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 11 **November 16, 2004**

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Prez Sez Bernie Nowotny

Food Drive - Where has the year gone? November is already here and the holidays are right around the corner. Because it is the Holiday season and there are those less fortunate than we, I'm asking all the members who will attend this month's meeting to bring canned goods or non-perishable items that we will donate to the Mandarin Food Bank. Our first food drive collected over 100 lbs for the Food Bank. I hope we will do as well with your support.

Last Meeting - October's meeting at Sonic had 32 folks come out on a gorgeous night for top down MG's. We discussed the Halloween Rally and chose our next meeting place at St. John's Seafood, San Jose Blvd. Remember food items are appreciated.

> I'm asking all the members … to bring canned goods … to donate to the Mandarin Food Bank

Rally Recap - The Halloween Rally was a success; With limited cars we had a great time and a lot of laughs. Drew and Betsy DeCandis provided their home for the evening. We had great food, munchies and desserts. In all, 7 cars ran the rally and the confusion began right at the beginning. A mistyped clue sent several cars in the wrong direction, but true MG people they did not give up but came back and started again. The first leg of the rally was 9 miles with many questions of point value, while the second stage had many questions along the route. The route took the brave at heart through Mandarin and the winding roads through the river area. When all was tallied, Jeff Sager and friend Karen won both legs of the rally, while Ed Altomare and Henry Hirschman shared last place. But there were no losers; all participated and ended up at Drew's house. The only casualty of the day was Roger Brinkley's car began to run hot so he made it to Drew's to be part of the party. If you were not able to attend but want to see what some of your fellow members came as driving their MG's and turning many heads go to our web site. Some members asked to do a couple of rallies a year, so to make it more enjoyable, we will print the rules and explain the way rallies

(Continued on page 3)

Vice Prez's 2 Cents Joe Calvert

About that Food Drive at the Next Meeting - Most Mandarin Food stores (Publix and Food Lion) have prepackaged shopping bags that you can buy for the Mandarin Food Bank. This makes shopping even easier. Remember to buy nonperishable food items like Rice, Beans and Canned goods.

Pat and I will not be at the next meeting, but we hope to have a list of nominees for club offices. Let Bernie, Roger Brinkley (981-8600), Linda Dillard (215-8048) or myself know if you can help with club duties.



Please email updates to:

newsletter_editor@mgclassics.org

Club Regalia For Sale

- Club Polo Shirts (Medium or Large) - $10 each
- Club Car Badges - $35 each
- MG Baseball Hats (in red, white, or blue) - $10 each
- MG Tool Bags - $10 each
- Rubber Bumper CB Radio Antenna Mounts - $10 each
- Gear Shift Knobs (various colors, styles, and applications) - $5 each
- MG Key Fobs (various colors) - $5 each
- Miscellaneous Car Pins - $5 each

To purchase regalia or to ask questions please contact Wayne Coker, Regalia Chairman, at:

904-543-0201

or

rwcoker@aol.com.

Automobiles For Sale

1952 TD

Make a great car to drive and enjoy now and restore later. Asking $7,500. Contact Dallas Stratton at 904 692 5914 or 4290 Independence Ave., Hastings, FL, 32145.

1958 MG Magnette

Complete Car. Needs floors and lower panels. Comes with new rockers and side frame supports. Good title. Restorable. Will sell for reasonable price or will trade for goof rubber bumper tub or set of chrome A or B wire wheels. Also have three doors and extra trunk to help close the deal. See picture at mgclassics.org. Drew: 904-287-3072 or drewdecandis@comcast.net

1962 MGA 1600 Mk II

Like new condition. Approximately 2500 miles since full frame-off restoration. Original owner, always garaged, non-smoking environment. $17,500. Jan Matott: 904-321-0801 or janmatott@earthlink.net. See much more detail and lots of pictures at mgclassics.org.

1972 MGB - One Owner for Last 30 Years

A new member wishes to sell his 72 MGB, which he has had for 30 years. Good Condition. 79K miles. Wire Wheels. Jim Folds: 904-388-5643, 904-262-2000 Ext 14, or foldsj@aol.com.

