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MG CLASSICS of Jacksonville



See another great article by our own Mike Losey on page 3 . It's about his TC 7676 and much more.

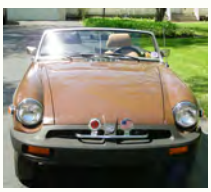
New Members



Van & Betsy Snider are originally from Ohio. They lived in Plantation FL for 16 years then moved to Michigan in 1990.

In July 2013, they moved to Palm Coast to be close to their two children and five grandchildren.

Betsy is a retired teacher, and Van retired from the recreational boating industry and managing industry trade associations.



They have owned their 1978 MGB since 1999 and taking pleasure drives to enjoy the car and the outdoors. They previously were members of the Windsor/Detroit MG Club.

Other New Members

Dave Barrow of St. Augustine. He has **two 1969 MGC Roadsters** - one just restored and **a 1967 MGB Roadster.** Jim Bac's MGC GT now has competition.

Wally and Tonya Conway of Jacksonville**.** They have a **1976 MG Midget**.

Bill & Cheryl Fowler of St. Augustine. They have a **1974 MGB Roadster.**

Bruce and Holly Kern of Jacksonville Beach. They have a **1952 MG TD.**

Prospective new member Bill Waldo attended Monday night's meeting and is expected to join.

Profiles on the above new members will be included in future newsletters, as they become available.

Welcome Aboard

Prez Sez

We had a really good meeting at Taps on Fleming Island and filled the room. Not sure if it was the food or the really good beer selection that got everyone out to the January meeting, but since I'm not one to argue with success, we will definitely return there for another meeting. Our service was outstanding and I believe everyone enjoyed their food.

We also picked up some new members, Wally and Tanya Conway. Welcome to the club, we are very glad to have you join us. We also had two prospective new members in attendance, Dave Burrows and Bill Waldo. Dave, by the way, is a fellow MGC owner, so I'm excited that we might have another one in the club.

Don't forget to put the February 24th meeting at Sneakers on your calendar and then shortly after that the March 1st Tech session at Lily and Stan Kinmonth's garage, on Fleming Island. See details elsewhere in this newsletter and on our website.

I also want to give a special shout-out to Bernie Nowotny, who has volunteered to fill the position of Board member at large due to the vacancy of Dave White who is very busy traveling this great country of ours. Bernie has also volunteered to assist with planning and organizing for the 50th GOF. Thanks Bernie, I and the club, appreciate your dedication and assistance.

See y'all at Sneakers.

Safety Fast,
Jim

Meeting Minutes

President, **Jim Bak** opened the **January meeting** at 7:00 p.m. at **Taps Bar & Grill**, Fleming Island. **Thirty-nine** members attended.

New members, Dave Burrows, Wally & Tonya Conway, **and Bill & Cheryl Fowler** were welcomed to the club.

Jim Nolan recapped a proposed **2014 Events Schedule**, asking for volunteers to coordinate club-supported events.

Upcoming activities include cruise-ins, car shows, tech sessions, etc., which are listed on the schedule.

Also discussed, was an **overnight event** which could be at **Amelia Island**, or possibly the **Brit Bash** at Fox Lake, Titusville on March 15th.

The Club voted **December 6th** as the date for the **2014 Christmas Party** at the Hilltop Club, Orange Park.

A **Tech Session** is scheduled for **March 1st** in **Stan Kinmonth's garage**, 194 Malley Cove Lane, Fleming Island. **Topic:** MGB engine reassembly. **Stan and Wayne Snook** will coordinate this event.

Mike Kazmierski is looking into getting some participation at the **Jax Beach Car Walk,** which takes place the fourth Tuesday of each month from 5-8 p.m.

MG 2014 Annual Convention will be **June 15-19** in French Lick, Indiana. **Jim Hall** discussed the trip with a possible overnight in Nashville.

