the make and model. Aftermarket HID conversion kits are available for converting vehicles, and may cost as little as \$200 (though some kits can run up to \$1,000 or more for certain applications).

HID headlights require a high-voltage ballast and control module to start and control the voltage to the headlamps. The HID bulb is often referred to as an "igniter" because of the way it works. On older-style HID headlamps, such as D1S and D1R bulbs, the ballast is built into the base of the bulb assembly (making them very expensive to replace). HID bulbs such as D2S and D2R use an external ballast, making them less expensive but still more expensive than halogen bulbs to replace.

One way to tell if a vehicle is equipped with HID headlamps is to look at the outer lens cover. If the headlamps are HID, the markings D1R,



D1S, D2R or D2S will be displayed on the lens.

Xenon HID bulbs do run hot (up to 1,500 degrees F) and contain up to 30 atmospheres of internal pressure. This creates a potential burn and explosion hazard, so voltage should never be connected to a HID bulb outside of the headlamp assembly to "test" it. Also, the HID bulb must be in a horizontal position when it is on, otherwise it may overheat and fail.

THE END OF THE ROAD

Halogen bulbs typically last 400 to 600 hours, which roughly translates into 25,000 to 40,000 miles of nighttime driving. Since most vehicles are driven both during the day and night, it's hard to say how long the original headlamps will last before they burn out. Driving on rough roads can also shorten the normal lifespan of the

headlamps because the filaments are vulnerable to jolts and vibrations. Also, any problems with a vehicle's battery or charging system that results in a higher than normal charging voltage over a period of time can also lead to premature headlamp failure.

When a headlamp eventually fails (which they all do), it creates a potential safety hazard for the motorist as well as

other vehicles and pedestrians. With one of the headlamps burned out, the total light output of the headlights is cut in half. It's usually one of the low beams that fails because the low beams get the most use.

We've all seen motorists who try to compensate for a burned out low beam by driving with their headlights on high all the time. These people are really annoying, and they often ignore other drivers when they flash their lights in an attempt to get the person to dim their headlights. Fortunately, law enforcement officers are quick to spot vehicles with a burned out headlamp, and will use that as an excuse to pull the motorist over. At the least, they will get a warning or a ticket for a safety violation. At the worst, they may get busted for something else.

When a headlamp burns out, therefore, it creates an immediate replacement opportunity — and a potential upgrade opportunity.

Standard replacement halogen bulbs typically sell for \$6 to \$10 each, depending on how they are packaged and the application. There's not a lot of profit in selling individual replacement bulbs to customers one at a time. So bulbs are often packaged in twin-packs. This accomplishes two things: it increases the total price of the sale, and it assures the sale of the second bulb without having to wait for the other bulb to fail.

When one headlamp fails, its companion on the other side is likely near the end of the road, too, since both have had the same number of hours of use. Selling your customer a twin-pack provides a spare bulb so the other bulb can be replaced when it fails. Or, the customer can change both bulbs at the same time while it is convenient to do

LED LIGHTING DOWN THE ROAD

In recent years, several vehicle manufacturers have started using white LED (Light Emitting Diode) lights on the fronts of their vehicles, mostly for daytime running lamps or to give the vehicle a unique appearance.

LED lamps are very efficient and typically produce more light with less power than incandescent bulbs. Low-power LEDs also give off less heat than halogen or HID headlamps, but that's not the case with high-output LEDs for headlights. They can produce a lot of waste heat, and currently require a cooling fan to prevent the LEDs from overheating.

High-output LEDs for headlights are still much too expensive for most vehicle applications. LED headlights are available on a few exotic cars, such as the 2010 Audi R8. But the LED headlights add \$5,000 to the sticker price! The Audi R8 headlights use a cluster of 14 LEDs for the low beams, and eight for the high beams.

As LED technology continues to improve and manufacturing costs come down, LED lighting should eventually become much more common. Whether it will completely replace halogen and HID headlamps remains to be seen, but the potential is certainly there. The downside for the aftermarket is that LED lights can last up to 10,000 hours or more, which means little or no replacement sales.

so, and not have to worry replacing headlamps for another 400 to 600 hours of nighttime driving.

