MG Classics of Jacksonville

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www.mgclassics.org

Participating Member
British Marque
CAR CLUB NEWS

The purpose of MG Classics of Jacksonville is the enjoyment, preservation and maintenance of MG sports cars. Club membership is open to all MG owners. Associate membership is available to all MG Enthusiasts.

Volume 37, Issue 11 November 2008

Prez Sez Roger Brinkley

Ronnie's Wings, Oysters and More was an excellent venue for our October 27th meeting of the faithful. I think it should be considered for future meetings as it provides good service, a complete menu and plenty of private seating.

Our slate of officers for the upcoming year was presented by our widely famous nominating chairman Captain John Leenhouts. The nominees will be voted on at our November meeting. Pat Shotwell has agreed to have her name placed on our slate of officers as President. Nancy Leenhouts will run as our Vice President nominee. Cheryl Gambil will be on the ballot for Secretary and Karen Altomare has agreed to continue as ourTreasurer if elected. She has done an excellent job and we are very fortunate to have her. I feel fortunate to have had all of our current board members including co-editors of our newsletter Pheona and Joe Kaiser.

Our event calendar has several events up coming for this year. A few of these include the Jamboree in St. Petersburg Florida on November 7th-9th.

Our clubs day trip to Gator Landing on November 16th.

Our clubs annual Christmas party at the Leenhouts' hanger house on December 13th. This Christmas party is always a lot of fun and laughs. Don't miss this one because our highly successful and very popular president will be passing, with Phyllis' blessing, the Shaft of Leadership to our new President.

Safety Fast,

Roger Brinkley

ED Note: The membership voted to close the nominations at the October 27, 2008 MG Classics meeting.



Partial Aerial View of British Car Classic Field



MG Classics Winners at BCC provided by TCNF

1951-1955	Wayne Snook	First, Best in Show	1953	MG TD
1951-1955	Jeff Sager	Third	1952	MG TD
1956-1960	Joe Kaiser	Best MG	1958	MG A
1956-1960	Bob Wrenn	Fourth	1959	MG A
1971-1973	Linda Dillard	First	1972	MG B
1977-1980	Richard Marquis	Third	1979	MG B
1977-1980	John Stech	Fourth	1977	MG B
1971-1973	Jim Hall	Fourth (Tie)	1972	MG B GT
1966-1970	James Bak	Second	1968	MG C
1966-1970	Brian Buschow	Third	1969	MG C
1971-1973	John Clifton	Third	1973	MG C
1951-1955	Roger Brinkley	Second	1954	MG TF

NORTH AMERICAN COUNCIL OF MG REGISTERS

Save the Date – June 12-18, 2011

The North American Council of M.G. Registers presents our fourth all-Register gathering to be held at
"America's Adventure Place"



Reno-Tahoe, Nevada

A mid-week convention, this will be an M.G. vacation guaranteed to provide lasting memories for all in attendance!

Information regarding registration, activities, and hotels to be forthcoming!

http://www.mgcars.org.uk/mgcouncil/index.html

NAMMMR – NEMGTR – NAMGAR – NAMGBR - AMGCR

Brake Master Replacement & Booster Leaks

by Simon Dix and The St. Louis Metro Gazette, The Newsletter of The MG Club of St. Louis

During my MG2008 Valley Forge trip I experienced a pretty dramatic loss of brake fluid from the master cylinder of my 1977 MGB "Tigger". We survived the trip by keeping the master full and topped off and as I couldn't find any leaks, the general conclusion was the master had gone bad and was leaking into the brake booster. This seemed the likely reason for the lack of visibly escaping brake fluid given that I really was using a lot of fluid!

Upon my return, I ordered a new brake master and set about preparing to learn yet another job as I had not replaced a brake master cylinder on a car with the brake booster. It actually turned out to be not that bad a job, and actually easier than on the earlier cars as the master is more accessible. I did, however, solicit some "tricks of the trade" from the club's resident doctor, Mr. John "MG Doc" Mangles, before starting. Subsequent to all this I took part in the John Twist tuning seminar that was held at the All British Car Repair doctor's surgery. Here we diagnosed a fairly massive vacuum leak between the brake master and the brake booster (amongst other places). So this has become a combined late model brake master and brake booster vacuum leak article (and I got to remove and replace the brake master, twice!).

Brake Master: First things first PROTECT YOUR PAINT. Unless you've changed over to silicone brake fluid, the regular DOT3 or 4 fluid is unpleasant when you get it on you/ your hands, but it's absolutely hell for your paint. Brake Fluid = Paint Stripper – you have been warned. If you get it on paint wash it off, QUICKLEY!

