MG Classics of Jacksonville

Jax Classics

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www.mgclassics.org

Participating Member
British Marque
CAR CLUB NEWS

The purpose of MG Classics of Jacksonville is the enjoyment, preservation and maintenance of MG sports cars. Club membership is open to all MG owners. Associate membership is available to all MG Enthusiasts.

Volume 41, Issue 1 **JANUARY 2012**

Prez Sez **Jim Hall**

What a great 2011 we had under the very capable leadership of Stan Kinmonth with lots of help from his wife Lily. Thanks Stan and Lily for a job well done.

The Christmas Party was a great success with a very good attendance from our members and guests. The gift exchange was fun as always under the direction of Neil Nelson and Wayne Snook. However I would like to suggest we look for a new venue. The food was pretty awful and cold and the selection was limited. I think we can do much better for the $40.00 a head we had to pay the restaurant. We have a year to find a new place if our membership is in agreement to find a new venue. We can discuss it at the January meeting, any and all suggestions would be greatly appreciated. We can form a committee to investigate possibilities.

The January meeting will be at Buffalo's Southwest Cafe on Youngerman Circle just off I-295 on January 30th. The owner, Chris has been very accomodating to us for our British Car Classic and monthly meetings.

Upcoming events include the GOF South, the North American MGB Register meet in Dillard, GA at the Dillard House and others. I won't list the dates here. Joe aways lists the upcoming events in chronological order elswhere in the newsletter. I have heard the rooms at the Dillard House are sold out for the NAMGBR event. However it should be a good one you won't want to miss therefore you should investigate lodging in one of the other hotels in Dillard. The Peachtree MG Registry is sponsoring the event, Bill Gilson from that club is the Chairman and he says they are expecting 400 + MG's so it should be a great event. The registration forms are not yet available on their website at: peachtreemgregistry.org but should be before this newsletter is distributed to our membership. Don't forget annual dues are now due at $25.00 for the year. Karen Altomare will be available to accept your payment at the next club meeting.

MG Classics of Jacksonville will sponsor the GOF South in 2013 therefore we need to have a committee of volunteers to nail down a venue and publish a flyer to be distributed at the 2012 GOF South and the NAMGBR meet in Dillard. We need to get on this immediately because it will help increase the interest and attendance to our GOF.

A special thanks to Pheona and Joe Kaiser for agreeing to continue publishing our newsletter for another year. They have done a fabulous and sometimes thankless job with our newsletter.

The new MG Classics officers for 2012 are as follows:
Jim Hall - President
Bob Wrenn - Vice President
Kim Dyson - Secretary
Karen Altomare - Treasurer
Pheona & Joe Kaiser - Newsletter Editors

Safety Fast,
Jim



$25.00 to
MG Classics of Jacksonville
c/o Karen Altomare, Treasurer
6371 Eman Dr. N.
Jacksonville, FL 32216-5647
NOW!

MG Classics of Jacksonville

(Founded in 1971)

Membership Application/Renewal Form

The purpose of MG Classics of Jacksonville is the enjoyment, preservation, maintenance, and appreciation of all MG automobiles. Full club membership is open to titled owners of all MG cars and the owner's immediate family members. Associate membership is available to persons who have an interest in the club but are not owners of an MG. A full copy of the by-laws of the club is available upon request.

The annual fee for dues is $25.00. Dues are due and payable in January of each year and are delinquent after March 1.

For new members annual dues are prorated as follows:

Jan. 1 - Jun 30	$25.00
July 1 - Sept. 30	$16.50
Oct. 1 - Nov. 30	$8.25
Dec. 1 - Dec. 31	$25.00 (pays for following year)

Please supply the following information:

Owner's Name(s): _____ ___New ___Renewal

Spouse / Significant Other _____

Address: _____ City: _____ State: _____

Zip Code: _____ Home Ph: (_____) _____ Work Ph (opt.): (_____) _____

Email address (Opt.) _____

Please email my newsletter to help the MG Classics save printing & postage costs _____

Special talents/expertise that you would be willing to share: _____

_____

MG Automobile Currently Owned (use reverse side for more):

	Year	Model	Condition
1.			
2.			
3.			

