MG Classics of Jacksonville

# Jax Classics

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**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 40, Issue 2 **FEBRUARY 2011**

## Prez Sez Stan Kinmonth

Thanks to all of you who attended the first meeting of the New Year; it was a productive meeting. Items that discussed including setting the date of the "British Car Classic Show" for Saturday, October 1, 2011, at Buffalo's Wild Wings on Youngerman Circle (same place we hosted it in 2009). Remember, 2011 is our turn to host this annual show.

The February meeting will be at the Bahama Breeze Restaurant in the St. John's Town Center (directions below), and the April meeting will be back at Opie's in Orange Park. Thanks to Joe Calvert for his suggestion of another restaurant for meetings. I will check the place out and report back at the Feb meeting for a March location.

**Upcoming Events were presented:**

**19 March** - The first ever **"Great Dixie Brit Car Rallye"** will be held, starting at Panera Bread at I-95 and Old St. Augustine Road (approximate starting time 10:00AM) and will include some of the most scenic roads of St. Johns and Clay County. Lunch in Green Cove Springs, end at Rockin' Rodz in Orange Park.

**The Southern GOF is 8-10 April in Weekie-Wachie, FL**

**NAMGAR Key West Gathering GT7 is 25-28 April in of course Key West, FL**

**17 Sept - First Coast Car Council Car Show** at the Jacksonville Landing. Clubs can block-purchase 10 spaces to assure parking together. In the past two shows, the Triumph, Jaguar, and Lotus groups have dominated the intersection of Water and Hogan, the center of the show. Since the council is a club of clubs, they request a few folks from each member club help out with the show - last year's show was put on by only four individuals

**1 Oct - All British Car Classic Show - Hosted by MG Classics**

**Fall, date TBD - Legends on the Green,** World Golf Village

Speaking of the Car Council, MG Classics has re-joined the First Coast Car Council. Please see www.carcouncil.org for information, cruise-in and show schedules. Send photos if you wish of your cars to the webmaster for posting, including reference to our club.

I will begin work to change the procedures for ordering MG Classics shirts - Lily and I successfully 'uploaded' this to the vendor of regalia for a WWII veteran's group we are involved in, I'll try to do the same thing for us and get the club out of maintaining an inventory.

Thanks to Pheona and Joe Kaiser for donating the prize for the extra drawing at the meeting.

**Directions to February's meeting at Bahama Breeze Restaurant:**

- I-95 to Butler Blvd, Butler Blvd to Gate Parkway
  Or
- 9-A to Gate Parkway

Once on Gate Parkway, head towards the Town Center

Turn onto Town Center Parkway (CVS Pharmacy on the right corner)

Follow Town Center Parkway just past a light at Big Island Drive - move to the right most lane

You will see the restaurant on the right - turn right just before the restaurant on to River Coast Drive - restaurant driveway on the left

**Want to check out the new Ford F-150 Ecoboost ?**

The First Coast Car Council has arranged for the truck to be on display and available for test drives at the Cruise-Ins in the 12th and 19th of February. The Feb 12 Cruise-In will be at the Food Lion center, SR-13 and Racetrack, and the Feb 19 Cruise-In is at the River City Marketplace, off I-95 near the airport. Ford will have tech reps (not sales people) present. If you take a drive (free), they will donate $10.00 to a charity you pick from their list and give you a Ford Hat. This truck is not at dealers yet.

British Marque
CAR CLUB NEWS
www.britishmarque.com

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# 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 & 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**

# History of the 'British' Flag

by Steve Markman



As British car enthusiasts, we all have some connection to the British flag, be it in our club logo, stickers on our cars, or the design on tshirts. But, did you ever wonder where the design came from? It is an intricate design, so you probably suspect that there's a story and some history to it (after all, it is British), and you're right. So, here's an abbreviated version of the history of the "British' flag.