In order to protect the paint I choose to use some kitchen aluminum kitchen foil to make a lining under the brake master and hard line area down to the frame rail. I also tested to make sure that I could start to undo the hard line connectors and also the 2 nuts that secure the brake master to the booster. You want to be sure everything will come apart before you start to have dripping brake fluid and then find out you have to wrestle with something that won't undo. The hard line connectors are 7/16 and you should use a flare nut wrench or just be really careful using a standard wrench. The nuts to the brake master are 1/2 inch and you need a very thin wrench for these – there's not much room to work. If you have a thin, long and slightly offsite box end wrench you'll find this to be extremely useful.

Having broken loose everything proceed to first remove the brake pressure failure switch from underneath the master. Disconnect the electrical connection first and then remove the switch. If it won't come out by hand carefully use a 9/16 wrench to get it started to remove the switch.

You can then move on to nuts and lock washers securing the master/booster connection. The master will stay in place on the booster. You can then start removing the hard lines from the master. If possible use the soft plugs from your new master to block the fittings on the master as you remove each hard line. The hard lines do have some flex in them but just don't take liberties with them. This is where you WILL get fluid on you and around so have shop towels etc. available to wipe up regularly. With all 3 hard lines removed and clear from the master, you can carefully remove the master from the brake booster. Just pull it and wiggle it as required towards the front of the car to get it off the bolts on the front edge of the booster.



The brake master and my aluminum foil protection lining I put in place to protect the engine bay paint.

If you think your booster has fluid in it from a leaky master then you will also need to remove the vacuum hose connection/valve. To do this, you can carefully pry this out of the booster. This is a plastic part so be gentle and use a large flat head screw driver and work the valve gently from multiple angles until it pops out or you can pull it out.



The brake master removed and the vacuum hose & valve removed. You can also see the lack of seal.

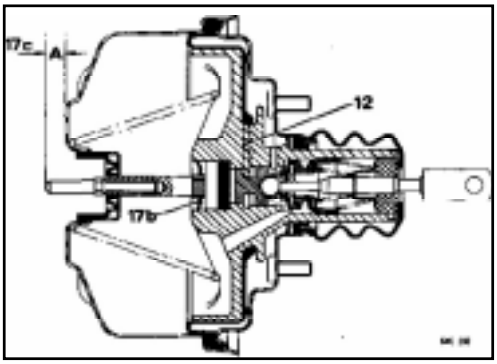
Brake Booster Vacuum Seal: This is something you may not know you have a problem with. I didn't and the first time I did the brake master replacement I didn't know what to look for and was none the wiser. Still, to check whether you have a leak here before you start this whole process (assuming you don't have a reason to replace the brake master) spray some carb cleaner at the joint between the brake master and the booster while the engine is idling. If the RPM changes/drops with the carb cleaner spray you have a vacuum leak and realistically you must deal with this. A leak here will be bad because it's primarily impacting cylinders 3 and 4 and will be making them/ causing them to run lean.



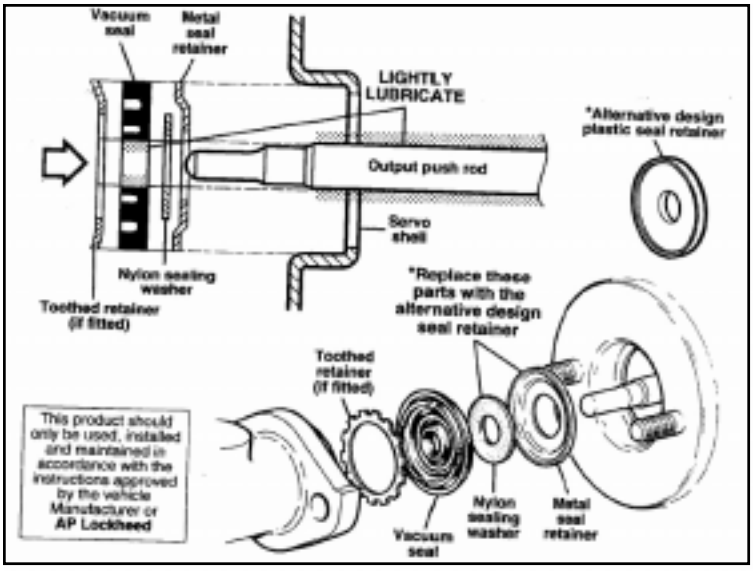
Left—what came out of my booster. Just the metal cup retainer. Right—the vacuum seal as it should be.

