MG Classics of Jacksonville

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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 39, Issue 10 **October 2010**

Prez Sez **Nancy Leenhouts**

Thanks to you all who braved the rain and came out to the September meeting.

There are two separate events in October both at the same place (sorry about that it just turned out that way).

The first is Saturday Oct 23 at Opies in Orange Park from 6:30pm till..... The big 60th birthday party for John. Please reply by e-mail and let me know if you are going to attend. I need a good head count. The second is two days later Monday the 25th our October meeting also at Opies.

If you are planning on attending the Christmas party and have not yet signed up please do that at this months meeting!!!

Check our web page and it will keep you updated as well.

* Note a change, In November the first Coast Car Council Cruise -in will be: The first Saturday at K-Mart in Orange Park, the fourth Saturday the K-Mart on Blanding just north of 103rd Street.The 2nd and 3rd have not changed check the web page for more information <http://www.carcouncil.org/> .

That's all for now, see you all soon.

Nancy

Safety MG Fast!

MG Classics September 27th Meeting Minutes

Meeting was called to order at 7:30PM by president Nancy Leenhouts at Ronnie's in Green Cove Springs

This month I am listing all the attendees. Every other news letter I read, the minutes submitted by the secretaries they always list those in attendance. This is a one- time event people-you snooze you lose. Those in attendance were:

John and Nancy Leenouts, Jeff Sager, Kim Dyson, Wayne Snook, Cherry and Amos Jones, Lamar Drake, Jim Hall, Helen and Henry Hirschman, Linda Dillard, Pheona and Joe Kaiser, Stan and Lilly Kinmoth, John Clutter?, Karen and Ed Altomare, Denny Jones?, Phyllis Brinkley, Johnnie and Neil Nelson, Pat and Joe Calvert, Richard and Kathy Gross, Michael Chalut.

Congratulations go out to Karen Sager for her promotion and along with it her permanent move back to Jacksonville and her loving husband Jeff.

Nancy, Jeff and John thanked all for their prayers and good wishes after their recent automobile accident. Guardian Angels, luck and the rental of a big sturdy vehicle saved their lives, which seems to me to revert back to Guardian Angels (strictly my opinion). Thanks to all.

The Lake City car show is the same weekend as the weekend of the Blue Angels show here in Jacksonville.

John Leenhouts is turning 60 and he is celebrating with a big party on the 23rd of October at Opies Wings located at Loch Rane Boulevard just off Blanding. The invitation from Nancy and John to come join in the festivities is extended to all club members. Party begins at 6:30pm and lasts until. Serious celebration this, my friends.

The block of rooms for attendees at Jamboree in Homosassa are gone, so available rooms will not be at the group rate unfortunately. Hope everyone made their reservations a while ago. Those who do plan to attend and would like to caravan, contact Henry Hirschman, he is the man with the plan.

Neil Nelson gave a stirring report on Dillard, four cars left here and only one had a problem. Poor Kim shredded a tire on her Triumph, however, with the assistance of a tire dealer in I believe Madison she replaced the "shreddee" and also decided to replace the other three. Seems all four had seen better days. Lesson learned is that while the tires might look good as new they do have a natural life span and after that need replacing. Think we need another article about how to tell the age of your tires and when to replace.

Upcoming events:

October 11th- Day run with our intrepid leader Henry in charge

October 25th Monthly meeting at Opies in Orange Park

November 13th Cecil Pines Car Show

December 5th Christmas Party at River City Brewing Company from 12:00pm – 4:00pm remember to sign up in advance, cost is $20.00 per person with the club providing Coffee, Tea, Soda plus there is a cash bar. It is suggested that ladies bring a Christmas Ornament and Gentlemen whatever. Interesting the way that is worded, do the men not count or do the ladies have to be told in advance, hmmm.

Helen Hirschman answered the question on the web for the 50/50 but it seems it was last month's question. Did Helen receive her portion? I do not know, my attention wandered. I guess not as my notes also reference John Leenhouts winning the 50/50. I really do need to pay closer attention.

