



The Brief

News-sheet:

July 2022

By now most Members will have realized that the Club has not published a Newsletter for the last two months. Unfortunately our Newsletter editor has been out of town and unable to access the proprietary software used to publish the Club Newsletter. This Document is not intended to emulate the normal Newsletter content and format, or be a long term substitute for our traditional Publication. It is a holding action until our Editor returns to his duties.

You will note that the Document only contains a limited number of pages, hence the title "The Brief". As stated, it is intended as a holding action to keep members up-to-date with the activities of the Club and other facets of Club life. It is only accessible via a link to the Website where a downloadable copy of "The Brief" is Archived in PDF format. It is up to the Member if they elect to read the Document in digital format on their Computer or download the Document into a hard copy.

-}} Old Yellow:

Richard & Kathy Gross with their 1970 MGB (Old Yellow) at NAMGBR 2022 MG Show, June 2022

The excitement of the 3,000 mile round trip to Canada started months before in getting "Old Yellow" (1970 MGB) ready for the trip. She had been prepped and polished for the GOF-South in April; only a fresh splash of octane was needed to get her engine to roar again. All her vital signs were given a work-over to ensure she was fit for the journey. She knew that she had to be presentable after her placing among her Southern sisters in April.

She had made a few trips out of the garage for some ice cream runs to be sure that everything was working as should be. She would be going in style by having her own portable garage (trailer) to rest in every night for the duration of the adventure. Unfortunately her owner's backs couldn't handle traveling all the way to Peterborough, Ontario in Old Yellow within the time scheduled for the adventure.



The trip started a week prior to reaching the Motorsport Park for the VARAC and Vintage Grand Prix racing events. Quality time was spent attending a seventy+ family gathering at the "Say-Hay Farm" in WV.

The excitement and adrenalin rush continued. As we drove to the Canadian Border booth with her navigator nervously wondering if we had all the information with passports and COVID paperwork for



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entry into Canada. We answered all the questions correctly except one; we did not know Old Yellow's tag number. Motoring on our first stop was Niagara-on-the-Lake for a few days taking in Estate Wineries and watching the large ships go up and down, and through the locks. We visited the Canadian Warplane Heritage Museum which took a five hour tour to take everything in. The tour guide and I exchanged our experiences on aircraft that were similar in design and function. After touring the Toronto South area, we moved on to Peterborough to find our abode for the week. With good fortune it turned out that we had to stay at a hotel other than the event host hotel that was sold out. MGs were parked in every space available. The venue could not hold another twenty MG's for the event that were expected.

The vintage races were an excellent side attraction to the MG2022 NAMGBR show. They were in progress for four days, we attended the last two days of the event. We were able to drive through pit row with Old Yellow and stopped and chatted with some of the crew members and drivers. If they were not working on their cars they were very eager to talk about why and how they got involved in vintage racing. Of course we followed their progress on the track. It was possible to spot the front runners as they always shifted at the same spot on each turn into a curve or uphill climb. Old yellow and I wanted to be out there so bad. I had the roll bar but forgot the helmet and the number 9 decal.



The four day MG 2022 activities started with a meet and greet party which was a social event. We were warmly welcomed to a group that had driven their four B's 500 miles from Sault Ste. Marie to Peterborough. We only knew a few other couples from previous shows but everyone welcomed us. A large group was from the Toronto MG Club, the club that hosted the event. Most of the event MG's were from Eastern Canada. Many activities were presented during the four days, so many that it was hard to choose which ones to attend. One of the best activities that had nothing to do with the MG event was a boat ride on a cruise boat through the locks nearby. We anticipated the most difficult thing would be the exchange of money but a Visa card was accepted everywhere. The weather was so nice that we were able to leave the top down all the time.

