Volume 33, Issue 5
May 23, 2004

Jax Classics

Monthly Newsletter of the MG Classics of Jacksonville

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.

The Prez Sez

The April 26 meeting was at the Golden Corral. The meeting was a discussion of the G.O.F. held in Palm Coast the Friday, Saturday and Sunday previous. I am pleased to report the G.O.F. was successful in every aspect. The weather could not have been better and the showing of cars was wonderful. I want to thank all the club members who pulled together to make the G.O.F. the success it was. There are too many to name and I'm sure I'll forget someone. What I saw was club members taking control of several situations and making things happen. From my position I thank you all for your support. 103 entrants registered for this year's event, only 5 entrants were absent from the show. As a club, the MG Classics of Jacksonville came away with many awards and Neal Roland's sparkling TD came away with ***BEST OF SHOW.*** If you would like to see the cars at this years G.O.F. visit our web site MGClassics.org

On a sad note I must inform the membership that Chris Wagge has re-

Calendar

June 7, 2004

Monthly Meeting
Buffalo's Southwestern Café
6055 Youngerman Circle
Jacksonville (almost Orange Park)

Meeting starts at 7:30 pm. Arrive early for dinner and prime seating!

Note the May meeting was moved to the first Monday in June due to the Labor Day Holiday

May 23 thru 29: Drive Your British Car Week!! Do It!

Prez Sez (Continued)

signed as club secretary. Changes in Chris's job prevent him from being available on Mondays and devoting the time required. This is a tremendous loss to our club. Chris has devoted many hours to our club to insure projects were done and arrangements made. I want to take this opportunity to thank Chris for all he has done over the years. Chris was this year's G.O.F. Chairman but was not able to attend the event as he has done in the past. The membership saw this and took control and made the MG Classics proud hosts. Again thanks to all for your efforts.

The G.O.F. is a large event which takes much preparation. While things are fresh in our minds, I ask all that attended the event to write down both pro and con what we can improve. If anyone has suggestions please contact Joe Calvert or myself. Three years will be here before we know it and we want to be prepared.

Mark your calendar April 8th-10th 2005 Sebring Fl. G.O.F. XXXIX. I've talked to the chairman and they are promising a fun G.O.F.

It was decided not to attend the Shrimp Festival at Fernandina this year. Remember to mark your calendars that the last Monday in May is Memorial Day and we will **not** have a meeting until June 7th.

Congratulations to Roger and Phyllis Brinkley on their marriage and honeymooning together at the G.O.F.

Special thoughts for Beverly Giffilan who has been hospitalized at the beaches. Get well soon.

Wanted Club Secretary – if you are interested in becoming involved and have the time and energy to devote to this position, then we have a deal for you. Please call Joe Calvert or myself. Become part of the team.

Bernie

Message from the Web Master

Jeff Sager

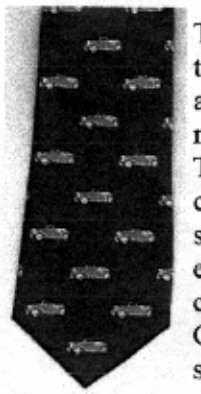
Announcing the MG Classics Forum on our club website: ww.mgclassics.org. The Forum is a convenient place for member to have technical discussions, swap parts, give ideas for the newsletter or the web page, or just swap stories. It's a "bulletin board" where members can post their message for others to read, and others can comment on the message or post something new. Check it out—there's a link. Click on the "Members Only" page on www.mgclassics.org.

Special MG Tie Offered by Racing Research

A custom-designed, woven tie featuring Cameron R. Argetsinger's red MGTC that he raced in the 1948 Watkins Glen Grand Prix is being offered for sale by the International Motor Racing Research Center at Watkins Glen.

This offering anticipates the September celebration of the 50th anniversary of Watkins Glen's Collier Cup for MGs.

Ties will be available in early May. Orders received before May 1 will earn a 10 percent discount.



The price of the tie is $50. Shipping is an additional $5. A limited number of extra-long ties is available at the same price. The background is navy blue.

Ties may be purchased by using check or credit card. Orders may be submitted through our Web site, www.racingarchives.org, or by telephone, e-mail, fax or mail. For more information, please contact the Center at 610 S. Decatur St., Watkins Glen, NY; 607-535-9044; or research@racingarchives.org.

Stuff for Sale

1977 MGB—Overdrive
All original except that Zenith carb replaced with twin SU's. Has overdrive. 56,000 miles. Asking $7000. Call Larry Dockins at 904-219-3830.