Club Car Badges are available for $30 from **Bob Wrenn.** Mounting brackets by Wayne are $9.

The Executive Director of the Council on Aging of Clay County, **Drew DeCandis**, gave a briefing seeking support for their October 25th **Car Show & Barbeque** in Green Cove Springs.

50th Anniversary GOF in 2016 Update: – trophies are being researched so they are extra special for the big event.

Remember, **make reservations soon** for the **GOF South April 11-13** at the Plantation on Crystal River, Crystal River, FL. There are limited rooms available.

Wayne Ottoson won $35 in the **50/50 raffle** and generously donated his share to the club.

Meeting adjourned at 7:35 p.m.

Our **next meeting** will be at 7:00 p.m. on **February 24 at Sneakers Bar & Grill** (I-295 & Baymeadows) 8133 Pointe Meadows Dr., Jacksonville.

Respectfully submitted,
Kathy Albers

The TC & the EXU Model: History, Questions & More

By Michael Losey, MG Classics of Jacksonville, Florida

INTRODUCTION

When I was in high school back in the 1950s, I loved the early post war MGs, which up until then were almost exclusively TCs and TDs. My mother did too and knew of my interest in these cars. One day, even before I was old enough to drive, she said to me “If you do well in high school I will buy you a used MG sports car.”

I did well at high school, but somehow the TC prize for good performance was overlooked, and I did not remind my mother of her generous incentive.

My mother died 35 years later. Soon thereafter I bought my MG TC, for her and me.

I was also lucky enough to be able to purchase a rather unique model. It was a 1949 MG-TC EXU car number 7676!

ABOUT THIS CAR

Built on January 21, 1949, in Abingdon, England, Car 7676 was one of 10,000 MG TC models built between 1945 and 1949. However, car 7676 is one of only 494 TCs made especially for the United States and thus carries the designation EXU for "export model." (But note it remained a right sided drive.)

Car 7676 has the original matching engine, XPAG 8389. It is four cylinders with 1250 cc displacement yielding 54.4 horsepower. Its top speed was factory rated at 75 miles per hour with acceleration from 0 to 50 mph at 14.7 seconds.

The wheel base is 7'10" and has a curb weight of 1,822 pounds.

Its fuel capacity is 13.5 Imperial Gallons. As with all other TC models it has no fuel indicator gauge other than the "2 liter" warning light.

This car was subsequently painted in the "cream and cracker" style, the traditional racing colors of the MG Car Company. Its original color was red.

ABOUT THE EXU MODEL

Feedback from the important American market led MG to develop this special model for sale to the U.S. Beginning with car number 7,380 in December 1948 and produced "as needed" throughout 1949. The 494 built was less than 5% of all MG TC production.

Again, such cars were recognized under the coding "EXU" (for export unit) and stamped "EXU" on the chassis number on the guarantee plate.

In addition, the EXU units included the following improvements:

Full-width bumpers, front and rear (allegedly for the way "women parked in the United States!").

Central MG medallion on rear bumper (some suggest one of the rarest items of any MG, since the medallion was only installed on the 494 EXU units).



Rear bumper with the medallion - the rarest MG part

Two Lucas Windtone horns mounted under the bonnet instead of the badge bar. (Because of the harsh U.S. winters)

Steering wheel in gold pearl finish instead of black

Rear number-plate mounted centrally below the rear bumper with Lucas number/license plate lamps.

Lucas type S.700 headlamps.

Lucas type 482-1 stop and tail lamps mounted on each side at the top of the petrol tank.

Laminated (versus toughened) windshield glass.

Badge bar, fog lamp and external horn deleted.

No "Thirtilite," but two map reading lamps.

Rear-view mirror above dashboard.

Flashing directional indicator (turn signal) switch with built-in warning lamp in place of inspection lamp socket

High-beam warning lamp (versus fog lamp switch)

Instrument panel rearranged: ammeter and oil gauge mounted in the center; ignition and lighting

switch on the outside left; and horn push and dip switch (high/low beam) on the right.