Meeting was adjourned at 8:15pm.

Respectfully Submitted,

Pheona S. Kaiser

Secretary

Drive Shaft & U-Joints

by Barry Rosenberg

The topic for this month shall be drive shafts and u-joints. On MGBs , the drive shaft is easy to remove; four bolts at either end and it will come out the bottom. On Midgets, up to the 1500s, you need only remove the rear four bolts and pull the shaft out of the trans. Just jack the rear end up as high as you can. This will keep the fluid from running out of the trans and onto you and the floor. If you have a TR4A thru TR6, you have to remove either the trans or differential.

Fortunately for the Triumph owners, the TRs have bigger joints than MGs and do not go out as often. MGs use a small u-joint and they are notorious for wearing them out. So, how do you know if yours are bad? Place the car on level ground and engage 1st gear. Let the clutch out rapidly then push it in and go for reverse. Let the clutch out rapidly again and listen for a very metallic clank. Only one. Go back and forth a few times listening for the clank. If it is there then so are worn u-joints.

There is no great secret or tricks to installing your own ujoints. You will need a vice, large hammer (I prefer a copper one), needle nose pliers, small tipped screw driver, heavy grease, a socket (six or 12 points), small socket or something to install the grease fitting when done. If I mention any other tools later, just add them to the list.

Before you can install a ujoint, you have to remove the old ones. I will assume here that you have new ones in hand. First, most drive shafts are two-piece units. There are two arrows, one on each part, that show how to realign the shaft after putting the joints in. If you cannot find the arrows on the sliding end, then just clean an area and make your own. It is important that the shaft go back together in the correct alignment. It can cause a bad vibration. Now, make the shaft into two pieces. Start on either end. First, remove the cir-clips holding the u-joint cups in. There are four for each u-joint. Some have small holes for cir-clip removers and others have bigger holes that the pliers will fit. Small needle nose will fit just fine. Pinch the holes together and slide the little screwdriver under the cir-clip. Work it all the way out but watch out for the spring or pop they can have. Now the cups will come out.

Place the end of the shaft in the vice, but not very tight, with the flange hanging over the edge. Have a cup in the flange pointing up. Knock the flange with your copper hammer until you see the cup rise out of the hole it sits in. Continue hitting it until the cup is all the way out. Turn the drive shaft over and remove the other cup from the flange.

Once both cups are out, loosen the vice and place the ends of the old u-joint across the vice jaws so that the rest of the drive shaft will go between the vice jaws. Now tap down on the drive shaft as close to the cups as you can. **DO NOT** hit the tubing of the shaft or it will dent. If you want, support the other end of the shaft so that it lies level, and then use a socket big enough for the cup to fit into. Place it over the cup and beat this down. It will force the cup up and out of the drive shaft. It should come all the way out. Turn the shaft over and repeat. You should now have the u-joint out and the holes in the shaft and flange cleaned out. Open the new u-joint and carefully take the four cups off the cross shafts. Take some of the heavy grease and fill the cups over 1/2 full with it. Smooth out the inside making very sure no needle bearings were moved while filling. If ones falls, just put it back. They should stand up inside the cup and the heavy grease keeps them their. Put one cup over a hole in the drive shaft and tap the cup in most of the way. Take the new cross shaft from the new joint and fit it inside the drive shaft. If it has a grease fitting, pay strict attention to the correct placement of the cross shaft. There should be a notch in the end of the drive shaft where the grease fitting will fit when screwed into the joint assembly.

If you have that figured out, then put the cross shaft into the drive shaft and slide it into the cup, all the way. Now take the smaller socket, one that fits the cup, and tap it down on top of the cup. Turn the drive shaft over and place the next cup onto the opposite side of the cross shaft. Gently tap it down also until it all fits together, after you tap in the first cup, you can install one of the new cir-clips in the driveshaft behind the cup. Drive the other cup down until it will not go further. Install another circlip there.

