MG Classics of Jacksonville

Jax Classics

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

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 36, Issue 2 February 2007

Prez Sez Jeff Sager

Happy mid-winter everyone. Driving weather is just around the corner! As of this writing (the first full week of February) the weather has been GREAT the last few days. Be sure to get the ole MG(s) out and loosen up some of the rust.

We had a good meeting at St. Johns Seafood last month. We filled their room to capacity again. Thanks to Jim Ussery from the local Jaguar club for paying us a visit and inviting us to the Legends On The Green British car show at World Golf Village coming up on April 14th. If you missed him, you can get details at www.jagdriver.org. We will not be participating as a group this year, but if you have the time, be sure to participate. It's a great show!

We had another visitor at the meeting, Mr. Scott Dan, a friend of our club Secretary Tony. Scott does custom paint and body work and can do complete restorations. If you're in the market for that, why not give him a chance to bid on your project. His number is 904-591-9318.

We'll be meeting out at the beach this month. We're at Parsons Restaurant at the corner of 6th Avenue South and 9th Street in Jax Beach. We were there last July and, I believe, we were treated quite well. All you beach livers that don't get in to town for the meetings come join us!

Springtime is the busy season for car shows and events. In addition to the afore-mentioned World Golf Village event, the local AACA club is having a show at the Morocco Temple on St. Johns Bluff Road on May 5th. And of course we are hosting the GOF South on April 20th through the 22nd. Details on the MG Classics website.

See you on the road!

Jeff

Safety MG Fast!

GOF South ~ Mk XLI

April 20-22, 2007





MG Classics of Jacksonville, Host

GOF-South 2007 Registration is now on-line at the MGCLASSICS website:

www.mgclassics.org.

Information for Hotel Reservations is on the website also.

Hotel Reservations are filling rapidly!

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OIL IS KILLING OUR CARS!!!!!

by Keith Ansell, Foreign Parts Positively, Inc.

About a year ago I read about the reduction of zinc dialykl dithiophosphate (ZDDP) in the oils supplied with API approval that could affect sliding and high pressure (EP) friction in our cars. The reduction of these chemicals in supplied oil was based on the fact that zinc, manganese and/or phosphates reduce the effectiveness and eventually damage catalytic converters and introduce minute amounts of pollutants into our atmosphere.

A month or so ago I had a member of the Columbia Gorge MG Club bring a totally failed camshaft and lifters back to me that had only 900 miles on them!! I immediately contacted the camshaft re-grinder and asked how this could happen. They were well aware of this problem as they were starting to have many failures of this type. In the past, the lack of a molybdenum disulfide camshaft assembly lubricant, at assembly, was about the only thing that could create this type of problem. My customer has assembled many engines and had lubricated the camshaft properly.

This got me on the phone to Delta Camshaft, one of our major suppliers. Then the bad news came out: It's today's "modern" API (American Petroleum Industry) approved oils that are killing our engines. Meaning all flat tappet (cam follower) equipped engines as used in MG, Triumph, Austin, all BMC products, all British Leyland products, early Volvos, American hi-performance engines and many others.

Next call: To a major camshaft supplier, both stock and performance (Crane). They now have an additive for whatever oil you are using during break-in so that the camshaft and lifters won't fail in an unreasonably short period of time. They also suggest using a diesel rated oil on flat tappet engines.

Next call: To a racing oil manufacturer that we use for the race cars (Redline). Their response: "We are well aware of the problem and we still use the correct amounts of those additives in our products". They continued to tell me they are not producing API approved oils so they don't have to test and comply. Their oils were NOT the "new, improved and approved" ones that destroy flat tappet engines! "We just build the best lubricants possible". Sounds stupid, doesn't it, New-Approved but inferior products, but it seems to be true for our cars.

To top this off: Our representative from a major supplier of performance and street engine parts (EPWI) stopped by to "warn us" of the problem of the NEW oils on flat tappet engines. This was a call that the representative was making only because of this problem to warn their engine builders! "The reduction of the zinc, manganese and phosphates are causing very early destruction of cams and followers". They are recommending that, for now at least, there must be a proper oil additive put in the first oil used on new engines, beyond the liberal use of molydisulfide assembly lube. They have been told that the first oil is the time the additives are needed but remain skeptical that the first change is all that is necessary. Their statement: Use diesel rated oils such as Delo or Rotella that are usually available at auto stores and gas stations.

