MG Classics of Jacksonville

Jax Classics

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 33, Issue 6 **June 21, 2004**

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Prez Sez Bernie Nowotny

Now that the GOF is finished we will concentrate on club activities. First activity will be a Tech Session sponsored by Jim Hall. Jim is on vacation but will return soon and we will schedule the Tech Session.

Activities that are happening in Jacksonville are, **JUNE 25th, 1st Annual "Dancing in the streets of Avondale" a street dance is being held in Avondale (Fri. night), 7 to 9pm, 1950's, 60's theme/dress. They have room for 60 cars to be displayed. Merchants will be giving 5 Merchants Choice Awards. There will be music from the 1950's, appetizers and libations from the restaurants in the historic district.** Sounds like fun for the family.

I know it's a few months away but **The Southeast Regional MG Festival Dillard GA.** is scheduled for September 17-19. At this time of year the leaves will begin to turn and hotel rooms will be going fast. May I suggest to those interested make your reservations now. Bob Wrenn, Neil Nelson, and Wayne Snook are all going at this point in time, so a caravan of cars will be traveling north.

On a sad note Brenda Sager has resigned as newsletter editor of the MG Club due to personal reasons. At this time I wish to thank Brenda for her great work in getting our newsletter out to the members. Our newsletter is one of the best newsletters of any club in the state and we thank Brenda for that. Jeff Sager has volunteered to maintain the letter. If there is any member who wishes to help or take on this responsibility it would be greatly appreciated. Jeff keeps our web page up and for those who have not visited the web page I suggest you do so. Again our web page is one of the finest in the state, Jeff makes sure all

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Editor's Notes Jeff Sager

Newsletter Editor Needed: As Bernie mentioned in his Prez Sez column above, we are currently in flux with the Newsletter Editor position. I do not mind covering the position for awhile, but I can only free up so many hours to do both this and the web site. So I challenge one of you closet writers/journalists out there to step forward and volunteer for the task. It is not as difficult as it seems. Let myself or Bernie know if you might be interested.

Story Submissions: If you can't or don't want to edit the newsletter, but have a desire to write tech articles, stories, or jokes, or if you have some really great pictures to share, send them to newsletter_editor@mgclassics.org or mail them to 450 State Road 13 N, Suite 106, #156, Jacksonville, FL, 32259. Please submit articles or pictures by July 16th for inclusion in the next newsletter.

Electronic Copies: In the changeover of editors, the list of members who prefer not to receive a hard copy of this newsletter in the mail was lost. Let me know if you wish to receive an electronic copy only.



Club Officers and Board Members

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Jeff Sager 536-8068
newsletter_editor@mgclassics.org
Club Parts Coordinator:
Tom Bott 260-4043
Regalia:
Wayne Coker 543-0201

For Sale

1977 MGB - Overdrive

All original except that Zenith carb replaced with twin SU's. Has overdrive. 56,000 miles. Asking $7000.00. Call Larry Dockins at 904-219-3830.

1977 MGB

New tires, new brakes, new top, new interior, new paint. $4000. Call Larry Dockins at 904-219-3830.

1955 MG TF 1500

Restoration project. Many new parts. Rough but very restorable car. Genuine 1500, NOT a 1250 with 1500 engine. $6500.00 OBO. Contact Jim Hall 904-282-1658.

1976 MGB

No rust, very clean, good interior. New tires, brakes, SU's, stainless steel exhaust. $4000. Call Floyd Maycroft, 904-534-1233.

1966 MGB Roadster

Wire wheels, new paint, top, exhaust and tires. Very original car, runs well. $5250. Contact Tom at 904-284-8202.

1962 MGA Roadster

Cream White, Disk Wheels, 1000 miles in engine rebuild (English Garage). $18,000. Contact Bill Eckert at 285-3581.

1978 MGB

Contact T.K. Hilton at 904-262-3104 or email at tkhilton@bellsouth.net.

1958 MGA Roadster

Red with biscuit/red piping interior. Full frame-off restoration (1997) with pictorial documentation. 4500 miles on engine rebuild (Fox engine), stellite valves, oil cooler, new wiring harness. $19,000. Call Hal Pabst 904-471-0341 (St. Augustine).

1977 MGB

Red w/Black top. Canvas top is new. 110,000 miles. Runs good, some rust. Pictures available via e-mail. $3000. Contact Charles Stevens at 904-256-4774. chrimina@comcast.net.

1971 Midget

Fully restored BRG $4000. Contact David at 733-4762.