1977 MGB
New tires, new brakes, new top, new interior, new paint, $4000. Call Larry Dockins at 904-219-3830.

1976 Midget
New paint, interior, top and almost everything else. Re-built engine, BRG color including roll bar. $4500 Contact Bob Phillips 904-751-6469
(Also have a 1967 XKE Coupe for sale)

1976 MGB
Rare Sandglow, Rust free, Garage kept, Dual S/U's Rebuilt and properly tuned, New carpet and seat covers, New top w/top boot & tounneau included, New front suspension, Nice stereo radio, New tires on Rostyle wheels w/Stainless steel trim rings, New exhaust system, $10,000.00 invested. Will sell for $7500. Contact Jim Hall 904-282-1658

1955 MGTF 1500
Restoration project, Many new parts, Rough but Very re-storable car, Engine free, Genuine 1500, NOT a 1250 with 1500 engine, Only around 3300 1500's built so car is rare example, $6500.00 OBO. Contact Jim Hall 904-282-1658

New set Mini Lites w/new tires
$650.00 (New Mini Lites are now $179.95 ea.at MOSS) do the math. Contact Jim Hall 904-282-1658

Custom 7"X15" Wheels
by American Racing w/MG center caps, set of 4 $440.00. Contact Jim Hall 904-282-1658

1976 MGB Roadster
No rust, very clean, good interior, SU carbs, stainless steel exhaust, new tires, original top/boot & tounneau. $4000. Call Floyd Maycroft at 534-1233

1957 MGA
Red, Runs great, beautifully restored. Have $27,000 in it. Listed in Auto Trader for $16,900, will take $1,500 off for club members or friends. Contact Jerry @874-1859.

1960 MGA Coupe,
90% complete total body off restoration. Needs dash, interior, glass, grill and front bumper installed. Have all required parts. Save thousands + time. Bob Wrenn, 904-230-8396 or mgowner@bellsouth.net

66 MGB Roadster
Wire wheels, new paint, top, exhaust and tires. Very original car, runs well. $5250. Contact Tom at 904-284-8202.

1962 MGA Roadster
Cream White, disk wheels, 1000 miles in engine rebuild (Engiish Garage). $18,000. Contact Bill Eckert at 285-3581.

MG-TD Hardtop
Needs paint, headliner, windows to be fabricated. Have one frame for sample. $400. Contact Beverly Gilfillan at 904-285-3466.

1971 Midget
Fully restored BRG $4000. Contact David at 733-4762.

1 pair of MGB doors
Clean, hardware included, windows and upholstery. $150. Contact Chris Waage 904-273-9493.

MGB Door Hinges
Straight and tight $20 each. Contact Chris at 904-273-9493.

1977 MGB
Red w/black top. Canvas top is new, 110,000 miles. Runs good, with some rust. Pictures available via email. $3000. Contact Charles Stephens for info at chrimina@comcast.net or 904-256-4774.

Parts Needed
Pete Wilson is looking for a Steel wheel and a turn signal switch for a MGA 1500. Call him at 317-2413 or 610-7789.

Tow Dolly
Master Tow tow dolly for sale. Used twice. $550. Call Tom at 260-4043 (home) or 955-4713 (cell).

76 Midget
Many new parts & is in good shape. Is not running. Very little rust, clean title. Has been waiting 4 years for me to restore. Contact Steve at 904-591-6654 or smschriefer@yahoo.com for more info.

Note from the editor: If you have an item in this column that has sold or is no longer needed please contact the editor. Thank you.

Check out ads on www.mgclassics.org. Several include pictures along with the descriptions listed above!

News from the VP

Joe Calvert

Hey Gang... great G.O.F. I am looking forward to Sebring next year.
I did not get the last meeting. I know that there is no acceptable excuse but it was nice to see my sister from up north.
In case you wondered the answers to my quiz are:
Neil Nelson was underage when he joined the Navy. As a result he was the youngest pilot when he got his wings.
Coach comes from a circus family.
Rosemary knows many of the old vaudeville people.
He was Capt. Jack at one time but he retired as Admiral Moriarty.
John Atkinson spent his teenage years in the Caribbean where he learned to fly a small plane. (He's not related to Mr. Bean)
Get to know your club members, its a great group.
If you got them all correct, let me know. We will figure out something.