**Cross of Saint Andrew - England**

First, you need to understand the difference between England, Great Britain, and the United Kingdom. They are not interchangeable, although we often use them that way. First, Great Britain is an island. Second, England is one of several states on the island of Great Britain. And last, the United Kingdom is a country made up of the member states of England, Scotland, Northern Ireland, and Wales. So, first of all, it's really not even a British flag, but the flag of the United Kingdom. But, we'll overlook that for now. Lets go back about 800 years. At this point in the history of the United Kingdom, England, Scotland, Wales and Ireland were separate countries. However, this was soon to change. In 1194 A.D., Richard I of England introduced the Cross of St. George, a red cross on a white ground, as the National Flag of England. In 1536, under Henry VIII, the Act of Union was passed making Wales, in effect a province of England (it never was conquered, but joined "peacefully," and the flag of England became the flag of Wales as well). After Queen Elizabeth I of England died in 1603, King James VI of Scotland inherited the English throne and became King James I of England. One king essentially ruled two countries; they were not united. Each country kept its own parliament and flag. Early in his reign James attempted to combine England and Scotland in a united kingdom of 'Great Britain'. He presented this to his first Parliament, on 22 March 1604. The union was resisted, but James defied them. On 20 October 1604 he proclaimed a new title for himself as King of Great Britain, but essentially he was the king of two separate countries. A problem arose, which flag should be hoisted on the king's ships; English sailors resented the Scottish colors and the Scots scorned The English.

**The Cross of Saint George - Scotland**

The problem was solved in 1606 when a compromise led to the creation of the first Union Flag. On 12 April 1606, the national flags of Scotland and England were united into a single flag, the first 'Union Jack'. However, this flag was used only at sea for over a century. Ashore, the old flags of England and Scotland continued to be used by their respective countries. Ever wonder where the term 'Union Jack' originated? The forward-most mast on sailing ships of the time was the 'jack' mast, and since the national flag was flown on the jack mast and only at sea, it became known as the 'Union Jack.'

The First Union Jack First -National flag of England, the cross of St. Andrew England), the Cross of St. George (Scotland) on a blue field with a white diagonal cross, called a 'saltire.'

It wasn't until 28th July, 1707, during the reign of Queen Anne, that a royal proclamation made the Union Jack the national flag of Great Britain, for use ashore and afloat. (The Act of Union of 1707, during the reign of Queen Anne, formally joined England and Scotland together, finally creating a single kingdom with a single Parliament, called the 'United Kingdom of Great Britain'. This act accomplished what King James I couldn't do a century earlier. England, Wales and Scotland now were united together under one monarch and one parliament.) Since the national flag now was used on land also, technically the term 'Union Jack' became obsolete, but remains in common use.

On 1 January 1801, Ireland joined Great Britain and it became necessary to represent Ireland in a new national flag. This union resulted in the flag that has been flown ever since.

The appropriate placement of the white and red crosses (saltires) must have presented some challenges, but it was eventually worked out. The symbols of Scotland and Ireland (the white and red saltires) were placed side by side on the Union Flag. But, since Scotland joined the Union nearly two hundred years before Ireland, the white St Andrew's Cross was placed uppermost in the top left quarter, this being the most honorable position according to heraldry, while the red Irish Cross was given the position below it. But, notice that on the opposite quarter, the red is on top of the white! In heraldry, this is known as "counterchanging." Thus, the new British flag is not symmetrical. Last, in order to avoid having the red of the Irish Cross directly touch the blue field of the Scottish Cross, an edging of white was added to the red Irish Cross. So, while giving the appearance of a red stripe that is offset on a white background, it actually is the white and red saltires placed side-by-side, arranged according to strict rules of heraldry.

England, Wales, Scotland and Ireland were now all joined together and called the United Kingdom of Great Britain and Ireland. The name was later changed to United Kingdom of Great Britain and Northern Ireland when the greater part of Ireland left the United Kingdom in 1921. This is its correct name today. Thus, the 'British' flag, which, to be correct, really should be called the flag of the United Kingdom of Great Britain and Northern Ireland, is a merging of the crosses of St George, St Andrew and St Patrick, the Patron Saints of England, Scotland and Ireland. But, why is Wales not represented on the Union Flag?

What ever happened to Wales? the first union flag was created in 1606, Wales was already united with England from the 13th century. This meant that Wales was a principality instead of a kingdom and as such could not be included. However, with the rising trend of nationalism and political correctness, there is a movement to have the Welsh dragon incorporated into the "British" flag. I'll leave it to you figure out how heraldry and counterchanging rules would apply to this!

So, now you know.

