MG Classics of Jacksonville

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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 4 April 2007

Prez Sez Jeff Sager

As I am writing this, we are FAST approaching the 41st Annual Gathering of the Faithful, South. Committees are busy putting final touches on all the preparations, folks are preparing their little MGs' for the drive to Georgia, and last-minute procrastinators are just sending in their registrations. It's a busy, busy time. If you are missing it (or have missed it, depending on when you're reading this) then please, please start making plans to join with us next April. A GOF is not "just a car show", it is a weekend of activities designed to get people (who happen to like MG's) together to have a good time and it really shouldn't be missed.

A lot of people I've talked to are excited about the event being held on Jekyll Island this year. I understand from some folks, who've had a few more GOF-South's under their belt than I, this is not the first time the event has been held on Jekyll. On behalf of everyone who has worked so hard to put this together: Here's hoping that this years is one of the most memorable!

Of course, the GOF-South is not the only event on the calendar. There's the NAMGAR Mini-GT in Key West starting on the 25th. There's the Walter Mitty Vintage Races at Road Atlanta starting on April 26th. The annual AACA show is coming up on May 5th at the Morocco Shrine Temple. There are many others throughout the year. Check out the Events section of this newsletter and also the web site (www.mgclassics.org) to see more. Car shows and car-related events are a terrific opportunity to get in your little MG and use it the way it was meant to be used – on the road. I encourage you to drive your car; don't just let it sit in the corner of the garage or under a cover.

Here's hoping I see ya'll at some of the shows!

Safety Fast,

Jeff Sager

Safety MG Fast!

GOF South ~ Mk XLI

April 20-22, 2007







MG Classics of Jacksonville, Host

GOF-South 2007 Registration Form can be downloaded & printed from www.mgclassics.org and bring it with you when you come to Jekyll Island for GOF-S!

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WD-40



2 OZ. to



5 GALLONS

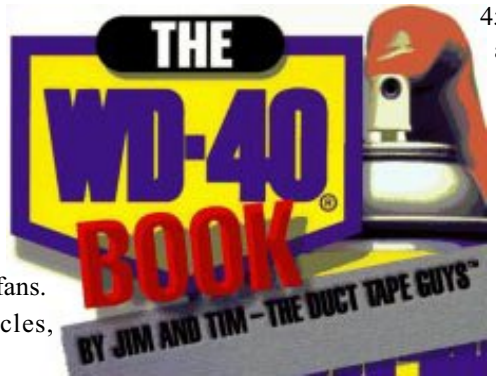
According to the company that makes WD-40: WD-40 literally stands for water displacement 40th attempt. That's the name straight out of the lab book used by the chemist who helped develop WD-40 back in 1953. Norm Larsen, was attempting to concoct a formula to prevent corrosion, a task which is done by displacing water. Norm's persistence paid off when he perfected the formula for WD-40 on his 40th try.

WD-40 was invented by the three founders of the Rocket Chemical Company of San Diego, California. The team of inventors were working on a line of industrial rust-prevention solvents and degreasers for use in the aerospace industry.

WD-40 was first used to protect the outer skin of the Atlas Missile from rust and corrosion. Norm Larsen repackaged WD-40 into aerosol cans for consumer use and the product was sold to the general public in 1958. In 1969, the Rocket Chemical Company was renamed after its only product WD-40. Ken East (one of the original founders) says there is nothing in WD-40 that would hurt you!