We received many comments and conversations once the other MG guests saw our 70 MGB plates were from Florida. The show ground was not at the hotel but several miles away on a soccer field lined



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with trees. Thankfully there was a long time for judging cars before the ballots were due. We barely made it back to the box as we wanted to stop to hear all the stories that many of the owners had to tell. Old Yellow did us proud, She was recognized for traveling such a long distance and was awarded first place in her class. Hopefully, you'll see her in your next 'MG Driver' magazine. We always say after attending an event like this that it was a wonderful adventure and we enjoyed being among MG friends old and new who enjoy the same things. We left not having seen all that we wanted to see, but had a wonderful time. We are looking forward to MG2023 in Calgary.

By Richard & Kathy Gross.

Editor's Note: Old Yellow won First Place in Her Class, Chrome Bumper MG's built between 1969 through 1972. This Class comprised 23 MGs.

-}} A Blast from the Past:

MG Classics Meeting Minutes: May 24, 1971

Delving into the MG Classics of Jacksonville Archives, courtesy of Neil Nelson the Club Founder, up popped the minutes of the Club meeting held on May 24, 1971. The meeting was held at Jim Brevard's home in Orange Park

Minutes:

Quote "Election of Officers for as six month period was held and are as follows

President - Neil Nelson
Vice President - Ray Chop
Secretary - Bob Fulton
Treasurer - Dale Howard
Spares - Jim Brevard
Librarian - Mickey Williams

Annual Dues were established at \$5.00 per family, payable at the June meeting.

Associate Members (interested parties and/or non-owners) would be required to pay the same dues, however, would be non-voting members.

Considerable discussion as to the name on record for the club was held but no definite decision was reached. It would be helpful to bring suggestions to the next meeting.

A partial list of the suggestions presented:

Jacksonville Classic MG Club of Fla.
Jacksonville Classic MG Club of Fla.
Classic MG Club of Jacksonville, Fla.
T Series Club of Jacksonville, Fla.
Very Limited MG Club of Jacksonville, Fla.



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An advertisement will be run in "Road & Track" advertising readers that the club has been formed and asking for advice and catalogues.

A letter has been written to the Orlando, Fla. Club advising them of our organization and asking for help soliciting local area names and any other information that might be helpful in getting started.

Meeting nights will be the 4th Monday of each month.

June Schedule: Foot of Rosselle St., Jacksonville, Fla.

Time: Monday, June 28, 1971; 7:30 PM, Tire Kicking, 8.00 PM, Meeting." Unquote

-}} Keep Your MG Healthy, Roadworthy, and Safe.

Support Database

We often receive calls from our Members requesting that we recommend a mechanic or service shop to help keep the owner's MG running, safe to drive, and roadworthy.

This information is available on the Club's website. There is a comprehensive list of spare parts suppliers, restoration shops, service shops, machine shops, mechanics, and more who can assist you in keeping your MG healthy, safe and roadworthy.

The list has been developed to include organizations recommended by MG owners based on their first hand experience and that of other British car owners.



How to find the Table: Go to the Club Website (www.mgclassicsfl.org), click on the copy of the Image similar to the one above and you will be taken to the Table: The image is on the Home page of the Club Website

The tabulation on the Website has search functionality; for example add "Restoration" in the search box and all the organizations tagged "Restoration" will be displayed.

However, there is a Caveat:

Before using any of the People or Organizations listed call them, it is essential to speak to the listed Owner or Manager to make sure that they can handle your work request without



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excessive delay. There are limited resources to handle MG project work and suppliers are often highly loaded with a significant backlog.

To Visit a Vendor's Website copy the listed URL and Paste it into your Web Browser. Always call the vendor and ask about their loading before making a commitment.

Editor's Note: MG Classics of Jacksonville does not warrant any work carried out by one or any of the listed vendors. It is up to the MG owner to make the decision to use a vendor after having a discussion with the vendor.

-}} Good News for MG Owners.

Extract from Hagerty Market Spotlight, June 2022.

Quote: "The Hagerty Market Rating has been rising for 15 months straight and has been in record territory the last five. Even British classics are rising! These cars are the bedrock of classic car enthusiasm but tend to be flat in value over the long term.