What I discovered was that I had no seal whatsoever. I knew this because John Twist had kindly sent me a replacement vacuum seal part for the booster. You can see the problem best by reviewing the picture. While on this topic you cannot buy this piece separately, as far as I can find. It does come as part of the brake booster rebuild kit which seems to run about $80 currently and gives you a bunch of parts you don't need. Ho hum.

I removed the cup piece, eventually, once I figured out that it would just slide out over the booster push rod. This has an adjuster on the end and the distance this must protrude from the front of the booster is specifically defined in the shop manual (distance A below). From the version I have it says A = 0.408 ± 0.005 in or 10.36 ± 0.13 mm.



The instructions I had also noted to grease the push rod and the vacuum seal bore with vacuum seal lubricant or equivalent. I used some grease as that was all I had available. I then inserted the replacement seal and pushed it back into the booster and over the push rod. It goes a fair way back and you'll see from the shape of the seal where it is supposed to go back into the booster and seat itself against the lip on the booster hole. Once you have the seal in place you're pretty much ready to reinstall the brake master cylinder.



The helpful instruction sheet that also showed me
generally what needs to happen with the replacement.

Brake Master Reinstallation: At risk of using the often times over simplistic phase of reinstallation is the reverse of the removal process, that is, pretty much, it! Another trick/tip I was given was to get the hard lines started/connected to the master before bolting the master to the booster.

This, I can confidently say, is quite important. The hard line that fits to the underside of the master can be quite tricky at best to bordering on completely and utterly infuriating. Typically the latter on the first time you try this. Obviously you have to be extra careful not to cross thread anything and the alignment of the flare nut with the booster is not straight up, especially when you yourself are twisted all around over the wing (fender) trying to look at and work on this.

So with the master in one hand get this lower hard line started into the right position. You can rotate the master to make the alignment easier and of course make sure you're working with the hard line connector and not the fitting for the brake pressure failure switch, which is in very close proximity.

With the lower hard line successfully started you can then position the master onto the front of the booster's bolts. Again be careful how much twisting and maneuvering you do so you don't damage a hard line. They will flex some but they are not Gumby!

As you're getting the master to snug up to the booster you'll find that the end of the master will fit nicely into the opening of the vacuum seal plug and give a good stable fit. I found that upon refitting the master it was easier for me to fully bolt up the master in place and then tackle the remaining 2 hard lines. There isn't a lot of room between the master and the wing so those of you with larger hands (almost everyone I think) may also want to get those started before snugging the master up to the booster. For me though it meant the master couldn't move and the hard lines fitted easily and "straight on" into their respective places and could be fully tightened.

Finishing Up: All you have left to do is test the brakes, of course, and then see if the vacuum leak has gone/ been fixed. With the brakes you may find that bleeding is not needed as hopefully no air got into the lines and the brake fluid that came out was only from the master. If in any doubt do the bleed process and check on any changes in pedal "feel".

For the vacuum leak test, well, fire up the car again and be ready to spray some carb cleaner at the joint between the master and booster. I was a little nervous doing this because if it hadn't worked I'd be frustrated and disappointed at the prospect of having to remove the master yet again. I was also under a bit of a time crunch with planning to leave for Memphis 2 days later (funny how once you know of a problem you worry about fixing it quickly when prior to knowing there's a problem you're in blissfully happy ignorance). Fortunately I must have got this right because no amount of carb cleaner was having any impact. Also, after the car was fully warmed up my idle RPM had dropped by about 300. Something clearly had changed—no more vacuum, yeah!

As a final thought if you can't get this vacuum seal part you could try making a rubber gasket for this fitting or worst case using some clear RTV to seal the joint. Fortunately I don't have to figure this out or try it!

ED Note: Simon Dix is the Editor of *The St. Louis Metro Gazette*

GROUND POINT PREPARATION

by Dave DuBois of Northwest MG T Register

To ensure a good bond for ground points on any metal surface in the car, proceed as follows:

1) Clean the area around the bolt hole down to bright, shiny metal. An easy of doing this is to use a pilot bonding end brush in a drill to clean around the hole (see below for where to get these brushes). If a brush is not available, scrape all paint off of the metal around the hole and then use sandpaper to get a perfectly clean surface.

2) Once the surface is cleaned down to bright, shiny metal, coat the surface well with any conductive, anticorrosion surface compound, such as Kopr-Shield (see below for where to get Kopr-Shield).