Here are a few of its reported uses:

1. Protects silver from tarnishing.
2. Removes road tar and grime from cars.
3. Cleans and lubricates guitar strings.
4. Gives floors that 'just-waxed' sheen without making it slippery.
5. Keeps flies off cows.
6. Restores and cleans chalkboards.
7. Removes lipstick stains.
8. Loosens stubborn zippers.
9. Untangles jewelry chains.
10. Removes stains from stainless steel sinks.
11. Removes dirt and grime from the barbecue grill.
12. Keeps ceramic/terra cotta garden pots from oxidizing.
13. Removes tomato stains from clothing.
14. Keeps glass shower doors free of water spots.
15. Camouflages scratches in ceramic and marble floors.
16. Keeps scissors working smoothly.
17. Lubricates noisy door hinges on vehicles and doors in homes .
18. It removes black scuff marks from the kitchen floor! Use 00-40 for those nasty tar and scuff marks on flooring. It doesn't seem to harm the finish and you won't have to scrub nearly as hard to get them off. Just remember to open some windows if you have a lot of marks.
19. Bug guts will eat away the finish on your car if not removed quickly! Use WD-4O!
20. Gives a children's play gym slide a shine for a super fast slide.
21. Lubricates gear shift and mower deck lever for ease of handing on riding mowers.
22. Rids kids rocking chairs and swings of squeaky noises.
23. Lubricates tracks in sticking home windows and makes them easier to open.
24. Spraying an umbrella stem makes it easier to open and close.
25. Restores and cleans padded leather dashboards in vehicles, as well as vinyl bumpers.
26. Restores and cleans roof racks on vehicles.
27. Lubricates and stops squeaks in electric fans.
28. Lubricates wheel sprockets on tricycles, wagons, and bicycles for easy handling.
29. Lubricates fan belts on washers and dryers and keeps them running smoothly.
30. Keeps rust from forming on saws and saw blades, and other tools.
31. Removes splattered grease on stove.
32. Keeps bathroom mirror from fogging.
33. Lubricates prosthetic limbs.
34. Keeps pigeons off the balcony (they hate the smell..
35. Removes all traces of duct tape.
36. Folks even spray it on their arms, hands, and knees to relieve arthritis pain.
37. Florida's favorite use is: "cleans and removes love bugs from grills and bumpers."
38. The favorite use in the state of New York WD-40 protects the Statue of Liberty from the elements.
39. WD-40 attracts fish. Spray a LITTLE on live bait or lures and you will be catching the big one in no time. Also, it's a lot cheaper than the chemical attractants that are made for just that purpose. Keep in mind though, using some chemical laced baits or lures for fishing are not allowed in some states.
40. Use it for fire ant bites. It takes the sting away immediately and stops the itch.
41. WD-40 is great for removing crayon from walls. Spray on the mark and wipe with a clean rag.
42. Also, if you've discovered that your teenage daughter has washed and dried a tube of lipstick with a load of laundry, saturate the lipstick spots with WD-40 and re-wash. Presto! Lipstick is gone!
43. If you sprayed WD-40 on the distributor cap, it would displace the moisture and allow the car to start.
44. Removes fresh graffiti from painted surfaces
45. Sprayed on toe fungus for several weeks and fungus disappears. Takes a while for nails to return to normal.



P. S. The basic ingredient is FISH OIL.

This website lists 2000+ uses:
http://www.twbc.org/wd40.htm

Here is the WD-40 Company website:
http://www.wd40.com/

And there is a book about it also!

OIL IS KILLING OUR CARS!!!!! — Part II & III

by Keith Ansell, Foreign Parts Positively, Inc.

Part II

Last month's report on this subject is turning out to be just the tip of the iceberg! Many publications have had this subject of zinc-dialkyl-dithiophosphate (ZDDP) covered in varying depths over the last few months.

Some publications have even had conflicting stories when you compare one month's article with their next month's article! They are all ending up supporting our report.

I have had the good fortune to have the ear of quite a few leaders in the industry including some wonderful input from Castrol and Redline. We have been very reluctant to "dump" Castrol, as it has been such a great supporter of our cars and industry over the years. Castrol hasn't really abandoned our cars, just shifted to a more mass marketing mode. Many Castrol products are not appropriate for our cars today, some still are.

Now for the latest report:

#1 Castrol GTX 20W-50 is still good for our cars after break-in! 10W-40, 10W-30 and other grades are NOT good. Absolute NOT GOOD for any oil (Any Brand) that is marked "Energy Conserving" in the API "Donut" on the bottle, these oils are so low with ZDDP or other additives that they will destroy our cams. Virtually all "Diesel" rated oils are acceptable. (See third article to amend this!)