All you need to do now is to put the other two cups into the flange with the bolt holes in it. Once the cups are in, install the retainer cir-clips into each end of the flange. If you have four cups and four cir-clips installed and the driveshaft still has flex to it, you are done at that end. Get the other piece and repeat the steps for the other end. You have just successfully replaced your u-joints. By the time you are putting the last cup into the drive shaft; grease should be coming out the hole for the fitting. Put the grease fitting into the u-joint. The assembly should need no grease right now if you filled each cup beforehand. Put the drive shaft back under the car and tighten the bolts as tight as you can.

Now, test for the clank again. If you still here a clunk, not a clank, then you have another problem. Wait for another tech article for the possible causes of it. That is all there is. Of course, you should use new nuts on the drive shaft bolts and maybe new grease instead of used grease.

See y'all on the road. Barry

Reprinted from Peachtree MG Registry newsletter
The Registery



Southeast British Car Festival

by Henry Hirschman

The Southeast British Car Festival was held at Dillard, Georgia on September 24-26. Representing MG Classics were Neil/Johnnie Nelson, Wayne Snook, and Helen/Henry Hirschman, all in MG-B's. Kim Dyson also made the trip in her TR-250 and Roger/Phyllis Brinkley in their Detroit Iron. This group departed on Thursday morning and were joined in Dillard on Friday by Jim Hall and Mark Cooley in their MGBs.



The event was very well planned, organized, and executed by the Peachtree MG Registry of Atlanta. Reportedly, there were approximately 120 very fine cars in the show. The weather was clear and sunny. The Dillard House is a great venue for an event like this.

Helen Hirschman took 1st place in the MG-B chrome bumper class followed by Wayne Snook in 3rd place. Mark Cooley placed 1st in Modified MGB Roadster and Jim Hall was 3rd place in MGB-GT. MG Classics can be rightfully proud of these showings, especially in view of the strong competition and the large number of voters from other clubs.

After departing Orange Park at 10:10AM on Thursday, all went smoothly until approximaely 15 miles outside of Hazelhurst, Georgia when Kim's left front tire exploded and brought her progress (and the others also) to a screeching halt. With the rim on the ground, Kim's jack wouldn't get the car up enough to remove the wrecked tire and rim and then install a fully inflated spare. Fortunately, Neil borrowed a nice roller jack from a lady who lived in the house in whose yard we were parked. The splines on the spare rim would not mesh with the splines on the hub. The spare just wouldn't go onto the hub. So, the lady who loaned us the jack told us where to go (she was very nice) in Hazelhust for car help. All went to Hazelhust to the tire shop where they mounted a new tire for Kim. We returned to the scene of the crime, installed the new tire/rim and went back to the tire shop where Kim purchased three (3) additional new tires. If you are interested in the age of the tires Kim was running prior to the blowout, you can ask her. We all ate a late lunch in Hazelhurst and proceeded to Madison to spend the night before completing the trip to Dillard, uneventfully the next morning.



Was this a 19 year old tire?

It was raining Sunday morning when we departed Dillard. Jim and Mark left early while the second group followed later. We were greeted by hard rain upon arrival in Jax on Hwy 295. The route home was suggested by Mark and Jim and was a very scenic and easy drive. The round trip mileage was approximately 900 miles.

