



September 2008

## The Nugnut

Northwestern, North Carolina

### Statement of Club Intent

There was great discussion at last month's club meeting. It's obvious that we all enjoy our cars as well as the opportunity to share social occasions where the focus is always on cars and club driving events.

So, the club wants to re-emphasize that we are especially interested in all British and European cars. Take a moment now. If you are the owner or just interested in any of these cars join our club to further experience all the fun and excitement that a club can offer. Now is the time to contact a club member or email me at

mgb\_mga@yahoo.com for more information about club membership.

Hope to see you soon!  
dj

### New Club Officers Needed

We're still looking for a slate of club officers for 2009. If you enjoy our club and its commitment to the enjoyment of British and European cars, volunteer to serve as a club officer.

### Holiday Party Update

Plans are being made for this year's holiday party to be held

at Ken Nick's garage in Jonesville on Monday

December 8th. By special vote this year's meal will be provided by the club. Wow!

### October Driving Event

"Woolige Wurm Rally" Elkin, NC. 25 October 2008. Driver's meeting: 12:00 noon. Contact Jon Saylor at [bigpoop70@yahoo.com](mailto:bigpoop70@yahoo.com).

### October Club Meeting

Wise Guys Restaurant  
Statesville, NC  
Dinner 6PM, meeting starts shortly thereafter

If you missed the September club meeting you missed an interesting speaker who showed up with a 40 foot trailer filled with his toys.



Some of you may have met David Freeman at "the Shelton Vineyards car show, "the Gathering." (Continued page 2)



## A Pack of Tens

Fellow Triumph/Standard Enthusiast, Allow me to introduce myself. My name is David A Freeman and I am from High Point, NC.

I was injected with the “Standard Bug” about 30 years ago as a child, when we used to visit my grandmother. She had bought a brand new “TR10” estate wagon in 1958. This was the only car my grandmother ever had as long as I knew her. When she passed, my father drove the car home from New Orleans, LA to our home in NJ. I occasionally helped my Dad work on the car.

As I grew, the car was always around, but mostly I saw it just parked in the corner of the garage. About 10 years ago my parents moved to a smaller home and no longer had room for the car. It was at this time when the car was passed to me.

I promptly parked it in my garage and left it. Then the infection began to spread and take a hold of me. I started to tinker with it and then contemplated restoration. I finally got her running and started going to various shows near my home in NC. I soon confirmed that this was indeed a fairly rare piece of British motor history.

I began looking on the web for as much information as I could find. I eventually learned that my grandmother’s car was actually a Standard 10. It was marketed in the US as a Triumph TR10 due to the fact that in the US the word “Standard” meant ordinary or regular where as in Europe, “Standard” meant high quality. So, Triumph decided to capitalize on the success of the TR3 badge and imported the Ten’s under the Triumph name.

As the infection grew I found a 1959 TR10 sedan for sale on eBay. I thought that it would make a nice addition. So I promptly bought it.

As time went on, I even found old Standard Commercials. From them it turned out that The Standard Motor Company made a pick-up truck based on the Ten’s as well. I searched and searched

for information on these allusive machines. I occasionally found a picture here or there, but very little photography was available.

One day about four years ago during a routine eBay search I came across a 1956 Standard 10 pick-up for sale in the U.K. I simply had to have it. It was advertised as in fairly good condition and running. While it was in need of restoration, to me it was a perfect addition to my growing collection of cars, parts and literature.

The bidding war was on with another buyer, but I was at a disadvantage. The other buyer was in England and did not have to consider the additional costs of shipping across the Atlantic. I finally won the bid at £2,700.

Now that I was the proud owner of a Standard 10 pick-up, I had to get it home. Meanwhile during one of my many conversations with the seller, I mentioned to him that I had heard that Standard had also made a van based on the Ten. He informed me that they had indeed and that he actually had one. It was a 1954 Standard 10 van, but in very bad shape. I insisted that he send me some photos. After a bit of convincing, the seller finally relented and sold me the van at the same time.

The two newest additions to my fleet set sail on the “Patriot” to the port of Charleston, SC. Upon arrival the paperwork began in earnest. Both cars eventually cleared customs and made the final trek to their current resting places alongside the other Ten’s.

