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 40, Issue 3 **MARCH 2011**

Prez Sez Stan Kinmonth

Thanks to all of you who attended the February meeting at Bahama Breeze. Items discussed included a reminder that we host the "All British Car Show - British Car Classic" on Saturday, October 1, 2011, at Buffalo's Soutwest Cafe on Youngerman Circle (same place we hosted it in 2009), and a further mention of the local Jaguar Club "Great Dixie Brit Car Rallye" to be held on March 19, 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 GCS, end at Rockin' Rodz in OP.

The March 28 meeting will be at Sneakers, 9A at Baymeadows; and the April 25 meeting will be back at Opie's in Orange Park. We received a recommendation for a meeting place at the beach - we'll check into it for the May 23 (May 30 is Memorial Day) meeting.

Upcoming Events were presented:

26 March - Troop 362 Car Show, behind the Dog Track, Orange Park
April 2 - "Fill the Truck Night" for the Ronald McDonald House at the Car Council Cruise-in, K-Mart, Orange Park
April 8-10 - The Southern GOF in Weekie-Wachie, FL
April 25-28 - Key West Gathering GT7

We are now members of the First Coast Car Council - Members are encouraged to go to www.carcouncil.org and check it out. We can post photos of our cars; just forward a photo with caption to the webmaster.

We will sell off the existing inventory of MG Classic polo shirts at $20.00/each. Future requests for embroidered shirts will go directly to the vendor - the club will no longer maintain inventory.

We currently have available:

Dark Green - Ladies: XL(1), S(1), L(1) Men's - M(1)
Pink - Ladies: XL(3)
Beige - Ladies: L(1), S(1) Men's - S(1), M(1), L(1)
Khaki - Ladies: L(1), S(1) Men's - L(1), M(1), S(1)

Thanks to Jim Hall for donating the model MG-TD for the extra drawing at the meeting;

We have received some bad news; On Tuesday, March 1, Ed Altomare, who attended Monday's meeting, passed away suddenly. Our deepest sympathies are with Karen and the Altomare family. We also learned that Johnnie Nelson and Roger Brinkley had been hospitalized; we wish them both a speedy recovery.



LED Tail Lights For MG's and Other LBCs

by John Treible

Many of us are always looking for ways to improve the safety and reliability of our LBC's. One drawback of these fun little cars is that they are LITTLE and sometimes hard to be seen by other drivers. I came across this in the MOWOG News (Connecticut MG Club). I know I am interested. How about you?

Steve Kolseth says: I started a small business designing and manufacturing LED tail lights for MG's and other British clubs. I am offering an introductory discount to all British Car Club Members. Call or email for details. Extract from Steve's web site is below. Check it out!!

www.classicautoleds.com

The goal of Classic Auto LEDs is to design and manufacture LED tail lights, front parking/turn signal lights, and side running lights for British, European, and Japanese classic/vintage cars. We can design and build LED lights for other cars, motorcycles, boats, etc. Call for details. Features:

•• Wiring Error Protection: Precision diodes protect each tail light circuit from incorrect wiring.

•• Controlled Current: Our LED lights use electronic circuits to control the current for each light section (tail light, brake light, and turn signal (if available)). They are the same brightness over a wide voltage range.

•• Over voltage protection: Prevents over voltage damage from an incorrectly adjusted or faulty charging system. Tested to 30VDC without damage.

•• Direct Wiring: This method eliminates the possible problem of faulty ground connections through the stock bulb socket.

•• Available for Negative or Positive ground electrical systems.

•• We place LEDs to light the entire tail light lens including the stock reflector areas. We have turn signal LEDs pointing to each side of the lens (if there is space in the lens assembly) creating better visibility to drivers in the next lane.

All products are designed and manufactured in Oregon, USA
For Order Information Email: steve@classicautoleds.com Phone: 541-619-8335

LED INSTALLATION (JT) I ordered a set of these LED's for both my MGB and MGA. Installation in the MGB was straightforward and easy. **IF** your existing wiring is in good shape it would take about an hour for the installation but that's a **BIG IF**. Who knows what you might encounter when you go digging into 37 year old wiring. I found some POS (Previous Owner Syndrome) wiring issues that had to be addressed first so the job actually took me about 6 hours All in all the LED installation was the easiest part of the job and the results are outstanding. That 18 wheeler might actually see us the next time we take to the highway. The LED's are a bit pricey but it's obvious that a lot of work went into developing and producing them and if it helps make the LBC safer while on the road I feel they were well worth the cost.