1972 Midget - Must Sell!

Car in good shape. Engine 1 yr old. NEW: clutch, brakes, battery, tires, radio, front shock s. INCLUDES: extra rims, tires, gauges, tonneau cover, spot fog lights. Can easily be a daily driver. Asking $4000 OBO. Ranger Inman 813-882-3153 or 2ranger@tampabay.rr.com.

1976 MGB

Rare sandglow, rust free, garage kept, dual S/U's, new carpet and seat covers, new top w/top boot & tounneau included, new front suspension, new tires, new exhaust system, $10,000.00 invested, Sacrifice for $7,500.00 firm. 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.

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

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.

1978 MGB

See picture at www.mgclassics.org. $1000 OBO. Contact T.K. Hilton at 904-262-3104 or email at tkhilton@bellsouth.net.

1980 MGB

Complete car, needs restoration. Minor rust and good floors. Interior dirty, but looks like new carpets. Ran when parked several years ago. Selling for a friend. $750.00. See picture at www.mgclassics.org. Drew: 904-287-3072 or drewdecandis@comcast.net

1991 Toyota MR2

Metallic Black, T-Tops, electric windows, cruise, new A/C compressor, clutch only 3 years old. 161,000 miles. See picture and details at www.mgclassics.org. Drew DeCandis 904-287-3072 or drewdecandis@comcast.net.

PARTS:

MGB Door Hinges

Straight and tight. $20 each. Contact Chris at 904-273-9493.

1 Pair MGB Doors

Clean, hardware included, windows and upholstery. $150. Contact Chris Waage at 904-273-9493.

New 3 Main and 5 Main Engine Blocks

Also, 5 main motor, Pull Handle doors, and a late B trunk. Contact Drew: 904-287-3072. eMail: drewdecandis@comcast.net

Prez Sez (Continued)

(Continued from page 1)

are set up so those who have never rallied can join us in a fun filled day.

A Sad Note - One of our members has passed away. Steve Meth died on Oct 27. Steve had a love of the MG and of the Jaguars. Steve helped the club in many ways through donations to functions and bringing ideas to the table. Steve will be missed. Our thoughts and prayers go out to the Meth family.

New Officers - November is time to nominate new club officers for the upcoming year. V.P. Joe is chairman of the nomination committee. If you want to be more involved or know of someone who wants to be an officer of the club call Joe or show up at the next meeting. The officers will be installed at the Christmas party Dec 5th.

Safety Fast,

Bernie Nowotny

November is time to nominate new club officers for the upcoming year.

Christmas Party! Bernie Nowotny

Come to the MG Classics of Jacksonville's Christmas Party. Our annual event is hosted by Dave and Linda White at their Condo's party room at Pelican Point at Jacksonville Beach. A gift to pass is appreciated. Neil Nelson leads an exciting gift swapping game. Price range for gift swapping is approximately $15. The party is Sunday December 5th. It's a pot-luck dinner where the Club will provide the meats and attending members are asked to supply the sides: potatoes, vegetables, rolls, salads and desserts. BYOB, the club will also supply mixers.



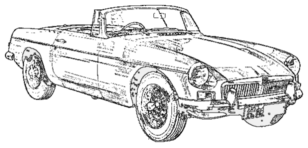
For more details come to the November meeting or call Bernie at 731-2081.

A Story About "Jack" Bernie Nowotny

Two years ago one of our members, of British descent, purchased a 1969 MGB. After talking to me about our club and activities, John Atkinson, and his wife Nancy, became active members.

John and Nancy recently purchased property in Georgia and wanted to plan a get-away to see the property again. Nancy encouraged John to take the "B" on this journey. John, understanding the reputation of MG's and the ghost of Lucas past, was nervous at driving the "B" on a long journey and asked what should he take - just in case. My answer was a cell phone and AAA card.

After weeks of being nervous and working on the car, John finally said "it's as good as it's going to be" and off they went. John's ear was tuned to every noise uncommon to the car. Well 1200 miles later, ½ quart of oil used, they arrived safely back in St. Augustine. And the car was named "Jack" because the county were the property lies is Union. Only the British could conjure up that term. John now has renewed faith in the little car that could.



It's Time to Renew Your Club Membership. See Renewal Form on the Next Page.

