MG Classics of Jacksonville

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Participating Member
British Marque
CAR CLUB NEWS

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

Volume 39, Issue 11 **November 2010**

Prez Sez Nancy Leenhouts

The MG Jamboree was a huge success as expected, The Kaisers, Hirschmans, Leenhouts, & Sagers caravaned down to Homosassa Springs, Fla. on Friday afternoon. As usual, we had a roadside tech session in the middle of nowhere. Thank goodness MG drivers carry spares of almost everything, and travel in packs!!! Thanks Henry for the loan of a spare fan belt. The Altomares and Savoies drove newer cars and joined us for "Happy Hour" in Homosassa. The Car Show setting was perfect on a "grassy knoll" and the boat ride down the river to watch the manatees was awesome. Saturday's banquet was well done and many raffle gifts were won by our club. Unfortunately, John and I both got a stomach bug and spent the evening praying to the porcelain god. As hard as it is to believe, adult beverages had nothing to do with it this time.

On the way home we had to change a tire on our TD, but thanks again to our travel buddies, we did a "NASCAR pitstop" and were back on the road in no time. Actually, it gave those of us with our tops down time to warm up a bit before heading off again. All things considered, we had a great time in a beautiful place with lots of fun MG enthusiast's.

Please make a point to be at the meeting on the 29th as we have much to take care of such as election of new officers, finalizing the Christmas Party plans and other things. We will meet at the Speckled Hen Tavern at 9475 Philips Hwy phone 904-538-0811 (the Rockin Rodz is no longer open on Mondays (but we will do a drive in there soon as it's a really cool place). If you have not signed up for the Christmas party, PLEASE call Karen Altomare today and bring your check on the 29th to the meeting (or mail it to Karen A.)

See you all on the 29th.

Nancy

MG Classics October 25th Meeting Minutes

Opies Wings Oysters and More, Loch Rane Boulevard,
Orange Park

Meeting was called to order at 7:30pm by president Nancy Leenhouts.

If you are planning to join the caravan to Jamboree at Homosassa Springs it will meet at US 16 and Pacetti Road, 11:00am on Friday November 5th then proceed to the vacant lot across from Penny Farms to join with the rest of the group at 12:00 noon. It will then caravan on to Homosassa via scenic back roads, enjoying a leisurely drive. If unable to join the group we will see you there.

The November meeting will be at Rockin Rodz, State Road 220. They will also be giving us a 10% discount for our meals. Thank you to Wayne Snook for alerting us to this venue.

Jim Hall mentioned the Second Annual Car Show at Orange Park First Baptist Church, November 14th. We hear it is a great show, so let us all support it.

Our new members who were welcomed with gusto were Nellie and Larry Dudley who have a 65B which they have owned for over thirty years and Kathy and Cling Stipe owners of a 1960A. We welcome you and hope you enjoy the club the people and the camaraderie of MG Classics.

I understand that John Leenhout's birthday was an event to remember. Sorry I missed it. Happy Birthday John.

The gift exchange at Christmas for the ladies is a Christmas decorated item and for the men it is MG related.

The 50/50 was won and I neglected to write by whom. I also admit to being the worst secretary in the history of MGs. Remember people as I have stated before you pay peanuts you get monkeys.

Meeting adjourned at 7:50 pm.

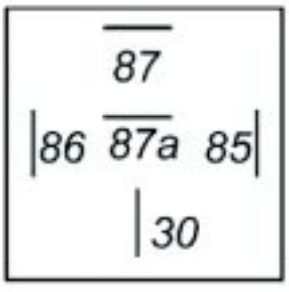
Respectfully Submitted,

Pheona S. Kaiser

Secretary

RELAYS ! Really !!

by Don Schmidt



Incorporating up-rated electrical components in our LBCs often increases the amperage draw on various circuits involved. In many cases the current draw will exceed the capacity (especially under the dash) of existing wires. Heavy current draw devices pumps, fans, lights, horns or sound systems can easily and safely be controlled by the use of relays. A relay uses a low amperage circuit to trigger a high amperage switch. Starters are commonly controlled by a relay. On the MGA the electrical trigger in the starter circuit is replaced by the nut on the steering wheel or alternately by the weight in the driver's seat.

