Volume 32, Issue 11
November 16, 2003

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 Prez Sez,

Last month's meeting was well attended, and we picked up quite a few new members. In addition to another TD rebuild (Wayne Ottoson), the club added another MG C-GT (Mark Cooper). Maybe that will provide more incentive to do more on mine. Thanks to Rosemary Nowotny for lending a microphone box. We are on the verge or outgrowing another meeting place, however this month we will try a new place.

The floor was opened for nominations for next year's officers. Nomination committee chairman, Dave White, nominated Bernie Nowotny for President, and the current slate of officers (excluding myself). They all accepted the nominations and there were no objections. Voting will be held at the next meeting, so please attend to cast your vote.

The tech session at Drew and Betsy DeCandis's was well attended. Chris Waage had the grill fired up and all ate well. I understand the secret ingredient was a little extra auto grease. Pete Wilson gets my vote for getting the most dirty as he worked on his A's front end. Drew also took advantage of the activities in the garage; his efforts were focused on his B's brakes. It was a gorgeous day and the company was great as always. Betsy expressed a little concern

Calendar

November 24:

Next meeting of MG
Classics of Jax,
7:30 pm, Ramirez Restaurant
1237 Park Ave (US 17)
Orange Park , 278-9040
One mile south of the dog track, 1.5 miles south of I-295.

December 7; Annual Xmas Party. To be held again in the party room of Dave and Linda White's condo at 3 pm. Mark your calendars.

April 23 thru 25, 2004: GOF South MK XXXVIII. Palm Coast, Florida. John Twist from University Motors will be presenting a tech session.

Prez Sez (Continued)

about having us out again because we have strange ability to bring down trees on their property. Did I mention that the wind was gusting? Many thanks to Drew and Betsy for hosting; and Chris, Bev, and Wayne Coker for bringing the food and drinks.

I have had some conversations about the format of the tech sessions. We stepped back to look at the methods we have been using to further the understanding of our cherished little MGs. Recent sessions consisted of assisting whoever needed a hand. Without a doubt, that has been beneficial, however we feel only a limited few are really taking much home with them. I would like to suggest that the next session consist of a discussion and demonstration of a particular component or system. This will allow everyone to learn about the particular topic, which in turn can be applied to each individual's particular application, perhaps at a subsequent tech session where hands can get dirty. Please provide your input and suggest a topic you would like to have addressed.

At the last meeting, we discussed ordering patches with the club's logo. The treasury is in good order (thanks to George and all past treasures-Jeff Sager); therefore all members will receive a patch upon renewal of your membership.

The Noggin Natter drive on the second Sunday was again delayed due to foul weather. However, Dave White coordinated the trip for the subsequent weekend. Details could not be included in the newsletter as the drive was underway at the time of printing. Expect a recap of the events at the meeting.

Our Holiday party will be held on the afternoon of Sunday, December 7 at Dave and Linda White's condo. The schedule is slightly different than in the past, but rest assured it will be a great time. Make your plans to attend.

I look forward to seeing everyone at the next meeting.

Safety Fast!

Mike

Slate of Officers for 2004

The Slate of Officers for MG Classics of Jacksonville, 2004 was announced by the nominating committee at our October Meeting. The slate is as follows:

President: Bernie Nowotny

Vice President: Joe Calvert

Secretary: Chris Waage

Treasurer: George Fipp

Regulia: Wayne Coker

Car Reps remain the same.

Final vote on the slate will take place at our November meeting (see calendar on the first page).

Dues are Due ....

It's that time of year again. Dues for 2004 are due. Please take time to fill out the form on the last page of the newsletter and return it with your dues to George Fipp.

Servicing Guide to British Motor Vehicles

Volume 2, First published 1953

In the spirit of providing more technical info, Neil Nelson has loaned me a set of Servicing Guides. I will be reprinting info from these guides over the next few months as space allows. If you have a subject that you would like me to cover please contact me thru the newsletter editor's email. Enjoy ….

M.G. Midget
Series TD, 1950-52
First published in Motor Trader June 4, 1952

Replacing the Series TC Midget in January 1950, Series TD followed closely the design of the Series Y 1 1/4 litre saloon, having the same coil spring independent front suspension, rack-and-pinion steering and box section chassis frame, although in this case the frame is upswept over the rear axle to give additional ground clearance. The body is practically unaltered, but the car is clearly distinguished from the previous series by the disc instead of wire wheels, larger tyres and deeper wings and the addition of bumpers.

Chassis serial number started at 0251, prefixed TD. The number is stamped on the nearside front frame extension just behind the front bumper fixing stud, and on a plate on the near side of the scuttle under the bonnet. Engine numbers started at 501, and are prefixed XPAG/TD, a 2 being added from engine No. 9408 to indicate a major change. The letters and number are stamped on a disc fixed to the near side of the cylinder block, and on the scuttle plate.