This problem is BIG! American Engine Rebuilder's Association (AERA) Bulletin #TB2333 directly addresses this problem. I had a short discussion with their engineer and he agreed with all that I had been finding.

Next phone call was to a retired engineer from Clevite, a major bearing and component manufacturer. First surprise was that he restored older British Motor bikes. The second surprise was that he was "VERY" aware of this problem because many of the old bikes had rectangular tappets that couldn't rotate and are having a very large problem with the new oils. He has written an article for the British Bike community that verify all the "bad news" we have been finding.

Comp Cams put out "#225 Tech Bulletin: Flat Tappet Camshafts". They have both an assembly lube and an oil additive. The telling sentence in the bulletin was "While this additive was originally developed specifically for break-in protection, subsequent testing has proven the durability benefits of its long term use. This special blend of additives promotes proper break-in and protects against premature cam and lifter failure by replacing some of the beneficial ingredients that the oil companies have been required to remove from the off-the–shelf oil".

Next question: Now what do we do?

From the camshaft re-grinders (DeltaCam) "Use oils rated for diesel use", Delo (Standard Oil product) was named. About the same price as other quality petroleum based oils. They are not API formulated and have the ZDDP we need in weights we are familiar with.

From one camshaft manufacturer (Crane): "use our additive" for the first 500 miles.

From General Motors (Chevrolet): add EOS, their oil fortifier, to your oil, it's only about $14.00 for each oil change for an 8-ounce can (This problem seems to be something GM has known about for some time!). The additive says for break-in only, some dealers add it to every oil change.

From Redline Oil: Use our street formulated synthetics. They have what we need!

From Castrol: We are beginning to see a pattern emerging on older cars. It may be advantageous to use a non-approved lubricant, such as oils that are Diesel rated, 4 Cycle Motorcycle oils and other specified diesel oils.

Last question: So what are we at Foreign Parts Positively going to do? After much research we are switching to Redline Street rated oils and stocking the Castrol products that are diesel rated or otherwise seem acceptable. This is a difficult decision as we have been a dealer and great believer in all Castrol Products for over 40 years. We have been using Castrol Syntech (5W-50) oil in new engines for about 3 years so the cost difference is minimal on new engines. The actual cost in operation is also less as the additive package in Redline makes a 1-year or up to 18,000 mile change recommended! Yes, it is a long change interval but with lowered sulfur levels and the elimination of lead and many other chemicals in the fuels there are less contaminants in our oil from the fuel which is the major contributor to oil degradation. We will continue to offer the Castrol products but will now only stock the suggested diesel oils that they produce.

Too many things are starting to show up on this subject and it has cost us money and time. Be aware that "New and Improved", or even products we have been using for many years, destroys our cars as it isn't the same stuff we were getting even a year ago.

If you have any additional input let us know. We need to let every flat tappet engine owner, i.e.: every British Car owner know that things are changing and we MUST meet the challenge.

Part 2
Next month

George Fipp was for many years a member and officer of MG Classics and Dr. Lovejoy is a longtime member.

George Fipp, a retired Jacksonville orthopedic surgeon who died May 30, first saw Quesganelle during a trip in September 2004 and began the process of getting her to here for surgery. An X-ray taken in October shows the severe curve in Quesganelle's spine.





Group helps girl get Surgery

Daughter keeps her late father's work helping those in need in Haiti

By jessie-Lynne Kerr
The Times Union

Thanks to a daughter's determination to carry on the medical missionary work of her late father, a 15-year-old Haitian girl underwent corrective surgery at Wolfson Children's Hospital this week to correct a severe case of scoliosis, or curvature of the spine.

Her deformity was such that even if her indigent family could have afforded the $50,000 operation, it could not have been done in her homeland, the poorest nation in the Western Hemisphere, because of a lack of adequate medical facilities and skills.

The future of Quesganelle Louis is brighter now, thanks to the legacy of George Fipp, a retired Jacksonville orthopedic surgeon who died May 30 at the age of 72. Fipp had been making trips at his own expense to Haiti to provide medical care for those in need since 1982.