The diagram refers to a standard Bosch Relay commonly available from most parts houses. You could also obtain a hand full of relays from a junk yard for a little money and a little work. While you are at it get the socket with 6" of the wire. If you look at the terminal markings they will be marked 30, 85, 86, 87, and 87A.

The control portion of the relay is marked #85 and #86. To activate the control you apply power to one side (#85 or #86 it doesn't mater) and ground the other, this activates a magnetic coil (a solenoid) to move the relays internal switch. There are a number of ways to activate the control using pressure, temperature, or contact sensors on either the powered or grounded side.

The power portion of the relay receives battery power through the #30 terminal. When the control circuit is activated, power is transferred to terminal #87 which is usually wired to the load. When the control circuit is deactivated, terminal #87A is connected directly to power terminal #30. This feature provides 2 options for load control.

Safety Fast

NANCY THREW A GREAT PARTY!













HAPPY B-DAY JOHN!

MG Classics October Day Drive Lunch Run

by Henry Hirschman

On a beautiful October 11th Monday morning, eleven great looking MG's, one Triumph and their drivers/passengers left Green Cove Springs at 10:45am headed for an isolated eatery called Backwoods BBQ on the edge of the Ocala Forest. Their journey took them on two lane roads lined with trees and plenty of "Old Florida" scenery. It was indeed "A day made for MG touring with friends". The group arrived at Backwoods a little after 12 noon where they were served ourstanding ribs and other forms of tasty barbeque morsels. The fellowship and food was outstanding. Those participating were Pheona and Joe Kaiser, Bob Wrenn, Wayne Snook, Neil and Johnnie Nelson, Bill and Mary Ellen Shaugnessy, Joe Calvert, John Clifton, Mark Cooley, Jim Hall, Kim Dyson, Bernie and Bernice Savoie, and Helen and Henry Hirschman. The group was joined at Backwoods by Peter and Liz Atkinson of the Jaguar Club.

Thanks to all who made this such an enjoyable outing.



MG Car Club of Queensland Mid Week Run

Thursday 28th October 2010

Once each month the oldies of the car club have a run which goes on all the mountain roads within a 200 mile radius of Brisbane the capital of Queensland, Australia. We all enjoy the day run where we can enjoy our MG's on our best "Fun"roads in the South East.

On Thursday 28th October we gathered in The Rocks River Park on the Brisbane River at Jindalee for instructions from the Vice President of the club (ex wing commander in the RAAF). We had a record number of cars at 63 mainly MG's with a smattering of other slags, on a beautiful and shiney morning of 20ºC. The "Convoy" about half a mile long soon spread out along the Centenary Highway M5 and the new highway through Springfield to join up with the Cunningham Highway to Amberley Air Base where the F111 's were based. The base now houses the Air Force Aircraft Museum of all our previous fighters. It is now the Home to the "New " FA 18 Super Hornet's C17 Heavy Lift Cargo Planes and the Blackhawk Helicopters. The "Past" fighters included the "Meteor" Bombers, the "Sabre" Fighters, the "Boston" Bomber, the graveyard of the "F111's" like the Nevada Desert. the "Canberra" Bomber, the "Caribou" Short strip cargo plane which served Australia for 45 years. All in all this will grow into one of Australia's leading Air craft Museums alongside Oakey Army Air Museum and The Point Cooke Museum in Victoria.

There were 105 MG Car Club members who enjoyed the morning "Smoko" and a delightful BBQ Lunch provided by Ex Air Force personnel.

A wonderful day with delightful weather and a chance to enjoy some RAAF History and give our "G's" a goodly run.