Club Use

Date Received: _____ Dues Received: $_____ Added to Roster: _____

Make checks payable to: **"MG Classics of Jacksonville"**

Mail to: **MG Classics of Jacksonville**
c/o Karen Altomare, Treasurer, 6371 Eman Dr. N., Jacksonville, FL 32216-5647

MG And The War Effort

One of the many factors that ensured the survival and eventual victory for Britain and her allies in World War II was the ability of many small concerns to carry out critical war production despite shortages in manpower and material and the threat of German bombs. One of these factories was the MG Car Company of Abingdon. With the opening of hostilities in 1939, MG, like all their competitors, closed down car production in anticipation of aiding the war effort with the manufacture of needed wartime material. During the following six years the plant at Abingdon established itself as one of the most successful producers of everything from blood centrifuges to Centurion tanks

With the onset of hostilities and in anticipation of war work, the plant was stripped. Space was found in a disused factory two miles away from the MG factory for the existing inventory of car parts. The first problem was that heavy transport was scarce, so MG constructed a short wheelbase tractor from available parts. It was a unique machine with a Morris radiator and knock-off hubs and used a 10 bhp engine to tow three large wagons which all boasted wire wheels with knock-off hubs. Suitably named 'Bitsy' for its hybrid ancestry, this unique unit faithfully hauled equipment around the plant and to the storage shop for the duration of the war with never a hint of a breakdown. Once the factory was prepared, it sat idle, waiting in vain for the Nuffield Organization to send it contracts. Cecil Kimber decided to send George Propert and Cecil Cousins around to the various ministries to bid on any available work rather than wait for the Nuffield bureaucracy to find work for Abingdon.



The first contracts from the War Ministry were for small pressings, such as ammunition racks and other light items and overhauling Carden-Lloyd tanks, which led to a similar job reconditioning heavier Matilda tanks. The firm almost won a contract to recondition machine guns for Spitfires until some official learned that they had no firing range to test the guns. Another contract was to assemble American Lend-Lease trucks, which arrived at dockside in large wooden cases. As the little pressing shop was heavily into various jobs, space was becoming critical and the wooden packing cases were brought back to Abingdon to form the frames of an enlarged pressing shop. Armoured cars were repaired and tested on the Berkshire Downs, giving the test drivers a completely new experience of testing whilst dodging flour sacks dropped from RAF types practising in the same area.

Looking for even more work, Kimber, with no knowledge of aircraft production methods, successfully contracted to build the forward, or G-1, section of the Albemarle light bomber, a stainless steel tubular structure housing pilot, co-pilot and observer and backed with complicated control gear, the very nerve centre of the whole aircraft. It was this sort of independent contracting outside the control of the Nuffield Organization that led to Kimber's dismissal. Meanwhile, the Air Ministry gave the Albemarle contract to MG, which had no idea how to proceed other than rolling up their collective sleeves and getting on with it. They might have felt less confident about the 'Marble', as they called it, had they realized that three other concerns, one of them actually an aircraft company, had been scratching their heads over this complicated structure for a very long time without making any progress at all. MG succeeded where others failed. They took over all the partially built sections from the other contractors and became sole suppliers of this vital assembly, building a total of 653 themselves and completing a further 285 (McComb).

This was not an easy task. The plant had to make special tools and jigs. Each unit required 3500 hours of work and the shortage in manpower led to hiring many women and establishing a training school, providing bus service for the workers and even a girls' hostel to care for the workers far from home.

The company designed a test rig for all pneumatic, hydraulic and mechanical control gears and electrical and oxygen systems. They were thrilled to discover that they had the only test equipment of its type in the entire aircraft industry and it was subsequently purchased by a leading aeroplane manufacturer.

The next big aircraft jobs were to produce Lancaster bomber engine mountings, interchangeable 'power units' for Rolls-Royce Merlin engines to facilitate rapid engine replacement in the field and the specialized manufacture of complete wing spars for the Tempest II fighter, milling the dual leading and trailing edges on jigs.

At the same time the aircraft work was going ahead, the factory was also constructing Crusader tanks, Oerlikon and Bofers gun turrets and finally the Neptune amphibious tank for the Normandy invasion. Many Sherman, Churchill and Centaur tanks were converted for specialized operations and in just over a month, despite a fire that almost destroyed the line, MG produced 3000 sets of 'wading equipment' to allow tanks to get ashore at Normandy.