Name Tags

Bob Wrenn

The name tags are here! They will be distributed at the June 7th meeting to those who ordered them. The cost is $5.50 each. If you have questions call Bob Wrenn at 230-8396.

The Lucas Song

(Sung to the tune of: The Battle Hymn of the Republic)

Let me tell you all the story of a patron of the Arts;
His name was Joseph Lucas and he made electric parts;
He put them into Morrises, MGs and Golfing carts;
But his parts don't work no more.

<Chorus>
Glory, Glory, Prince of Darkness
Glory, Glory, Prince of Darkness
Glory, Glory, Prince of Darkness
His parts don't work no more

For those of you who think we're speaking sacreligiously;
Remember that that we're victims of the Lucas Company;
The title "Prince of Darkness" comes from spotty quality;
Cause his parts don't work no more.

<Chorus>

Now, Joseph was an expert in the voltage and the amps;
His first job in the business was extinguishing street lamps;
They called him "Prince of Darkness" back when he wore knee pants; And his parts don't work no more.

<Chorus>

Master Lucas was intent upon expanding his career;
He would build refrigerators for his country dear;
Now that's the very reason why the English drink warm beer; Cause his parts don't work no more

<Chorus>

When Joseph lay a-dying very near the end of life;
His family gathered 'round him and were seeking his advice;
The only words the man could say were "Don't drive at night"
'Cause his parts don't work no more

<Chorus>

So as you go a-driving in your early MGA;
Remember that the Ghost of Lucas rides with you each day;
You'd better have a flashlight and a battery or two;
'Cause his parts don't work no more.

<Chorus>

MG Tips

Hard Nut to Crack? Free up that Rusted Nut and Bolt
Our Tech Tip this week is from Bob Ross.
An old farmers trick, when you are fighting that rusted bolt and nut that absolutely refuses to come apart without resorting to the grinder/cutoff wheel. Try heating it with your handy propane torch, then take one of your spouses (or significant others) good candles and work it over the nut allowing the heated wax to work into the nut. I have to tell you this really works well. (well, not my wife's candle part)
Actually, it is best to invest in one of your own to use in the garage, spouses generally take a dim view of "but I needed it in the garage".. also note: its even better to buy a second one for her.....lets her think that you were thinking of her all the time.....And just happened to remember you needed one in the garage, besides that gives you a spare....!!!!

Leaky Headers? Seal 'em
Our Tech Tip this week is from Harry MacLean.
Tired of those headers leaking all the time and you can never seem to get them to seal right? You put double gaskets on and they burn off and still leak. Here's a fix to try. Go to your local auto parts store and get the "red hi temp silicone", then take your header off and get your new gasket. Put a very thin bead of silicone around each side of the gasket by the port. Then reinstall the gasket against the head then the header. Leave two studs on each end of the head for easier installation. then tighten the header up to normal torque specs and let it sit for a couple of hours before you try to start it to let the silicone cure. Viola, no more leaks. The racers have used this technique for years and it works very well.

Strapped for spare parts Space? Try under the dash!
Our Tech Tip this week is from Jim and Ruth Bottomley.
Recently my wife and I drove cross-country in our MGA and space disappeared really quickly. I have kept a spare generator under the right side of the dash for awhile. So the idea grew. Zip lock bags, zip ties, and some glad ware containers were it!!! Here is the list: generator, distributor with points and condenser, ignition coil, water pump, fuel pump, distributor cap & wire set, plugs (4), points and condenser, brake hose, front and rear wheel cylinder kits (2 each), tie rod ends (over the top), flasher box, voltage regulator, relay box, throttle cable, 2 speakers, AM/FM/CD player
That left the boot open for tool roll, small tool box, and tire stuff. We decided to leave the spare home and brought a tube and tools instead. That was our biggest space gain by itself. Also all those tote bags from exotic places (read other GT's) really make great luggage as they are stuffable and clean up well.
Another good source of space is under the bonnet. 2-3 quarts of oil can be stored under the right fender near the firewall and a zip lock bag of small goodies can slip in under the left fender next to the wind screen wiper motor.
Of course since we had all of these items, we didn't need one of them, but we were prepared

Don't Lose those Nuts and Bolts!
Our Tech Tip this week is from Dan Conrod.
I have a 73 Spitfire with tube type headers on it. I recently was doing some work around these headers. I found that by wrapping aluminum foil around them in the shape of a small tray all the nuts and washers I dropped were easily retrieved. Not only were they not stuck between the tubes, it kept them from getting too hot to handle if the header happened to be hot. It also saved a slide under the car which is already too low to begin with.