Reprinted from *The eChatter* - Official Publication of the Emerald Necklace M.G. Register, Inc.

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



Cold Is A Relative Term

Use the handy list below to overcome the confusion

Degrees (Fahrenheit)

65 - Hawaiians declare a two-blanket night

60 - Californians put on sweaters (if they can find one)

50 - Miami residents turn on the heat

45 - Vermont residents go to outdoor concerts

40 - You can see your breath
- Californians shiver uncontrollably
- Minnesotans go swimming

35 - British and Italian cars don't start

32 - Water freezes

30 - You plan your vacation to Australia

25 - Ohio water freezes
- Californians weep pitiably
- Minnesotans eat ice cream
- Canadians go swimming

20 - Politicians begin to talk about the homeless
- New York City water freezes
- Miami residents plan vacation further South

15 - French cars don't start
- Cat insists on sleeping in your bed with you

10 - You need jumper cables to get the car going

5 - American cars don't start

0 - Alaskans put on T-shirts

-10 - German cars don't start
- Eyes freeze shut when you blink

-15 - You can cut your breath and use it to build an igloo
- Arkansans stick tongue on metal objects
- Miami residents cease to exist

-20 - Cat insists on sleeping in pyjamas with you
- Politicians actually do something about the homeless
- Minnesotans shovel snow off roof
- Japanese cars don't start

-25 - Too cold to think
- You need jumper cables to get the driver going

-30 - You plan a two week hot bath
- Swedish cars don't start

-40 - Californians disappear
- Minnesotans button top button
- Canadians put on sweaters
- Your car helps you plan your trip South

-50 - Congressional hot air freezes
- Russian cars don't start
- Alaskans close the bathroom window

-80 - Hell freezes over
- Polar bears move South

-90 - Lawyers put their hands in their own pockets

From Internet site www.mgb-stuff.org.uk - The pages of *'Bee' and 'Vee'* under the custodianship of Paul Hunt in sunny Solihull UK. Supplied by Kevin B. Haywood to Ira W. (Bill) Fortenberry to your BBMGs editor.

Did you know this?

by Geoff Wheatley - October 2008

I have been driving since the 1950s, both in the US and Europe. In all those years I could never remember which side the filler cap might be when I hired a rental car. Just a few weeks ago I was visiting the UK with a rental vehicle and, without exception, always seemed to end up on the wrong side of the fuel pump. This simply added to the frustration of paying almost ten US dollars for a gallon of fuel. Looking back I can say without exception that I usually forget where the gas filler cap might be, especially when I am driving my wife's car or one of my toys (MGs excepted!).

The procedure when I arrive at the pump is/was to stick my head out of the window, strain my neck and look, trying to see in the side mirrors and then usually get out of the car to find, nine times out of ten, that I am on the wrong side! When I returned my hired car to Gatwick airport UK I mentioned this to the young clerk behind the desk, who looked at me with that look that only the young can express when dealing with a semisenile individual three times their age! Without hesitation he asked me if I looked at the gas gauge when filling up. Sure, I replied, why? He then pointed out that if I look at the icon of a gas pump on the gauge I would notice that the handle of the gas pump is either pointing left or right. That is the side where the filler cap is located. In short, if the handle points left, that's were you put in the fuel or if it's pointing right, it's the right!

In all my years of driving, I never knew this and I would suspect that most of you fall into the same group. We learn something new every day, even when you are past the three score and ten age marker like this scribe. One further observation on my recent trip, the hired car was a small Fiat that could accommodate up to four adults and luggage. It had all the trinkets including A/C and could cruise along at a steady seventy/ eighty MPH on the fast highways of Europe. The onboard computer indicated that my average MPG for the visit was 46 MPG and that included both highway and city driving. The secret has to be the six-speed gearbox that keeps the revs at a minimum on the highways. Yes, I do think we should have cars such as this in the US, despite the American motor manufacturers' objection to these vehicles.