Bruce Mutch
MGCCQ Member 2392
"Charlie Brown"(call sign)

ED Note: *As members of MGCCQ when Joe and I make a trip to Australia we participate in the Club Day Drive. This led to Joe starting the MG Day Drives in World Golf Village which have now become part of the MG Classics near monthly drives. Drives open to all.*

MG CAR CLUB - FLORIDA

Founded 1956

A Celebration of
British Motorcars & Motorcycles

Brit Bash

@ the Riverside Park Oaks
Vero Beach, Florida
October 30, 2010



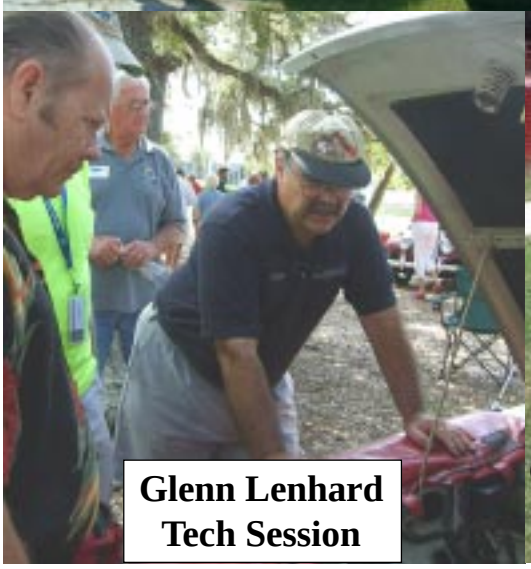












Glenn Lenhard
Tech Session



Danica Perhacs
Show Chairperson



Rip Van ?

British Car Classic at the Kings Head British Pub

by Henry Hirschman

Saturday, October 2, was British Car Classic sponsored by the Triumph Club at the Kings Head British Pub in St. Augustine. In spite of the rain, attendance was good and the field behind the Pub was full of great Triumphs and MGs. It was also full of water. Neil Nelson brought both of his "T" cars and won 3 awards. They were Best MG, Best in Show, and Best 50 & Older car. Karen Sager's blue "B" took 1st place in the 61-65 category. Bob Wrenn's pristine "A" earned 1st place in the 57-60 category. Richard Marquis 79 MGB won 2nd place in the 76-80 category. Kim Dyson won 4th Place with her Triumph 250. And last, but certainly not least, was John Leenhout's 3rd place award for his "A" in the 55-60 category. If there were any other winners, please let Joe Kaiser know so we can amend this report. As usual, MG Classics was well represented at this event.











MG FACTOIDS

from Charles Wiggins

Here are some MG Factoids that might be of interest to club members

1. Why does the MG T series have both metric and imperial threads? Because Morris Motors purchased the Hotchkiss factory that had moved from France to England during World War I. T series engines dated back to the imported metric machinery that was not converted for imperial applications.

2. The famous MG badge first appeared in 1924 in advertising.

3. Old Number 1 wasn't the first MG. It began in late 1924 with the staff modifying an existing Morris chassis. It was fitted with a Hotchkiss engine but was piled in the rear of the work shop for months. Its body was the 48th supplied to Morris Garage for conversion. It was registered on 27th March 1925, in time for Cecil Kimber and Wilfred Mathews to compete in the Lands End Trials to qualifying for a gold.

4. No records exist to show an MG produced before late 1927 had an MG badge.

5. In 1927 the number 251 became associated with MG sportscars.

6. In 1929 The MG Car Company moved into what had been a portion of the Pavlova Leather Company premises in Abingdon. The telephone number at the factory office was Abingdon 251.

7. The slogan "Safety Fast" was adopted as the company slogan, 1930.

8. John Thornley joined MG as honorary secretary of the MG Car Club. 1931.

9. In 1936 the MG TA appeared. An engine change and it became the TB. Production was short lived as World War II started in 1939.

10. Cecil Kimber resigned from the MG Car Company in 1941 following a dispute over a contract to build Albemarle aircraft components. Kimber died in a rail accident on 4th February 1945.

11. In late 1945 the pre-war TB has hastily modified with a 4in wider body and put into production as the TC, due to no budget money and the lack of any future planning or investment capital. Over 2000 were exported

to North America with an unknown number being privately shipped by returning American servicemen.

12. The Y type saloon, a late 1930's development delayed by WWII was introduced in 1947. A radical departure it utilized rack and pinion steering and independent front suspension with coil springs, features that were to continue in the MG line until production stopped in late 1980. The YT open touring car version of the Y type saloon was the first MG designed with left hand drive and is considered the parent of all of the MG's that followed from the TD to MGB.

13. The TF, a remake of the TD, was hustled into production to the derision of traditional MG fans and the motoring press.