Fipp began making one trip a year for the Crudem Foundation, which supports Sacred Heart Hospital in the town of Milot on Haiti's northern coast: Crudem is an acronym for Center for the Rural Development of Milot: After retiring in 1995, he made two trips a year, each time taking a team of about 10 medical personnel, including an orthopedics resident at Shands Jacksonville, so the young doctor could get plenty of hands-on experience handling difficult cases in less than optimal surroundings.

When he wasn't planning trips to Haiti, Fipp was getting surplus medical equipment donated to ship to the hospital. He formed the Crudem Support Group of Jacksonville to help support the hospital.

His work is being carried on with his daughter, Carol Fipp, handling the administrative functions, and retired orthopedic sur-

GROUP (con't page 7)



RICK WILSON/The Times-Union

Retired orthopedic surgeon John F. Lovejoy, a member of the Crudem Support Group of Jacksonville, gets a pat on the cheek and thankful smile from Quesganelle Louis of Haiti Thursday. The 15-year-old is recovering from spinal surgery at Wolfson Children's Hospital.

Others can help

Tax-deductible contributions to help support its work can be sent to The Crudem Foundation, 3568 Avalon Cove Dr. E., Jacksonville, FL 32224.

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 is 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 - Jun 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 Code: _____ Home Ph: (_____)_____ Work Ph (opt.): (_____) _____

Email address (Opt.) _____

Please email my newsletter to help the MG Classics save printing and postage costs _____

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

_____

MG Automobile Currently Owned (use reverse side 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"**

Mail to: **MG Classics of Jacksonville**
c/o Karen Altomare, Treasurer, 6371 Eman Dr. N., Jacksonville, FL 32216-5647

TOMOKA STATE PARK…the Real Florida

by Phil Keirstead (other owner)



Sunday, January 14 turned out to be nearly perfect for a "top-down" drive by the combined Jacksonville area MG and Austin-Healey clubs. A little early fog and partial cloudiness kept the intrepid crews of 13 vehicles from becoming (MG) redheads.

A cooperative St. John's County sheriff's deputy on church duty kindly held up parishioners for a few moments so the UK string of vehicles could stay together.

A stop at the Publix on A-1-A north of Flagler Beach gave drivers who hadn't packed lunches a chance to stock up. Shopping gawkers enjoyed walking around the cars, although the proud owners had to compete with a big red fire apparatus belonging to the St. John's County Fire Department and a large brown standard poodle that loped in and out of the row of sport cars.



Several cars had classic wicker picnic baskets lashed to their luggage racks, which made the passing parade even more fun for observers as the group drove through Flagler Beach.

Finding Tomoka State Park near Ormond Beach proved to be a challenge. Florida counties are inconsistent in marking their numbered roads. Once the name-number confusion was overcome, the topless band wound its way through beautiful canopied roads from A-1-A to the park where the rangers had set aside a pavilion near a parking area. Club members had a wonderful view of the adjacent waterway where a number of kayakers were paddling.





Brinkley's had just picked up their black MG TF and were giving it a first road run.

Jeff (President & webmaster) ran into a little carburetor float difficulty and after some adjustments had to drive on to attend another event. Jeff's TD is painted British racing cream.

Several members of the combined clubs drove, or walked down a primeval dirt road to view what had been called "the thing". It was a massive painted concrete edifice commemorating one of the legends of the Timuca Native Americans who inhabited the area prior to invasions by the Spanish and British.

The return trip was enjoyable, although some windscreens were dulled by a combination of foggy mist and dust. Anyway, it was a good way to check out the wipers.



Please email updates to: newsletter_editor@mgclassics.org Please provide your email address with your ad. Your ad will runas long as you respond to editors emails.