Reprinted from *The Dipstick*, The Newsletter of the Tidewater MG Classics Car Club

From Eric Welty

Nuts and Bolts, Get a Grip



Surely somebody else has thought of this, but: Ever try and attach a nut to a bolt where you can't hold on to both at the same time and don't have a helper? Find the strongest magnet you can and lay it on the bolt head, it will hold the bolt against anything iron/steel, and the best part is, especially if your working against gravity, it will hold the washers for you while you get the nut started.Worked like a charm while I was underneath the new metal floors on the "B"!

From Clive Reddin

Installing or Working on a Harness?

Here is a tip for those working on a car that needs electrical work.....Some of us get cars that need electrical harness/system work. Instead of buying a 12 volt car battery I used a 6 volt lantern battery. This provided enough electrical power that I could test continuity of wires and connections. I suppose one could add a second in series for 12 volt. Naturally, one can't start the car as the batteries don't have near enough amps to start anything! Saves shelling out for a car battery for a car that may not be on the road in a while.

Reprinted from *The eChatter* official publication of the Emerald Necklace M.G. Register, Inc.

LBC Log book/Supplement

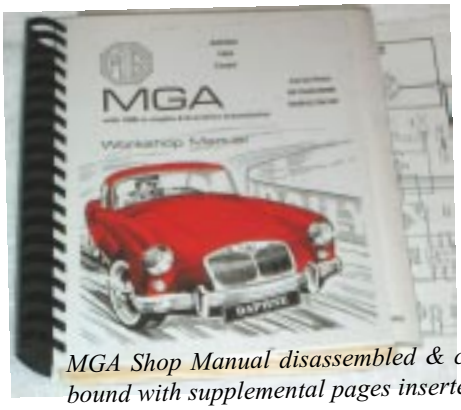
by Don Schmidt

I would like to talk about a useful trunk aide for drivers of the LBCs. What I have in mind is a thin plastic covered 3 ring binder into which you can insert information which can come in handy when you are away from home. Many of us have cars with components which are not standard to the car and are difficult for the parts clerk to find in his computer data base. For instance try asking for a 1960 MGA fan belt in Southeast Podunk Minnekota and see what the next question will be.

The information can supplement your standard repair manual and should provide you with a quick reference of part numbers for routine service items such as belts, filters spark plugs and other bits of this nature. You can also include a brief log of service performed. Those with non stock electrical wiring should take the time in your shop to trace and draw a schematic of non standard wiring to keep in your supplement.

For long tour events you can make arrangements with one of the specialty parts houses to fill your needs at odd hours while you are away from home. Your supplement can include contact information as well as a catalog for the 1-800 parts house. This information along with UPS overnight can bail you out in the most remote metropolis. Along with this you should carry your auto club service guide if one is available. The contacts listed are invaluable for local facilities.

The above is just a suggestion and you may think of additional material to meet your needs. The supplement should prove useful to getting you back on the road. As you put your list together you may even decide to put together a parts bag containing those small items which take up little space but can strand you beside the road. The supplement will be useful even if you don't or can't perform the repairs yourself. It will aid the mechanic of even the most humble repair shop to get you on your way.



MGA Shop Manual disassembled & cone bound with supplemental pages inserted

Reprinted from BBMGs *Tally Ho* Newsletter

Has Your Oil Changed Without You?

by David Kinsey

On a recent evening, with nothing better to do, I was reading several MG forums (hey, other than driving or working on 'em, what's better to do than reading about 'em?) and discovered my oil had changed without me! No, not a free, magical drain and refresh of the oil in my car, but a change to the oil I've been pouring. It has happened slowly, since 2005, and I wasn't paying attention. What happened was a reduction in the amount of zinc in motor oils because chemical reactions, due to the presence of zinc, were causing early failure of catalytic converters. Engine, fuel, and oil producers combined efforts to reduce air pollution resulted in all three being friendlier to catalytic converters and engine oil had to do its part. Oil that used to have up to 1400 ppm (parts per million) was now reduced to around 600 ppm. Why is this important to us? Our engines do not have "roller tappets;" they have "flat tappets." Here are some quotes from the experts:

"Engines with flat-tappet cams have extremely high pressure loading at the contact point between the lifter crown and the cam lobe. According to Mark Ferner, team leader for Quaker State Motor Oil Research and Development, "Even stock passenger cars can see pressure in excess of 200,000 psi at the point of flat-tappet/cam lobe contact." To prevent excess wear, traditional motor oil included a generous dose of antiwear additives, primarily zinc dialkyl dithiophosphate (ZDDP). The zinc reacts with the cam lobe's iron surface. That creates a sacrificial chemical coating strong enough to keep parts separated to reduce the wear." Ferner added, "Zinc's extreme pressure qualities also aid in reducing piston ring-to-cylinder bore wear at BDC and TDC, where the rotating assembly sees an abrupt change in velocity and direction. Besides its extreme pressure protection, multifunctional zinc also functions as an antioxidant."