#2 Castrol HD 30 is a very good oil for break-in of new motors. This oil has one of the largest concentrations of ZDDP and Moly to conserve our cams and tappets. (SEE THIRD ARTICLE…….This oil is NOT now recommended by Castrol)

#3 Only an unusual Castrol Syntec 20W-50 approaches the levels of protection we need when we look to the better synthetic lubricants. We are attempting to get this oil but will be using Redline 10W-40 or 10W-30 as these are lighter weights for better performance, flow volume, less drag and has the additive package we need.

#4 The trend today is to lighter weight oils to decrease drag, which increases mileage. Most of these seem to be the "Energy Conservation" oils that we cannot use.

#5 Redline oil and others are suggesting a 3,000-mile break-in for new engines! Proper seating of rings, with today's lubricants is taking that long to properly seal. Shifting to synthetics before that time will just burn a lot of oil and not run as well as hoped.

#6 The "Energy Conservation" trend was first lead by automakers to increase mileage numbers and secondly because the ZDDP and other chemicals degrade the catalytic converter after extended miles, increasing pollution. We don't have catalytic converters and the mileage gains are not that significant for most of us.

For you science buffs: ZDDP is a single polar molecule that is attracted to Iron based metals. The one polar end tends to "Stand" the molecule up on the metal surface that it is bonded to by heat and friction. This forms a sacrificial layer to protect the base metal of the cam and tappet from contacting each other. Only at very high pressures on a flat tappet cam is this necessary because the oil is squeezed/wiped from the surface. This high pressure is also present on the gudgeon pin (wrist pin) in diesel engines, therefore the need for ZDDP in all diesel engines.

Second part of the equation is Molybdenum disulfide (Moly). The moly bonds to the zinc adding an additional, very slippery, sacrificial layer to the metal. I found out that too much of the moly will create problems; lack of this material reduces the effectiveness of the ZDDP. The percentage, by weight is from .01 to .02%, not much, but necessary.

We'll keep you apprised of any new findings! Happy motoring for now!

Part III

12/07/2006

Summation of what has been learned so far.

First is that there is a problem, lack of ZDDP (Zinc Dialkyl DithioPhosphate) in modern oils kills at least our cams and tappets. There seems to be no known alternative.

Second, our cars are a small percentage of the total market and BIG Corporate, the American Petroleum Institute and possibly government have made decisions that are detrimental to our cars. This problem isn't going away.

Third, that many oil companies may have products that will continue to function well in our cars. Castrol, Redline, Valvoline, Mobil, Amsoil and others have now commented on my original article and are making suggestions. For some companies they are offering short lists of "acceptable" oils, others just one. One company has responded without any substantive information in a two-page "bulletin". By their account all their oils are superior and applicable. This is typical of most larger companies.

Fourth, some oil manufacturers are pointing to metallurgy, blaming poorly built cams and followers. This may have some validity but the bottom line is that there has been a big increase in failures with products that have been on the market with identical products that are now having greatly increased failures. To me the bottom line is, if the lubricants are working there is no contact between surfaces, it shouldn't matter what the materials are, within reason.

Fifth, on "modern" production cars, stay with the manufacturer's suggestions. For any car produced before about 1990 the owner needs to be aware that the suggested lubricant may have changed and may not be applicable. Flat tappet, stock, performance or modified may be affected.

Sixth, Yes there is more! Directly from Castrol Engineering November, 27, 2006 "Also, at this time we are not recommending use of heavy duty truck products due to different formula objectives between cars and trucks."