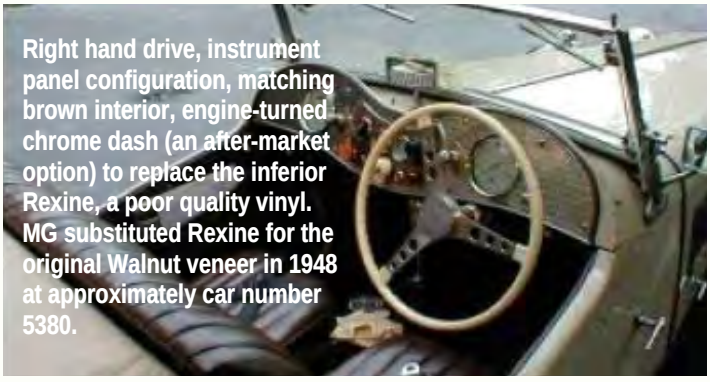
ABOUT CAR 7676

The Losey Family has owned car 7676 since 1991 purchasing it from a broker who had obtained it from the Chicago area after the death of the prior owner.

Car 7676 had been completely restored, has great chrome, stainless steel exhaust, and good rubber, always garaged, needs no major work and starts in the dead of winter. It has the rare cream and cracker paint with brown interior. Everything works, even the clock. Looks and runs great - a real "head-turner."


MG 7676




Right hand drive, instrument panel configuration, matching brown interior, engine-turned chrome dash (an after-market option) to replace the inferior Rexine, a poor quality vinyl. MG substituted Rexine for the original Walnut veneer in 1948 at approximately car number 5380.

THE HISTORY OF THE TC

In 1945 no TCs were exported to the United States directly by the manufacturer (only 81 were built in 1945 after resumption of production after World War II).

In 1946 only 20 out of a total production of 1,675 TCs were exported to the U.S. (1.2%). However, Britain's post World War II need for foreign currency caused the government to encourage exports by restricting steel supplies to those who did not concentrate on exports. This changed the home market versus export market distribution considerably.

By 1948, the peak year for TC export sales, 91% of all TC production was exported of which 41% went to the U.S. Exports to the U.S. accounted for 37% of all production for 1948. See Chart below:

MG TC PRODUCTION						
MG TC PRODUCTION	1945	1946	1947	1948	1949	TOTAL
	81	1,675	2,346	3,085	2,813	10,000
TOTAL EXPORTS						
NUMBER	23	610	1,162	2,815	1,983	6,593
PERCENTAGE	28%	36%	49%	91%	75%	66%
EXPORTS TO THE UNITED STATES						
NUMBER	0	20	234	1,143	423	1,820
PERCENTAGE	0%	1.2%	10%	37%	15%	18%

ENDNOTES
- Factory production control records differ from the 2,001 TCs customarily referenced as being exported to the United states.
- Seventy-one EXU models were manufactured in late 1948.

In 1948, the year before the introduction of the special EXU export models for the U.S., the U.S. market of 1,143 TCs was almost twice the size of any other export market. Second was Australia with 599 units. The U.S. market was also larger than the combined markets of Switzerland, South Africa, Rhodesia, Canada, Belgium, India, Pakistan, Argentina, Ireland, Brazil, West Germany, Sweden, Ceylon, Egypt and Hong Kong.

Because the U.S. was such a big market and notwithstanding the fact that the TC model was nearing its demise, based on feedback from the important American market, a special TC was created for the North American market.

Beginning in December 1948 with chassis number 7380, the improvements summarized earlier were incorporated into 494 special export units. Again, they are identified by their uniqueness in features as well as the EXU stamped on the chassis number on the guarantee plate.



How many EXU models still exist is anyone's guess.

FREQUENTLY ASKED QUESTIONS

Why is the "T" series so popular?