With all that's going on in the collector market these days, good-old-fashioned British sports cars are often overlooked. Mainstream models from MG, Triumph and Austin-Healey offer that rare mix of gorgeous-yet-unpretentious styling and a fun-focused, minimalist mindset that's missing from most cars built since 1980. They're also highly rewarding choices for any enthusiast who cares less about the 0-to-60 time than how a car makes them *feel*. Sure, you might need to get your hands dirty a little more often, but that's part of the appeal.

British sports cars are a huge part of the collector car market and have been since before many of the folks writing here picked up a keyboard. There's a reason, though, that we don't devote many headlines to old English roadsters: *Insider* reports on market trends, and this corner of the market hasn't seen dramatic change. "Stable" and "quiet" describe most British car values relative to the frenzy among other sub-\$50k collector cars, and Hagerty's British Car Index is traditionally among the steadiest of the seven indices we track. But with everything from Mustang IIs to Mondials getting far pricier over the past 24 months, even some British car prices have awakened from their slumber.

1946-55 MG T-Series

Just after World War II, American servicemen stationed in Britain hopped into the T-Series, and a love affair for the ages was born. Many had the little MG imported to the U.S. on their return home or bought one at a Stateside dealer when they became available in 1947. Their new love was a cheap date, too—the T-Series could be bought for a little more than half as much as that other landmark postwar sports car, Jaguar's XK120.



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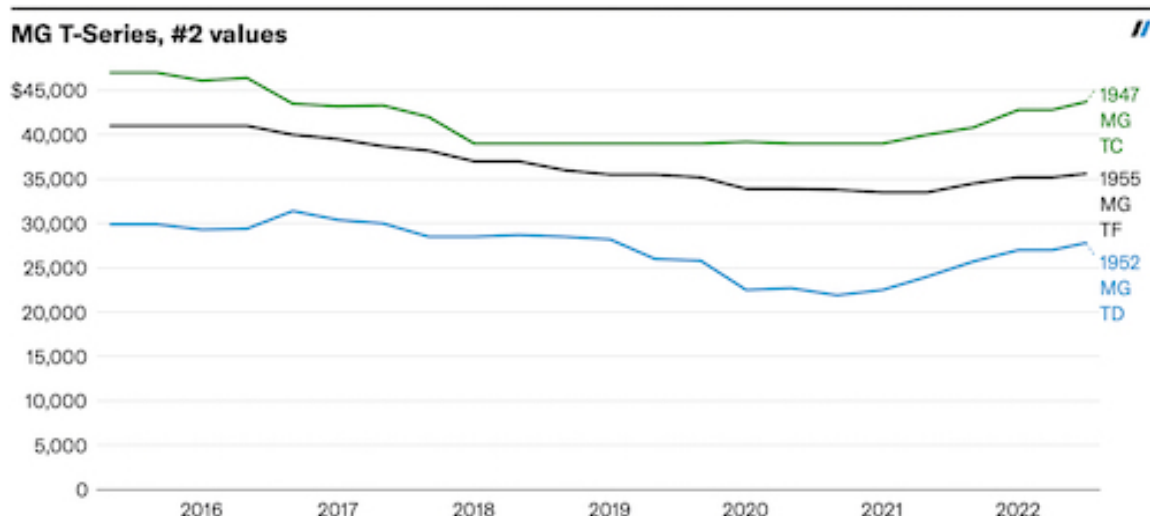
Largely a carryover from the prewar TA and TB, the 1946-50 TC was far from cutting edge, but it was still a revelation for a nation unaccustomed to tiny, nimble, minimalist roadsters. It helped spawn the sports car market in the U.S. and launched countless racing careers—Carroll Shelby himself won his first race in a TC.

An updated TD arrived in 1950 with improved handling, better ride, wider wheels, and somewhat frumpier styling. With nearly 30,000 built, TDs are also more common than the other two models combined. The final T-Series, the TF, got fared-in headlamps, a different interior grille, more interior room, and in 1954 an available 1466cc (up from 1250) engine that brought performance up to a thumping 63 hp.