These Pictures are from the Peachtree Registers Website















Second Annual
Car Show & Concert
benefiting our community & the
Orange Park Clothes Closet
featuring the Baptist College of Florida Jazz Band

Sunday - November 14
Car Show begins at 2pm - Concert at 5pm
Hamburgers & Hot Dogs available, provided by Boy Scout Troop 20

First Baptist Church of Orange Park
1140 Kingsley Ave - Orange Park, FL 32073
904-264-2351 www.opfirst.org

ADMISSION - ONE GROCERY BAG OF DONATIONS TO THE CLOTHES CLOSET
(CANNED MEAT & VEGETBABLES, CEREALS, PEANUT BUTTER, TOWELS & BED SHEETS)

Second Annual

Orange Park First Baptist Car & Bike Show
Benefiting the Orange Park Clothes Closet

Sunday - November 14, 2010
Orange Park First Baptist Church
1140 Kingsley Avenue - Orange Park, FL 32073

Showtime: 2pm - 5pm
Awards Presentation at 5pm

Awards Presented in the Following Categories

- 1900-1931
- 1932-1940
- 1941-1950
- 1951-1960
- 1961-1970
- 1971-1980
- 1981-present
- Trucks
- Motorcycles
- Import Cars
- Spectators' Choice
- Best of Show

Hamburgers and Hot Dogs Available for Purchase
Provided by Boy Scout Troop 20

Following the Car Show at 5pm inside Orange Park First Baptist
FREE Concert featuring BCF Jazz Band

REGISTRATION: One grocery bag of donations or a $20 donation for the Orange Park Clothes Closet
Recommended items: canned meats & vegetables, cereals, peanut butter, towels, bed sheets

Make checks payable to "First Baptist Church" and mail with registration form below to
Orange Park First Baptist Car Show
ATTN: Jim Hall
389 Arthur Moore Drive - Green Cove Springs, FL 32043

Questions? Contact Jim Hall at 904-282-1658 or Lonnie Walls at 904-545-2575

REGISTRATION: Orange Park First Baptist Car & Bike Show

Name _____ Donation □Food □Cash

Address _____

City _____ State _____ Zip _____ Phone _____

Email _____

MAKE _____ **MODEL** _____ **YEAR** _____

Keep your cool

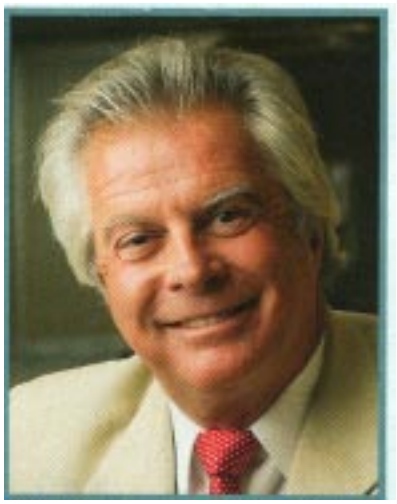
STEVE STURGESS, EXECUTIVE EDITOR

I like cool old cars. I happen to have a couple of extra-cool, extra-old cars in a Jensen Intercepror II and a Porsche 928. But while they are cool, they don't cool very well. However, I have discovered Evans Cooling's NPG+ coolant. It's big plus is that it is a non-aqueous coolant - water doesn't come into the picture. What this means is that I don't have to worry about coolant temperatures heading for the red sector of the gauge, because instead of boiling at around 220-230 degrees like a conventional coolant, Evans' stuff doesn't boil below 370 degrees. So not only does it not boil and envelope the cars in steam, it also doesn't get overheated in the hotter passages in the heads and boil locally, a bad situation that leads to head gasket failures, cylinder head cracking and so on - altogether a sad thing, especially in the case of the Porsche V8 with its overhead camsbafts. And while it's no big thing here in Southern California, it doesn't freeze, though the flow reduces so that its lowest operating point is around 40 below.

The Evans coolant gives the whole system a much better ride, as it doesn't have to be pressurized. The reason the conventional coolant is pressurized is that it would otherwise boil at 212 degrees, so under pressure, there is a little extra margin in the conventional cooling system. Since NPG+ doesn't boil and doesn't need pressure, hoses are less at risk, water pump leaks are minimized - and if you've ever changed a water pump on a 928 you'll know that this is a very good thing indeed!