Automobiles For Sale

53 MG TD

Car has been painted, but NOT back together. Frame off restoration late 80's. New paint and body work 2005-07. Car is complete except NO side curtains. Red with red interior. Very good chrome. Mechanically perfect. Been in the same family since new. Excellent shape. Will sell as is or completed. Car can be seen at The Finish Line 1950 Parental Home Road. Call Buzz Goodall @ 543 9650 or hwgoodall @comcast.net

59 MGA 1500 Coupe

Rust free barn find (really). Not running but it is all there for restoration. Features: Extra MGB 1800 engine and five speed conversion kit to fit the 1800 engine, Engine needs rebuild before installation, Original engine & tranny still in the car, 3.9 rear end not installed, Has disc wheels. Car is green but needs complete paint job. No dents. Sacrifice at $8500. Jim Hall @ 904-282-1658 or 904-613-9591. Pictures available upon request

58 A/H BugEye Sprite

For Complete Restoration! Imported from Scotland. Titled as a 1959 model. The car has not been started or driven in 25 years. Pictures available. 2nd owner William(Bill) Nelson. 904-285-2886 around 1:35 pm.

1962 MGB

Car # G-HN3-L/656 (which means it is the 555th MGB evde. Included is the BMIHT certified copy which indicates that engine number also matches. Car was running when I pulled a seat out 3-4 years ago or so. Both floorboards are rusted thru, along with rockers and lower 4 inches of fenders. However, rest of body is in fair condition. Seats need to be rebuilt. non-overdrive 4 speed transmission. $1000. Please call with any questions. Tom Bott cell 904 955-4713 or home 904 260-4043 or tbott1@bellsouth.net

67 MGB

Black W/Black Interior (new), 92,000 miles, overdrive, electronic ignition, 5 new Goodyear tires, 12V pos grd, show quality car. Have to sell due to family illness. $11,000 OBO. Kimo Silcox 904-910-5381

72 MGB

Restoration nearly complete, must make room for next project for my bride, this is a disease and I'm not ashamed to ask for help. Rebuilt engine, carbs, brakes, suspension, shocks, all new rubber including Michelin tires, paint (as a shell), only minor cosmetic items remain - the heavy lifting is done, its ready for fun. $9,900 jp@boutinbrown.com (Tallah)

80 MGB

56,000 miles. Runs well. Tires and top in good shape. Garage kept for the past 3 years. Asking $6,000. Car is in Brunswick, GA. Mr. Stalvy: (912) 264-2999.

80 MGB

Rebuilt and resprayed green six years ago. Runs good, may need minor cosmetics. $4,900 OBO. Beth Dyher 407 415 5994

85 Jaguar XJ6

Car in good shape. Pearl White, new low profile Pirelli tires has not been driven much in past 5 years. Garage kept. John Stech 904-230-1770

91 Jaguar XJS V12 Roadster

2nd owner, less than 47K miles, enhanced cooling system, shocks, brakes, hoses, filters, tune up, fluids, battery, Pirelli tires new within the last 2K miles, black with tan interior. $18,000 jp@boutinbrown.com (Tallah)

Parts:

66 TR 4A Parts

Parting out a recently dismantled car, intact engine with 50k since rebuild, transmission (needs clutch), radiator, fenders, windshield, complete front end and rear end, gas tank, hood, etc. jp@boutinbrown.com (Tallah)

62-74 Front Bumper Bar with Overriders. VG condition. $75 takes it.

MGB Left/Right window glass w/lower channels & glazing VG condition, $75 both

MGB Left & Right window regulators in VG condition. 1 set of window regulators, (L/R windows) in VG condition. Tested & excellent working condition. I will also include used L&R rear window channel, $75 takes it all.

MGB window outer frames fair condition. These frames are no longer available & will fit bodies from 65865 on. Glass & inner frames are available also. $75 for all including glass.
Bill @ 904 737 9656 for info.

2 MGA Engs./Transmissions

One is from a 1960 and the other 1961. Conditions are unknown, but they will probably need to be rebuilt. Located near Ocala, interested buyer would need to pick them up (no shipping). Pictures can be emailed on request. Joe at originalroadtoad@aol.com.

New 3 Main and 5 Main Engine Blocks

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

TD/TF Rear Axle

3.9 Ratio $750 Exchange Other ratios available. Art Floyd 1-321-267-5698 or arvon@ prodigy.net

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

MG Tool Bags
$10 each

Rubber Bumper CB Radio Antenna Mounts
$10 each

Miscellaneous Car Pins
$5 each (addition colors also)



To purchase regalia or to ask questions please contact:

Wayne Coker,
Regalia Chairman,
at:
904-543-0201 or
rwcoker@aol.com.