Restoration on all of them will take time, but they are progressing slowly. My grandmother’s original estate wagon will not be restored, but rather preserved as it only has 32,000 miles on the clock. The others will all go through a complete restoration. Once completed I intend to take them on the show circuit with the slogan of “Re-Introducing the Ten’s”.

*David*

*With the dollar still falling against most other currencies it's unlikely I'll be traveling overseas any time soon. But the clichéd image of "merry ol' England held by most Americans may be dying a slow death before most of us get there according to this information. dj*

## **Gloomy news from the British Beer and Pub Association.**

### **Pubs close at a rate of five a day, says research**

Pub closures in Britain accelerated heavily the first half of this year, as reported by the British Beer & Pub Association. "Pubs are now closing at the rate of 36 a week, up 33% from the 27 closures a week during 2007," according to the BBPA, representing nearly two thirds of Britain's 57,000 pubs.

It appears this is the consequence of harsh business conditions developing in the UK pub industry, aggravated by rising food and fuel prices and more customers changing their drinking habits to stay home and save money as the economic downturn worsens reported *Nick Huber*, a business reporter for the Guardian.

THERE has been more gloomy news from the British Beer and Pub Association. It estimates that 36 British pubs are closing every week — a rate 18 times faster than in 2005. The situation is serious for many people who find that the costs associated with running this kind of business are rocketing and that increasing numbers of customers are not turning out as

often, if at all, because their personal finances are being hit by the economic slowdown.

We can expect to see many more signs on Bolton hostelrys suggesting that there is a genuine "business opportunity" for anybody prepared to take the plunge.

This is the latest manifestation of community implosion — the pub is going in many areas and the same applies to the post office and the local church.

These are all institutions that have passed the test of time and it is frankly worrying that they all seem to be under threat at the same time.

More evidence of a changing tradition comes from Knut Albert's beer blog (in a January 2008 blog about brews, pubs and travel):

*Bars are selling 50 million fewer pints of beer a month than they were a year ago.*

*Beer sales dropped by almost 10 per cent during December - normally the busiest time of the year.*

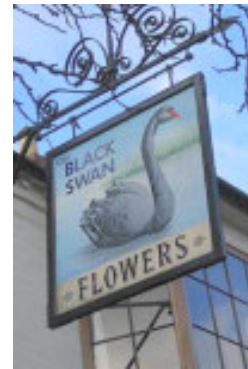
*The dramatic decline leaves many of the nation's 58,000 locals in trouble.*

*Last month's nine per cent decline in sales follows a 9.7 per cent drop in November the worst on record while October fell by 7.7 and September by 8.2 per cent. Between June and December, 470 pubs disappeared 2,000 have closed in the last two years.*

The British Beer & Pub Association blames two factors: The smoking ban and cheap supermarket alcohol.

There are still 58.000 British pubs left, so one should be able to find a pint for a few years yet.

Some call the the smoking ban a scapegoat as there is similar legislation across Europe. The pubs and bar business in other countries seems to be keeping pace. However, Knut Albert writes that "When it comes to the British Isles, I think the gap between supermarket prices and pub prices has made a heavy impact. There are now predictions about the £4 pint arriving in 2008, and you don't have to have a maths degree to see that this will hit the marginal pubs."



OK, so the British pubs, like other businesses, will have to adjust and change to appeal to new generations. But there is a unique heritage that must be considered. As a selfish American with quaint visions of that island nation and its classic sports cars in mind I hope somehow the traditional pub survives.

£

*Letters to the Editor*



September 11, 2008

Hey Danny, I just down loaded the newsletter. Again you are so in time with the Lugnut.

*Hermann Egges*

PEKELA, THE NETHERLANDS

As usual the newsletter is great! I do like the fact that you sent out this note to let us know it had been posted to our web page. I always print it out so Nancy & I can read it and keep a copy.

Thanks for all your hard work.

*Jim*, Mooresville, NC

There are several top notch articles and one I especially enjoyed was the one of the Alvis (Homer) who I always enjoyed seeing at our shows. Beautiful car.

*Rick*, Cornelius, NC

Great newsletter Danny! Do keep me posted.