Heat transfer in the difficult-to-cool areas is what it is all about. That's why just about every factory racing motorcycle is filled with Evans product. Ferrari has used it to great advantage in Formula One racing. And stationary power applications running in the hottest climates or at high altitudes are big users, too.

The coolant is especially appropriate to big diesels because it doesn't cavitate at the liners. In fact, in tests of the NPG+ by respected laboratories, the erosion nf the liner is several orders of magnitude less than the best aqueous coolants. And aqueous coolants have to be fortified with supplemental coolant additives in order to perform at all. The Evans coolant has the same advantage over the organic, long-life coolants, too. Nothing comes close for cavitation protection.



Ferrari has used this coolant to great advantage in Formula One racing,

Did I say life? I will never change the coolant in my cars. For a heavy Huck, You may be tempted to change at a half-million miles. And barring a problem with a hose, for instance, you will never have to add the 10 to 13 gallons a year of conventional make-up coolant, because NPG+ doesn't evaporate, either.

There has to be a downside, of course: It costs a lot compared to a standard coolant system fill. Over the counter at a consumer/ racer store it runs better than $40 a gallon. In fleet quantities it would probably be half that. But it does have a payback.

One of the intriguing things you can do is to raise the coolant temperature for a more efficient engine. In rigorous university testing with a 215-degree instead of 190 degree thermostat, Evans has proven a 3 percent fuel economy improvement, with a payback in as little as three months for a heavy-dury truck. If you reset the fan-on temperature in the engine ECM to 230 degrees, there are even more fuel savings to be found, Cooling system maintenance savings are there as well. The UCLA campus, for instance, has standby power generation with 60 generator sets. By eliminating five hours of maintenance on each per year, the school is saving $100,000 annually.

All this aside, I really like the fact that the engine gets a much better ride. Here, in Los Angeles summer traffic snarls, it's easy for the cooling system of these older cars to be compromised and those little packers of steam up in the heads to just worry me to the point that my hands feel hotter and sweatier than the cooling system.

But no more.



E-mail Steve at ssturgess@truckinginfo.com, or call (949) 225-7911.

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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:

65 Austin Healey Sprite MK III
VIN - HAN8L44445, Engine# 12CD-DA-H7948, is 1275 cc. Recent professional mechanical work includes engine & transmission removed to replace speedo gear, throw out bearing & pilot bearing. Previously brakes checked, engine tuned & new wiring harness installed. Recent new tires, paint, new carpet & amateur interior installed.Top frame but no top. All documentation included. Over 5K spent to make car roadworthy. MUST SELL - reasonable offers over 3K welcome. Car is in Tallahassee. Clear Florida title & vintage tag. I will answer any questions & am motivated to sacrifice to finish a 1967 MGB. bthom32312@aol.com or 850-385-6581 and ask for Bill. Member BBMGs.

74 1/2 MGB/GT
Purchased 3/11/75 Matheny Imports. Red. Black cloth seats. Excellent condition. No rust or rips. Road worthy and running. I have all repair and upkeep records.A/C not working. Tires 6 months old. Regularly driven Insured for $10,000. Jane Durden (94) 285-3000 Ponte Vedra Beach

80 MGB
VIN#GVVVDJ2AG510537, 65,500 miles,10yrs service records, Factory Minilite wheels & new 165-14s, fuel pump, MG floor mats, battery cutoff switch, Weber, Merc. Blue, recent Top, tonneau, car cover, luggage rack, Black leather & vinyl, AM/FM radio, clock, O/D. $9500K Mary Ellen Farrell 904-940-2299

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

MICHELIN TIRES
4-165 SR 15 radials with lots of tread left, no signs of cracking. Just removed from my MGA. $100.00 for 4. mgowner@bellsouth.net Bob Wrenn

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

67 MGB Motor +
1.8L & 4 spd, Running when pulled a year ago. Complete from air cleaner to oil pan, extra starter, exhaust head pipes, trans & clutch have not even been separated. Weber progressive 2bbl carb. $500 obo (904) 361-8951 Matt or area51auto@gmail.com