This slow reduction of ZDDP in engine oil over time has resulted in excessive cam wear in some engines.

"A couple of months 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. 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." Their statement: Use diesel rated oils such as Delo or Rotella that are usually available at auto stores and gas stations. Engine Rebuilder's Association (AERA) Bulletin #TB2333 directly addresses this problem."

And from British-Cars.net, where I first read of this problem, Frank Grimaldi offers this advice: "I had the same dilemma and it prompted me to call each of the below oil manufactures. They were all aware of the ZDDP problem with older engines and each had a recommended oil with sufficient levels of ZDDP to avoid the wear problem. They each gave me the percentage of ZDDP but I did not include the info in my notes. I do remember that Pennzoil racing oil had the highest level with the others being about the same. I choose Valvoline racing oil 20W50 because it is available in my area whereas Pennzoil is not. Below are the recommendations that were provided

Recommended Motor Oils for The MG

Castrol: Syntec 20W50 (for Classic Cars) Valvoline: Racing oil, VR-1, 20W50 Shell: Rotella HD diesel/automotive, 15W40 P e n nz o i l R a c i n g O i l, 2 0 W 5 0 M o b i l e: M o b i l e 1, 1 5 W 5 0 Delvac Diesel, 15W40, or 5W40"

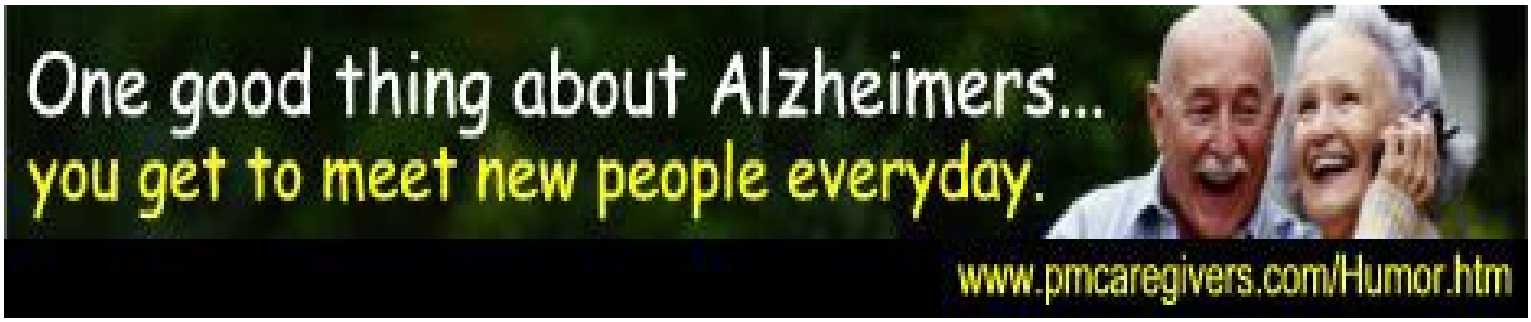
(As a footnote, Amsoil also has a recommended product)

Of course, at this point I was in crisis mode, hearing imaginary voices of woe from my MG in the garage. I researched the Castrol Off-Road Motorcycle Oil mentioned in the British-Cars.net thread and it was tough to find. I went online to Castrol and called them. The woman on the other end said immediately, "Oh, you have a flat-tappet engine and we have engineered a new oil with 1200 ppm ZDDP specifically for classic cars!"

Here's the web site: http://www.castrol.com/ c a s t r o l / g e n e r i c a r t i c l e . d o ? categoryId=82915470&contentId=7032644

Now, I don't recommend one over the other, and I have been reluctant to go to a synthetic oil for the MG, as the Castrol is, but the Castrol tech called around in Virginia Beach for me and found the Pep Boys on Military Highway, near Janaf Shopping Center, stocks this oil. I changed mine yesterday. They did not have the proper K&N oil filter (though their computer said they did) so I had to go elsewhere for that. At lunch today after the really great Two-State Drive (thanks, Richard!), a few of us discussed the issue and there was some concern the synthetic might be too slippery and get past rings, causing some oil burn. Well, I guess I'm the guinea pig and will keep you informed if I see any smoke or have any problems. So far… none. In fact the oil pressure gauge is reading steadily higher and I de- tect less noise at startup (these are probably inherent features in synthetic oils, I don't know). And, of course, it's a little more expensive. However, my car is not moaning scarily from the garage any more.