MG Classics Name Tag Order Received

The following members placed orders for club name tags and have not picked them up. If your name follows, please send payment of $7.00 for each tag ordered. They will be mailed to your address once payment is received. You may, of course, pick them up at the next club meeting. Mail check or M.O. to Bob Wrenn, 1471 Mallard Lake Ave., Jacksonville, FL 32259

HADDON ALLEN; SCOTT DUMON; JON HELD (2); CHUCK MCMORRAN; ALEX ROSENBLAD; L. HANKO ROSENBLAD; JERRY STECKLOFF

GROUP (from page 3)

geon John F. Lovejoy, who made several trips with Fipp, handling the medical side.

Carol Fipp said that two weeks after her father's death, she was checking his computer e-mail and found a note from Quesganelle's mother, Ganise Gerome, asking for an update on her daughter's case.

"Dad first saw Quesganelle in Haiti during his September 2004 trip but realized that her case was too difficult to be performed in Haiti," Carol Fipp said.

Her father had already arranged to have the surgery performed without charge by Wolfson doctors and had raised funds to pay the airfare and for the mother and daughter's stay at Ronald McDonald House here.

"It was up to Ganise to obtain passports and visas so they could travel here from Haiti," Carol Fipp said.

Bureaucratic red tape and the fact that they lived six hours away from the consulate in Port-au-Prince and were required to document every detail of the financial arrangements stalled the process.

"We had to intervene," Lovejoy said, "and I actually hand-carried some documents to Haiti on the mission trip last September."

With the government paperwork in order, Quesganelle and her mother arrived in Jacksonville Saturday and checked in at Ronald McDonald House with Crudem paying the token fee.

During a four-hour operation Monday, a surgeon who donated his services and wishes to remain anonymous, placed rods and bone grafts to straighten Quesganelle's spine, which had grown in an S shape.

Without the corrective surgery, Lovejoy said the girl had an outlook that .wa pretty bleak.

Never mind the children at school who made fun of her limping gait or uneven shoulders or that it was painful for her to sit at a school desk, Lovejoy said that while the cosmetic changes will improve her quality of life, there were bigger threats. As her spine gradually collapsed, it decreased her lung capacity and put pressure on her heart.

Quesganelle was still taking heavy pain medication Thursday, but had already walked down the hall at Wolfson.

"And she's eating food today," said her mother, through a french-English interpreter. "I am happy to see my daughter getting this help because I have no money to take care of this. Thank you everyone for everything, the hospital, the doctors, Crudem and I don't forget my God."

Gerome said she prays to God "for help for anyone with this condition." Quesganelle will be hospitalized for a week and then spend another week recuperating at Ronald McDonald House before returning home Feb. 14.

A groggy Quesganelle said, "Oui," when asked if she was glad the surgery was over. But she broke into a big smile and extended her arms for a hug when she saw Lovejoy at her bedside.

The retired doctor, who has been making medical missionary trips to Third World nations for several decades, said, "We can't change the system there, but we certainly make a difference in a few people's lives each time we go."

jessie-lynne.kerr@jacksonville.com, (904) 359-4374

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GUS's GARAGE

Early one Monday morning Will Riskit was sitting on the door step to Gus's Garage waiting for Gus when he opened. He was really steamed, he told Gus that he started the XPAG engine he had just rebuilt and it had a horrendous knock. He told Gus that he pulled it apart and found excessive clearance in all the rods. Will informed Gus that the Machinist turned the crank and provided the bearing set. He asked Gus if he would give expert testimony on this trash because he was going to sue.

"Well - Will - you know if you sue you will lose. In the industry it is considered the responsibility of the builder to insure proper assembly clearances. If the machine shop delivers an incorrect sized part they will rectify the problem. It is not unheard of for a bearing set to be in mislabeled packaging. Or even a set with one wrong bearing. The bottom line is — **it is the builders responsibility to ensure final fit and clearance of engine components.** Murphy's law is if something can go wrong it will but O'Murphy's Law #3 is Murphy is a danged optimist.

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Safety MG Fast!

EVENTS CALENDAR

MG Classics Meeting is Feb. 26 at Parsons Restaurant, 9th St. & 6th Ave. S., Jacksonville Beach, Fla. 904-249-0608

Sebring MGA Reunion - 3/13-17 A special celebration of Sebring MGAs during the "12 Hours of Sebring". mgclassics.org website has links to complete information.