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 are 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 - June 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

Address: _____ City: _____ State: ____

Zip: _____ Home Phone: (____) _____ Work Phone (opt.): (____) _____

Email Address (opt.) : _____

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

MG Automobiles Currently Owned (use reverse 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"
Return to: MG Classics of Jacksonville, c/o George Fipp, Treasurer, 7639 Hollyridge Cir., Jacksonville, FL, 32256.

MG Origins Geoff Wheatley

[Ed. Note - This article is copied (without permission) from the September/October 2004 issue of "Antique Automobile", the official publication of the Antique Automobile Club of America, Inc. Thanks to Ed Altomare for the submission.]

Most MG owners today believe they have a product from one of the most successful car manufacturers of its time, a company that exported cars all over the world and obviously made lots of money in the process. In reality nothing could be further from the truth! From its conception in 1927 to the closure of the Abingdon works in 1980, MG Ltd was at best a second string production outlet dependent on the Morris Empire and, at a later date, the British Motor Corporation, a semi-government-controlled vehicle production group. When that collapsed The British Leyland Corp., the fame of which was making large trucks, stepped in and, with further government help, kept MG alive until 1980. However, MG was not alone, the Triumph Car Company went bankrupt in 1939 and was taken over by the British Standard Motor Company, which in turn bit the dust in the early 1950s. The government-funded British Motor Corp. also stepped in and saved Triumph with a view to combining both sports car companies into one at some future date. With such a poor financial history you may ask "Why bother?" The answer was simple - Britain's need for hard currency after the war and the American market fell in love with the British sports car despite the fact that it was old fashioned in design, technically antique in construction, and quite unsuitable for the new North American highways.

From 1948 through to the mid 1960's both MG and Triumph could not produce enough cars to meet the American demand. After that the Japanese high-performance, high-tech sports vehicles took over and the decline in both demand and production commenced for the British Motor industry. Add to this the fact that MG maintained one style of car for a total of 17 years. Introduced in 1963 the MGB soldiered on with a few modifications until the plant closed. I know the VW Beetle has an equally impressive record of durability in company with the Mini but sad to say the MGB was never in the same marketing league as these two unique cars with an equally unique loyal market.



Old Number One - "First" MG Sports Car c1925

The MG really came into existence by mistake, the result of one man's desire to produce a mass-market performance car and the support of an automobile giant who made a king's fortune before he was 30 years old. His success was based on the principle: "If the price is right you can sell anything."

Billy Morris, later Sir William Morris and later still Lord Nuffield, left school at the age of 12, went to work in a cycle repair shop in the fair city of Oxford, England, as an apprentice, and at the age of 16 asked for a raise in pay, having completed his apprenticeship. This was refused so he left the shop, set up his own business on the ground floor of his parents' home, and never looked back. By the age of 24 he had a car hire business and a retail sales outlet for cars and motorcycles aptly named Morris Garages. By the end of World War I he was producing his own cars and retailing them through his growing outlets. When business was good and his competitors increased their prices he lowered his. When business was slow he did the same thing. As long as his enterprise was in the black he was content. His business attitude expressed many years later when he retired was, "Do the right things for your customers, look after your workers and the profit would take care of itself," and it did, as he maintained a steady level of sales regardless of the year-by-year economic swings of the 1920s and '30s.

The enterprising manager of the Morris Garage retail operation wanted to promote a new type of vehicle, an inexpensive sports car that could compete with the big boys in competitive events. The principal competitors of the day were hand-made vehicles owned by equally well-heeled owners. The manager, Cecil Kimber, knew that if he could create a cheap vehicle and prove its worth in a national competition Morris would back his idea to open a small production plant. Morris agreed on the condition that Kimber use only Morris parts for his competition vehicle. A modified standard Bull Nose Morris, the workhorse of the Morris range of production vehicles, was produced in a back shed in Oxford, just a few blocks from the Morris showrooms. A total of three men were engaged to produce this car, all on loan from the main factory for a few weeks. Kimber entered and drove the car in the 1925 London-to-Lands End national trial

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MG Origins (Continued)

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event and won much to the surprise of everyone including, I suspect, Kimber himself. The name of the car was simply listed as "A Morris Garage Entry," soon to be abbreviated to the letters "M.G."