Reprinted from *The Dipstick* Newsletter of the Tidewater MG Classic Car Club



New Carpet for My MGA

(plus multifarious and related concerns)

by Tom Phares

To make the statement that our car projects tend to have many varied elements to them practically goes without saying. And so it was for me when replacing the carpeting in my MGA. If it's a simple case of removing the old and gluing in the new, then more power to you. But, even with this as the goal, one might not want to lose sight of all those famous Saturday morning projects that should take 30 minutes and end up taking all day. I'm not the only one who knows about these, am I?

I realized this was going to be a big project and expected not to be able to predict everything that could come into play. I figured that carpet replacement would surely involve more than just the obvious, and therefore would require a pretty good chunk of time.

From the beginning, I knew this was a summertime venture so as not to jeopardize the good driving weather. Yet my reality was having only an open carport from which to do the work. Yes, it was a covered space with 21/2 walls, but I could just visualize how much fun I was going to have with the Florida heat in September and the mosquitoes. Therefore, the first thing would be to enclose the garage. Okay, this added project would cost me $7,000 and I hadn't even bought the carpeting yet!
The new carpet arrived. And yet, three entire years passed before that rather large block of time became available that was needed to install it. You read it right, three years. At least during that period, the garage was enclosed! As it turned out, only after retiring did this window of opportunity present itself.

I should point out that it was about then when I noticed a significant difference in my income, comparing the full time job to social security. I only mention this, and it may not be completely fair, but I am tempted to add those lost dollars as well to the price of the carpet job.

As the planets eventually aligned, it was finally time to start the work. I figured I'd need plenty of room to spread everything out. There had to be a place to store the seats, and I'd need tables close to the car for tools, etc. I would find out later that no amount of table space would be enough for this project. Music would be nice, so I'd also want to set up a CD player. And of course, I'd need a place for my favorite chair from which to properly contemplate my next moves. Initially, I had expected setup to be one of those 30 minute jobs. But, a major clean up and rearrangement of the garage was obviously the first order of business. And, yes, that took all day.

In my quest for "how to" on carpet installation, I discovered several good articles on the subject in the tech section on the website mgaguru.com. This has always been an extremely helpful resource. One of these articles warned me not to expect instructions to come with the material. A suggestion was made to be sure all the correct pieces were indeed shipped by laying them out and to be prepared to do some trimming to fit. Sure enough, when opening the box, there were no instructions. And with few exceptions, it looked to me like I was now the proud owner of a bunch of nondescript scraps that could not possibly be worth what I paid for them. In fact, I could just visualize a crazed person in the stock room gathering these pieces together and having a good chuckle about the poor schmuck who would have to figure out what to do with them. Next came another unexpected observation. Even though I was pleased with the quality of the carpet itself, I was not by the binding. It was a shiny, thin vinyl. I had just assumed it would be like what was on the old carpeting; a thick black thread wrapped tightly along the edge called surging. If you've noticed, I had already done a lot of assuming and not much of it had turned out to be accurate yet. Lesson one may be to not assume anything. Well, that's a whole lot easier said than done. Almost immediately, I found myself "assuming", once again, it would be easy to find alternative choices of binding. I called around to carpet shops and quickly learned that virtually no one does carpet binding locally anymore. And even if they did, heaven forbid if you needed it applied on a curved edge.

I was disappointed with the ensuing realization of apparently having to accept being less than satisfied with my finished product. But, then I remembered Benny Lesch, of Lesch Designs, who had installed a cloth hood on my MGA 4 or 5 years ago. He had done a beautiful job and I knew him to be a craftsman. Benny said he'd be happy to do the binding and that he had his own machine and did auto carpeting all the time. Hallelujah! He would also be able to do the tricky sewing of the armrest to the carpet, another major hurdle. I had previously been unable to find any mention of how to accomplish that attachment in anything I had read. So my spirits were lifted and I now knew, that with any luck, and with the amount of my own time that I was willing to invest, this project was going to turn out well after all!