When it comes to values, the T-Series is pretty straightforward. Historically, it has been the picture of stability, with cars changing hands at moderate prices and a steady pace almost regardless of what happens in the rest of the market. There is, however, a hierarchy in the T-Series family.

The TC is the most crude and the least practical (they're all right-hand drive), but it's the purest and the original, so it's worth the most - \$43,700 in #2 (Excellent, or like-new) condition. The TD is by far the most common and considered the least attractive, so this middle child is worth the least at \$27,800. The TF is the fastest, most developed and arguably the best-looking, plus it's the last MG with the traditional prewar styling laid over an ash frame. TFs carry a #2 value of \$36,500, while TF 1500s are worth \$40,300.

By modern standards, these cars are almost more akin to carriage than car. They're not comfortable, they'll struggle to keep up with modern traffic, and they don't stop well. But they are *fun*, not to mention simple, rugged, and easy to live with and work on. Since they're all rather similar to own and similarly charming to look at, the TD is arguably the best value." *Unquote*



Among T-Series MGs, the original TC is the most highly prized, while the TD has always been the middle child of the family.
Chart: Andrew Newton • Source: Hagerty

MG CLASSICS OF JACKSONVILLE



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Thanks to Neil Nelson for forwarding a copy of this article by Hagerty. The Editor has only extracted the section on MG cars.

Editor's Note: I recently received a letter from Hagerty suggesting that I increase the insured value of my 1955 MGTF due to the fact that it had increased in value recently.

-}} Did You Know?

The Great Race Starts St. Augustine in 2023

For those of you who do not know what the 'Great Race' is the following is a brief description: **The Great Race** was a 1965 American slapstick comedy film starring Jack Lemmon, Tony Curtis, and Natalie Wood. The movie cost US\$12 million (equivalent to \$98.36 million in 2020), making it the most expensive comedy film at the time.



The Movie was **based on a real-life event** that took place in 1908 when six contestants attempted to race from New York to Paris. Out of the six, only three completed the course – the winner was an American team driving a 1907 Thomas Flyer.

Great events don't happen by accident and they certainly don't happen in the blink of an eye. It takes a lot of work to develop, organize and run an intricate event such as The Great Race. It took a lot of work behind the scenes to get it off the ground, Tom McRae and Norman Miller did just that in 1983. The two individuals were partners in a deal, and bought out an ailing race promoter who planned to race pre-World War II automobiles across the United States for a massive purse. There were plenty of folks who doubted the feasibility of an event of this magnitude, but with help from a crew of like-minded car nuts, McRae and Miller made it work. During the inaugural event in '83, there were a lot of memorable moments.

So what you may be saying: Two friends of the Editor's from the Orlando Jaguar Club, Jay Hixon and Will Hoehndorf, decided to enter the Great Race in 2017. The 2017 Race started in Jacksonville and ended in Travis City, MI, it was a nine day affair. The Editor attended the Start in the Times Union Lot in Jacksonville to watch the cars assemble and depart.



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Jay and Will purchased a 1966 MGB, spent a small fortune on fixing it to make it reliable, and then entered their B. They had a blast. As they were first timers they were entered in the Rookie Class. They came in third in their Class in one stage, had to do maintenance and running repairs on the road on some other stages.

I spoke with Jay a few days ago, he was so excited talking about the experience. He stated that it was the most fun he had experienced. Jay and Will's friendship survived the experience!

Roll Forward to the Future: The Great Race in 2023 is scheduled to start in St. Augustine and Finish in Colorado Springs, CO. I suggest that Club members attend the Start in St. Augustine, it is quite an experience.

-}} The Prez Sez:

July 2022



Cheers everyone. I have some good news. Clearly Richard and Kathy Gross' trip to MG2022 in Peterborough, Ontario was a great success as described in the first article on Page 1. They arrived on schedule, had fun on the outbound section of the trip and eventually arrived home safely with an interesting story to tell. They also did the Club proud taking first place in Big Yellow's class at the event. Congratulations, Richard and Kathy!