1957 Red MGA

Runs great, beautifully restored, have $27,000 in it – listed in Auto Trader for $16,900, will take $1,500 off for club members or friends. Contact Jerry @ 874-1859.

1960 MGA Coupe

90% complete total body off restoration. Needs dash, interior, glass, grill, and front bumper installed. Have all required parts. Save thousands + time. Bob Wrenn, 904-230-8396 or mgowner@bellsouth.net.

1972 Midget - Must Sell!

Car in good shape. Engine 1 yr old, NEW: master cylinder, slave cylinder, clutch, rear brake cylinders, brakes, battery, tires, radio, front shock assemblies. INCLUDES: extra rims, tires, gauges, tonneau cover, lug wrench, jack, 2 service manuals, spot fog lights, new uninstalled airhorn, parts and more. Can easily be a daily driver. Asking $4000 OBO. Contact Ranger Inman 813-882-3153 - Tampa, Florida - email 2ranger@tampabay.rr.com.

1976 MGB

Rare Sandglow, Rust free, Garage kept, Dual S/U's Rebuilt and properly tuned, New carpet and seat covers, New top w/top boot & tounneau included, New front suspension, Nice stereo radio, New tires on Rostyle wheels w/Stainless steel trim rings, New exhaust system, $10,000.00 invested, Sacrifice for $7,500.00 firm. Contact Jim Hall 904-282-1658.

1976 Midget - Project/Parts

Restoration was begun, but never finished. Car has many new parts and is in good shape, but is not currently running. Very little rust and a clean title. Contact Steve at 904-591-6654 or email at smschriefer@yahoo.com.

1976 Midget

New paint, interior, top and almost everything else. Rebuilt engine, BRG color including roll bar. $4500 Contact Bob Phillips 904-751-6496. Also have 1967 XKE coupe for sale.

1954 TF

Black with Biscuit interior. Tan Canvass, wire wheels. Restored in 1999 - has 1200 miles on car since restoration. Asking $20,000 OBO. Contact Bill Litchfield by phone at 727 819 8674 or e-mail at bsroadster@msm.com for more info. Car in New Port Ritchey, just North of Tampa. Motivated seller.

Southeast Regional MG Festival 2004

The Peachtree MG Registry invites you to join us this fall for a relaxing, southern-style weekend in the North Georgia mountains at The Dillard House in Dillard, GA. Old fashioned Dillard House cooking is as mouth watering as always. It's not fancy, it's just good! The porch swings and rocking chairs are perfect for visiting with friends and swapping MG stories – you'll feel right at home. The Dillard House offers it all with a family-oriented atmosphere.

Festival events are listed in the next column. Other activities include horseback riding, swimming, tennis, and antiquing. For those who want to get-away, book a romantic "chalet for two", away from the crowd.

September scenery in the mountains is not to be missed; enjoy it at a leisurely self-paced tour, or on a rally tour.

A word of caution, September in the Georgia mountains is very popular. Make your reservations early.

All MG's are welcome!

Visit us at: www.peachtreemg.com

Events

Seating for the Barbeque Dinner and Banquet are limited.

Register early!

Thursday, September 16

Early Arrivals

Friday, September 17

Registration - 10:00 AM -4:00 PM

Hospitality Suite –10:00 AM-6:00PM Open after auction until 11:00PM

Self-paced tours of Georgia mountains

Barbeque Dinner - 7:00 - 8:30 PM

"Doozie of an Auction," 8:30 PM to ?

