

NEWSLETTER

Prez Sez



February 1st 2021

Salutations my fellow MG aficionados!

I hope this finds you all in good health and with your cars road ready and accumulating miles already this year. With this entry I plan to get the Prez Sez out on the 1st of each month rather than the random date offerings I've posted before ☹. These will be available on the website as before and in the news letter for those not using the website, though I heartily recommend using the web site for the most up to date MG information!

Speaking of the website, you'll find a spinning "news alert" with "MG's invade the Jimmy Jam car show" underneath. Below that will be a "Click Here" tab that, when depressed, will take you to a great article about the Jimmy Jam BBQ and Car Show written by Ian Massey and another tab that when depressed takes you to a YouTube video taken by Club member Len Geiger. Thanks Ian and Len!! I won't go into much detail about the 'Jimmy Jam' as Ian has done an excellent job already. I will say that after coaxing "Jack", my '51 TD, into starting and indeed getting myself started on that brisk 39 degree morning, I found myself thoroughly enjoying the cold ride to Trout Creek (though a pair of driving gloves are in order!). It was a beautiful morning and the final outcome of seeing 16 MG's parked all together was reward enough to warrant the cold Start This is what we're all about, getting together (socially distanced of course) and driving our cars! Can I get an Amen brother?!!

More good news, it appears that the Covid Vaccinations are ramping up. Ian and Paula Massey, Bob Wrenn, Wayne Snook, Len Geiger and Roberta and myself have received our first shot in the last week or so and I assume many other Members in our Club are getting them as well. Stan Kinmonth will get his second Jab within the week. To me this brings us closer to normalcy with Tech Sessions, C & C's, indoor gatherings, and enjoying the one on one camaraderie with members who have been unable to meet since Covid began one Year Ago, in February 2020.

Our next meeting is scheduled for February 27, 2021. Check the website calendar for dates and times for upcoming meetings and events. In particular I'd like to mention MG International 2021, June 14-17. This will be a gigantic gathering of all of the MG Registers combined in Atlantic City, New Jersey. Our VP Mark Spaulding is going to organize a caravan group driving up the east coast and needs to get an idea of who would like to attend. This would be a great way to end the Covid lockdown and hit the dusty trails not to mention joining with 1000 MG's!

That's all for now, stay safe and drive your cars!

Safety Fast,

Bruce

Meeting Minutes

MG Classics of Jacksonville

The January meeting was canceled as the Jimmy Jam BBQ took over the park for their festivities. Several members of the club attended, with their cars. See the article below.

New Members

Please welcome:

Lorraine Puzanskas - 1980 MGB

MGs at the Jimmy Jam | MG Classics of Jacksonville

MGs Invade the Jimmy Jam BBQ Slam Car Show

Video & Photos by MG Classics Member Len Geiger



The Club's January Club meeting was canceled as our usual 'Last Saturday of the Month' meeting conflicted with the Annual Jimmy Jam BBQ Slam. The organizers of the BBQ had chosen Saturday, January 30, 2021 and Trout Creek Marina for their Event. Fortunately for us the event featured a Car Show. We immediately changed focus and John Galeani launched a number of Shoutouts to Club members advertising the Show.

Show day arrived and the temperature had plummeted over night. Show registration ran from 8am to 10am so we thought that most of our regular Show going Members would stay under the warm blankets at home after reviewing the temperature. We had requested that Members arrive at 9am for registration in an effort to avoid the heavy traffic expected later. One hardy Group of members drove from Gainsville to join us at Trout Creek, a 90 minute drive in their MGBs'. They arrived shortly after the more Local MG owners arrived.

The Show organizers allowed us to park our MGs' together in a double line and we assembled Sixteen MGs' into our allotted area. We had room to Social Distance so we didn't feel crowded. A few Members' had been concerned about the potential to be struck down by COVID due to large crowds and had indicated that they would not attend for this reason. The Car Show ran from 10am to award time just after noon. The BBQ competition started around noon. Crowds were starting to flood into the event but by then we had enjoyed an excellent time kicking tires, talking MG, catching up with members we had not seen for some time, and speaking with interested spectators. The weather cooperated and by mid-day our Group had shed layers of clothing that kept us warm during the early morning drive to the Show. Show entry included one free BBQ per car and a number of Members enjoyed a BBQ meal. Eventually we decided to head home.

Of course we did not receive any of the three Show Awards, they all went to American Muscle cars. However, if there had been an award for the most cars featuring a single Marque, we would have captured that award with ease.