Regards,

*Carlos*, Portugal

Danny,

The Brits had Cricket long before our game of baseball. MGs and the other British sports cars are all winners so I have linked the PIEDMONT BRITISH MOTOR CLUB on my website:

<http://www.baseballfarming.com/BaseballBusinessFriends.html> for all my baseball and business friends to see.

Major Brownee Channell, (USMC, Retired)

Birmingham, Alabama

Looks good and very functional... Spot On Bud!!! And those flags are WONDERFUL!!! : )))

*Mike Hanes*, Raleigh, NC

September 13, 2008

Danny,

Just read this month's newsletter. Great job, Thank you for all your time and talents, you really do a fine job putting it together and I want you to know I enjoy reading the Lugnut every month!

*PJ*

Winston Salem, NC



**Haynes Great Cars MGB  
MGC & MGB GT V8**

**A BOOK REVIEW**

by David Knowles (160 pages,  
\$29.95)

ISBN 1 85960 958



I'm sure NAMGBR members would tend to agree with Haynes Publishing's assessment of the MGB-that it is worthy of inclusion in their "Haynes Great

Car Series" of automotive books. The new volume MGB MGC and MGB GT V8: A celebration of Britain's best-loved sports car takes its place proudly among other worthy British legends like the AC Cobra, the Austin Healey, the Jaguar E-Type and the Triumph TR series.

The author is renowned MG author, enthusiast, marque historian and MGB Driver contributor, David Knowles. It is a retelling of a familiar story, from the MGB's beginnings shortly after the revolutionary introduction of the MGA, through the tumultuous years of the Sixties and Seventies and on to the apparent death of the marque and its beloved Abingdon home and on to the rebirth in the Nineties with the RV8.

It's a tribute to Mr. Knowles'

talent as a writer that he can retell a familiar story such as this in a new, unique and once again, totally engaging way. Much material is familiar from previous books like his MGB and MG: the Untold Story. But there is still much that is newly revealed. The visual appeal and graphics are superbly done with a clean contemporary look. And there is a wealth of interesting sidebars on details of MGB history on side topics like the MGB in the BMC Competitions program, the MGB in toys and models like the Dinky, Corgi diecasts and the Airfix kit that's still available 24 years after the demise of the car, and more. I really enjoy the reproductions of a considerable number of the ads that sold the MGB. This book offers many great

(Continued page 5)

memories like seeing the first MGB GT ad I ever remember (I seem to recall first seeing it in late 1965, but it is included in the 1966 section-I'm afraid I have to trust David's research more than the memories based on the enthusiasm of a car-mad nine-year-old) of an MGB/GT on a flat bridge with a young lady posed seductively on top of the car. I've long since lost the copy of that ad I pasted in a scrapbook at the time with the young lady deftly scissored off. A nine year old doesn't want tarts distracting his pure automotive fancies. It's great to see the complete in color again after all these years. Then there are the sensational late period ads with the parachuting MGB and the promotional MGB-gondola'd balloon. Another fond memory is triggered by the ad with the couple in the MG

logo'd t-shirts with blue sleeves. A small type line at the bottom of the ad offers the shirts for sale at \$6.25 by mail from British Leyland, Leonia, New Jersey. I still have the one I mailed off for at that time. It's a shame it's shrunk to the point I can't wear it.

The book is organized in sections by Marque designation and then in chapters by year. It offers one of the better tracings of the year-to-year evolution of the car. It's an ideal complement to Anders Clausager's book, *Original MGB*. The 'Original' book provides a great year-by-year recounting of the specifications of the car, while Mr. Knowles' book provides a strong impression of the evolution of the car, of its marketing and of the market, social and legislative forces that

drove that evolution over the turbulent changes of the Sixties and Seventies and beyond. Also covered is the resurrection of the body tooling and return to production of complete body shells and the subsequent reappearance of the MG name on sportscars in the nineties. The verdict? If you're into MGs, you want this book. It's a well integrated story of the evolution of a remarkable car. It is well told in terms of the environment from which the MGB sprung, how it came to be designed, built, marketed and still enjoyed today as Britain's best-loved sports car.