Although nearly all service operations can be carried out with standard workshop tools, a number of special tools have been designed by the makers to facilitate certain operations. They are obtainable from the M. G. Car Co., and are listed here.


SPECIAL TOOLS

ENGINE

TRANSMISSION

STEERING AND SUSPENSION

All hexagons are Whitworth, although threads on the engine and gearbox are metric. On the rest of the car threads are B.S.F., except on the latest front and rear axles, which have S.A.E. threads and hexagons.

ENGINE

Mounting. At front, single bonded rubber block bolted to front cross-member and to U-bracket on front engine plate.

At rear, gearbox rear extension rests on two loose blocks in frame cradle. Forked bolt, pinned to lug on gearbox, projects downwards through cradle and rebound rubber bush. Cup washer (edge downwards) fits between nut and rubber. Tighten nut only enough to insert split pin.

Torque reaction taken by transverse link between front of engine and bracket bolted to frame. Link anchored in rubber at both ends, with left and right hand threaded adjusting turnbuckle in middle. Before engine is removed, link must be detached. Undo nuts at both ends, and remove washers and outer rubbers. Shorten link and lift out.

When engine is reassembled in chassis, refit link before exhaust system is connected, so that engine is quite free. Rock engine slightly and let it assume natural poise on mountings. Then lengthen link until inner rubbers at each end bear

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D & D AUTO GLASS
Specializing in
American and Foreign Antique Auto Glass

LARRY DOCKINS
(904) 260-0627
4169 Huntington Forest Blvd.
Jacksonville, FL 32257



MG Classics Member Larry Dockins has started a new business. If you need new auto glass. Give him a call!

Stuff for Sale

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 (English 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.

MBG 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.

Christmas Party Info

Chris Waage

Mark your calendars to attend our annual MG Classics of Jax Christmas Party. It will be held again this year in the party room at Linda and Dave White's condo in Jacksonville Beach (we'll have directions at the meeting). There is a change from the norm however, the party will be held on **Sunday afternoon** December 7th at 3:00 pm. The club will provide the turkey and ham. Members are asked to bring a dish to share. Choose your favorite from traditional holiday sides, desserts or appetizers. Chris Waage will be coordinating. Call him at 343-1617 or 273-9493 with your reservation.

In addition, we traditionally have an optional gift exchange, the emphasis is on exchange here. It is generally very entertaining as after the gifts are all initially claimed, the participants have the option of "trading" before the "opening event." Deceptive wrapping is heartily encouraged!

If you would like wine, beer or other holiday cheer please BYOB. I believe that covers all the important issues. Hope to see you there! It's an event not to be missed!!!

British Car Classic MK XV

The British Car Classic MK XV was a great success. The weather was terrific, the venue was beautiful, and the show ran smoothly—thanks to the help of many!!! The list of winners follows:

90 to present:	2nd Joanne Lawson, '96 Jaguar
	1st Norman King, '92 XJS
81 to 89:	1st Beverly Gilfillen, '86 Panther
75 to 80:	3rd Angela Goosman, '76 TR-6
	2nd Ace Jackson, '79 midget
	1st Scott Keeting, '77 B
72 to 74:	3rd Jim Hall, '72 MGB GT
	2nd Neil Nelson, '73 B
	1st Joanne Lawson, '73 Jaguar
69 to 71:	3rd John Atkinson, '69 B
	2nd Jim Ussery, '69 Jaguar
	1st John Carson, '70 TR-6
64 to 68:	3rd Arthur Kelly, '64 B
	2nd Fred Browden, '68 TR 250
	1st Wayne Snook, '68 B
60 to 63:	3rd Robert Pace, '63 TR-6
	2nd Steve Meth, '63 B
	1st Helen Hirshman, '63 B
54 to 59:	3rd Daryl Anderson, '58 Austin Healy
	2nd Richard Stevenson, '56 Austin Healy
	1st Bob Wrenn, '59 MGA
50 to 53	3rd John Lovejoy, '52 MG TD
	2nd Jeff Sager, '52 MG TD
	1st Neal Roland, '52 MG TD
45 to 49	2nd Carol Marchom, '48 MG TC
	1st Neal Nelson, '46 MG TC

Best Triumph (voted by MG club): John Carson, '70 TR-6

Best MG (voted by Triumph club): Chris Waage, '57 MGA Coupe

Long Distance Award: Arthur Kelly, 95 miles.