One tip to pass along to your customers is to use care when replacing halogen headlamps. Tell them NOT to touch the glass with their bare fingers. The oil from a fingerprint can form a hot spot on the glass that can make the bulb crack and fail very quickly. The bulb should be handled by its base only while it is being installed.

If a customer is replacing an HID headlamp, they should make sure power to the headlamps is off to avoid a high-voltage shock. Disconnecting a battery cable temporarily is a good idea.

LIGHTING UPGRADES

For people who do a lot of driving after dark and replace headlamps often, upgrading to "long-life" replacement headlamps that have more durable filaments is recommended. Long-life bulbs cost a little more than standard bulbs, but provide significantly longer service life, which saves money in the long run.

Many aftermarket suppliers also offer upgrade headlamps for increased light output along with a bluer HID type of appearance. Some of these bulbs use a blue tint on the glass to achieve a more bluish white light, while others contain Xenon gas that allows the bulb to burn hotter so it can produce more light. Xenon bulbs still have a filament like a regular halogen bulb, so don't confuse them with true HID bulbs that do not contain a filament. And no, you can't substitute a true HID bulb for an ordinary halogen bulb because of the voltage difference.

Upgrade replacement headlamps that claim a higher light output usually have a higher wattage rating. This can reduce bulb life (as much as 50 percent in some cases!), while also increasing the load on the electrical circuit and charging system.

NOTE: Replacement headlamps that exceed DOT ratings are not legal for street-driven vehicles. Headlamps and auxiliary lighting for off-road use can produce any amount of light, but for

everyday driving headlamps must meet DOT rules. The DOT regulations (as well as state regulations) limit maximum light output.

Upgrade headlamps are available in various temperature (color) ratings. Bulbs rated at 5,000 to 8,000 degrees K will have a bluer appearance than standard halogen headlamps. Bulbs rated 10,000 to 12,000 degrees K will have a very blue appearance. Bulbs rated from 15,000 to 30,000 degrees K will generate a purplish light.

There's no visibility advantage going to the extremely high-temperature ratings. The color shift beyond bluish-white is more for cosmetics and customization.

Upgrade performance headlamps that feature increased light output and/or a bluish tint typically sell in the \$18 to \$26 range for a twin-pack, making them a more profitable item to sell than standard replacement bulbs. Better yet, they can be sold anytime to almost any customer who might be interested in upgrading or customizing the headlights on their vehicle. ●

Reprinted from the Counterman—January 2011 Edition.

**Florida Suncoast MG Car Club
Breakfast Club**

April 16, 2011 9 am

At

Taste Café

500 Main St. Safety Harbor

Special MG Breakfast Buffet: scrambled eggs, grits, bacon, toast, pancakes, coffee or tea
All for just \$5

taste

Followed by

**Tour and Presentation at
SYD ENTEL GALLERIES
247 Main St. Safety Harbor**

Featuring

Susan Livingston Works - Inspiration From the Past

Susan Livingston is a dedicated artist and sculptor. Livingston combines original clay forms with fossils either bought or personally found. Her interest in Florida's geology and paleo-oceanography peaked as she began discovering aged old fossils along Florida's shores. They add a natural earthiness and organic dimension to the work that cannot be recreated. We are excited to present Susan Livingston to the gallery for this limited engagement and we welcome the NCECA convention for the ceramic arts.



Followed by

Safety Harbor Grapefruit Legacy Fest

This festival celebrates the fact that the first grapefruit ever planted in Florida was on the plantation of Odet Philippe. Day's activities will be family fun and include ceremonial tribute to Philippe, children's games and activities, fun-run, and of course lots of menu items from area restaurants centering on grapefruit.