The MG T series was largely responsible for introducing the low cost open two-seater sports car to a worldwide audience.

If there was a model "TC," were there also TA, TB, TD, etc?

Yes. The TA was introduced in 1936 and 3,003 units were manufactured between then and 1939 when the TB (with minor changes, most notably the new XPAG engine) was introduced. However, World

War II interrupted TB production in 1939 after only four months of production and only 379 units manufactured. The TC followed immediately after the end of World War II. The TD model was introduced in 1950. There was no TE (some suggest for fear the initials could be ridiculed). The final T series was the TF, introduced in September, 1953.

When and how many "T" series units were manufactured?

Between 1936 (beginning with the TA) and 1955 (ending with the TF) only 52,646 units were produced.

How many "T" units survive?

The general consensus is that less than one half survive, and even fewer of the older models such as the TA, TB and TC.

How many TCs were manufactured?

10,000 -- or fewer than 20% of the total "T" Series production.

When did MG start production of TCs?

MG decided on a speedy return to sports car production after its detour to tank production during World War II. They accomplished this by using the existing pre-war TB design and incorporating only modest changes and improvements to make the car more attractive to post-war buyers. This strategy permitted MG to return to production in September, 1945 -- only four months after the end of hostilities in Europe and the same month of Japan's surrender. By this time, however, the classic "T" design was already nine years old and with the TC the series would be maintained another four years.

What were the changes incorporated into the TC?

Again, the TC looks almost exactly like a 1939 TB or even the original TA from 1936. The most significant change was that the body was widened by almost four inches (to 44 inches) across the seats. This was done without changing the basic chassis, wings or running boards with the exception of a slightly narrower running board design that only permitted two tread strips versus the three on pre-war TA and TBs.

Other modifications included putting a single 12-volt battery and box under the bonnet in place of twin 6 volt batteries which had been carried on a tray on the chassis by the rear axle. There were also selected suspension changes and increased use of rubber, given its greater testing and utilization as a result of World War II.

What did the car cost new in, for instance, 1945 and 1949?

CAR COSTS		
YEAR	UNITED KINGDOM	UNITED STATES
1945	£375	$2,200
1949	£413	$2,395

If 10,000 TCs were produced how many were exported and to where?

6,593 were exported of which 1,820 (2,001 by some accounts) were shipped to the U.S. Therefore, approximately 67% of all TC production was exported from Britain to other countries of which 28% went to the United States.

MG TC EXPORTS - 1945 to 1949 = 6,953							
	1945	1946	1947	1948	1949	TOTAL	%
UNITED STATES	0	20	234	1,143	423	1,820	28
AUSTRALIA	2	108	165	599	900	1,744	27
SOUTH AFRICA	0	83	139	241	154	617	9
SWITZERLAND	2	59	142	130	75	408	6
BELGIUM*	0	27	122	104	33	286	4
TOTAL	4	297	802	2,217	1,594	4,875	
TOTAL EXPORTS	23	610	1,162	2,815	1,883	6,593	
PERCENT	17	49	69	78	80	74	
* Includes what was then Rhodesia (now Zimbabwe)							

Why are so few MGs left?

The MGs were never very expensive cars. Some authors suggest in the U.S. they were frequently a second car for dad's weekend fun and left for the wife and kids during the week for all of those chores and "running around." Hard use, and a cost frequently greater to repair or recondition, than it may have cost in the first place, tempted many to merely let the car sit until it disintegrated or sent it directly to the junk yard.

What complaints did people have about the TC?

The usual complaints were:

No bumpers (corrected on EXU units)
No heater
Hard ride
Not enough space
Steering (extra sensitive and large turning cycle of 37 feet.)

If there were only 10,000 TCs built why do the chassis numbers go all the way to 10,251?

Because they started with the chassis No. 0251 vs. 001. Folklore has it that the Abingdon factory telephone number was 251. The TA and TB models also started with 0251.