Reviewed by Kim Tonry



---

From: Bruce Wyckoff [bcwyckoff@att.net](mailto:bcwyckoff@att.net) To: Danny Jacob [mgb\\_mga@yahoo.com](mailto:mgb_mga@yahoo.com) Sent: October 1, 2008 8:28:02 AM. Subject: Re: reprint request  
Danny, Sorry for the late reply, my hard drive crashed on my laptop and I am just now getting caught up. You may reprint articles from the MGB Driver as long as credit is given to the source. B Positive, Bruce Wyckoff

---

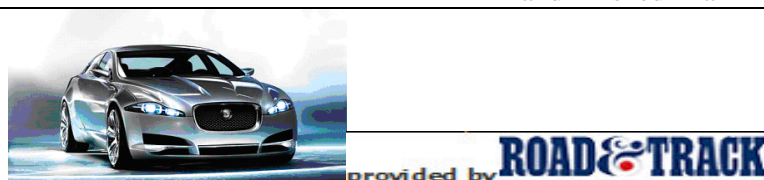
## Jaguar C-XF Concept

By Matt DeLorenzo

The object of [Jaguar's C-XF](#) isn't as much to preview the new XF replacement to the [S-Type sedan](#), but rather to make a larger point about the company's future direction in design. The criticism is that while nicely executed, Jaguar styling tends to look more to the past for its inspiration rather than the future. A case in point is the [S-Type](#), which echoed the shape of the Mark II. The C-XF is anything but retro. Its sharply

drawn lines, large grille opening and aggressive stance are very forward looking indeed. Ian Callum, who is chief of Jaguar design, maintains that this look is truer to Jaguar history, since the company's cars have always been contemporary from the XK120 right on through the previous generation [XJ sedan](#). The swoopy four-door has a low greenhouse that gives it a coupe-like profile. Seating only four, the cabin is bisected by a large console running the length of the cockpit and finished in a

burnt wood finish. The instrumentation is also cutting edge, with electroluminescent displays and a master control knob that opens up from an aperture on the console. Beneath the hood is a blown 4.2-liter V-8 producing 420 bhp. Callum says that rear-drive C-XF sports an aggressive grille opening not dissimilar to an intake on a jet engine and hints that this look may become a signature cue for all future [Jaguar](#) sedans.



Newsletter worthy? This article was submitted by

*Tyrone Stoner*

Link: [http://autos.yahoo.com/auto-shows/detroit\\_auto\\_show\\_2007/16/Jaguar-C-XF-Concept](http://autos.yahoo.com/auto-shows/detroit_auto_show_2007/16/Jaguar-C-XF-Concept)

## Minutes for September meeting

Submitted by Denice Thompson, Club Secretary

- \*Point system reviewed-Turn in to Walt by December 1<sup>st</sup> ([wwcurl@wfubmc.edu](mailto:wwcurl@wfubmc.edu))
- \*Christmas party Monday-December 8<sup>th</sup> at Ken and Pat Nicks. Bring a \$15.00 gift for gift swap. (See newsletter for details)
- \*Voted and passed –Club to pay for meal at Christmas party
- \*Abington trip discussed –weekend October 10<sup>th</sup> (see newsletter for details)
- \*Elkin rally- “Woolige Wurm Rally” October 25<sup>th</sup>.
- \*New officers nomination/election next month.
- \*Send membership note to those who have not renewed.
- \*Guest speaker (David Freeman).