(To be continued...)



EARL & Tom

Reprinted from Big Bend MGs *Tally Ho* newsletter



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

76 MGB
Great shape. Dark red with 124,000 miles & runs great. Top & tonneau cover like new. Pictures available. Asking $4500, negotiable. Tony Parton at: alparton@yahoo.com

77 MGB
$4,500. Tom Brackett

(904) 651-7687

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

Club Regalia

Club Polo Shirts (Medium or Large) $20 each
Club Car Badges $35 each
MG Baseball Hats (in red, white, or blue) $10 each
Rubber Bumper CB Radio Antenna Mounts $10 ea.
Miscellaneous Car Pins $5 each (several colors also)

To purchase regalia or to ask questions please contact:

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





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EVENTS CALENDAR

MAR. 28 - MG Classics Meeting -7:30pm- Sneakers Sports Grille, 8133 Point Meadows Way, (904) 519-0509, right off 9A and Baymeadows

Mar. 10-13 - Concours d'Elegance, Amelia Island

Mar. 19 - 21st Annual British Car Day - BMC - New Orleans

Mar. 26 - Troup 362 Boy Scouts Behind OP Dog Track

Mar. 27 - Live Oak Carriage & Car Show, Ocala, FL

Apr. 2- SpringFling Car Show - Kirkwood Presbyterian Church, 8701 Argyle Forest Blvd, 32244

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

Apr. 9 - Fruit Cove Baptist Church Car Show

Apr. 9 - FCCC Baseball night at the Suns game

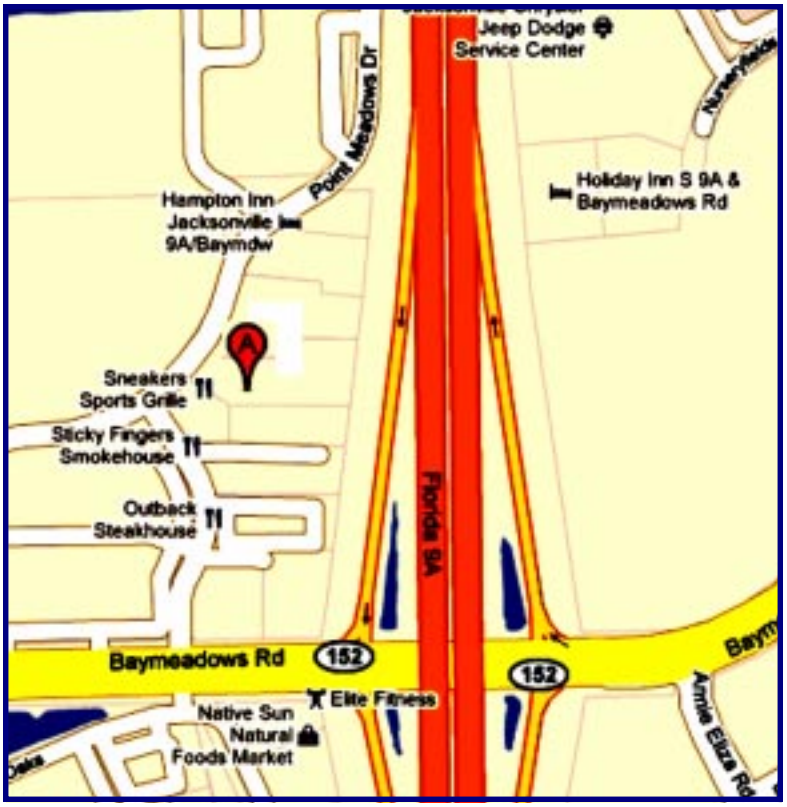
Apr. 16 - North FL Chevys Show at Gordon Chevrolet, OP

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

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

Jun, 12-18 - MG2011 NA Council of MG Registers, 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, John Treible, Eric Welty, Clive Reddin, *The eChatter* - Official Publication of the Emerald Necklace M.G. Register, Inc., Geoff Wheatley, David Kinsey, *The Dipstick*, The Newsletter of the Tidewater MG Classics Car Club, Don Schmidt, Tom Phares, BBMGs *Tally Ho* Newsletter
Sure would like to be thanking YOU also!

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

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