Were any TCs made with left-hand drive?

No. The first left-hand drive model was the TD, again, introduced in 1950.


Neil Nelson's TD

Is it true that the TC actually "introduced sports cars to America"?

Yes and no. Many United States servicemen discovered the T series while serving in Britain during World War II. A few prewar machines were brought back to the United States. And again, only 1,820 TCs were exported to the U.S. during the 1946 - 1949 time period so that was not much of a foothold. Also, given the ancestry to the TA, which dated from 1936, the TC model was constructively 13 years old when it yielded to the TD in 1950. It did, however, help dictate the TD design. In addition:

The TD was the first "T" series to offer left-hand drive.

The TD eliminated the classic 19-inch wire wheels for the more cost-effective and practical smaller 15-inch disk wheels. (At not insignificant initial protest.)

Rack-and-pinion steering and independent front suspension made the TD a much better riding and handling car.

Finally, ten times as many TDs were shipped to America than TCs so it was the volume of the TD that more fully introduced the U.S. to sports cars. The TD gave people something to actually own and try vs. merely admiring and craving. But it was the TC's unique style, simplicity, performance and irresistibility that contributed to that everlasting bit of MG magic and its position as a prime example of what today we call a "classic car."

What other distinction has the TC won?

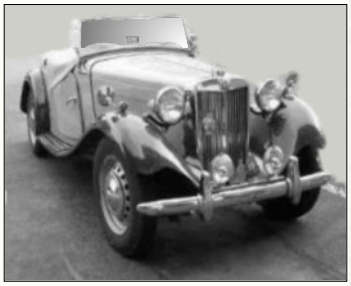
The MG TC is one of only nine cars originally selected for the Milestone Car Society. It was nominated based on its strength of design and performance. In addition, in 1951, the TC was chosen as one of eight automobiles for the New York Museum of Modern Art exhibit of classic design.

I have seen some TCs which are painted two-tone. Was that done by the factory?

No, all TCs were painted only one color. However, in the United States, in the late 1940s, two-tone paint was gaining popularity. Some MG dealers painted new MGs two-tone even before sale or in accordance with customer requests. For others they may have changed the color when a car was restored.

Note: The examples below. Both are painted in the "cream and cracker" paint scheme. Which one is the TC and which one is the TD?





Answer: TC is the one on the left and the TD is on the right. (Telltale indicators: TC 19-inch spoke wheels, and higher flowing fenders then the TD.)

Were there many options available on the TC?

No. Unlike the TA and the TB, which had several options (Bonnet strap, cigar lighter, full length tonneau cover with a zipper, oil thermometer, radio, second spare wheel, etc.), options were essentially

limited to a luggage carrier and a "Radiomobile" radio (installed under the dashboard). Given the demand for the postwar TC you basically took it "as is."

I know that I have seen other TCs with electric turn signals. Were they original?

No. The only TCs with factory installed electric turn signals were the 494 special EXU models for the North American market. Many TCs however were retrofitted given the obvious safety advantages of turn signals.

What do you like most about your TC?

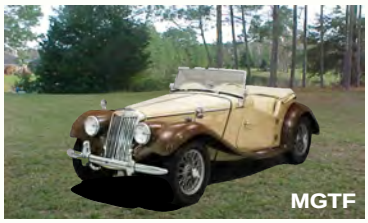
First, everything works, even the electric clock. It also runs very well. One Chicago professional MG shop owner who had worked on the car for the previous owner described TC 7676 as "the best handling TC I have ever had the opportunity to drive."

But most of all I love its character: low-slung with its upright radiator and flowing long fenders, cutaway doors, slab gas tank and classic 19-inch wheels -- all of which contribute to the perception of movement -- even as she sits.

Then, with a pull on the starter, the guttural exhaust invites the driver to let out the clutch and experience the excitement and tradition of a bygone era.