Steve Markman, Editor

**Reprinted from *The Octagon News* - Newsletter of the Southwestern Ohio Centre of the MG Car Club**



# Burning Oil After an Engine Rebuild

*by Simon Dix*

Well, first off, let's be clear that this is not meant to be a tutorial but rather a recap of a specific experience I've had. As some may know I went through an engine rebuild process for my 72 B, "Scarlett", which all came about when I discovered that the cam shaft was well worn on 2 or 3 of the lobes. .The machine work was done professionally for me and I did the reassembly under the professional guidance of "The MG Doc" aka John Mangles. Although I carefully went through the reassembly and break in process even after close to 2,000 miles I was burning way too much oil. At the end, prior to investigation, I was using a quart every 200-300 miles. Clearly something was not quite right.

Prior to what might seem as the inevitable task of taking the engine apart I did do a few basic diagnostics. I did a compression test which gave me approx 170 readings across all four cylinders and I also tried a leak down test. I don't think I did the leak down test correctly so that remains a bit of a mystery to me. Last check was with as vacuum gauge which seemed normal with no fluttering which would have potentially indicated valve guide issues.

So, despite severe reluctance on my part to have to deal with this, I was left with no choice but to start taking the engine apart to see if I could figure out was the issue was. I also decided to just jump in and try and to this with the engine in place since I don't have my own engine hoist. I could borrow one again but with Tara visiting England for 10 days/2 weekends; I decided this was a good time to tackle this despite the temperatures being in the 30's. First up was getting past the mental block that I would be able to quickly take the head off, once I did the visual reminder I remembered the small details like removing carbs, intake and exhaust manifolds, draining the radiator etc. Doh, not sure how I hadn't thought about that before I started.

With everything removed I was ready to pull the head. I got out the Haynes manual and followed the sequence for the head bolts to be undone. It was surprising to me just how much "spring" there was from the head gasket. A couple of times as I was removing head nuts you could see the head "pop" up. Perhaps something to do with the Payen brand head gasket I had used. I also removed the rockers and was then ready to pull the head itself. Other than the sheer weight of the head and the awkward angle with the engine still in the car the head came off pretty easily.



With the head off it immediately became clear that there was an issue with #4 cylinder. I didn't know what was wrong but the fact that pistons 1-3 had carbon on top and #4 had wet oil and no carbon seemed to be a major clue. Looking at the head the valves for #4 were also looking very different. At this stage I paused and posted some pictures on the Internet and sought some expert advice as to "what's this mean, what's next?" For me I was hoping it was a head issue and I wouldn't have to tear into the engine any further. However, John came through for me again and suggested it was a ring issue on number #4 and I should go ahead and remove the oil pan and pull the number 4 piston. Crap, not something I really wanted to do but oh well, got to be done. So, now I was going to learn and experience how to remove the oil pan with the engine still in the car.



The trick to this is finding a way to get at the front 3 and 2 side oil pan bolts which are ren-dered virtually inaccessible by the close proximity of the front cross member and the lip of the oil pan. My approach was to disconnect the engine mounts and the carefully raise the engine with a floor jack. This gives you just enough room to get things started with a socket and then very pa-tiently use a spanner (wrench) to get these five pan bolts out. This did take quite a while and was extremely frustrating. Still it is possible if you don't have a lift and to be honest it probably, col-lectively, takes a much time as pulling the engine. Perhaps less hassle putting things back and having to mate engine to transmission or dealing with the engine and gearbox as a single item. You even have to remove the 2 lower engine/transmission bolts to get the pan to be able to be completely removed. With the pan off it was reasonably easy to remove the nuts for the piston end cap and then push the piston up out of the block. You do need to ensure the crank is in the right place so that the piston being removed is at top or bottom of a stroke so it has a straight shot up out of the block.



With the piston out my visual inspection didn't reveal anything obvious and there were no grooves or scores to the cylinder. However, once John looked at the piston he immediately identified a problem with the oil scraper ring; it was too close to the piston. We removed the oil rings and noticed that the middle of the 3 oil rings seemed to be missing the tab on one end where the 2 ring ends meet (they're coloured red and green on new rings – see picture). This broken tab meant the ring's circumference was reduced and so it was unlikely to have been scraping correctly. So, with the issue identified (hopefully, only time will tell) we could proceed to a fix. This is when I discovered that rings are only sold in sets so I had no choice but to buy a full set of .030 over oil rings. Since I was in a hurry to have these before the next weekend I ordered from Victoria British and with ground shipping from Kansas to Missouri be-ing essentially next day service I was in good shape to complete the reassembly.