Continued Page 5

MG Classics December Lunch Run

by Henry Hirschman

We met on December 15 at Rich's Barbeque in Green Cove Springs with a planned departure time of 11:00AM sharp for about an hours ride to lunch.

Nine (9) MG's, one (1) Triumph and one (1) SUV departed around 11:00AM from Rich's Barbeque parking lot. The destination was Backwoods Smokehouse on the edge of the Ocala Forest about four (4) miles from Interlachen near Hwy 315. Present were Kim Dyson, Wayne Snook, Phe and Joe Kaiser, Jim Hall, Bob Wrenn, Henry and Helen Hirschman, Mike Posey and son Robert, Keith and Pam Reichart, Dave and Linda White, and Neil and Johnnie Nelson. Neal and Marilyn Roland were the tail gunners in their SUV.

We enjoyed what would have been about an hour's ride through the back-country except for Bob Wrenn's MG-A's cantankerous fuel pump which has a mind of its own. It would intermittently stop pumping and take a rest for three - ten (3-10) minutes whereupon it would spring to life again and we would be on our way. In spite of that, we arrived about 12:30PM for a tasty Barbeque lunch and some exceptionally good fellowship with some exceptionally good company.

Merry Christmas and Happy New Year to all!! And stay tuned for the January driving event.



Headed to Green Cove Springs



Meeting at Richs'



Mike Losey's Decorated MGTC



Stoppig enroute for another fuel pump stopage



Parking at Backwoods



Parking at Backwoods

Pictures continue on page 5

Lunching at Backwoods









Continued From Page 3

No job was too big or too small for the little company, from building 16 ton tanks to making fuel dipsticks. George Propert decided that they made so many of the latter that every British tank in existence must have had a couple of dozen MG dipsticks before the war ended! The tool boxes in subsequent MG roadsters were surplus war-time pressings. When I queried Henry Stone about the enclosed battery box found in the MG TC and the MGY, he chuckled and remarked that the factory had run out of ammo boxes by 1950!

Finally, as the wartime urgency subsided, the Tempest spar shop was cleared and car assembly lines laid down again in anticipation of resuming the work for which the factory was best known.

It was the ingenuity of the many small factories all over Britain that epitomized the spirit of Churchill's inspiring statement "We shall never surrender". This ingenuity was never more evident than in the achievements of the little cottage industry assembly plant at Abingdon.

"What we did before the war", said Cecil Cousins with understandable pride, "was nothing to what we achieved during the war."

References:

MG by McCombe - F. Wilson McCombe, 1977, 2nd Edition
An article by George Propert - The Sacred Octagon, January/February, 1982

Provided by Neil Nelson, MG Classics of Jacksonville Founder

REGISTRATION FORM

GOF SOUTH MK. XLVI, 2012
MARCH 23-25, 2012



Name: (include ALL in your party – for name badges) _____

_____

Address: _____ City: _____ State____

Zip Code: _____ Phone: _____ Email: _____

VEHICLE INFORMATION

First Entry: Year _____ Make _____ Model _____
Second Entry: Year _____ Make _____ Model _____
Are you a First Timer? _____ Club Affiliation _____

REGISTRATION FEES

Car Registration + 2 persons (S40.00 after 3/1/2012)	**$35.00**	$_____
Registration of additional persons	$10.00 each	$_____
Registration, each additional car	(no charge)	$ 0
Meet and Greet Friday evening buffet (Mardi Gras Buffet)*	$25.00 each	$_____
Saturday evening banquet (Beef w/veggies or Salmon Rockefeller)*	$40.00 each	$_____
Please indicate # Beef_____ Salmon_____		
Vendor Pre-Registration ($40.00 on day of show)	$35.00	$_____

Tee- Shirts – (M)___(W)___ Med ____LG____XL____XXL____ @ $15.00 each $_____
Polo Shirts – (M)___(W)___ Med ____LG____XL____XXL____ @ $30.00 each $_____
Please indicate number required

TOTAL ENCLOSED (make check payable to "Classic MG Club") $_____

RELEASE AND WAIVER: In consideration of and for the right to participate in the 46th Annual Gathering of the Faithful, I, on my behalf and on behalf of all members of my party attending the event, release the Classic MG Club of Orlando Inc., all of the participating clubs, event sponsors and the **Hilton Altamonte Springs**, from any and all liability for damage to myself, my party, my car, or other property, while traveling to and from the event and while attending the event.