14. In August of 1955 production began on the MGA. By 1962 100,000 units had been produced. In July MGB production began at Abingdon.

15. John Thornley, the man most responsible for the success of the MG Car Company, retired in 1969 as General Manager.

16. On 9th of September 1979 the Abingdon staff celebrated 50 years of MG with a large festival and celebration. The following day the BL press office announced that the MG factory would close in July 1980.

The factory managed to continue production until 23rd October the last MGB rolled off the assembly line.

Production of the "real" MG cars ended.

Reprinted from the Texas MG Register

REDNECK BANK LOAN

A Redneck from North Carolina walked into a bank in New York City and asked for the loan officer. He told the Loan Officer that he was going to Bakersfield on business for two weeks and needed to borrow $5,000 and that he was not a depositor of the bank. The bank officer told him that the bank would need some form of security for the loan, so the Redneck handed over the keys to a new Ferrari. The car was parked on the street in front of the bank. The Redneck produced the title and everything checked out. The loan officer agreed to hold the car as collateral for the loan and apologized for having to charge 12% interest.

Later, the bank's president and its officers all enjoyed a good laugh at the Redneck from the south for using a $250,000 Ferrari as collateral for a $5,000 loan. An employee of the bank then drove the Ferrari into the bank's private underground garage and parked it.

Two weeks later, the Redneck returned, repaid the $5,000 and the interest of $23.07. The loan officer said, "Sir, we are very happy to have had your business, and this transaction has worked out very nicely, but we are a little puzzled. While you were away, we checked you out and found that you are a multimillionaire. What puzzles us is why would you bother to borrow $5,000?"

The good ole' Tar Heel boy replied, "Where else in New York City can I park my car for 2 weeks for only $23.07 and expect it to be there when I return?"

His name was BUBBA ...

Reprinted from the Piedmont British Motor Club *Lugnut*



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

Automobiles:

65 Austin Healey Sprite MK III
VIN - HAN8L44445, Engine# 12CD-DA-H7948, is 1275 cc. Recent professional mechanical work includes engine & transmission removed to replace speedo gear, throw out bearing & pilot bearing. Previously brakes checked, engine tuned & new wiring harness installed. Recent new tires, paint, new carpet & amateur interior installed.Top frame but no top. All documentation included. Over 5K spent to make car roadworthy. MUST SELL - reasonable offers over 3K welcome. Car is in Tallahassee. Clear Florida title & vintage tag. I will answer any questions & am motivated to sacrifice to finish a 1967 MGB. bthom32312@aol.com or 850-385-6581 and ask for Bill. Member BBMGs.

74 1/2 MGB/GT
Purchased 3/11/75 Matheny Imports. Red. Black cloth seats. Excellent condition. No rust or rips. Road worthy and running. I have all repair and upkeep records.A/C not working. Tires 6 months old. Regularly driven Insured for $10,000. Jane Durden (904) 285-3000 Ponte Vedra Beach

80 MGB
VIN#GVVVDJ2AG510537, 65,500 miles,10yrs service records, Factory Minilite wheels & new 165-14s, fuel pump, MG floor mats, battery cutoff switch, Weber, Merc. Blue, recent Top, tonneau, car cover, luggage rack, Black leather & vinyl, AM/FM radio, clock, O/D. $9500K Mary Ellen Farrell 904-940-2299

Parts:

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

MG-TD & TF Luggage racks
"AMCO" style made of S/S and far stronger than original. Bob Wrenn mgowner@bellsouth.net

MICHELIN TIRES
4-165 SR 15 radials with lots of tread left, no signs of cracking. Just removed from my MGA. $100.00 for 4. mgowner@ bellsouth.net Bob Wrenn

MGA Parts
2 - Transmissions; 1 - Oil pan; 2 - Disk wheel axels; 2 - Rear bumper bars; 2 - Combo Oil & Temp gauges; 3 - Front shocks; 2- Calipers. Bob Wrenn 904-230-8396 or mgowner@bellsouth.net

67 MGB Motor +
1.8L & 4 spd, Running when pulled a year ago. Complete from air cleaner to oil pan, extra starter, exhaust head pipes, trans & clutch have not even been separated. Weber progressive 2bbl carb. $500 obo (904) 361-8951 Matt or area51auto@gmail.com