First up was the installation of the oil ring set. Much easier if you can hold the piston in a vice while doing this but I didn't. Main point is to make sure that the red/green tabs don't become overlapped as the instructions that come with the ring set show you. Also be careful with the upper and lower oil rings, the ends are sharp enough to put a gouge into your piston. Once you have the rings on you're ready for the ring compressor. Here I was able to get one as a loaner tool from AutoZone (they have quite a few of these types of tools on their loaner program which is very useful). As I was now paranoid about the red/green tabs I did a test with the ring compressor and then checked that the tabs had not become overlapped. They hadn't and so I proceeded to compress them again and put the piston back in the block and then carefully tapped it home and out of the ring compressor using the rubber handle end of a hammer. From under the car I was able to pull the piston down and align it onto the crank

and then put the end cap on a tork down the end cap nuts. I had used assembly lube on the bearings again and I noted the orientation of the piston on removal to ensure I didn't put it back in 180 degrees out.



The rest of the work was the infamous "reassembly is the reverse procedure". For the oil pan I again raised the en-gine using a floor jack about as high as I could before the transmission hit the top of the tunnel at the back of the engine bay. This gave enough room to get at the front bolts and get them started by hand and following up with a socket on an extension with a wobbly. A good idea was to get all the pan bolts in place and leave them all loose to allow for some wiggle room to get the front bolts all started correctly. An alternative is a special tool. John Mangles has made a custom tool for these hard to get pan bolts – see picture attached. The other main aspect of the reassembly is the head gasket. It seems you cannot get just the Payen head gasket from the big suppliers other than as a part of a set, although I did find that AutoZone has the Felpro brand head gasket for a B which I understand to be exactly the same as the Payen – same manufacturer just a different brand. I used one of the Unipart copper gaskets that I acquired from John. With these it was suggested to use a copper spray. AutoZone has the Permatex version of this and some NAPA stores have this as well as the Copper Head that john had mentioned to me. The head gasket was coated both sides with the copper spray and then put in place for the head to be re-installed and torked down.

With everything back and ready to fire, I removed one of the Pertronix leads from the coil so that I could crank the engine on the starter motor and get oil pressure back. This took a few cranks before the oil pressure started to come up and then I reconnected the Pertronix and the engine fired up as normal. Quite a relief that it still worked, no weird grinding noises and no bits left over from the reas-sembly process. A short test drive went well and although dark Robert, who had helped me greatly with the reassembly, was following and didn't see any tell tale smoke. Still it was dark and so more testing will be needed but there hasn't been time (or weather) to do more driving. Hopefully this will be the fix though. Although rebuilding the engine was something I wanted to do/learn it's not some-thing I want to keep having to do. I'd rather like to put some miles on the car and not be burning oil and just enjoying the car that I have been working on much more than I ever expected to. Still hopefully this may help others with post engine rebuild issues and this turned out not to be caused by glazed cylinder walls and rings that hadn't seated which was another likely possibility we had dis-cussed.

**Reprinted from the *St Louis Metro Gazette* newsletter of The MG Club of St. Louis**

## New Free T-Type Technical Publication Online

*by Steve James, Bristol, UK*

I'm excited to announce the launch of a new free T-Type technical publication that I'm sure you will all be interested in. "Totally T-Type 2" has been put together by the creator and original editor of the MGCC T Register publication, "Totally TType", which many of you will be familiar with. Like its predecessor, "Totally T-Type 2" focuses purely on technical matters, but best of all it is published entirely online by volunteers, and so can be offered to the T-Type community at absolutely no charge.

"Totally T-Type 2" (TTT 2) is available in two formats, depending on what you prefer. Firstly, there is a "traditional" POE ebook download that you can view on screen or print off and read at your leisure. Secondly, the articles themselves are reproduced on a web page as a sort of "e-zine" format. The point of this is that it enables a two-way process, allowing the reader to make comments or ask questions about the article which can then be responded to by the author.

The website TTT 2 is hosted on is also home to a small but growing list of suppliers of T-Type spares. These will initially be UK-based, but will expand internationally in time. The idea of the "directory" that we will build is that it puts T-Type enthusiasts in touch directly with suppliers at source. Additionally, suppliers do not have to pay to be listed on our directory; it is put together as a service for the T-Type community, not for profit.