Saturday, September 18

Registration - 8:00 - 11:00 AM

Car Show from 10:00 AM - 2:00 PM

MG Swap Meet-Bring your extra parts – 9:00 AM – 1:00 PM

Valve Cover Races at 12:00 PM

Mountain Road Tour at 2:30 PM

Tech Session - 4:30 – 6:00 PM

Hospitality Suite - 8:00AM-6:00 PM

Open after Banquet until 11:00 PM

Banquet at The Dillard House at 7:00 PM

Awards Ceremony follows Banquet – Hospitality Suite open after Banquet

Sunday, September 19

Good-byes

Registration

Please print

Driver _____

Navigator _____

Street Address _____

_____

City _____

State _____ **ZIP** _____

Phone-H (____) _____

Phone-Alt (___) _____

E-Mail _____

Car 1: Year _____ Model _____

Body Style _____

Show Class _____

Offered for Peachtree Award Y / N

Car 2: Year _____ Model _____

Body Style _____

Show Class _____

Offered for Peachtree Award Y / N

Club affiliation _____

Arrival date _____

Mail to: Peachtree MG Registry

C/O Patty Rosenberg

434 Wesley Chapel Road

Villa Rica, GA 30180

patrose@bellsouth.net

Visit us at: www.peachtreemg.com

Registration

Southeast **Regional**

MG Festival 2004

Dillard, Georgia

September 17 – 19, 2004

The Peachtree MG Registry
This year hosts

A Southern MG weekend at
The Dillard House

In the mountains of North Georgia

Inviting all types of MG

Car Show Award Classes

MGA	**MG TA/TC**
MGB 62-67	**MG TD**
MGB 68-74 1/2	**MG TF**
MGB 74 1/2—80	**MG Other**
All MGB GT	**MG Modified**
MGC Rdstr & GT	**Diamond in the Rough**
MG V8	**"People's Choice"**

Place awards will be based on the number of entries in the class.

There will also be a "Peachtree Award" for judged Best of Show. All other awards are popular vote. Any registrant may "offer" their car for this judging. Please note on registration form.

Alcoholic Beverages

The hosting car club, the Peachtree MG Registry, will not provide or serve any alcoholic beverages at this Festival. The Dillard House does not prohibit its use on their premises. If you want it, bring it.

Charity "Doozie of an Auction"

If you would like to contribute any item to the charity auction, please bring it with you and contact any member of the Festival staff. A portion of the proceeds will go to charity.

More Information

For more information and directions to The Dillard House, call 1-800-541-0671 or 1-706-746-5348 or please visit their web site at: www.dillardhouse.com.

Keep abreast of Festival developments at: www.peachtreemg.com or contact Dennis DeLoatch, Chairperson at

Fees

First MG (pre-registered)	$25	_____
Additional MG's (each)	$5	_____
Friday BBQ Dinner (Family Style) (each)	$23	_____
Saturday Banquest & Awards Ceremony	$25	_____
Tee Shirst Short Sleeve	**#**	
Medium @ $12	___	_____
Large @ $12	___	_____
X-Large @ $12	___	_____
XX-Large @ $15	___	_____
Tee Shirst Long Sleeve	**#**	
Medium @ $14	___	_____
Large @ $14	___	_____
X-Large @ $14	___	_____
XX-Large @ $16	___	_____
Total Payment Enclosed		_____

Make checks payable to
Peachtree MG Registry

For hotel reservations, contact the Dillard House directly at 1-800-541-0671 before July 15. Mention that you are with the MG Festival. Room rates are from $75 and up for Thursday and $98.00 and up for Friday and Saturday. (Other rates available outside of block) Be sure to reserve early! Cancellation must be made by 8/17/04 to avoid one night's cancellation charge.

RELEASE AND WAIVER: In consideration for the right to pay the event fee and participate in the S.E. Regional MG Festival, the undersigned hereby release the Peachtree MG Registry, other clubs and event sponsors from any and all liability resulting in damage to my car and/or property and to the property of others, and all injuries not limited to but including death, while participating in, or traveling to or from the S. E. Regional MG Festival.

Signed: _____ Date: _____

England Swings by Jeff Sager

A few months ago I had the pleasure of being able to travel to England on business. While there I learned that while we might think we and the Brits are similar (except for their funny accent), there are really MANY cultural differences. Here are just a few:

Bathrooms: There aren't any. Well OK, that's not precisely true, they just don't call them bathrooms. When I asked the waiter "where's the bathroom" he stared blankly. I could tell he was trying not to offend me so I rephrased: "where's the restroom". He seemed really stressed trying to think of a way to respond. I learned that to the Brits, it is a "toilet". The whole room, not just the fixture inside, is called a "toilet". I think it really seems odd to be going to the "toilet" to wash your hands.

Billboards: Getting around England is best done by train. I really got to see a lot of the countryside while staring out the window trying desperately not to look like a tourist. As the train passed business districts, I kept seeing large billboards with really large letters: "TOILET". Now, as I explained, that is not such a coarse word to the Brits, but to put it on billboards all over town? I began to wonder if their business offices had no inside plumbing and therefore the location of the nearest toilet had to be highly visible to people on the street. Eventually I realized that my eyesight was to

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The author actually got to drive this beautiful MGF!