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

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

70 MG good complete motor & gearbox & many B parts.
Bob Phillips 904-751-6496 or bphill3001@aol.com

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

Motorcycle / Utility Box Trailer
Custom built all galvanized steel, 9'long-7'wide-6'high, with sperate front storage compartment, holds 3 dirt bikes, ramp rear door, 2 spare tires, 3000lb axle $900 OBO Bob Phillips 9047516496

Services:

Complete classic car restoration & repair service.
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Let me sell your spares or any other item on eBay. Low fees. Bring me the item, I'll take pictures & list your item on eBay When it sells, you get a check. Bob Wrenn 230-8396

Club Regalia

Club Polo Shirts
(Medium or Large) $20 each

Club Car Badges
$35 each

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

Rubber Bumper CB Radio Antenna Mounts $10 ea.

Miscellaneous Car Pins $5 each (several colors also)

To purchase regalia or to ask questions please contact:
Wayne Coker, Regalia Chairman,
904-543-0201 or
rwcoker@aol.com.

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Club Officers & Board Members

President:
Nancy Leenhouts
272-3364
president@mgclassics.org

Vice President:
Karen Sager
278-7118
vicepresident@mgclassics.org

Treasurer:
Karen Altomare
730-6771
treasurer@mgclassics.org

Secretary:
Pheona Kaiser
940-5848
secretary@mgclassics.org

T-Series:
Wayne Snook
264-3154
tboardmember@mgclassics.org

MGAs:
Bob Wrenn
230-8396
aboardmember@mgclassics.org

MGBs:
Jim Hall
282-1658
bboardmember@mgclassics.org

MGCs:
Mike Kazmierski
242-2909
cboardmember@mgclassics.org

Midgets:
Michael Chalut
284-3256
mboardmember@mgclassics.org

At Large:
David White
246-6201
al1boardmember@mgclassics.org

Rick Stevenson
880-2119
al2boardmember@mgclassics.org

Permanent Board Member:
Neil Nelson
264-3676
roster_keeper@mgclassics.org

Web Site Administrator:
Jeff Sager
536-8068
webadmin@mgclassics.org

Club Parts Czar :
Wayne Ottoson
(386) 446-5318
CHRISTL52@bellsouth.net

Regalia:
Wayne Coker
543-0201
rwcoker@aol.com

Newsletterists
Pheona & Joe Kaiser
940-5848
josephkaiser@bellsouth.net

EVENTS CALENDAR

NOV. 29 - Speckled Hen Tavern at 9475 Philips Hwy. just North of the big 20 Regal Cinemas Theater. (904) 538-0811

Nov 14 - 2nd annual Orange Park 1st Baptist Church Car & Bike Show

Dec. 05 - Club Christmas Party - 12:00pm to 4:00pm at River City Brewing Company. The room enjoys a balcony with a view of the river, the city skyline. The Brunch Menu includes enough assorted items to please most everyone. For the $20.00 per person fee you can enjoy the Buffet along with Coffee, Tea, Water and Sodas. There is a full bar available. The club is subsidizing the $20.00 fee. SIGN UP NOW!

Mar 19 - 21st Annual British Car Day - British Motoring Club - New Orleans, LA

Apr. 8-11,11 - GOF S - Weeki Wachee, FL - Info. - englishcarclub@yahoo.com

Apr. 25-28,11 - NAMGAR Mile Zero GT7 Key West

Jun 12-18, 11 MG2011 NA Council of MG Registers, All-Register Gathering - Reno-Tahoe, NV – Info: www.mgcars.org.uk/mgcouncil



Contributions to YOUR club newsletter are welcome and requested. Submissions requested before the 10th of the month.
Thanks to Nancy Leenhouts, Pheona Kaiser, Karen Altomare, Don Schmidt, Neil Nelson, Jeff Sager, Henry Hirschman, Charles Wiggins, Texas MG Register, Piedmont British Motor Club *Lugnut*, Bruce Mutch, Elaine Hamilton, Editor of MGCCQ *Octagon Newsletter*,

Sure would like to be thanking YOU also!

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MG Classics of Jacksonville
227 Hollywood Forest Drive
Orange Park, FL. 32003