I hope you enjoy the new website and reading the first issue of TTT 2! TTT 2 can be read or downloaded at the following address: **http ://ttypes org/ttt2**

Simply click on the front cover picture to download the .pdf, or read the publication directly on the website by working your way through the contents starting from "The Editor". Be sure and subscribe by popping your email address into the box in the top of the left-hand column and hitting "subscribe"; you will then be notified when the next issue of TTT 2 is launched (in approximately two months).

The suppliers list is also viewable at **http://ttypes.org/suppliers** and will be added to constantly in the coming days and weeks.

# Welcome!




Totally T-Type 2 (TTT 2) Is a **free** bi.-monthly technical publication compiled for MG T-Type owners by John James, the creator and original editor of the MG Car Club T Register publication, Totally Type.

TTT 2 is available to read in a choice of two formats. To download the latest issue as a **PDF** version for viewing/printing, simply click the cover picture on the right. Alternatively, you can read the latest issue directly on this website by browsing the contents on the left.

Featuring the content on this website as well as the "traditional" PDF download encourages a two~way dialogue between the article authors and you. the reader. Under each article, is a "comment" section in which you make remarks on or ask, questions about the content of the article.

We hope you enjoy TTT 2! Article contributions are gratefully received and should be directed to the following email address: **ttt2@ttypes.org**

**Reprinted from *mg talk* newsletter of The Southeastern MG T Register, Ltd.**

# Motor Oil Standards Set To Change in 2011

**API approves GF-S, S N to go into effect in 2010. CM Announces dexos I global engine oil specification for 2011 model year vehicles.**

**API SN — ILSAC GF-S** licensed oil will hit the shelves in October of 2010, and this new oil specification places greater emphasis on protecting catalytic converters than previous oil standards. While this is good news for emissions, improved catalytic converter life has proven to be detrimental to flat-tappet camshaft life.

Both the new API SN and GM dexos oil standards will require the use of a new type of "Phosphorus Retention" ZDP. ZDP or Zinc, as it is known, provides protection for engine components by creating a phosphate film. The creation of this phosphate film also results in a reduction of performance in Three Way Catalytic Converters. The new "Phosphorus Retention" ZDP is less reactive, so it is less detrimental to catalytic converter performance. It is unknown how this new "Phosphorus Retention" ZDP will perform in flat-tappet and high performance engines.

Another change associated with API SN/ ILSAC GF-5 oils will be greater fuel economy performance. This improvement in fuel economy will be achieved by increased use of polymers called Viscosity Modifiers. These polymers help a "thin" oil act "thicker" under low stress conditions. While the liberal use of polymers helps improve fuel economy in modern passenger car engines, older style push-rod and race engines produce greater shear stresses that can "tear" these polymers. When these polymers are sheared, oil losses viscosity, and that can lead to increased wear.

More than ever before, hot rodders, engine builders, and racers need to be aware that API rated products are "compromised" due to Passenger Car OEM requirements for improved catalytic converter life, fuel economy, and engine cleanliness.

To achieve these goals, oil marketers must reduce the Phosphorus, Sulfur and Zinc levels in their oils, and they must use more polymers and aggressive detergents. While these changes are good for modern low rpm, overhead cam engines, older push rod engines and high RPM race engines need lubricants with higher levels of Phosphorus, Sulfur and Zinc as well as lower levels of polymers and detergents.

Fortunately, Engine Builders, Racers and Not Rodders have Joe Gibbs Driven oils available to them for Engine Break-In, Racing and Hot Rod- ding, so you don't need to worry. Joe Gibbs Driven oils use the "old school" ZDP for outstanding flattappet camshaft protection. Joe Gibbs Racing uses the Joe Gibbs Driven oils for break-in and racing our flat- tappet engines, and our engines see over 9,000 RPM, make over 850 hp and have to run more than 600 miles per race weekend. Joe Gibbs Driven Racing Oils have protected our engines for the last 10 years. and we've won 5 NASCAR championships during that time using these oils.

These oils cost a little more per quart than premium passenger car and diesel oils, but they provide greater value and protection. The small investment in the right oil for your flat-tappet cam will same you big money in the long run.