LBC Owners Memory Tip ;)
Our Tech Tip this week is from Joe Messier
The older I get, the less information it seems that I can retain. When it comes to the LBC's information, I just can't remember what type of spark plug to use to the weight of the motor oil that is in the engine. My little trick is to make a list with the manufacture name and product # with a word processing program. I add anything and everything to the cheat sheet. Here are a few items I have listed: oil filter, tire size (and the correct air pressure), transmission fluid, light bulbs, motor oil, brake fluid, fan belt size, etc. Also on the bottom of the page, I listed a few spare part companies I deal with and their phone numbers and local towing services.. And last but not least...I put this information in the glove box of the car. I have everything I need when I need a simple part or get stranded on the side of the road (of coarse that wouldn't happen to me, but at least I would be ready).
Cheers and happy driving!!

Windshield Replacement MGB - Another Tip
Our Tech Tip this week is from Lyn Pond.
I also recently rebuilt the windshield on a 1980 MGB and found a different way to "unfold" the seal between the windshield frame and the body. I was working alone so I had to have a way to do the job with only two hands. I placed the newly refurbished windshield frame on the car and put the two upper mounting bolts in place loosely and started the center bolts by a few turns in order to hold the assembly in place. Once that was done, I used a plastic putty knife to slip under the frame from inside the car and unfold the seal outward. As I progressed across the seal, it unfolded with very little problem. Once the seal was lying flat on the cowl, I tightened down the center bolts in incremental steps and then installed the remaining two lower bolts in the outside frame to body positions and the job was done. Elapsed time about 30 to 45 minutes.

GOF Mk XXXVIII Award Winners

Pictures of the winners can be viewed at our web site www.MGClassics.org.

First Timers

1st - Judith & Bruce Brunson (MG TD)
2nd - Bill Partington (MG TD)
3rd - John & Nancy Atkinson (MGB)

MGB GT

1st – Pat & Norman Ridgely
2nd – Jim Hall
3rd – Wayne Coker

Late (Rubber Bumper) MGB

1st - Glenn Lenhard
2nd – David Neal
3rd – Dick Shinn
3rd – John Leehouts

Early (Chrome Bumper) MGB

1st – Linda Dillard
2nd – Neil & Johnnie Nelson
3rd – Steve Meth
3rd – Lynn & Marshall Fleury

Midget

1st - Mike & Michaeleen Chalut
2nd – Bart & Audrey Savino
3rd – JP & Wanda Brown

MGA

1st – Ralph & Shirley Decker
2nd – Tom & Wanda Phares

(MGA continued)
3rd – Bernie and Rosemary Nowotny

MG TF

1st – Roger Brinkley
2nd – Dick & Judy Goudey
3rd – Clay & Gail Lowry

MG TD

1st – Jeff & Brenda Sager
2nd – George & Betty Fipp
3rd – Judith & Bruce Brunson
3rd – Stu Keen

MG TC

1st – Mike Kazmeirski
2nd – Charlie Clark
3rd – Art Floyd

Variant

1st – Drew & Betsy DeCandis

Prewar

1st – James & Alice Hester

Premier

1st - Pierre Moreau (MG TF)
2nd – Ann Gilliam (MG TC)
3rd – Neal & Marilyn Roland (MG TD)

Best of Show

Neal & Marilyn Roland (MG TD)

Fees

Registration

First MG (pre-registered)	$25	_____
Additional MG's (each)	$5	_____
Friday Barbeque Dinner (Family Style) (each)	$23	_____
Saturday Banquet & Awards Ceremony (Family Style) (each)	$25	_____
Tee Shirts Short Sleeve	#	
# Medium @ $12	___	_____
# Large @ $12	___	_____
# X-Large @$12	___	_____
# XX-Large @15	___	_____
Tee Shirts Long Sleeve	#	
# Medium @ $14	___	_____
# Large @ $14	___	_____
# X-Large @$14	___	_____
# XX-Large @16	___	_____
Total Payment Enclosed	$	_____

Make checks payable to
Peachtree MG Registry

For hotel reservations, contact the Dillard House directly at 1-800-541-0671 before July 15. Mention that you are with the MG Festival. Room rates are from $75 and up for Thursday and $98.00 and up for Friday and Saturday. (Other rates available outside of block) Be sure to reserve early! Cancellation must be made by 8/17/04 to avoid one night's cancellation charge.