For those Members who decided not to bring their MG 'Out to Play', you missed an excellent time with a bunch of MG enthusiasts. For those who braved the morning Cold, thanks for a memorable day. I can attest to the fact that it was bone chilling driving a T-Car with the top down at 8am in the morning. During the outbound leg it was so cold that practically no heat penetrated the firewall to warm the cabin, but it was all worth the effort.

The Jimmy Jam BBQ Slam and Car Show is an event to raise money for Charity to help Local Residents in need. This was the fifth year of the event and their first at Trout Creek Marina. Ring Power was a Sponsor of the event this year.



Watch Video **View Photos**

Hands On

With your curmudgeonly newsletter editor Fred Groenert

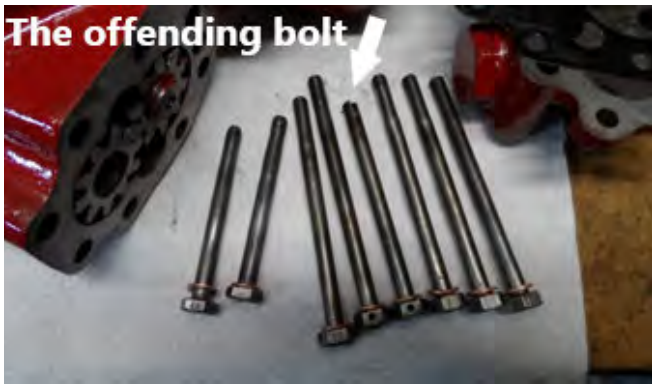
Scary moments in car project re-assembly, or the tribulations of amateur restoration.

One of the worst things that can happen during the process of re-assembling ones project is shown in the picture at right.



That one light colored hole highlighted by the yellow circle is a sheared 6mm oil pump mounting bolt. The disaster occurred because of inattention to detail in noting the lengths of the bolts for the oil pump housing. There are 8 bolts, 2 are obviously shorter than the other 6 at about 64 mm long. The remaining 6 looked to all be the same length (88mm, when measured after the fact). However, 2 of those bolts were only 84 mm long. The 4mm difference was not readily apparent when viewing all 6 when held in ones palm. Needless to say, the difference turned out to be significant.

The 6 bosses onto which the bolts torque down are 3 different heights from the pump mounting flange on the block. The bolts pass through the cover and the pump body into threaded holes in the pump mounting flange cast into the engine block. That flange is machined flat and a paper gasket goes between the pump body and the flange. The pump cover is precision machined to mount to the pump body without a gasket.



Two mistakes were made in the reassembly. The first was that despite blowing out the threaded holes with pressurized carburetor cleaner there was evidently still some crud at the bottom of one or more of the holes. That would not have been a problem had the threaded holes been "chased" with a bottom tap to make sure the threads were clear all the way to the bottom of the hole. That was not done because after a couple of squirts of carb cleaner in each hole no more crud came out.

With the holes cleaned, the gasket in place, the pump body positioned and the pump cap in place, the bolts were inserted and started into the thread by hand. When all bolts were inserted a speed handle was used to run the bolts in to the contact the surface. Then three passes using a cross pattern secured the bolts to the proper torque, approximately 10 lb-ft. Everything was looking good. But closer inspection revealed one bolt standing about 1 or 2 mm proud of its seat. Hmmmm? Easy fix: Grab a socket wrench and 3/16" BSF socket to cinch it down. (But wait! Wasn't it already torqued to spec?) Unfortunately, that thought didn't occur to me until 2 seconds later when the rachet wrench and bolt spun freely in the hole. Pardon my French, but "@##$%^%#&" followed shortly thereafter.

The dilemma now is that the bolt is broken off in the engine block flush with the surface. It will have to be extracted cleanly so that the threaded hole is still usable. (The option of over boring the hole and using a helicoil threaded insert is a possibility, but since the engine block is cast iron, best left to a machine shop). It's now decision time: Which method and /or tool to use to extract this damaged threaded portion of the bolt? Second question: Where is my extractor set? Third question: Are there any other options?

Answering the 3rd question first: The option of welding a bolt head onto the damaged bolt won't work. There is no exposed section of the shaft to weld onto.

The 2nd question was answered after a brief 10 minute search of the drawers, nooks and crannies of the shop to locate the aforementioned extractor kit. (It's always in the last place you look!) Hah! Found it.