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
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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 sperate 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

Oct. 25 - Opie's Wings, Oysters, and More in Orange Park. It is behind the Publix shopping center at 2141 Loch Rane Blvd. Loch Rane is a turn off of Blanding Blvd - the same intersection where Kingsley Ave. ends at Blanding. Land marks at that intersection are K-Mart on the northwest corner, and Orange Park H.S. on the southeast corner. Turn north on Loch Rane - go two blocks and turn left into the Opie's parking lot. If you get to the Orange Park Country Club gate, you've gone too far up Loch Rane.

OCT. 11 - MG CLASSICS DAY DRIVE

Oct. 23 - Lake City Veterans Benefit Car Show

Oct. 23 - John's Birthday - Opie's Wings, Oysters and More

Oct. 23 - Clay County Cruisers - *Back to the 50s Car Show*

Oct. 30 - Brit Bash - Vero Beach, FL - Riverside Oaks Park - Info: britbash@comcast.net

Nov. 5 -7 - JAMBOREE 17 - Riverside Inn in Homosassa Springs Info: www.fsmgcc.com

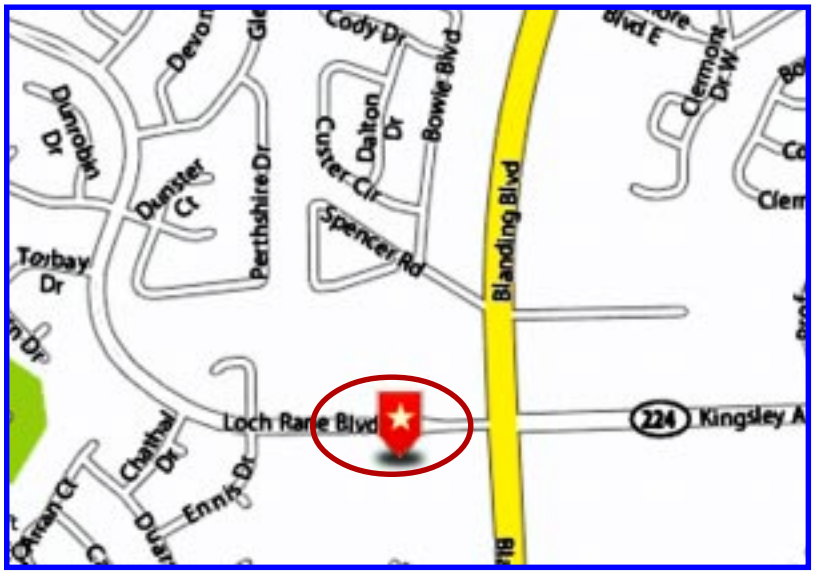
Nov 14 - Orange Park 1st Baptist Church Car & Bike Show

Dec. 05 - Club Christmas Party - 12:00pm to 4:00pm - at River City Brewing Company. The room enjoys a balcony with a view of the river, the city skyline. The Brunch Menu includes enough assorted items to please most everyone. For the $20.00 per person fee you can enjoy the Buffet along with Coffee, Tea, Water and Sodas. There is a full bar available. The club is subsidizing the $20.00 fee. SIGN UP NOW!

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

Apr. 25-28,11 - NAMGAR Mile Zero GT7 Key West

Jun 12-18, 11 MG2011 NA Council of MG Registers, All-Register Gathering - Reno-Tahoe, NV – Info: www.mgcars.org.uk/mgcouncil



Contributions to YOUR club newsletter are welcome and requested. Submissions requested before the 10th of the month.
Thanks to Nancy Leenhouts, Pheona Kaiser, Karen Altomare, Neil Nelson, Jeff Sager, Barry Rosenberg, Peachtree MG Registry newsletter *The Registery,* Henry Hirschman, Steve Sturgess, *Heavy Duty Trucking*

Sure would like to be thanking YOU also!

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

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