Pilot bonding end brushes are available from MSC Industrial Supply Co. (800-645-7270) (Web site http://www.mscdirect.com/)
1/2" End Brush with 3/16" pilot - P/N 00126722
1/2" End Brush with 1/4" pilot - P/N 00126730

Kopr-Shield - Thomas & Betts P/N 201-31879 is available from The Eastwood Co (web site http://www.eastwoodco.com). It is also available at electrical supply outlets such as CED or Stussers and is probably available at Lowe's and Home Depot.

mg Talk Editor's Note:
Our own Charlie Mitchell strongly recomends using "Star" lock washers to insure good electrical contact. These should also be used between the lug on the wire and the frame so as to "dig in" to both. "Ninety Percent of all electrical problems are due to bad grounds" . CM

Reprinted from The Southeastern MG T Register *mgTalk*

Safety MG Fast!

OIL MYTHs

The Pennsylvania Crude Myth — This myth is based on a misapplication of truth. In 1859, the first commercially successful oil well was drilled in Titusville, Pennsylvania .

A myth got started before World War II claiming that the only good oils were those made from pure Pennsylvania crude oil. At the time, only minimal refining was used to make engine oil from crude oil. Under these refining conditions, Pennsylvania crude oil made better engine oil than Texas crude or California crude. Today, with modern refining methods, almost any crude can be made into good engine oil.

Other engine oil myths are based on the notion that the new and the unfamiliar are somehow "bad."

The Detergent Oil Myth — The next myth to appear is that modern detergent engine oils are bad for older engines. This one got started after World War II, when the government no longer needed all of the available detergent oil for the war effort, and detergent oil hit the market as "heavy-duty" oil.

Many pre-war cars had been driven way past their normal life, their engines were full of sludge and deposits, and the piston rings were completely worn out. Massive piston deposits were the only thing standing between merely high oil consumption and horrendous oil consumption. After a thorough purge by the new detergent oil, increased oil consumption was a possible consequence.

If detergent oils had been available to the public during the war, preventing the massive deposit buildup from occurring in the fir st place, this myth never would have started. Amazingly, there are still a few people today, 60 years later, who believe that they need to use non-detergent oil in their older cars. Apparently, it takes many years for an oil myth to die.

The Synthetic Oil Myth — Then there is the myth that new engine break-in will not occur with synthetic oils. This one was apparently started by an aircraft engine manufacturer who put out a bulletin that said so. The fact is that Mobil 1 synthetic oil has been the factory-fill for many thousands of engines. Clearly, they have broken in quite well, and that should put this one to rest.

The Starburst Oil Myth — The latest myth promoted by the antique and collector car press says that new Starburst/ API SM engine oils (called Starburst for the shape of the symbol on the container) are bad for older engines because the amount of anti-wear additive in them has been reduced. The anti-wear additive being discussed is zinc dithiophosphate (ZDP).

Before debunking this myth, we need to look at the history of ZDP usage. For over 60 years, ZDP has been used as an additive in engine oils to provide wear protection and oxidation stability.

ZDP was first added to engine oil to control copper/lead bearing corrosion. Oils with a phosphorus level in the 0.03% range passed a corrosion test introduced in 1942.

In the mid-1950s, when the use of high-lift camshafts increased the potential for scuffing and wear, the phosphorus level contributed by ZDP was increased to the 0.08% range.

In addition, the industry developed a battery of oil tests (called sequences), two of which were valve-train scuffing and wear tests.

A higher level of ZDP was good for flat-tappet valve-train scuffing and wear, but it turned out that more was not better. Although break-in scuffing was reduced by using more phosphorus, longer-term wear increased when phosphorus rose above 0.14%. And, at about 0.20% phosphorus, the ZDP started attacking the grain boundaries in the iron, resulting in camshaft spalling.

By the 1970s, increased antioxidancy was needed to protect the oil in high-load engines, which otherwise could thicken to a point where the engine could no longer pump it. Because ZDP was an inexpensive and effective antioxidant, it was used to place the phosphorus level in the 0.10% range.

However, phosphorus is a poison for exhaust catalysts. So, ZDP levels have been reduced over the last 10-15 years. It's now down to a maximum of 0.08% for Starburst oils. This was supported by the introduction of modern ashless antioxidants that contain no phosphorus.

Enough history. Let's get back to the myth that Starburst oils are no good for older engines. The argument put forth is that while these oils work perfectly well in modern, gasoline engines equipped with roller camshafts, they will cause catastrophic wear in older engines equipped with flat-tappet camshafts.