The answer to the first question is to use the left-hand tool drill bit to bore a hole in the center of the sheared bolt into which a left hand extractor bit can be torqued to then apply loosening torque to the frozen stub. This particular kit has an assortment of boring bits and paired extractor bits in several sizes. I chose the

correct size for the 6mm bolt and proceeded to slowly bore a hole into the center of the stub. Proceeding very slowly and carefully I managed to get a centered hole about 1/8" deep, about the depth of the head on the extractor bit. Upon inserting the extractor bit and applying modest torque it became immediately apparent that the it was slipping and could not apply adequate torque to break the stub loose and back it out. Now the situation has elevated from annoying to critical. Worse case: The engine has to go to a machine shop to have the stub extracted. Major bummer! Worst case: The stub can't be extracted nor the hole repaired and the block must be scrapped!!! Arrghhhh!

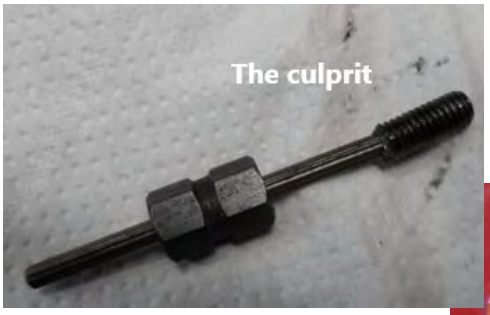
It is obviously time to take a break. Douse the thing liberally with PB Blaster and let it sit overnight. Meanwhile have a beer, smoke a cigar, try not to obsess over it.

While contemplating the challenge … and chastising myself for being such a ham fist, a thought flitted through my head: Didn't you used to have another extractor set that used straight fluted extractors with sliding hex nuts? Why yes, yes I did (do?), but where the heck is it? I don't remember even seeing it recently during any of my myriad quests throughout the shop and grounds for an elusive item, part, tool, flashlight, receipt, thing I just had in my hand, … etc. The ensuing 30+ minute search became evermore frustrating as the little dickens was not in any of the usual (or even unusual) places. Then finally: Eureka! there it was; as usual, in the last place I looked!

Now the challenge was to drill a 7/64" hole down the center-line of the stub to a depth of about ½", using a hand-held electric drill. No small feat. But by using two of the other bolts threaded into the block as "eyeball alignment guides" the deed was successfully accomplished an eighth of an inch at a time, using plenty of cutting oil and extreme caution.

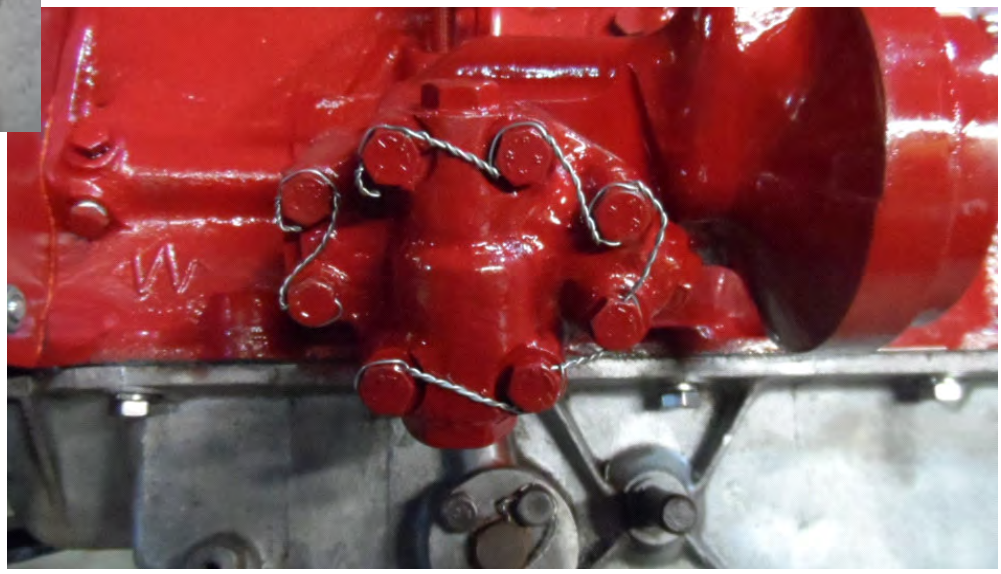


With the hole drilled, all the shavings cleaned from the area, and the cutting oil wiped up, it was now time to insert the extractor spine into the shiny new hole. Aligning the spline and carefully tapping it in with a small hammer until it had enough purchase to hold against the extraction torque. Now the moment of truth: slip the nut onto the spline and using a 7/16" box end wrench gently apply increasing torque to get it to turn. Oh crap, there was no break away lurch, the wrench just started to turn around the axis of the spline. The spline must be slipping in the hole.