Please RSVP by April 14 Dennis Magee dmagee@ij.net 727-726-1273

"It's Gonna Be Fun"

Join
The Florida Suncoast MG Car Club
Saturday, May 14th, 5:30 pm
At



Good Irish Food, Live Irish Music, a Great Time and
to Honor

Jack and Lorrie Maniscalco, Florida Suncoast MG Car Club
Sandy and Edie Sanders, Suncoast Classic MG Car Club
John and Bonita Lucas, Tampa Bay British Car Club
Clete and Karen Gardenhour, Tampa Bay Austin Healey Club

For Their Outstanding Contribution to their Classic Car Club

RSVP Mandatory by May 9th to
Dennis and Jean Magee, Event Hosts
727-726-1273 Email: dmagee@ij.net

Please Support Our Advertisers



Service

> **Specialists in ALL
British Cars**

> **Personalized
Customer Care**



Glenn's MG Repair

Glenn Lenhard
3130 39 Avenue North
St. Petersburg, FL 33714
727-521-9890 phone/fax
Glenn@glennsmg.com
www.Glennsmg.com



Repair

> **Full Paint &
Body Repair**

> **Computerized Billing
& Service Records**



Restoration



Is Oil Killing Your Car? Solve Your Oil Problem Now

Mr. Moly Oil supplement

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 loads 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.

Other Products available: AS/40 Assembly Compound; Mr. Moly COPASLIP; Manual Transmission Supplement

Available at:
MagAoidh
Dennis Magee email: dmagee@ij.net
727-385-1188
And
Glenn's MG Repair 3130 39th Ave N
Saint Petersburg FL 33714-4530
Phone: 727-521-9890
glenn@glennsmg.com



Heavy-Duty Performance **FILTERS**

MagAoidh's

P.O. Box 636, Safety Harbor 34695
727-385-1188

Specializing in Baldwin Heavy Duty and Racing High Performance Filters for
MG—Triumphs—Jaguar—Austin Healey—Alfa Romeo—Ferrari—Porsche
and other import autos
Embroidered Dash Cover, Microfiber Polishing Towels and other Car Accessories

Dennis J. Magee, President
Email: dmagee@ij.net

2nd Friday!
Classic Cars, Amazing Beer & Great Wine!

taste

Taste Safety Harbor, 500 Mason Street, Suite E, Safety Harbor, FL 34695
727-723-1116 www.tastesafetyharbor.com

**Free Glass of Wine or Draft Beer at
Taste Café**
when you bring your classic car
to 2nd Friday Safety Harbor Cruise In!

*Join us at 2nd Friday events
in Safety Harbor 6pm - 8pm:
January 14, 2011
February 11, 2011
March 11, 2011*

Taste Café is the perfect gathering place for
Live Music, Great Food, Cold Beer, Delicious Wine,
Amazing Desserts and a Good Time!

For more info on Taste Café, please visit
www.tastesafetyharbor.com or call 727- 723- 1116



P O Box 61273
St Petersburg, FL 33784-1273

**New Meeting Location
Stoneybrook Pub**

Upcoming Events

April

2: (Sat) 27th Annual All British Car Show at Mead Gardens in Winter Park.

6: Board of Directors Meeting at 7 pm, at Stoneybrook Pub.

8-10: Suncoast Classic MG Car Club presents: The 45th Anniversary GOF South

9: (Sat) 3rd Annual British Motor Classic Car Show to be held at the Davis Islands Seaplane Basin Park on the grounds of the Peter O. Knight Airport.

13: Regular Business Meeting, New location at Stoneybrook Pub. 7:30 pm.

16: Breakfast Club 9 am at Taste Cafe', 500 Main St., Safety Harbor followed by free Tour and Presentation at SYD ENTEL GALLERIES, 247 Main St. Safety Harbor, followed by optional Safety Harbor Grapefruit Festival

16 - Cars and Coffee, 7AM - 9 AM. duPont Publishing Headquarters West Parking Lot 3051 Tech Drive St. Petersburg, FL 33716 7 AM - 9AM

**Next Meeting is April 13, 2011 —7:30 pm
Stoneybrook Pub
13690 Stoneybrook Dr. Clearwater 573-6039**



The only MEMBER RUN organization for MGB, Midget & 1100/1300 owners

ANNUAL MEMBERSHIP fee is \$30 and INCLUDES

- Membership Card
- Six bi-monthly issues of the the MGB Driver Magazine
- Invitation to the Annual National Convention

North American MGB Register
P O Box 55 Whittington, IL 62897-0055
Toll-free phone/fax: 800-NAMGBR1
www.namgbr.org/namgbr