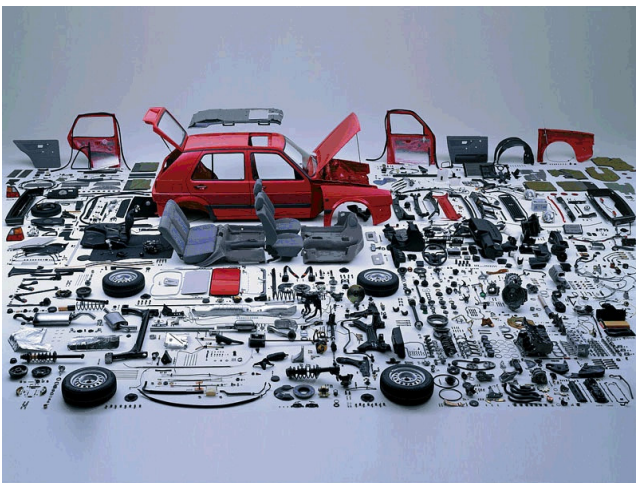
## IN MEMORIAM

**Paul Newman** (January 26, 1925 – September 26, 2008)

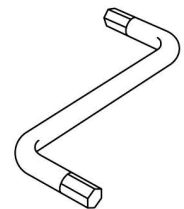
This past month saw the passing of actor Paul Newman. Most of us also remember him as a kind man who generously gave to many charities, especially to those who supported sick children. Newman was also a well regarded in sports car racing circles for driving many endurance events. “Paul was one of the most iconic figures not just in motorsports,” said one friend. He was a racer who supported his habit by acting” according to AutoWeek. It’s good to know there are still decent men out there. “The Newman’s Own Foundation, provided over \$250 million to charity over the years, giving perhaps “the best summation of his life,” quoted another racing buddy.

In this era of self indulgent Hollywood glitterati, Newman was different. “Paul Newman's craft was acting. His passion was racing. His love was his family and friends. And his heart and soul were dedicated to helping make the world a better place for all” said one of his racing co-drivers, Sam Posey. For those of us interested in all things automotive, take a moment to remember him as a decent man, an actor, an academy award winner, entrepreneur, humanitarian and auto racing enthusiast. (Sources: AutoWeek, Wikipedia)

From Hermann Egges, our Dutch friend. “I do not know if IKEA is in the U.S. IKEA is a big store in Holland originally from Sweden. They sell all kinds of beds and cabinets, etc, which, bought in packages, you have to put together.” Kind Regards, Hermann

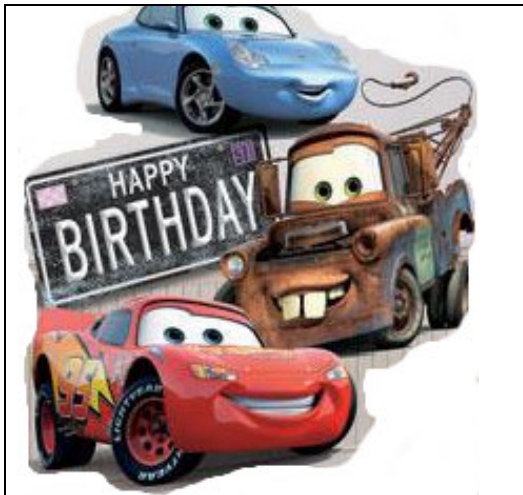


ALL  
YOU  
NEED....



1x

IKEA has announced its intention to start selling cars.  
Good luck!



Take a moment to wish these club members a Happy Birthday!

**Linda Annas, Sandra Cashion, Nancy Causey, Sue Colborne, Rick Dynesius and Rick Hoke, Glenda Yow**

## SCARLET'S LETTER

By Miss Scarlet, proud member of the Texas MG Register



So what's the Big Secret? How are we going to reduce the price of oil, save money and give less of it to fanatical homicidal terrorists?

Um, well dearies, it's really almost embarrassing to say this-it's hardly rocket science, and you, dear reader, drive an MG after all. But all we'd have to do is buy less of the stuff! I know, I know, conserving anything is hard to even contemplate- you're Americans after all. But hear me out, it's really not so difficult. You're going to do it anyway once the price of petrol hits some higher level, why not do it now so it doesn't at least in the short term? Remember that little idea called Supply and Demand we talked about? Both affect the price, but there's only one that we have immediate control over.



When it comes to the demand side of the global oil market you Yanks are the 800-pound gorilla and you can (and do) have an enormous impact on price. China and India? For now they're but wee organ grinder monkeys in comparison. In ten years, when they have as many vehicles as you do well, then all bets are off (except for the guarantee of much higher petroleum prices) but for now, in the immediate and short term you are controlling prices.

Consider for a moment the impact on oil prices if the equivalent of two or three ANWAR reserves somehow appeared on the market. It could happen immediately-right now, not in ten or twenty years-if that 800-pound gorilla made a conscious, concerted effort to use just 10% less petrol.