Driver and Passenger sign below:

Signed:_____ Date:_____

Signed:_____ Date:_____

Send to Paul Plasschaert, 1304 Wellington Terrace, Maitland, FL 32751 with a check made payable to the Classic MG Club. For more information, contact Al Cook at 407-678-6814 or e-mail arcpa@mpinet.net

FOOD CHOICES ON PAGE TWO - SEE WEBSITE FOR THAT DETAIL



Please email updates to: newsletter_editor@mgclassics.org Provide your email address with your ad or contact Editor Monthly. Your ad will run as long as you respond to the editor's emails or contact them.

ITEMS FOR SALE

Large Coca Cola Collection – 32 boxes Consisting of bottles(glass/plastic) & cans from many locations both stateside & foreign, special edition, commemorative & holiday.

Cookie jars, tin cans, tin trays, key chains, magnets, dishware, glasses, pitchers, ornaments, coolers, stuffed bears, slippers, kitchen ware, watches, coasters, playing cards, tooth pick holder, napkin holder, Barbie dolls, trucks, cars, camera, pens, mugs, salt/pepper shakers, clocks, lunch boxes, light sets, briefcase, rug & much more.

International Collection Bean Bag Plush Animals 59 of 60 animals representing all the countries Coke distributes from 6 sets of 10. Total 62. 2 collector books, 2- 16 pocket over door holders.

6 each Matchbox Models of Yesteryear 1912-57 Coke Delivery Truck Collection .

5'8" Coke Bottle on wheels

30" Coke Can Cooler on wheels

4 each Coke Chair Cushions

1 each Red/White Bookcase 4 shelf

1 each 30 slot wood display cabinet

1 each wooden coke crate wagon

For information & apt call Karen Altomare 629-1611

Club Regalia

Club Polo Shirts
(Medium or Large) $20 each

Club Car Badges
$35 each

MG Baseball Hats
(in red, white, or blue) $10 each

Rubber Bumper CB Radio Antenna Mounts $10 ea.

Miscellaneous Car Pins $5 each
(several colors also)

To purchase regalia or to ask questions please contact:

Wayne Coker, Regalia Chairman,
904-543-0201 or
rwcoker@aol.com.

Automobiles:

1960 MGA
43,000 original miles. Father-in-law purchased this car new. Always garaged. No rust at all. Wire spoke wheels, white with red leather interior, all accessories work, horn, wipers, blinker… Has been painted once & new leather about 20 years ago. Have the original owner's manual, jack, engine hand crank, spare spoke wheel. John McNeil 904 234 6032

1967 Austin Healey 3000 BJ8 Phase II
Great condition, wonderful to drive. Red over black, black interior, wire wheels, all accessories. Carefully garaged & maintained, with records. $37,500.00 Email: frankdenton@comcast.net

1974 MGB
Chrome bumper, complete restoration body taken to bare metal-repaired & painted (base clear) BRG, all new chrome& rubber, Minilite wheels, engine rebuilt by Jim Hall (less than 2,000 miles) Moss supercharger, street cam, MG 5 speed, 16 row oil cooler, Petronix, performance headers, stainless exhaust, Spax adjustable shocks rear, 3/4" sway bar front, new master cylinder brakes & rotor, new gas tank, new black leather interior, Moto Lita steering wheel, roll bar, trunk carpet kit, & lots more, one of the nicest MGB's you'll ever see 1st place at the 2010 Ormond Beach Festival of Speed Show. Over $28,000 spent on restoration (have all receipts) $15,000. contact John Clifton 904-540-5588 or email for pictures. johnscsa@juno.com.