Closer inspection showed that nothing seemed to be amiss. Take another revolution. Wait! Is that thread showing coming out of the hole? Yes it is! Success! Shown above and left. Disaster averted. Whew!

The finished product:



Yeah, I drilled the bolt heads so I could safety wire them.

NORTH AMERICAN COUNCIL OF MG REGISTERS

North American MGB Register
Including MGC, MG Midget, 1100/1300 MG, and Modern

Dear MG Enthusiast;

First, we want to thank you all for taking the time to open, read, and in many cases respond to the email survey that we recently sent out to all Register members regarding factors that may affect your decision to attend MG International – Atlantic City 2021. We had a better-than-expected response rate and appreciated the input that you provided!

Today, we send this note to all members of the North American MMM Register, the New England MG T Register, the North American MGA Register, and the North American MGB Register to update you with correspondence that we received this week from both Meet AC (the Convention and Visitors' Bureau for Atlantic City) and from Harrah's (our host hotel for the event).

Richard Liddick (B Register), Tony Burgess, and I have visited Atlantic City twice since this pandemic took grip here in North America; once in April 2020 and once in October 2020. We have always been impressed with the way folks in Atlantic City have handled the pandemic and never felt "at risk" with our interactions with either workers or other guests of the hotels, restaurants, or venues that we visited.

The three of us will be making a final site visit (along with fellow Council members Tom Metcalf of the MMM Register, Blair Weiss of the T Register, and Tom Medeen of the A Register) to the city in late April to nail down any loose ends that may have presented themselves in preparation for "The Big Event" in June.

When both Harrah's and Meet AC were contacted for their input on Covid-19 concerns, it took less than 48 hours for us to receive their responses. It is obvious that they want our business and have worked diligently to make Atlantic City as safe as possible for us by following all guidelines and policies mandated by Local and State authorities. Please read their comments below.

Please help us plan for this event by registering for MG International – Atlantic City 2021 at www.mg2021.org sooner rather than later since we must release commitments we have on certain events by April 15 and may not be able to add more tickets after this time. Please remember that your Registration can be canceled by you before May 14 for a refund (see website for complete terms). "

Remember, too, that you can order AC2021 swag through our online store (in partnership with Wagner Signs & Apparel) at https://mgint.itemorder.com/sale . (We have swag available at online registration as well, but there are additional items (such as face masks) to be found at the online store.)

If you would like to reach out to us with any questions, please send an e-mail to MG2021INFO@gmail.com and we will get back to you as soon as possible (usually within a few hours).

We hope to see you for "MGs by the Sea" during MG International – Atlantic City 2021!

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The only MEMBER-RUN organization for MGB, MGC, Midget,1100/1300 and Post Abingdon Car owners.

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- Annual national convention – a four-day MG party!

North American MGB Register

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NAMGAR & NAMGBR MEMBERS

Please report your membership to:

Sybil Bradley

secretary@mgclassics.org

Latest Events of Interest

MG Classics Meeting, Drive & Picnic - Trout Creek Marina, 02/27/2021

Myrtle Beach Briefs - Myrtle Beach - 10/03-2020

Postponed 'til 2021?

Cars & Coffee at Amelia Concours - May 22, 2021

MG 2021 International - Atlantic City & GOF Mk 108 - June 14 - 17, 2021



moss



MG Classics Ads

Members:

To advertise your cars or parts for sale go to the Classifieds page on the website website: MGClassicsfl.org. Click on the Safety Fast logo to go to the Policy page. Fill out the forms and ad copy as directed. The ads can contain pictures of the car or items and a short description of the particulars of same. As a member it will be published at no cost for 90 days. Non-members may also submit ads for cars or parts, but the cost will be $10.00 per month, renewable by the 5th of the month for the following month's newsletter. One may pay through the website by PayPal (Yes, PayPal will accept your credit card).

There are presently at least 3 MG's listed on Craigslist, the silver and burgundy TD above and 2 MGBs, all appear to be driveable in their present condition. The owners of the MGBs have them go to the website to post ads for their cars that will be exposed to enthusiasts.