Oh, I can almost hear the teeth gnashing and hand wringing already, but keep your hair on, you don't have to drive a moped or trade in your ponderous Ford Excretion or G M C Denial, or even drive less or, Heaven Forefend, actually get out and walk a few steps.



All you'd have to do is change (just slightly) how you drive. Note the driving technique of the typical city motorist: 1. Stomp on gas pedal, 2. Race to red light, 3. Act surprised light is red, 4. Stomp on brake pedal. By all appearances it would seem that idling at the traffic light (achieving exactly zero MPG) is his main objective. This behaviour in itself is evidence enough that, whining and complaining notwithstanding, \$4 a gallon is still not too dear a price. Because we know if that typical motorist actually wanted to save fuel.... he would! Put that same bloke out on some dark and deserted country road with the gas gauge quivering on "E" (or make them pay \$7, \$8, \$10 or who knows how much more for a gallon of petrol), and they'll be no more stomping of pedals. No, they're going to instinctively milk every last mile out of their precious petrol. They'll remember the gas pedal is called "the gas pedal" for a reason, treating it like it's made of rotten eggshell. And they'll drive as if they have no bloody brake pedal either. They'll actually pay a little bit of attention to what is going on further down the road, get off the petrol sooner when they know they'll have to stop anyway, coast practically for free, and with a shot of luck not stop at all. Boring? Unsatisfying? Un-American? Perhaps, but so is sending aid and comfort to your enemies. More than one expert has suggested that just these two simple techniques can save 35%! Thirty-five percent, love! Hardcore "Hypermilers" routinely get two or three times as much savings. Surely a

35% decrease in city consumption would amount to at least a 10% overall reduction. And what would be the effect of the Good Old USA buying just 10% less petrol? This would be nothing short of enormous, especially now that the oil market isn't constrained by Supply and Demand alone. Now we have another, seedier element to consider: Enter... the "Oil Futures Speculator". Has demand increased by more than 100% in the last 12 months? Don't be daft. Why then did the price rise (so far) by at least that much? Either the Supply/Demand formula is terribly skewed, or oil speculators are artificially driving up the price of oil.

Markets (and especially futures markets), are all about perception. Back in February the price of oil dropped 10% in a single day because (the experts say) there was a concern that the rapidly rising price would reduce demand. Not that demand had actually decreased mind you, just the idea that it might (Obviously a premature concern on the part of those investors!). In June the President of OPEC announced that oil could go to \$150 and prices immediately went up 5%. China announces that it will raise the price of their subsidized petrol and oil falls 6%. Iran plays with a missile or two, and the price of oil goes up again. Has the actual supply or demand changed in any event? No, it's all simply a matter of perception.

So how would said speculators and the global oil market perceive a concerted effort by the world's largest consumer to buy less? And actually reduce demand? Same thing that happened to Enron shares, the California housing market, internet stocks, ostrich farming, Dutch tulips and any other overpriced, overvalued commodity the irrational exuberance was replaced by reality. Those oil futures investors would be falling all over once themselves trying to dump their rapidly plummeting holdings.

Let us now pause for a moment of reverential silence as we reflect on the plight of the pitiable speculator whose oil market investment shrinks to worthlessness. A heartbreaking scene to consider, isn't it? Yes love, I'd feel the same way you would, believe me. Of course, were oil prices to return to their pre-speculation levels your all too human nature being what it is so would your consumption and, Bob's your uncle, we'd be right back looking at rising prices again. Unless... What if importing less foreign petrol and telling obscenely rich Arab thugs to get knotted was something you Yanks really wanted to do on your own, without being forced to under protest or out of financial distress? What if you had a complete psychological shift and bragged about mileage instead of horsepower? What if car makers devoted their ever increasing engine efficiencies to mileage instead of the horsepower arms race-can you imagine what kind of mileage a modern 80 horsepower MG would get? What if conservation wasn't looked at as only the realm of geeky tree-hugging Prius owners (was there ever a car design that says "Geeky Tree Hugger" like the Toyota Prius? Blimey, the thing looks like a rolling Earth Shoe for crying out loud!) and was mainstream or dare I say, even "cool"?