Now the important information: Oils that seem to be correct for our cars:

Castrol: Syntec 5W-40, Syntec 20W-50, Grand Prix 4-Stroke Motorcycle oil in 10W-40 and 20W-50, TWS Motorsport 10W-60*, BMW Long Life 5W-30* *= full synthetic, available only at BMW dealerships

Redline: 10W-30, 10W-40 (Synthetic oils)

Valvoline: VR-1 20W-50 (Conventional oil)

Amsoil: Unknown

Mobil: Mobil 1 5W30 and 20W-50 (Synthetic)

What are we going to do at Foreign Parts Positively has been difficult to determine but with few options left, the following is what we are forced to do. Some of our choices have been based on the manufacturer's willingness to help.

Break in: Delo 400 30W

Conventional oil: Valvoline VR-1 20W-50

Synthetic: Redline 10W-30 in newer engines, 10W-40 on older engines.

Break-in is now 3,000 miles (using Delo 400 30W) before changing to running oil.

Oil change interval: 1 year or 18,000 miles with Redline synthetic
1 year or 2,500 miles with conventional oil (Valvoline VR-1 20W-50).

Oil Filters: Correct Fram or Wix (Spin-On), Felt in can type, changed with every oil change. We emphasize *Correct* as many oil filter manufacturers do no have proper backflow preventers, pressure bypasses or fine filter media.

Thank you to Castrol, Redline, Christiansen Oil, Valvoline, Mobil and Amsoil for input.

We're sure this subject will continue: Please forward any new information you may encounter.

Keith M. Ansell, Foreign Parts Positively, Inc.
Kma4285@msn.com or 360-882-3596

MGB Backup Bonnet Release

by Clifton Gordon, from Quadriga *NC MG Club, with permission*

Have you ever had to open a bonnet with a broken release cable? On chrome bumper cars you can reach through the left center of the grill and unlatch the catch plate with a long screwdriver or long thin bar. I have not broken a cable but I decided to fabricate a backup release in case the pull cable breaks. This article should also work with a Midget, I haven't tried it on a Midget but I know the catch plates are the same. I haven't looked at a rubber bumper MGB so my release idea may need some changes to work on them.



The removed Bonnet Latch

For a cable I had some old heater cables in my spare parts and used the inner wire for a pull cable. I used the outer sheath between the standard bonnet pull mount and the left front fender. Look at the photo for actual location. I drilled a (1/8") hole in the catch plate lever to secure the cable. I drilled another small (1/16") hole in the inner fender so the release can be reached between the left front wheel and fender. It's easier to drill if the catch plate is removed. Mark the position prior to removing the catch plate, this is necessary to keep you bonnet alignment from changing. Another (1/16") hole was drilled in the cable support bracket. I used a cable stop from an old heater valve to secure the cable wire to the catch plate. The hole in the cable stop needed enlarging for the dual cable thickness, I used a drill to make the hole a little bigger, a 3/32" drill as I recall.



The Cable goes thru the left fender well

To make the cable easy on the fingers when using I inserted a length of 1/8" plastic/rubber tubing over one end of the cable and bent it into a loop. The loop goes under the fender. It's a good idea to lubricate the cable prior to installing it. I used some white grease. The cable was inserted from under the fender into the engine compartment. The cable sheath was installed on the cable, the cable was installed in the small hole in the cable bracket and the looped through the catch plate arm and secured with the cable stop. The loop in the catch plate was adjusted so it didn't restrict the operation of the catch plate and just tight enough so it will work when used. If you don't have any old heater cables around you can use a universal lawn mower/tiller cable cut to length. I have found it's easy to reach under the fender to release the bonnet with the backup catch and not bother with opening the car door to open it from the standard release. It took me about 1 1/2 hours to do the complete installation.

I didn't have good luck trying to make a remote release for the boot lid. When I installed struts on the boot lid I had the lock bind and couldn't get it open. It was strange, I never touched any of the hinge bolts or the latch. Anyway I applied some knee pressure to the license plate holder and that allowed me to open the lid. It's easy to try and may work for you. I tried installing a choke cable from a generic kit through the rear bulkhead. I used nylon ties to secure it to the lid and ran it down to the boot latch, I drilled a small hole in the latch lever and hooked up the cable. It didn't work due to the angle the cable was pulling from. It may have worked if I ran it on the floor but the cable has to be attached to the lid so every time the boot is opened the cable would swing up making boot storage a problem. One idea scratched. Sometimes you win, and sometimes you lose.