The First MG? Copied from "The Lugnut", Piedmont British Motor Club Newsletter

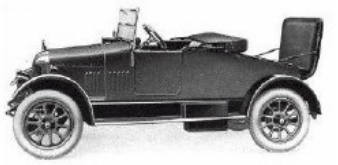
[*Editor's Note: This story is copied from the Piedmont British Motor Club newsletter, The Lugnut, and they copied it from www.mgdriversclub.com. I do not know of the original author. Beware, any story about the history of MG's can quite possibly contain inaccuracies. Some self-described experts may differ about this particular telling of the story, but it makes interesting reading none the less.*]

Few marque histories have been as blurred and misquoted as has the MG one. Nobody can state with certainty when the first MG's were produced. As is well known, in 1923 Kimber introduced the Morris Garages Chummy that, in retrospect, can be seen as the first link in a chain of events that lead to the creation of the MG marque.

This special open two seater version of the Morris Cowley, with coachwork by Carbodies, had an occasional rear seat with lowered back and was finished in a choice of cheerful colors.

In 1924 Cecil Kimber had ordered six open two seater Raworth bodies for the 11.9 hp Cowley chassis and fol-

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Morris Cowley

Prez Sez (continued)

(Continued from page 1)

the information is available to our members for the various events in the area as well as the Southeast.

Our last meeting was held at Buffalo's Southwest Café in Orange Park. 43 were in attendance and enjoyed the evening. I would like to thank John Leenhouts for his suggestion and thank Buffalo's for their gracious welcome to the MG Classics. Buffalo's supplied ample parking for our cars and provided raffle drawings for our members that evening. The service was fine and the food good. We have not been treated that well in many a moon. Fact is we are going back to Buffalo's June 28th, mark your calendar and meet us there. We have our own room and if the weather permits we can be outside on the porch.

Space needed – The Club trailer is in need of a new home. I'm told it requires little space 4' x 6'. This is used to transport the Club tent and other essentials to various events.

"We have not been treated that well in many a moon. Fact is we are going back to Buffalo's June 28th, mark your calendar"

England Swings (continued)

(Continued from page 5)

blame, the billboards were really saying "TO LET", which in America reads "FOR RENT".

More Signs: The billboards weren't the only thing that confused me. Whenever exiting an "underground" train (in America we call them "subway" trains), I noticed little signs with arrows that said "WAY OUT". Now I remember the 60's and I remember that lots of people said "far out", but why would the Brits convert that to "way out" and why keep writing it on the walls of the underground? I finally realized they were trying to tell me the way out (of the underground). I guess the word "exit" is purely American too.

Traffic Lights: It really doesn't take that long to get used to the cars being on the wrong side of the road. In London proper, they even give you hints about which way to look before crossing the street by painting the words "look left" or "look right" on the street at the cross-walks. What I couldn't get over is their desire to make running down pedestrians less sporting by giving the drivers a head start, alerting them that the light is about to go green! The cycle is this: green-yellow-red-yellow-green. As a pedestrian, I'm looking at a "don't walk" sign just beginning to flash (to indicate the end of a safe crossing cycle) and I'm hearing the roar of the engine of the first driver in line as he prepares to get a real good jump on the green light because they flash the yellow to tell him when to cheat!

Parking: Cars in England are little. I don't just mean "fuel efficient", I mean little. Tiny. Eentsy Teentsy! There's a reason for that: THE ROADS ARE ABOUT 2 FEET WIDE! The Romans built all the roads in England to the specifications of their chariots—you'd think that in all the years since, the Brits might have bothered to widen them just a little, but no. They seem proud of their nerves of steel as they play chicken with one another while they weave wildly back and forth to pass cars parked by the side of the road. There are a very few areas where they've managed to free up enough land to build places to park those tiny cars. But they don't call them "lots" or "garages". No, they are "car parks". The first time I was given directions that included the words "car park" I lost focus while I began imagining frolicking little Rovers and Fiats playing on the swings and the monkey bars.

Breakfast: I expected that there would be new and interesting food to try while I traveled abroad. But "this is just England" I thought, "how different could it be? I've had cottage pie before". But I was not prepared for breakfast in England. One of the hotels I stayed in had a buffet style breakfast in the mornings. It was a very large buffet—lots of food! The only thing I recognized on the whole buffet table was baked beans! (Apparently the Brits like to eat baked beans for breakfast—"nothing like a little fuel for the tailpipe first thing in the morning" the waiter told me). There were many meat and vegetable dishes (I think) in many stages of having been or currently being cooked, and there was some fruit but I wasn't 100% certain of its genus. And they have pudding for breakfast! Something called Black Pudding to be precise. I learned quickly that the word "pudding" is used a lot in the UK, but it NEVER is used to describe a sweet creamy desert. Black Pudding is sort-of a kind-of sausage-bread-lard concoction that is fried in a pan. I think it may have contained various assorted excess animal parts, but I certainly did not ask anyone for the ingredients.