Club Website Features You Can Use

Go To: https://www.mgclassicsfl.org

- Join MG Classics of Jacksonville
- Renew Your Annual Club Membership
- Review the Club Membership Roster (This Requires a Website Password)
- Obtain a Club Website Password.
- Use Your Credit Card or PayPal to Pay Club Dues, Fees
- Order and Pay for Club Name Tags
- Review Calendar of Events and Car Shows of Club Membership Interest
- Register for Club Sponsored Events
- Read the Latest Club Newsletter
- Read Earlier Newsletters in the Newsletter Archive
- Read Club Meeting Minutes in the Minutes Archive
- Read the Club Bylaws
- Read Automotive Technical Articles
- Read Car Related Classified Advertisements
- Apply and Pay for Classified Advertisements
- Vote on Club Initiatives and Surveys With the Online Ballot
- Link to Nearby Out of Area MG Club Websites
- Link to NAMGAR and NAMGBR Websites
- Link to Local British Car Clubs (Jaguar, Austin Healey, Triumph) Websites
- Review past Club Event Photo Albums
- Read/review Details on MG Classics of Jacksonville Hosted GOF South 2019
- And More … just **click here**

Ian

MG CLASSICS 2021 MEETING LOCATIONS

Date	Location	Address	City	Phone
30-Jan	Trou Jimmy Jams BBQ	6550 FL-13 N, St.	St. Augustine	904-342-2471
27-Feb	Trout Creek Marina Park	6550 FL-13 N, St.	St. Augustine	904-342-2471
27-Mar	Trout Creek Marina Park	6550 FL-13 N, St.	St. Augustine	904-342-2471
27-Apr	Trout Creek Marina Park	6550 FL-13 N, St.	St. Augustine	904-342-2471
18-May	Trout Creek Marina Park	6550 FL-13 N, St.	St. Augustine	904-342-2471
29-Jun	Trout Creek Marina Park	6550 FL-13 N, St.	St. Augustine	904-342-2471
27-Jul	Trout Creek Marina Park	6550 FL-13 N, St.	St. Augustine	904-342-2471
29-Aug	Trout Creek Marina Park	6550 FL-13 N, St.	St. Augustine	904-342-2471
26-Sep	Trout Creek Marina Park	6550 FL-13 N, St.	St. Augustine	904-342-2471
24-Oct	Trout Creek Marina Park	6550 FL-13 N, St.	St. Augustine	904-342-2471
28-Nov	Trout Creek Marina Park	6550 FL-13 N, St.	St. Augustine	904-342-2471

2021 CLUB LEADERSHIP	
OFFICERS	
President	Bruce Sedelmeyer
Vice President	Mark Spaulding
Secretary	Sybil Bradley
Treasurer	Mike Hogan
DIRECTORS	
Permanent Member	Neil Nelson
Technical Chair	Bruce Sedelmeyer
Events Chair	John Galeani
GOF Chairman	Richard Gross
Membership Chair	Ian Massey
Past President	Bruce Sedelmeyer
Board Member	Vanessa Albright
At-Large Member	Dave Hodson
At-Large Member	Rick Stevenson
At-Large Member	Maarten Rotman
Newsletter Editor	Fred Groenert
WEBSITE	
Webmaster	Ian Massey
Events Coordinator	John Galeani

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For Sale - 1947 MG TC

Car Located in the Villages, Florida



- One Owner Past 40 Years
- Runs Good
- New Tires and Disk Brakes
- New Paint Two Years ago

Contact : Van Salyer
620 521 0302
vsalyer@cox.net
Asking: $33,000

1979 MG Midget For Sale Located in Jacksonville,FL

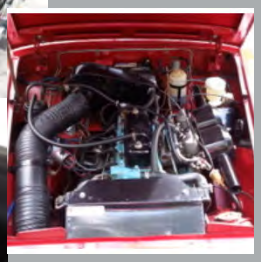


- A nice MG Midget
- High End Paint Job
- Maintained by First Floor Sports Car Store since 1989
- Transmission stuck in 1st gear

Asking: $2,500
Call Gardner Riel at:
(904) 868-5163

1974 MG Midget Atlantic Beach, FL







- A Lovely MG Midget, only 44,000 miles
- Many New Parts, New Tires
- Only driven in good weather and with the top down (naturally).