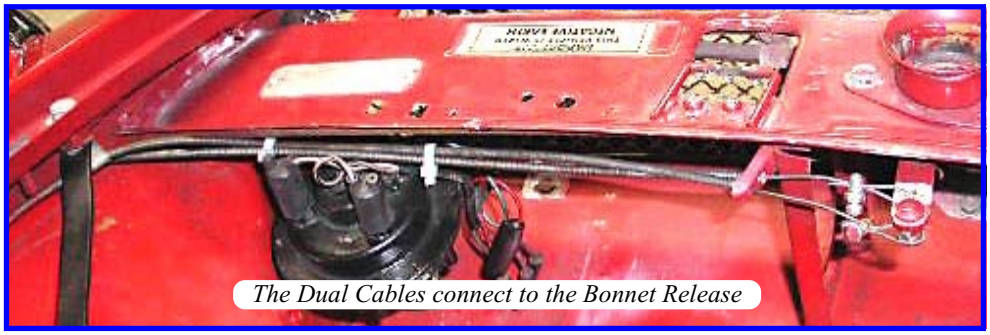


The Emergency Pull in the wheel arch

TIRE

Most people that have experienced boot lock problems had to destroy the lock to get it open. Others have cut a hole in the rear bulkhead or have removed speakers in some cases and claim they placed a hook around the latch to open it. If you look at the photos you will see that would be very difficult or impossible. Calling a locksmith probably will not help. In the rear of the lock there is a cam arm that contacts the latch to open the lid. When the lock is in the locked position the cam arm rotates and moves to the side so it doesn't strike the latch arm. I suspect that the cam arm loosens and doesn't turn for most lock problems. The best preventive maintenance is to keep it lubricated and make sure the securing bolt for the cam arm is tight. If I figure out an easy way to install a remote boot lid release I'll post an article on it.

Safety Fast.



The Dual Cables connect to the Bonnet Release

PS: In case some readers may not want to fabricate a backup release Gerry Masterman sells a backup release and some other good items for the MGB. His back up cable is a little different than the one I fabricated for my car. I think his prices are somewhere in his web site. http://www.gem-enterprises.net/page3.html

Understanding Common Paint Problems

By Jim Pyatt



Pebble Beach

Commonly found paint problems fall into two categories: contamination on the surface and damage that goes into the paint.

Surface paint problems include environmental fallout, ferrous-oxide deposits (rail dust), paint overspray, bug and tar splatters, and water spots.

"Environmental fallout" is a generic term that refers to all of the particulate crud that is floating around in the air. This stuff settles down onto the paint surface of the vehicle as it sits outside in the open air--it involves things like dust, jet fuel, paint droplets, industrial particulate, including sanding and grinding debris, and any number of atomized chemicals released from industrial operations.

Most of this stuff by itself is not a problem for the paint, but when combined with water from precipitation or dew, most environmental fallout becomes fused with the surface of the paint. In the extreme case, like acid rain, the Combination of fallout and water combination actually etches into the paint, creating a subsurface problem. We'll talk about this later.

Ferrous-oxide deposits are a specific form of environmental fallout. They consist of tiny iron particles that come from industrial operations. You may have heard the term "rail dust," which refers to the ferrous-oxide particles that come from railroads. As the trains run along the rails, the contact and friction between the steel wheels on the train cars and the iron rails causes small, almost microscopic pieces of iron to spit out and float away in the air.

Ferrous-oxide particles can also come from other metalworking industries such as shipbuilding. They appear as small brown nibs on the surface of the paint. Sometimes, especially on white vehicles, there is a brown ring surrounding the particle. The total width of the ring is less than 1/32 of an inch. On darker vehicles, the iron particle might be surrounded by an iridescent ring.