With this success Kimber was allowed to open a small production unit that he named "Morris Garages Super Sports Cars." Increasing numbers of orders for the new sports cars required that new premises be found and the production unit moved no fewer than four times in as many years. Demand continued to grow and by 1929 the small sporty and successful MGM was being produced in a new factory at Abingdon under the umbrella of the Morris Motor Company, located just a few miles away in Cowley, Oxford. At no time during the period from 1929 to 1937 did the MG company show a solid profit, in fact it is doubtful if it ever showed a reasonable profit beyond the sale of expensive hand-made saloon cars as a financial support for the sporty little vehicles rolling out of the Abingdon factory. The problem was that all of these cars required special-tuned engines, short-run components, and a lot of hands-on assembly, unlike the Morris vehicles that were produced on American-style assembly lines at Cowley. What Abingdon did do was put the image of MG, and with it "The Morris Company," in front of the general public who, without exception, loved these little hot rods of their day, especially when the MG's streaked home in competitions and race events both at home and in Europe.

The media also had a love affair with the performance achievements of the tiny MG: 1) The first 750-cc car to exceed 100 miles an hour. 2) The first 800-cc vehicle to maintain an average 70 mph over a 24-hour event only stopping to refuel. 3) The success of the women's teams in European Rally events, an almost unheard of achievement in 1935/36. MG's raced in the Le Mans, The Alps Rally, and The Italian Mille Miglia to mention just a few pre-war achievements. They seldom won but certainly were placed or came in first in their class. The fact that all these competition cars could be purchased from MG by you or me for little more than the price of a quality family car made the appeal more exciting. (For example, in 1932 a C-Type modified racer could be purchased for under $1000 and built to your specs at the factory.) Note I said appeal, not demand. The 1930's depression was in full swing and sports cars, inexpensive or not, were about the last thing on the family shopping list. However, should you have a few extra bucks under the bed and desire to enter your own car into an international event, the 1933/34 Special MG Magnette K Series with supercharger could be had for a mere £650. The exchange rate at that time was $4 to the Pound, so in broad terms for a mere $2400 you could burn rubber on any international race track. You would be driving against such production cars as the Monoplace Alfa Romeo with much the same trinkets that cost about $6000 give or take a few bucks. Billy Morris was no fool, he realized that the type of publicity his company would get from the performance of these little toys was worth its weight in gold; therefore, if the MG company lost a few thousand, this was more than paid for through media and international exposure.



1932 M Type MG

Sad to say, all this came to an end in 1937 when Lord Nuffield, the title that Billy took when he went to the House of Lords, sold his interests in MG to the new Nuffield Organization, of which he became Chairman. A new CEO was appointed, Lenard Lord, who was by nature and reputation a "bottom line" operator. Within a matter of a few weeks Lord had shut down the MG special operations, closed the design department, demoted Kimber, and told the MG people that they would only make and sell cars created from Morris parts and Morris engines. The happy days of competition on the race tracks of the world were over. Quote: "Get into the black within a year or I will close down the Abingdon operation." And he was serious. As a result of this new policy the birth of the famous T-Type series came to pass, which utilized a modified Morris saloon engine and many of the standard components from the Morris range of vehicles, including the distinctive front swept wings, which were a simple modified development of the front wings on the lightweight Morris commercial van.

The first car out of Abingdon produced on this interchangeable basis was the MG-TA, a well-balanced vehicle that certainly caught the eye ans was priced to sell at around £230, dependent of course on what little extras you

MG Origins (Continued)

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wanted from a long list of factory options, including your own choice of paint color for a few bucks more. The only snag with this vehicle was the engine, which had proved ideal for a family vehicle cruising along at about 40 to 50 miles per hour on an English country road. Regrettably the demands made by the sports car fraternity who purchased this car soon resulted in engine breakdowns and shattered bearings. In total, just over 3000 were produced between 1936 and early 1939, not an outstanding sales picture.