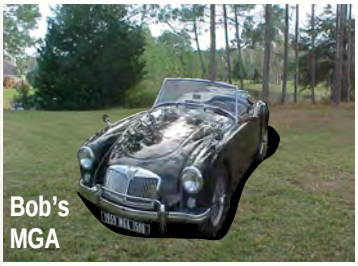
What was the final car in the T series line?

The final T model was the TF of which 9600 were built between 1953 and 1955.


MGTF

What followed the TF?

The MGA followed the TF until 1962. The MGB, MGC, and MG Midget followed the MGA. Their production ended in 1980 when the Works at Abingdon closed. MG produced over 100,000 MGAs and more than 500,000 MGB/C/ Midgets during that period with many going to the United States. Therefore, many are on the road today and are still available.


Bob's MGA


Wayne's MGB


Kathy's Midget


Jim's MGC GT

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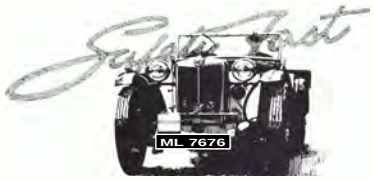
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EDITOR'S NOTE

Mike Losey is the former President & CEO of the Society of Human Resources Management (SHRM), Now retired and lives in Fleming Island, Florida and is a member of the MG Classics of Jacksonville. For more on Mike see: www.mikelosey.com.

This is Mike's second article in recent months. His first article, "The Closing or Abingdon: End of the MG Era" shed light on why the works at Abingdon closed.

Mike has given permission for all car clubs to publish both articles.



Schedule

Feb 24	7:00 pm	February Meeting	**Sneakers Bar & Grill - South Side -** (I-295 & Baymeadows). 8133 Pointe Meadows Dr., Jax - (904) 519-0509. **Maps/Menu/Info:** www.sneakerssportsgrille.com . **Agenda:**
Mar 1	10:30 am	Tech Session	**Stan Kinmouth's Garage**, 194 Malley Cove Lane, Fleming Island. 904-276-1418; www.stantr6@comcast.net . Bring Covered Dish & Beverage of Choice. **Topic:** Assembling an MGB Engine. **Coordinators:** Stan & Wayne. RSVP.
Mar 7-9		Amelia Island Concourse	**Ritz-Carlton,** Amelia Island
Mar 15	9:00 am	Brit Bash @ Fox Lake, Titusville	**Fox Lake Park**, 4400 Fox Lake Rd, Titusville, FL. 321-544-4469; www.mgcarclubflorida.org **Sponsored by:** MG Car Club of Florida. **Agenda:** All things British. Possible Overnighter. **Coordinator:** ?
Mar 31	7:00 pm	March Meeting	**TBD. Coordinator**: Kathy Albers
Apr 11-13		Gathering of the Faithful	**Plantation on Crystal River**, Crystal River, FL. www.gofsouth.com Make room reservations now – Rooms are limited. Coordinators: ?
Apr 12	7:00 am	Fruit Cove Car Show & Spring Fest	**Fruit Cove Baptist Church**. 904-287-0996. www.fruitcove.com/sports.php or www.fruitcove.com Bob Wrenn speaks very highly about this show. Use the above links, **Coordinator:** Bob for details at: www.mgowner@bellsouth.net .
Apr 19		Wheels Across the Pond,	**Wheels Across the Pond, British Car Show**, Jupiter FL http://www.wheelsacrossthepond.com/ . Five plus hours away.
Apr 28	7:00 pm	April Meeting	**TBD. Coordinator**: Kathy Albers

Your editor needs: articles, tech tips, & photos

MG CLASSICS of Jacksonville
277 Hollywood Forest Drive
Orange Park , FL 32003

Next Meeting

7 PM - MONDAY - 24 Feb 2014

8133 Pointe Meadows Dr, Jax
(I-295 & Baymeadows)

Recommended by Julius

Menu & Directions Go to:
www.SneakersSportsGrille.com