What if gigantic gas-guzzling land barges were considered not as status symbols but as archaic embarrassments and the perfect expression of "just because you can doesn't mean you should?" What if everybody simply paid attention to the air pressure in their bloody tyres? What if consuming less oil and sending less money to pillocks who despise us seemed like the smart, obvious, and patriotic thing to do? I confess I'm at a loss to understand why it isn't, especially after 9/11.

I do know if your Yankee ingenuity and attitude were focused on the smart and obvious direction, the teeth gnashing and hand wringing would belong to those dear friends of ours in the Middle East.

You colonials have proven over and over that when you set your mind to solving a problem and come together to address it, there is nothing that can stop you. I'd be a product of the Volkswagen Auto-Werks at Abingdon if that weren't true. If you really wanted to, you could control the demand side of the equation now and give yourselves some breathing room to direct that same Yankee ingenuity and attitude to the supply side of the issue that you know you must. Or you could just keep doing what's worked so well for the last 35 years....

All you really need is a little shot of honest, "tough love" leadership, I suppose. Yes, I quite agree.....it is a shame foreign born LBCs aren't eligible to run for President!

Reprinted from The eChatter, Official Publication of the Emerald Necklace M. G. Register, Inc [WWW.MGCLEVELAND.COM](http://WWW.MGCLEVELAND.COM)

# SPITFIRE & GT6

M A G A Z I N E



FOR ENTHUSIASTS OF:  
**SPITFIRE • GT6 • HERALD • SPORTS 6 • and other Small Triumphs**

Each month as I search for British automotive articles for the newsletter, interesting or humorous sidebars come along that I simply cannot resist sharing with the club. Here is another one. dj

## A Cowboy's Guide to Life

Don't squat with your spurs on.

Don't interfere with something that ain't botherin' you none.

Timing has a lot to do with the outcome of a rain dance.

The easiest way to eat crow is while it's still warm. The colder it gets, the harder it is to swaller.

If it don't seem like it's worth the effort, it probably ain't.

It don't take a genius to spot a goat in a flock of sheep.

The biggest troublemaker you'll probably ever have to deal with watches you shave his face in the mirror every morning.

If you're ridin' ahead of the herd, take a look back every now and then to make sure it's still there with ya.

Always drink upstream from the herd.

When you give a personal lesson in meanness to a critter or to a person, don't be surprised if they learn their lesson.

Lettin' the cat outta the bag is a whole lot easier than puttin' it back.

There's two theories to arguin' with a woman - Neither one works.

Never kick a fresh cow chip on a hot day.

Never smack a man who's chewin' tobacco.

Generally, you ain't learnin' nothing when your mouth's a-jawin'.

Tellin' a man to git lost and makin' him do it are two entirely different propositions.

Good judgment comes from experience, and a lotta that comes from bad judgment.

Don't worry about bitin' off more'n you can chew; your mouth is probably a whole lot bigger'n you think.

Never ask a barber if you need a haircut.

*An Unknown Cowboy*

**Woodrow Wilson** feared that popular irritation at rich motorists would be socially disruptive. "Nothing has spread Socialistic feeling in this country more than the use of automobiles," he declared in 1906 when he was president of Princeton University. "To the countryman they are a picture of arrogance of wealth with all its independence and carelessness."

*Greetings  
from  Holland!*

Hello friends.

I would like to tell you a bit about the British car clubs in Holland. There are many. Besides many local classic car clubs we have a lot of brand orientated clubs as well. For example there are:

**Club Triumph Holland:**  
members app. 1,000.  
web: <http://www.triumph.nl>

**Austin Healey Owners Club Holland**  
members app 1,250.  
web: <http://rsm.healey.nl>

**Jaguar & Daimler Club Holland** members app. 2,000.  
web: <http://www.jdch.nl>

**Land Rover Club Holland**  
members app. 2,200.  
web: <http://www.lrch.nl>

**Mini (seven) club Holland.**  
members app. 2.400.  
web:  
<http://www.minisevenclub.nl>

**MG car club Holland**  
members app. 3,700.  
web: <http://www.mgcarclub.nl>

**MG-T Type & pre war owners.**  
members app 600.  
web: <http://www.mgtto.nl>

**MG A -Type owners Holland.**  
members app. 400  
web: <http://www.mgato.nl>

The three MG Car clubs have in total more than 4,700 members, which is quite a lot for such a small country as the Netherlands.