In the fall of 1938 a new engine was developed for a quality production car, the E-Type Morris, which also featured built-in headlights and, wait for it, a standard heater. It was due to be exhibited at the 1939 November Motor Show at Earls Court in London. The engine was named XPAG and was a completely new design with a capacity of 1250 cc, which was lower than the previous power unit installed in the TA and the existing Morris saloon. However, it was better designed and could be tuned for peak performance, with overhead valves, a larger bore, and a stronger main shaft. It was decided that this power unit would be fitted to the next MG T-Type, the enhanced MG-TB sports car, launched in the spring of 1939 to meet the summer demand. Interestingly enough this power unit originally designed for a family car was destined to be the engine for virtually all post-war MG's until 1957. To give you some idea of its potential ability, this engine was used to set a 200 mph record after the war in a streamlined supercharged MG driven by 6-foot-tall Gordy Gardener, the official test driver for the MG marque. So the new MG-TB looked set for a great future, selling at around the same price as the TA but with more power and better performance. However, in September 1939 Britain went to war with Germany and all production ceased at Abingdon, with a total of just 379 MG-TB's being produced, which makes this car a very desirable vehicle to own today. Abingdon went over to war work for the next 6 years, but that's another story for another time.

Jokes of The Month

Jeff Sager (Borrowed shamelessly from the internet)

Audi Quattro - Five Englishmen in an Audi Quattro arrive at the Italian border.

The Italian Customs agent stops them and says, "It's illegal to put 5 people in a Quattro."

"What do you mean it's illegal?" ask the Englishmen.

"Quattro means four," replies the Italian official.

"Quattro is just the name of the automobile," the Englishmen retort disbelievingly. "Look at the papers: this car is designed to carry 5 persons."

"You can't pull that one on me," replies the Italian customs agent. "Quattro means four. You have five people in your car and you are therefore breaking the law."

The Englishmen replies angrily, "You idiot! Call your supervisor over—I want to speak to someone with more intelligence!"

"Sorry," responds the Italian official, "he can't come. He's busy with 2 guys in a Fiat Uno."

Yugo - Did you hear about the guy who went into an auto parts store and said to the clerk, "Can I get a new gas cap for a Yugo?"

The clerk thought for a second and said, "That seems like a fair trade."

Trust Your Mechanic - Anne meets up with Dana while she is picking up her car from the mechanic.

Anne asks, "Everything ok with your car now?"

Dana replies, "Yes, thank goodness. I was worried that my mechanic might try to rip me off, so I was relieved when he told me all I needed was $12 worth of blinker fluid."

Club Officers and Board Members

President:
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Vice President:
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Treasurer:
George Fipp 641-6988
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Label Here

Safety fast!

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

Next Meeting

November 29, 2004

St. John's Seafood, 9825 San Jose Blvd.

904-338-9349

In the Outback Plaza on San Jose Blvd. about 1 mile north of I-295, behind Outback Steakhouse.

Bring non-perishable items for the Food Bank! Remember - `tis the season!

Contributions to YOUR club newsletter are always welcome. Thanks go out this month to Bernie Nowotny, Joe Calvert, and Ed Altomare. Submissions for next month must be received before December 17th for guaranteed inclusion.

Upcoming Events

11-29-04: MG Classics of Jacksonville November Meeting - Next year's officers to be nominated.

12-05-04: MG Classics of Jacksonville Annual Christmas Party.

01-01-05: Annual dues for MG Classics of Jacksonville are due.

01-31-05: January Monthly Meeting of MG Classics of Jacksonville. Location TBD.

02-28-05: February Monthly Meeting of MG Classics of Jacksonville. Location TBD.

03-28-05: March Monthly Meeting of MG Classics of Jacksonville. Location TBD.

04-08-05: GOF South Mk XXXIX in Sebring, FL. See www.ranjos.com/Britcars/Britclub.htm for more info.

04-25-05: April Monthly Meeting of MG Classics of Jacksonville. Location TBD.

04-26-05: Your newsletter editor's birthday!

05-30-05: Memorial Day, Monthly Meeting TBD.

06-27-05: June Monthly Meeting of MG Classics of Jacksonville. Location TBD.

07-25-05: July Monthly Meeting of MG Classics of Jacksonville. Location TBD.

08-29-05: August Monthly Meeting of MG Classics of Jacksonville. Location TBD.

09-26-05: September Monthly Meeting of MG Classics of Jacksonville. Location TBD.