RELEASE AND WAIVER: In consideration for the right to pay the event fee and participate in the S.E. Regional MG Festival, the undersigned hereby release the Peachtree MG Registry, other clubs and event sponsors from any and all liability resulting in damage to my car and/or property and to the property of others, and all injuries not limited to but including death, while participating in, or traveling to or from the S. E. Regional MG Festival.

Driver and Navigator sign below.

Signed: _____ Date: _____

Signed: _____ Date: _____

Car Show Award Classes

MGA	MG TA/TC
MGB 62 - 67	MG TD
MGB 68 - 74½	MG TF
MGB 74½ - 80	MG Other
All MGB GT	MG Modified
MGC Rdstr & GT	Diamond in the Rough
MG V-8	"People's Choice"

Place awards will be based on the number of entries in the class.

There will also be a "Peachtree Award" for **judged** Best of Show. All other awards are popular vote. Any registrant may "offer" their car for this judging. Please note on registration form.

Alcoholic Beverages

The hosting car club, the Peachtree MG Registry, will not provide or serve any alcoholic beverages at this Festival. The Dillard House does not prohibit its use on their premises. If you want it, bring it.

Charity "Doozie of an Auction"

If you would like to contribute any item to the charity auction, please bring it with you and contact any member of the Festival staff. A portion of the proceeds will go to charity.

More Information

For more information and directions to The Dillard House, call 1-800-541-0671 or 1-706-746-5348 or please visit their web site at: www.dillardhouse.com.

Keep abreast of Festival developments at: www.peachtreemg.com or contact Dennis DeLoatch, Chairperson at peachtreemg@bellsouth.net

Registration



Southeast Regional MG Festival 2004

Dillard, Georgia
September 17 – 19, 2004

The Peachtree MG Registry
This year hosts
A Southern MG weekend at
The Dillard House
In the mountains of North Georgia

Inviting all types of MG

Visit us at: www.peachtreemg.com

Southeast Regional MG Festival 2004

The Peachtree MG Registry invites you to join us this fall for a relaxing, southern-style weekend in the North Georgia mountains at The Dillard House in Dillard, GA. Old fashioned Dillard House cooking is as mouth watering as always. It's not fancy, it's just good! The porch swings and rocking chairs are perfect for visiting with friends and swapping MG stories – you'll feel right at home. The Dillard House offers it all with a family-oriented atmosphere.

Festival events are listed in the next column. Other activities include horseback riding, swimming, tennis, and antiquing. For those who want to get-away, book a romantic "chalet for two", away from the crowd.

September scenery in the mountains is not to be missed; enjoy it at a leisurely self-paced tour, or on a rally tour.

A word of caution, September in the Georgia mountains is very popular. Make your reservations early.

All MG's are welcome!

Visit us at: www.peachtreemg.com

Events

Seating for the Barbeque Dinner and Banquet are limited.

Register early!

Thursday, September 16

- Early Arrivals

Friday, September 17

- Registration - 10:00 AM -4:00 PM
- Hospitality Suite –10:00 AM-6:00PM Open after auction until 11:00PM
- Self-paced tours of Georgia mountains
- Barbeque Dinner - 7:00 - 8:30 PM
- "Doozie of an Auction," 8:30 PM to ?

Saturday, September 18

- Registration - 8:00 - 11:00 AM
- Car Show from 10:00 AM - 2:00 PM
- MG Swap Meet-Bring your extra parts – 9:00 AM – 1:00 PM
- Valve Cover Races at 12:00 PM
- Mountain Road Tour at 2:30 PM
- Tech Session - 4:30 – 6:00 PM
- Hospitality Suite - 8:00AM-6:00 PM Open after Banquet until 11:00 PM
- Banquet at The Dillard House at 7:00 PM
- Awards Ceremony follows Banquet – Hospitality Suite open after Banquet

Sunday, September 19

- Good-byes
- Hospitality Suite - 8:00 - 10:00 AM

Partial proceeds from our Auction will be donated to charity.

Registration

Please print

Driver _____

Navigator _____

Street Address _____

_____

City _____

State _____ ZIP _____

Phone-H (___) _____

Phone-Alt (___) _____

E-Mail _____

Car 1: Year _____ Model _____

Body Style _____

Show Class _____

Offered for Peachtree Award Y / N

Car 2: Year _____ Model _____

Body Style _____

Show Class _____

Offered for Peachtree Award Y / N

Club affiliation _____

Arrival date _____

Mail to: Peachtree MG Registry
C/O Patty Rosenberg
434 Wesley Chapel Road
Villa Rica, GA 30180
patrose@bellsouth.net

Visit us at: www.peachtreemg.com

What's a Whit Worth?