Water spots are left on the surface when water droplets are allowed to dry on the vehicle's surface. The spotting is caused by leftover minerals and other solids that are contained in most tap water. As the water dries, the minerals settle onto the paint surface, leaving rings the size of the original water drops.

All of these surface contaminants cause the paint surface to feel rough, even after waxing. The remedy for minor surface contamination is to use detailing clay before polishing or waxing. Heavier concentrations of surface contamination, especially deposits of ferrous oxide, may require using acid-washing techniques before applying the detailing clay. The acid wash removes most of the particles and the remaining particles are loosened so that detailing clay quickly removes them.

Removing bugs and tar can be accomplished with one of the many chemicals designed just for these contaminants. If the contamination is light, simply pour the chemical on a microfiber and wipe the affected area. If the contamination is heavier, it may be necessary to use a nonscratching scrub sponge to help agitate away the tar or bugs. Always apply wax to the cleaned area, as most of these chemicals will remove any existing wax.

Subsurface paint problems occur when the damage goes below the surface of the paint. Such damage includes oxidation, scratches, chips, staining, and etching.

Oxidation is simply the result of the drying out of the paint. Paint starts as a liquid that is sprayed onto the car. The paint quickly dries to the point where it feels "solid." But the paint never stops drying out. The liquids that made up the paint before it was sprayed onto the car continue to evaporate, albeit at a slower and slower rate, over time. Without regular waxing, and after many years or heavy exposure to heat and sunlight, the paint will dry to the point that it becomes dull. This dullness or chalkiness comes from oxidation.

In single-stage paint systems, oxidation can be mostly removed by compounding or polishing the paint surface, which removes the "dead" paint. Assuming that the paint is thick enough to begin with, the remaining paint can sometimes be made to be almost as shiny as when it was new. It is most noticeable on single-stage paint systems. On clear-coat paint systems, oxidation appears as cloudiness in the clear coat. Unfortunately, clear-coat oxidation begins deeper in the paint and is virtually impossible to remove. Waxing makes it look a bit better and helps slow the process, but there is otherwise little that can be done to correct oxidized clear coat. If the problem persists, the clear coat will eventually begin to separate from the base coat. A body shop can apply a new clear coat to the infected areas.

Scratches are essentially small gouges into the paint. Scratches can fall into one of three categories: microscratches, moderate scratches, and deep scratches. Microscratches are superfine scratches caused by normal washing. Some people call them "cobwebs" or "spider webbing." Swirl marks, caused by inappropriate high-speed polishing, are another form of microscratching.

Moderate scratches are those that can be removed or at least made to look less noticeable. These are often caused by accidental contact with the paint, like rubbing up against a side panel with a gym bag or sliding a box onto the trunk. Deep scratches are those that go are down to the base coat or primer. Unfortunately, they cannot be removed, nor can they be made to look less noticeable using standard detailing techniques. Some deep scratches, however, can be made to look less noticeable by using professional paint touch-up techniques.

Scratches can be filled in with glazing products, but this is only a temporary fix. The fill material will evaporate in a matter of weeks, exposing the scratch once again. To remove scratches completely, the paint must be removed around the scratch down to the lowest point of the scratch. The problem is that removing too much paint can cause problems later on. So a good compromise is to sand down the scratch only part way, and then fill the remainder with a glazing wax.

Other subsurface problems include staining and etching, which can be caused by acid rain, bird droppings, and engine fluids. Etching occurs when the surface contaminant eats away at the paint. Bird droppings and eggs are famous for causing this problem. It is difficult to repair etching, especially if it goes deep into the paint. The best solution is prevention by regular waxing or by the application of sealant.

Paint chips or nicks are caused by sharp impacts of rocks or keys or other car doors, and the like. Some nicks can be improved using remedies similar to those used for scratches. Chipped-off paint, however, cannot be improved using standard detailing techniques. Instead, professional touch-up paint techniques can be used to fill in the chip, making it less noticeable.