I am a member of the MG Car club Holland and the MG T-type and pre war owners Holland.

**Cars of the MG Car club Holland.**  
Members app. 3,700.  
Registered cars app. 3,950.

250 Pre war and MG T type.  
325 MG A-Type.  
281 Midget.  
2575 MGB.  
135 MGC.  
12 Montego / Metro / Meastro.  
12 MGRV8.  
220 MG F.  
67 MG TF.  
9 MG ZR & ZR.  
6 MG ZT & ZT-T.

Monthly magazine MG-Nieuws.

**MGATO (MG A-Type)**  
Members app. 400.  
Cars app. 450 MG A-types.

Monthly magazine MG-Nieuws.

**MGTTO (MG T-Type and pre war owners Club Holland)**  
Members app. 600.  
Cars app. 625. All MG Types and pre war models (Square Front Models)

2 Monthly magazine Square Front .

## Why so many classics in Holland?

Many (British) cars are coming from the US now to The Netherlands. The harbor of Rotterdam is known as the port of Europe. Therefore many cars are imported from the US through the harbor of Rotterdam.

Many cars stay in The Netherlands. One of the reasons is that the Netherlands never had serious car manufacturing companies. In Germany the interest in British cars is less than in The Netherlands. Most Germans like old Mercedes, BMWs, Fords, Opels, etc. In France it is more Citroen, Peugeot and Renault which are popular classics.

In Holland there has always been interest in British classics, but for some reason these cars were not popular at the time you could buy them new. This is also because The Netherlands is known as a rainy country, so the nice UK roadsters were not popular for daily use. They were more for die-hards who even drove the car open in winter time. Because of global warming we have better summers now and convertibles have become more popular both new and classics.

I hope you will enjoy my column. For suggestions and questions please do not hesitate to contact me.

*"Greetings from Holland"*

*Hermann Egges*

e-mail : [h.egges@hetnet.nl](mailto:h.egges@hetnet.nl)  
Internet : [www.car-brochures.nl](http://www.car-brochures.nl)



*Hermann Egges  
enthusiast of MG  
and other British cars*





I have questions about this arrangement  
←



A few classifieds from this area. Has the economy really hit high end foreign car owners this bad?

**Jaguar XKE** 1969 V8 conversion, totally restored 704 516-8247 (Charlotte Observer 10-5-08)

**Rolls Royce** 1998 White tan, 4 door sedan. 35,822 miles. \$49,822. 877- 894-7949 Greensboro

**Rolls Royce** 1988. Blue dooe Sedan. 888 832-0194. 83,845 miles. \$29,900. Charlotte.

**Bentley Arnage, Red Label.** 2001. Black 4 door sedan. 877 225-0805. 42, miles135, \$72,125. Concord, NC



**Eclectic Rods & Restorations**  
Ken Nicks  
134 Bluff Street Jonesville, NC 28642 Ph./Fax: 336-835-1898 E-mail: tr302@aol.com

**TRI-CITY PLATING**  
• CHROME BUMPERS •  
• LIFETIME WARRANTY •  
218 E. Mill Street Elizabethton, TN 37643 423-542-1691 or 1-800-251-7536 FAX (423) 542-9352 email: tcpbumpers@charterinternet.com Visit Us at www.tricityplating.com

(704) 592-5523 INTERNATIONAL AUTO SERVICE Since 1976  
Complete Auto Repair  
Bob Thompson Owner w0mg@conninc.com 166 MG Lane Union Grove NC 28689

**CLASSIC MAGAZINE**  
One year - Six great issues \$26 (Canada \$30, Overseas \$36 U.S. dollars)  
Two years - Twelve great issues \$50 (Canada \$58, Overseas \$68 U.S. dollars)  
Sample issue \$6 U.S. dollars  
Send name, address and check or MC/Visa information to P.O. 2308, Huntersville, N.C. 28070 Fax 704-948-1746 subscribe@ClassicMGMagazine.com

Comments, suggestions about our newsletter and/or the club website are appreciated. Please email Danny Jacob: [mgb\\_mga@yahoo.com](mailto:mgb_mga@yahoo.com)