A Nuts and Bolts Look at the Man British Car Mechanics Love to Hate

Submitted by Neil Nelson

If you know the name Whitworth at all, you probably remember him as the guy who forced you to buy all new tools when you got that British car.

After all, Brit Sir Joseph Whitworth's off-size nuts and bolts are not quite metric, not quite SAE, and they can be maddening to discover when you're elbow-deep in a Triumph or a MG TC.

But instead of cursing Sir Joe, you should be thanking him. Why? Ironically, he's the man who made it possible for you to interchange threaded fasteners between different pieces of machinery.

To find out how, we need to take a trip back in time to mid-nineteenth century England. The industrial revolution was in full-swing, railroads had begun to crisscross the land and factories were increasingly mechanized. There was just one small problem—the nuts and bolts that held everything together weren't standardized at all. Manufacturers had their own proprietary sizes, and fasteners were often made specifically for each application, making repairs difficult and costly.

Enter Sir Joseph Whitworth, a brilliant engineer and inventor. Realizing that the myriad of screw sizes then in use created a logistical and production nightmare, he set about creating a set of standards for threaded fasteners., based on the earlier work of Joseph Clement, who established the concept of a standard thread pitch, Whitworth proposed a system where thread pitch and depth would be based on the diameter of the fastener. Big bolts would have larger, coarser threads, while small fasteners would have correspondingly smaller and finer threads. To further standardize things, all threads in his Whitworth system would share an internal angle of 55 degrees. Introduced in 1841, this revolutionary new system quickly became the standard throughout England and the British Empire.

Though his standard wasn't adopted much outside the UK, it did serve to wave the flag for standardized fasteners, and idea whose time had definitely come. In 1918, the United States Society of Automotive Engineers (SAE, of course) established the National Fine (NF) and National Coarse (NC) thread forms, which became the standard on this side of the pond, while the rest of the world adopted the metric system in one form or another.

BSW? BSF? BSC? BA? British Automotive manufacturers used a myriad of thread styles in the years before and after World War II.

The Whitworth system was not without its problems. While it worked well where large, coarse threads were needed—like the cast-iron boilers on steam engines, it didn't work so well on smaller, more delicate pieces of machinery. This led to the development of new standards for different applications: British Standard Fine (BSF) for uses requiring a finer thread pitch; British Association (BA) for the small screws on instruments and electrical equipment; British Standard Cycle (BSC) for cycles and motorcycles; and British Standard Pipe (BSP) for the self-sealing threads on plumbing fittings. Things were starting to get a little confusing, (a feeling that's not uncommon to British motorcycle mechanics.)

The problem of differing standards in the US and Britain came to a head during World War II, when a flood of US lend-lease equipment arrived in Europe with incompatible fasteners. Clearly something needed to be done.

Soon after the war, Britain, Canada and the US agreed upon a unified standard based on the American NC and NF systems, which were renamed Unified National Coarse (UNC) and Unified National Fine (UNF). Many small British firms—motorcycle manufacturers, for example—had too much money invested in tooling to immediately make the switch to the new UNC and UNF systems, and continued to use the older British standards until stocks ran out or new tooling was needed. That's why it's not uncommon to find three or even four different types of thread forms on British bikes and cars for the '50's and '60's.

Britain eventually saw the writing on the wall, and in 1965 the British Standards Institute finally declared the Whitworth system obsolete in favor of the international Organization for Standardization (ISO) metric system.

Today, Whitworth sizes pose more of a problem than a solution to the home mechanic. There is almost no overlap between the Whitworth, Metric and SAE system, making a set of BSW (British Standard Whitworth) wrenches a mandatory purchase for anyone with a classic British car of Madras-built Royal Enfield. But before you curse at the thought of buying another set of tools, remember Sir Joseph and his revolutionary thread system—without Whitworth things could be a lot worse.

Jax Classics

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Check us out on the web at
www.mgclassics.org

Place address label here

Safety Fast!

Thank you to this month's contributing editors. Remember any and all contributions to the newsletter are appreciated and heartily encouraged. Next newsletter deadline: June 19

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731-2081
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610-0783
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