**API SN/GF-5 Press Release**

Contact: Lake Speed, Jr. Joe Gibbs Racing (704) 239-4401

**Reprinted from *mg talk* newsletter of The Southeastern MG T Register, Ltd.**

# Being a Slave to Your Clutch

Ok, so I'm working on this 1958 MGA with a clutch problem. It seems that the clutch slave cyl-inder had puked up the piston as well as all of the fluid. Usually this means that the clutch or the re-lease bearing is worn so severely that the slave cylinder piston has to travel farther than the cylinder will allow. It can also be caused by wear in the fulcrum points of the pedal or push rod on the slave and / or the clevis pins that attach these parts, or a bent or broken release arm.

Since I noticed no considerable wear in any of the obvious areas I assumed that there was a problem in side the bell housing. Out comes the engine. To my dismay, I could not find anything wrong with anything in this area. There was some slight wear in some of the parts but not enough to cause the slave to puke the piston. Now, I'm scratching my head. What the he** is going on with this thing???

After a few posts to a bulletin that I frequent and a few more phone calls, I finally got the answer. As it turns out, there are two holes in the bottom of the master cylinder. One of the holes is smaller than the other. The smaller of the two is a fluid return hole. Some how this hole became clogged and would not let the fluid return to the master cylinder when the clutch pedal was released. When this happens, the master cylinder keeps pumping fluid to the slave cylinder until, **guess what? The piston pukes out along with the fluid!** So, the next time you think you have to pull the en-gine for a clutch problem like this, check to make sure the master cylinder is working correctly FIRST!



Happy Motoring, *John Mangles*

**Reprinted from *The St. Louis MG Metro Gazette* newsletter of the MG Club of St. Louis**

# To Advance or Retard? That is the Question.

*by Don Schmidt*

When you buy that fast road cam for your Austin B Series engine it comes with a timing card. What do you do with all that information on the card? Most of us look at it and maybe even read it and come to the conclusion that it is written in some kind of indecipherable code and not applicable to any thing you need to know and trash it. The card actually tells you where the valve timing events are designed to occur if everything is exactly to spec. It will give the approximate point of peak torque and the operating range for which the cam is designed.

The RPM at which peak torque occurs has an effect on drivability and horse power of an engine. If you retard the cam the torque peak will occur at a higher RPM than specified which will increase the horse power. This change will also make the engine/car more fussy in stop and go traffic. You may have to rev up the engine to get started especially on hills. Advancing the cam has the opposite effect. Lowering the rpm of peak torque makes for a more pleasant car to drive on the street. Peak torque will move about 250RPM for each 2 degrees of cam advance or retard, this information allows you to tailor your engine to your driving desires.

If you advance or retard your cam over 4 degrees you should make a positive check for valve piston interference when assembling the engine, this is also a good idea during installation of any non-stock cam grind. Having a valve touch a piston crown usually ruins engine parts and gives you the opportunity to practice engine rebuilding.

Safety Faster

**Reprinted from *Tally Ho* newsletter of Big Bend MGs**




**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:

**1958 MGA Roadster Project**
New wiring harness, brakes, gas tank, bumpers, grill, & many more new parts. Engine rebuilt. Body acid etched, sand blasted & primed. Needs some body work & paint. Everything needed to put car together is here except a few nuts, bolts & grommets. Great shape for a project. Asking $8000.00 OBO Call BUD 904-379-9526

**1960 MGA**
43,000 original miles. Father-in-law purchased this car new. Always garaged. No rust at all. Wire spoke wheels, white with red leather interior, all accessories work, horn, wipers, blinker… Has been painted once & new leather about 20 years ago. Have the original owner's manual, jack, engine hand crank, spare spoke wheel. John McNeil 904 234 6032

**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.

## 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

**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

**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

**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 seperate 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.**
Bob Phillips bphill3001@ aol.com or (904)751-6496 (JAX)

**"eBay Sales for You"**
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

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US/Canada-wide Club

M.G. DRIVERS CLUB

SERVING ALL NORTH AMERICAN MG DRIVERS!

As a Member You Receive:

- Four (4) Issues of Our Newsletter "The M.G. Log Book"
- Club Membership Card/Name Badge
- Club Decal
- Dash Plaque with Membership Number
- Technical Advice
- Annual Gathering "The Drive-In"
- Discounts on Products and Events
- Advocate for Car Hobbyist Rights

All for $20.00 Annual Dues
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Information: M.G. Drivers Club, 18 George's Place, Clinton, NJ 08809-1334, Phone/Fax 908-713-6251

www.mgdriversclub.com

Safety MG Fast!