Hard Luck Award: Betsy and Drew DeCandis

Best of Show: Neal Nelson, '46 MG TC

Servicing Guide to British Motor Vehicles

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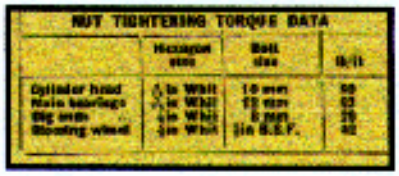
ENGINE DATA

lightly but firmly on brackets without altering position of engine. Fit outer rubbers and tighten nuts only enough to nip rubbers.

Removal. Remove engine, leaving gearbox in place. (If attention is needed to gearbox as well, it can be removed in unit with engine, but this involves disturbing floorboards.)

Remove bonnet. Disconnect radiator hoses, tie-rods and headlamp brackets from shell. Take off two nuts below from shell. Take off two nuts below radiator, and remove shell and core together. Disconnect all pipes, wires and controls, and torque reaction link. Remove oil filter, starter and gearbox cowl. Take weight of engine on slings behind front plate and below flywheel housing. Detach front mounting from engine bracket and take weight of gearbox on jack. Remove setscrews round bell-housing flange draw engine forward and lift out.

When reassembling, note rubber buffers on studs below radiator core. Studs are shouldered. Tighten nuts fully.

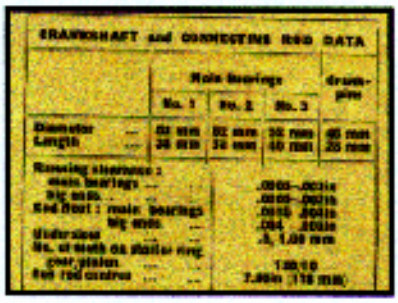

NUT TIGHTENING TORQUE DATA

Crankshaft. Three main bearings. Thick steel white metal-lined shells dowelled in block and caps. End float controlled by centre bearing, flanged both sides. No hand fitting permissible. Worn shafts must be ground to standard undersizes. Bearings cannot be changed with engine in place.

Fly wheel, with shrunk-on starter ring gear, spigoted on crankshaft flange, located by two dowels and secured by four set screws. Spigot bush for clutch shaft pressed into end of crankshaft. Timing sprocket (long boss to rear) and pulley keyed on front of crankshaft with separate Woodruff keys, oil thrower between. Assembly retained by hand starter dog set screw with shims (.005, .010, .020 in thick) for correct positioning of handle.

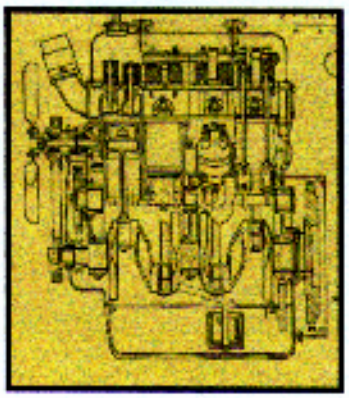
Split composition oil seal located in groove in timing cover and nose of sump. When new packing is fitted, ends of both halves should stand slightly proud. Rear wall of sump fits round rear main bearing cap with cork strip in groove in cap. Ends of cork sump gasket must fit over ends of front and rear seals.

At rear of crankshaft oil return thread works in split collector housing, lower half cast in sump, upper half dowelled and bolted to crankcase. Ends of housing must butt together and should be coated with jointing compound when sump is refitted.

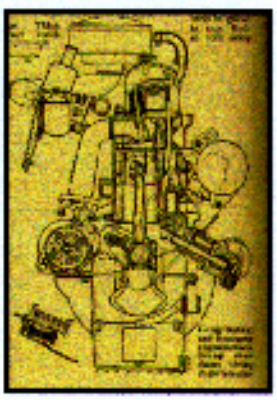

CRANKSHAFT and CONNECTING ROD DATA

Connecting Rods. Big ends thin wall, steel-backed white metal-lined shells located by tabs. No hand fitting permissible. Gudgeon pins cotter-clamped in small ends.

Next installment. The next installment will continue with the MG Midget Series TD, 1950-52. Pistons, Camshaft, Valves, Tappet and Rockers . . . . As space allows.



Longitudinal and transverse engine sections.



MG Classics of Jacksonville

(Founded in 1970)

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 are 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 - June 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: _____ Home Phone: (___) _____ Work Phone (opt.): (___) _____

Email Address (opt.) : _____

Special talents/expertise that you'd be willing to share: _____

MG Automobiles Currently Owned (use reverse 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"
Return to: MG Classics of Jacksonville, c/o George Fipp, Treasurer, 7639 Hollyridge Cir., Jacksonville, FL, 32256.

Jax Classics

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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: December 21

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President: Mike Kazmierski
242-2909
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610-0783
Treasurer: George Fipp
641-6988
Secretary: Chris Waage
273-9493
T-Series: Wayne Snook
264-3154
MGA's: Bob Wrenn
230-8396
MGB's: Jim Hall
282-1658
MGC's: Mike Kazmierski
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