76 MGB
Great shape. Dark red with 124,000 miles & runs great. Top & tonneau cover like new. Pictures available. Asking $4500, negotiable. Tony Parton at: alparton@yahoo.com

77 MGB
$4,500. Tom Brackett (904) 651-7687

Parts:

MG Five Speed Conversion Kits
New lower prices on all MG Five Speed Conversion kits. Check them out at my website mgfivespeed.com Jim Hall 904-282-1658 or 613-9591

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MGA Parts
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71 MGB parts car
motor runs, body has extensive rust. Make offer Bob Phillips 904 751 6496 Will deliver up to 100mi

MGA 1500 Drive Train
Engine with all accessories, transmission, drive shaft and rear-end for $1K. Jim Hall 904-282-1658 or 904-613-9591

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Bob Phillips 904-751-6496 or bphill3001@aol.com

MG A & B Air Conditioning
MG Five Speed company is now offering A/C installed in your MGA or MGB, Supercharged or non-supercharged. We use most of the same components from the same supplier that Moss uses BUT we custom install the unit for you. With the Moss kit, you have to install it or have it installed. Call Jim Hall at 904-282-1658 or 904-613-9591 for price & availability quotes.

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EVENTS CALENDAR

Jan. 30th - Buffalo's Southwest Cafe on Youngerman Circle just off I-295 at 6055 Youngerman Circle

Mar. 23rd-25th - GOF-S - Hilton Hotel, Altamonte Springs, FL - Info: www.classicmgclub.com. Page 6 has form

Mar. 24th-22nd New Orleans British Car Day - Info: www.bmcno.org

Apr.23rd-27th - NAMGAR Regional Event 2012 Key West Gathering by KWBCC - Key West, FL Info. Jim Ferguson, Vice Admiral Vice@KWBCC.com

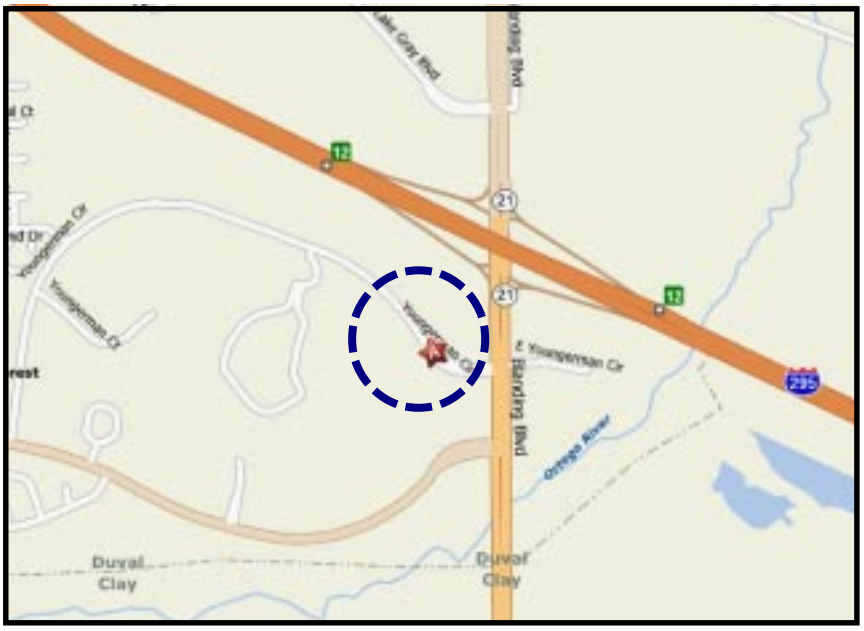
Apr. 5th - Drive Your MGA Day - Everywhere in North America

May 30th-June 2nd - British Car Week National Meet - Hot Springs National Park, Hot Springs, Arkansas

June 3, 2012 - Red Mill British Car Day - Clinton, NJ - Contact: Richard Miller. Ph. 908-713-6251. Email: mgdriversclub@hotmail.com. Web: www.mgdriversclub.com

June 6-10 - MG2012 NAMGBR Annual Convention - Dillard, Georgia - this year hosted by Peachtree MG Registry. Host hotel is the Dillard House- More info will be posted on http://www.mg2012.com

July 9th-13th - NAMGAR GT37 - by the Southwestern Ohio Centre MG Car Club, Dayton, OH.



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Information: M.G. Drivers Club, 18 George's Place, Clinton, NJ 08809-1334, Phone/Fax 908-713-6251
www.mgdriversclub.com

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We're on the Web!
www.mgclassics.org

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