Conservation: The people in the UK seem to be acutely aware of the concepts of conserving our resources. But I think they take it too far when the restaurant wait staff consistently removes dinner ware from my table and places it back in the cupboard without washing it because they "think" I didn't use it. I swear, it happened more than once. If it looked like I didn't use that bread plate or salad fork, back it would go for the next table to be set! Rather unappetizing.





"Cars in England are little"

The First MG? (continued)

(Continued from page 5)

lowed this with a 13.9 Oxford-based "MG vee-front saloon". With the appearance of the MG name, Kimber was clearly intent on creating a make that, diplomatically, did not distance itself from its Morris roots.

The use of initials provided the answer and he may have been inspired by the precedent of AC, a firm with which he was familiar, having worked for the Thames Ditton company between 1916 and 1918.

This was while Kimber was still Manager of Morris Garages—from where the MG name originated. The Hotchkiss-engined car so often erroneously referred to as "Old Number One" did not, in fact, appear for another two years, and was more accurately Kimber's first attempt at building a car solely for competition.

Later the May 1924 issue of the Morris Owner carried a full page illustrated advertisement of one if the Raworth-bodied cars that was described as the MG Super Sports Morris. The stylized initials were presented, for the first time, within an octagonal outline that had been designed for Cecil Kimber by Ted Lee, and the legend began.

The first model to be built in any numbers (about 395) was the 1924 14/28 Super Sports, which came with either two or four seats and open or closed bodies.



Old Number One

Tech Tips—Emergency MGB Hood Release from www.mgdriversclub.com

[Editor's Note: This article is copied without permission from www.mgdriversclub.com.]

The hood release cable on my '78 MGB has always been a source of lurking mistrust, ever since purchasing the car "used" several years ago. If the cable should break at the release mechanism or become otherwise disabled (i.e., my kind of luck), it would be necessary to cut the grille-screen or other adjacent panel to gain access to the release lever actuated by the cable.

An easy solution to this potential "nightmare" dilemma is provided by a common plastic wire-tie.

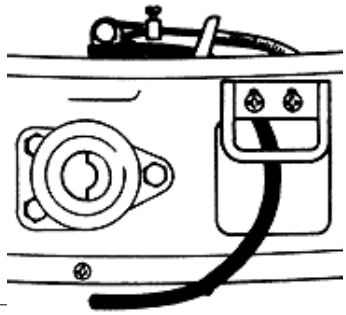
Install a heavy duty 14 in. length wire-tie as follows (see diagram)

Form the loop end around the under-hood release lever tip as shown.

Route the remaining wire-tie length over the top of the cable sheath and through the panel hole used for hood safety catch. (route must provide smooth pull-action for "tie".)

Tuck the tail of the tie in position along the grille-screen so that it can be easily accessed by reaching through the cut-out in the rubber bumper (right hand side facing car)

Your emergency hood release is ready if needed!



"The hood release cable on my '78 MGB has always been a source of lurking mistrust"

MG Classics of Jacksonville

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32259

Phone: 904-536-8068
Email: newsletter_editor@mgclassics.org

Label Here

Safety fast!

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

Next Meeting

June 28, 2004

Buffalo's Southwestern Café

6055 Youngerman Circle

Jacksonville. First major intersection south of I-295 on Blanding Blvd. (Same place as last meeting!!)

Meeting starts at 7:30 pm. Arrive early for dinner and prime seating!

Upcoming Events

6-25-04: Dancing in the Streets of Avondale. See details in the Prez Sez column on page 1. For info contact Donna Clayton: dclayton@bellsouth.net

7-26-04: Monthly Meeting of MG Classics of Jacksonville. Location TBD.

8-30-04: Monthly Meeting of MG Classics of Jacksonville. Location TBD.

9-17-04: Southeast Regional MG Festival in Dillard, GA. Sponsored by Peachtree MG Registry. See Registration Form inside!

9-27-04: Monthly Meeting of MG Classics of Jacksonville. Location TBD.

10-25-04: Monthly Meeting of MG Classics of Jacksonville. Location TBD.

11-05-04: MG Jamboree 14. Hosted by Florida Suncoast MG Car Club. Takes place at Crowne Plaza Hotel in Tampa. Arnie Anderson 813-651-1646. http://members.aol.com/fsmgcc/jamboree/jambo.html

11-29-04: Monthly Meeting of MG Classics of Jacksonville. Location TBD.

12-05-04: Tentative date for the MG Classics of Jax Christmas Party.