SUMMARY

Paint can become damaged in many ways. Often, there are several types of damage that, combined, cause the paint to look dull and old. By understanding the types of damage, and then using the correct chemical, equipment, and technique to correct the damage, you can go a long way to making most cars look great.

Jim Pyatt is the owner of Tender Rubbing Care, Published author and consultant. Jim has over 10 years experience as a detail sh op owner operator, and is a member of The National Association for Professional Detailing and Reconditioning (NAPDR). He can be reached at: jim@tenderrubbing.com
Subscribe FREE to newsletter here: http://internetmailmanager.com/s/reg.asp?a=479ZNJBJMAZPZB8PN8JLZMZ&b=EEB8MMBL9XH3



Please email updates to: newsletter_editor@mgclassics.org Please provide your email address with your ad. Your ad will run as 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 80s'. 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.

1967 MGB-GT

2 year old complete restoration. Wire wheels, overdrive, 45 DCOE side-draft Webber. 10,000 miles on rebuilt engine. Many custom features. $8,500. OBO Bob Phillips 904-751-6496 or bphill3001@aol.com

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)

1979 MGB

British Racing Green. Jim Hall inspected the car & would be a good parts car. $800 Call Pia Brenan at 389-6299 or piabrenan@hotmail.com

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:

1970 Good complete motor & gearbox.

Plus many other B parts. Bob Phillips 904-751-6496 or bphill3001@aol.com

Wire Wheel Set of 4 - 15x5.5 72 spoke

Freshly Powder Coated. Less than 1 year road use since these beautiful wheels were powder coated silver. Spokes tight, splines very good condition. Great deal at half of new price = $110 each. Contact Tom Phares at twjphares@comcast.net or 850-878-3996 (Tallah)

Portable Luggage Rack

No holes in your boot lid, use it only when you need it. Chrome has some flaws, but overall very presentable. 17"x24" $100 Contact Tom Phares at twjphares@comcast.net or 850-878-3996 (Tallah)

66 TR 4A Parts

Parting out recently dismantled car, radiator, fenders, windshield, complete front end & 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; Chuck Wright; Mary Wright; Chuck Rowe; Rev.Judi Rowe; Janet Tarr; Tom Harris; Barbara Carpenter

FYI

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

- **GOF-South 2007 Registration is still on-line, print it and bring it with you!**
- **Don't forget MG Classics of Jacksonville, Inc. in your will. Have a lasting effect on MGs and MG Classics of Jacksonville, Inc.!**
- You to can receive this newsletter faster and in color by contacting the editors and having your copy emailed to you each month. 50%+ of MG Classics newsletters are emailed!
- **Put it on paper or email, your editor will clean it up and publish it! Your articles, stories, technical tips, pictures, or just plain lies are solicited for the newsletter. Please send to your editors! newsletter_editor@mgclassics.org**
- Member John Stech's friend owns Eastern Imports, does excellent work and can usually find hard to locate parts told him that any of our members of MG Classics will get a 10% Discount if they present the coupon below at the time of service.

MG Classics Member

10% Discount

present this coupon at

time of sale or service.

Eastern Imports
"Your foreign car parts specialist"
BECK/ARNLEY · BOSCH · brembo · TOKICO · crown · BANDO
Natl. WATS Line 1-800-952-7754
Curtis Kallam
904-384-8492
562 S. Edgewood Ave.
Jacksonville, FL 32205

GUS's GARAGE

Moslee Althums called Gus at the garage to see if he had a easy way to get a screw out of the distributor of Blanch his OEW 1500 MGA. It seems that Lee had dropped the condenser hold down screw while freshening the ignition.

Gus asked Lee why he frustrated himself doing that job in the dark while leaning over the fender and giving himself a backache. Lee said that he was not sure that he could get it back together so it would run. Gus explained that if one removes the two base plate bolts and does not disturb the pinch bolt the distributor can be removed intact. The drive dog is cut offset so that it can only be installed correctly.