23rd Annual All British Car and Cycle Show- 3/31-$/1 Winter Park - *Rain or Shine!* Information on the web site http://www.allbritishcarclub.com will be updated periodically.

4th Annual "Legends On The Green" British Car Show. - 04/14 The Jaguar Car Club of N. Fla. hosts at beautiful World Golf Village, Exit 323, I-95, St. Augustine, Florida. Reception Friday 4 - 7 PM at Murray Brothers Caddyshack. Registration 8 AM Saturday Show 10 AM - 3PM. Charity banquet Sat., Renaissance Resort, Cocktail Reception 7 - 8 PM & dinner, live band, dancing, silent auction, & awards 8 -11PM. For info Jim Ussery, Concours Chair, (904) 781-5914 or www.jagdriver.org/Details.htm

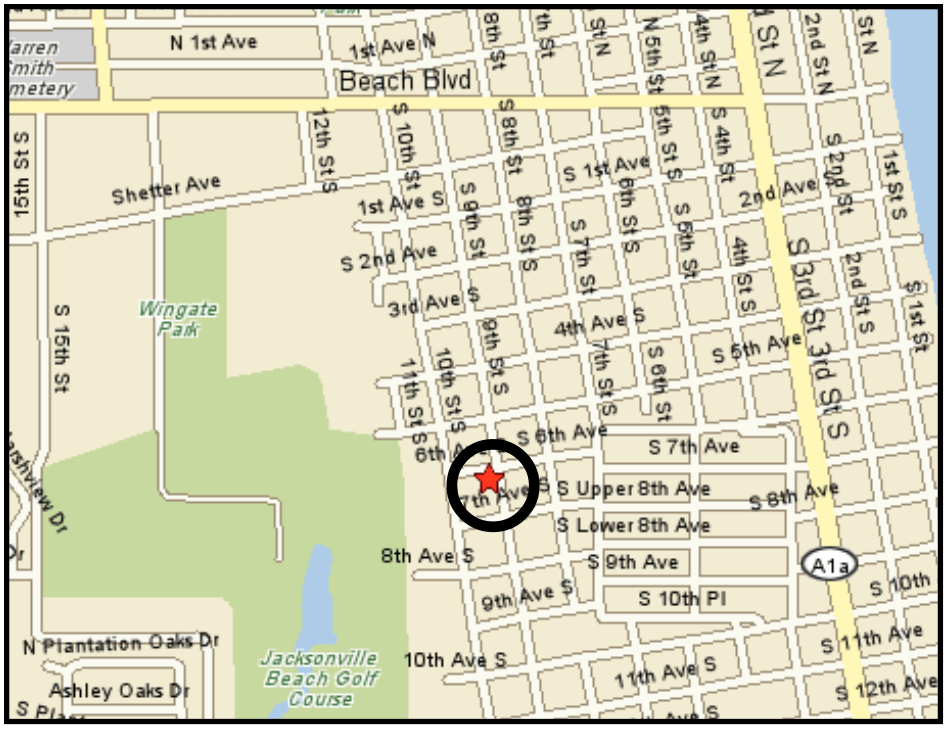
GOF South MK XLI - 04/20-04/21/07. It is our clubs turn to host the GOF South in 2007. www.mgclassics.org website has link to hotel and registration for the show. Room reservations are going fast!

NAMGAR Mini-GT Key West - 04/25-28, See: www.mgclassics.org for information

Walter Mitty Vintage Races at Road Atlanta - 4/29-30 - and the Classic Motorsports Magazine Mitty Infield Auto Festival. Info at: http://www.hsrrace.com

Oct 12-14, 2007
Tallahassee, Fla.
BBMGs Rendezvous 2007
For all MG Models

MG Classics February 26 Meeting Place -Parsons Restaurant, 9th Street and 6th Avenue South, Jacksonville Beach, Florida



Contributions to YOUR club newsletter are welcome and requested.

Thanks go out this month to Jeff Sager, Phil Keirstead, Bob Wrenn, Karen Altamare, Neil Nelson and *The Times-Union*

Submissions requested before the 10th of the month for possible inclusion.