Asking: $9,000
Call Susan Snead at:
siouxsnead@att.net (preferred)
(904) 553-1947 (text or voice mail only)

1952 MG TD For Sale Located in Ocala,FL





- Recently Painted Original Ivory / Cream by Street Dreams of Ocala
- Black Interior with Beige Top in Good Condition
- Mileage 28,000
- Car Cover, Tools, Manuals and Much Documentation Included

Asking: $16,000
Call Patricia Gruver at:
(267) 454-1088

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We stock a sizable inventory of MG parts for immediate purchase. We give 10% off to MG Classics members and consolidate orders to reduce or eliminate shipping charges.
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CONTACT

Wayne Snook: mgbdriver73@att.net
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FLA CarShows.com

FLA CAR SHOWS website is a great resource to find out about local & statewide car shows and events. Click on the logo

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MG Classics of Jacksonville Club Car Badge



Club badges are available through the website or at meetings. Sturdily built and will add grace and gravitas to your grill. $30 each

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Saturday, May 22, 2021

Founded in 2013, The Amelia's Cars & Coffee at the Concours allows individuals with vintage, exotic, and collectible vehicles to gather on the same show field used to display vehicles entered in the following day's prestigious Concours d'Elegance.

Unlike Sunday's main event that is limited to a select group of vehicles with unique historical significance specifically chosen to tell a thoughtfully-scripted story, Saturday's Cars & Coffee at the Concours features a diverse group of vehicles that celebrate the automotive enthusiast's spirit. Proud owners of beautiful collectible and exotic vehicles awake early, shine up their prized automobiles, drive to The Golf Club at Amelia Island and gather with like-minded enthusiasts on the first, tenth, and eighteenth fairways for a cup or two of fresh coffee.

Cars & Coffee at the Concours is free to spectators, but participants must submit an application with the fee for showing a car. The event generally fills up in early November or December.

Cars & Coffee is fully subscribed for 2021

MGs in the Marketplace

The market for our beloved marque is active as illustrated below by examples of competed on-line auctions from Bring a Trailer and Hemmings Auctions within the last month. If one is in the market to buy or sell, or knows someone who is, these two sites are among the best.

Hemmings Auctions:



Low Mileage, Older Restoration

1950 MG TD

Location: Beaver Creek, Ohio

Fully restored in 1991, driven only 1224 miles since

Well preserved driver quality vehicle

SOLD FOR: **$13,125**



Recently Refurbished and Upgraded

1973 MGB

Location: Bay Harbor Islands, Florida

Datsun 280ZX 5-Speed Conversion

Rebuilt 1.8 liter engine

Extensive electrical, body and interior work

SOLD FOR: **$12,482**



Refurbished and Road Ready

1957 MGA Coupe

Location: Chicago, Illinois

Repainted and new interior fitted by a previous owner

Just three owners from new

Recently refreshed cooling and braking systems for reliability and driveability

SOLD FOR: **$19,688**

Bring a Trailer



No Reserve: 1961 MG MGA Race Car

Sold for $14,000 on 2/18/21



Supercharged 1974 MG MGB

Sold for $13,750 on 2/16/21



No Reserve: Modified 1978 MG MGB Roadster

Sold for $7,378 on 2/15/21



1948 MG TC

Sold for $33,750 on 2/12/21



S2000-Powered 1975 MG Midget 6-Speed

Bid to $11,500 on 2/11/21



1963 MG MGB Roadster

Sold for $15,500 on 2/10/21



No Reserve: 1953 MG TD

Sold for $33,750 on 2/10/21



No Reserve: 1969 MG MGB Roadster

Sold for $13,250 on 2/8/21

MGs in the Marketplace



30-Years-Owned 1949 MG YT Tourer

Sold for $30,250 on 2/8/21



1952 MG TD

Sold for $23,750 on 2/8/21



1959 MG MGA Twin Cam Roadster

Sold for $60,000 on 2/4/21



1963 MG MGB Roadster

Sold for $25,400 on 2/3/21



No Reserve: 1973 MG Midget

Sold for $6,250 on 2/2/21



No Reserve: 1969 MG MGB GT

Sold for $9,100 on 1/29/21



No Reserve: 1952 MG TD

Sold for $12,250 on 1/27/21



V8-Powered 1959 MG MGA Roadster 5-Speed

Sold for $48,000 on 1/26/21



1953 MG TD

Sold for $26,000 on 1/26/21



No Reserve: 1956 MG MGA Roadster

Sold for $52,000 on 1/22/21



1969 MG MGB GT

Sold for $8,600 on 1/20/21



19-Years-Owned 1964 MG MGB Race Car

Sold for $18,000 on 1/19/21



1955 MG TF 1500

Sold for $32,000 on 1/19/21



1959 MG MGA Roadster

Sold for $32,000 on 1/19/21



1949 MG TC

Sold for $33,250 on 1/18/21