## Club Officers & Board Members

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**Newsletterists**
**Pheona & Joe Kaiser**
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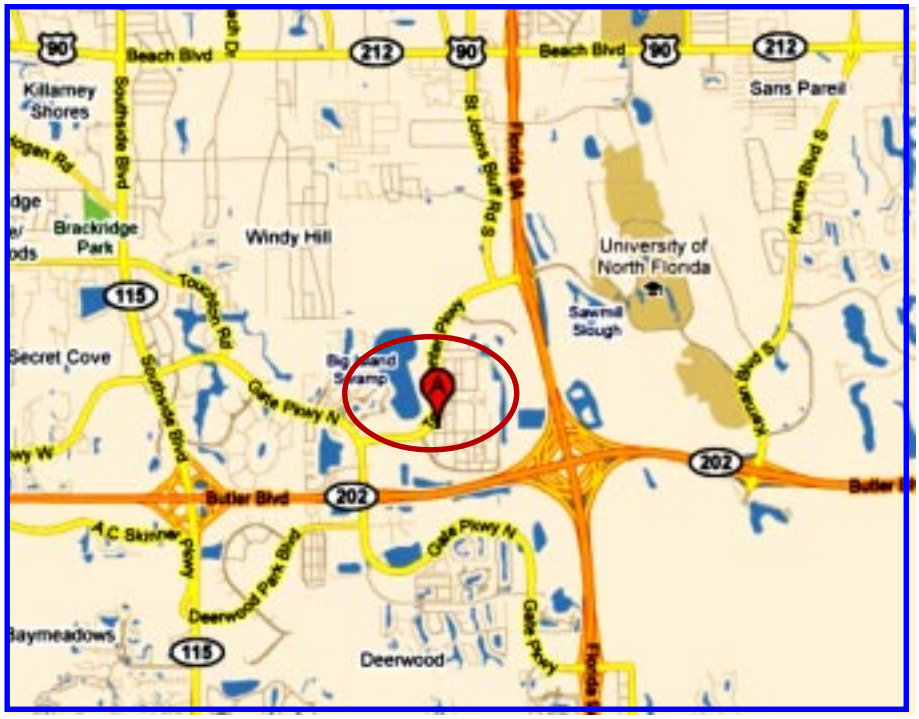
josephkaiser@bellsouth.net

# EVENTS CALENDAR

**FEB 28 - MG Classics Meeting -7:30pm- Bahama Breeze Restaurant: Take I-95 to Butler Blvd, Butler Blvd to Gate Parkway Or 9-A to Gate Parkway. Once on Gate Parkway, head towards the Town Center. Turn onto Town Center Parkway (CVS Pharmacy on the right corner). Follow Town Center Parkway just past a light at Big Island Drive - move to the right most lane. You will see the restaurant on the right - turn right just before the restaurant on to River Coast Drive - restaurant driveway on the left.**




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

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

**Apr. 23 - 5th Annl. Wheels Across The Pond 2011 -** www.WheelsAcrossThe Pond.com for info/registration form - Jupiter, Fla

**Apr. 25-28 - NAMGAR Mile Zero GT7 Key West**

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

**Oct. 1 - BRITISH CAR CLASSIC hosted by MG Classics** at Buffalo's Southwest Cafe, 6055 Youngerman Circle, Orange Park

**Contributions to YOUR club newsletter are welcome and requested. Submissions requested before the 10th of the month.**

**Thanks to Stan Kinmonth, Karen Altomare, Jeff Sager, Steve Markman , The Octagon News -** ***Newsletter of the Southwestern Ohio Centre of the MG Car Club,*** **Steve James -** ***Bristol, UK*****, mg talk** ***newsletter of The Southeastern MG T Register, Ltd., Simon Dix,*** **John Mangles, The St. Louis MG Metro Gazette** ***newsletter of the MG Club of St. Louis,*** **Don Schmidt, Tally Ho** ***newsletter of Big Bend MGs***
**Sure would like to be thanking YOU also!**

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

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**Orange Park, FL. 32003**