Next year in July 2023, MG 2023 will be held in Calgary. This is an even longer trip. I know Richard and Kathy plan to attend. However, I think it will be an airplane ride for them, not a long tow. I was looking at the map to see whether it is something I could turn into a long vacation in the MG. But right now, it doesn't seem likely unless some trip planner thinks a group of us could make the trek together. Maybe, I'll fly too. Calgary is beautiful.

Our next big club effort will be the British Car Classic at the Kings Head Pub in St Augustine on October 22. Sybil is leading the team, ably assisted by Bruce. They will be seeking assistance in making this event at the King's Head Pub a success.

We have missed two newsletters, May and June. Our Editor Fred has been slammed at his job and unable to keep the newsletter going on schedule, hence this abbreviated Newsletter for July as we work to get a more permanent solution until Fred's workload permits his return to Newsletter Editor duties. If anyone with experience publishing newsletters can assist for a couple more months, please let me know.

The June meeting was held on Saturday, June 25, at our new meeting venue. I was unable to attend. I thank Len, our Vice President for stepping in and doing an excellent job Chairing the Meeting. I am informed that we had 19 members attend and I am sorry for missing it. Continuing in the apology vein,



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I will have to miss the July meeting due to the memorial service at the Marine Corps Museum in Quantico, VA, due to the passing of my Uncle Dick, a retired Marine Colonel, who served in both Korea and Vietnam. Ninety-four years young when he passed away and a long life to celebrate.

Our attempt to stick to a last Saturday of the month meeting schedule has been thrown a couple of curve balls because of venue availability issues. The Draft Schedule for the rest of 2022 will be: July 23, no August meeting, September 19, October is under review, November 19 or 26 (Final date TBD), and the Grand Finale, December 10, the Club Christmas Celebration. The Christmas Party is Scheduled to take place in our Bannon Lakes venue.

Safety Fast!

Mark

-}} The July Club Meeting:

Saturday, July 23 from 10am to Noon

Thanks to Mike Hogan we have comfortable quarters for our July Club meeting with A/C to keep out of the summer heat. We held the last three monthly meetings in this facility. If you arrive early there are a few very comfortable arm chairs and a sofa to recline on! No requirement to bring your own chair.

We appear to have morphed into a tradition of the serving Donuts to those who missed breakfast. Mike has booked the facility again for our July meeting. If you missed the last three meetings join us for the July gathering.

The agenda will include the skinny on where we are with the planning of the British Car Classic presented by the events Chair Women (*Chair Person? Who knows what the current designation should be!*) Sybil Bradley and of course Richard Gross will provide Full Details on the current status of the planning of GOF-South 2023. We are the host Club for both of these events.

The July Club Meeting Location:

Bannon Lakes Community Center,
435 Bannon Lakes Blvd., St. Augustine, FL 32095

For Member's who have been Hibernating for the last Several months: The Host Hotel for GOF-South 2023 is scheduled to be the Best Western, Gateway Grand in Gainesville, FL





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-}} Other Car-centric Activities:

The hot summer weather often puts a damper on Car Shows and other Car-centric activities during the months on July and August. Standing around at a Show in the summer heat is no fun for many. Activity takes off again in Mid-September through October and November.

July Cars and Caffeine was last Saturday. Fred Woller in his 1960 MGA attended. The next Cars and Caffeine is scheduled for Saturday, August 13. The next big event on the Editor's Calendar is the British Car Festival on September 16 through 18. A wonderful 420 mile drive on secondary roads through beautiful countryside to the show staged at the Dillard House Hotel and Restaurant, Dillard, GA. Good accommodation, excellent food, and a large Bunch* of Little British Cars (LBCs).

* Anyone know what a large bunch of cars is called?

October is a packed month; the First Coast Car Council "Cruising' to the Creek show on October 1, Cars & Caffeine October 8, The British Car Classic hosted by our Club at the Kings' Head Pub, and more.



Mark Your Calendars Today:

The British Car Classic at the King's Head Pub:
Saturday, October 22, 2022

6460 US-1, St. Augustine, FL 32095

British Cars at a British Pub

The Registration Form will be available Soon!