Gus told Lee that working at the bench while holding the distributor in a vice makes changing points and condenser very easy. Moslee was impressed with the engineering forethought incorporated in the MG. He told Gus he would take the unit out and finish the job at the bench. "I can't believe they actually made something service friendly" Moslee commented, shaking his head in disbelief.

Club Officers & Board Members

President:
Jeff Sager
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president@mgclassics.org

Vice President:
John Leenhouts
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We're on the Web!
www.mgclassics.org

Joe Kaiser - Desktop
Pheona Kaiser - Editor
Phone 904-940-5848
Email: newsletter_editor@mgclassics.org



Safety MG Fast!

EVENTS CALENDAR

MG Classics Meeting is Apr. 30 7:30pm at Buffalo's Cafe - off 295 & Blanding Blvd.

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

Quincyfest - 3rd Annual Blues & Barbecue - 5/4&5, in Quincy, FL will be held on its Historic Courthouse Square. **Cash Awards** & Dash Plaques! More info coming!

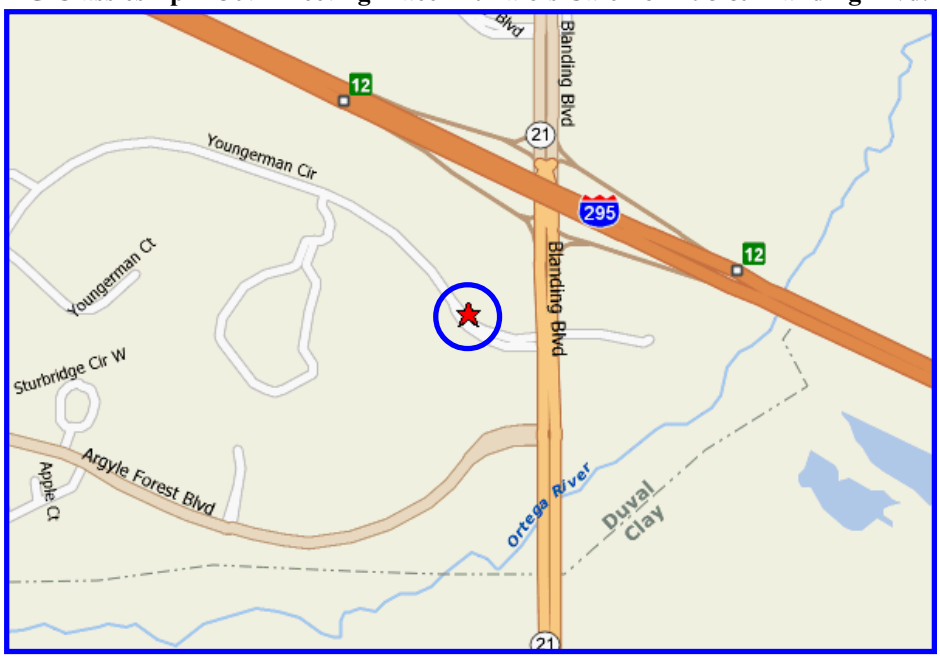
20th Springtime in the Smokies British Car Gathering - **5/12**, Held on the grounds of the Talley Ho Inn. 314 St. Hwy 73,Townsend, TN, 865-448-2465 Form at MG Classics.org

GOF-SE - 9/7-9 Hiawassee, GA. Ramada at Lk. Chatuge (800) 613 4349 *SE MG discount!*

Rendezvous 2007

October 12-14 • Tallahassee
Info at www.bigbendmgs.com

MG Classics April 30th Meeting Place -Buffalo's Cafe - off 295 & Blanding Blvd.



Contributions to YOUR club newsletter are welcome and requested.

Thanks go out this month to Jeff Sager, Bob Wrenn, Keith Ansell, Don Schmidt, Clifton Gordon, Jim Pyatt, Precious Rogers, Karen Altomare, and Neil Nelson.

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