The facts say otherwise.

Backward compatability was of great importance when the Starburst oil standards were developed by a group of experts from the OEMs, oil companies, and oil additive companies. In addition, multiple oil and additive companies ran no-harm tests on older engines with the new oils; and no problems were uncovered.

The new Starburst specification contains two valve-train wear tests. All Starburst oil formulations must pass these two tests.

- Sequence IVA tests for camshaft scuffing and wear using a single overhead camshaft engine with slider finger (not roller) followers.

- Sequence IIIG evaluates cam and lifter wear using a V6 engine with a flat-tappet system, similar to those used in the 1980s .

Those who hold onto the myth are ignoring the fact that the new Starburst oils contain about the same percentage of ZDP as the oils that solved the *camshaft scuffing* and wear issues back in the 1950s. (True, they do contain less ZDP than the oils that solved the oil thickening issues in the 1960s, but that's because they now contain high levels of ashless antioxidants not commercially available in the 1960s.)

Despite the pains taken in developing special flat-tappet camshaft wear tests that these new oils must pass and the fact that the ZDP level of these new oils is comparable to the level found necessary to protect flat-tappet camshafts in the past, there will still be those who want to believe the myth that new oils will wear out older engines.

Like other myths before it, history teaches us that it will probably take 60 or 70 years for this one to die also.

Thanks to *Bob Olree of GM Powertrain Fuels and Lubricants Group*



GREAT RESOURCES
"MORE THAN AN OIL CHANGE"

by Jonathan A. Stein, reprinted courtesy of HagertyPlus, LLC, copyright 2008, www.hagerty.com."

Formula modifications could mean it's time to reexamine the oil you use in your collector car.

Most car enthusiasts can probably rattle off the automotive products that they've relied on for years. But when it comes to oil, recent composition changes driven by environmental concerns could mean your preferred brand of oil may not work so well in your collector car today.

Many older vehicles use overhead valve engines with flat tappets that contact the camshaft lobe on one end and the rocker arm assembly on the other. The rocker arm assembly is relatively heavy and generally has a big valve with a heavy spring, resulting in a lot of pressure on the tappet and camshaft.

Years ago, oil companies and automakers discovered that zinc dialkyldithiophosphate (ZDDP) was effective in reducing cam and lifter wear, as the compound interacts with the iron of the cam lobe and creates a sacrificial barrier. As of 1988, the ZDDP concentration in oils certified by the American Petroleum Institute (API) standardized at up to 1200 PPM (parts per million) phosphorous.

However, phosphorous levels were brought down to the 800 PPM level by 2004 because high phosphorus concentrations shorten catalytic converter life in modern cars, and modern roller cam engines don't require ZDDP's protection.

Soon, rebuilders of flat-tappet engines — particularly those from the 1950s to the 1970s — were noting increased cam failure on newly assembled engines. Many engine builders have tied the failures to the reformulated oils, although API spokesman Dennis Bachelder asserts that API-ranked oils are compatible with older vehicles and the ZDDP levels in current SM-rated oils are sufficient to protect flat-°©tappet engines.

If you're in doubt about using the current generation 800 PPM SM-rated oils, try these options:

• Oils rated for both diesel and gasoline engines (up to 1000 PPM) are available from Shell (shell.us/views/consumers.html) and Chevron (chevron.com/products/extramile/).

• Valvoline's VR1 Racing Motor Oil (valvoline.com/racing) has up to 1300 PPM of ZDDP.

• Castrol's SYNTEC 20W/50 full synthetic product (castrol.com) has 1200 PPM of ZDDP (check that the rear label says Recommended for Classic Cars), and Red Line Motor Oils (redlineoil.com) — also synthetic — have about 1300 PPM zinc and 1200 PPM phosphorous, although synthetics aren't suited for the break-in period.

• BRAD PENN Penn Grade 1 Racing Oil (bradpennracing.com) is a mineral-oil alternative with nearly 1500 PPM of ZDDP.

• Classic Car Motor Oil (classiccarmotoroil.com) from the Indiana cRegion of the Classic Car Club of America manufactured and bottled by D-A Lubricant Company, Inc. (dalube@dalube.com) contains 1500-1600 PPM.

• Use a ZDDP additive such as ZDDPLUS (zddplus.com) or Cam-Shield (camshield.com) with every oil change.

• Additional protection, essential during the start-up phase for any fresh engine, can be provided by generous use of an assembly lube with a large dose of ZDDP like GM E.O.S. Assembly Lube (PN 1052367) (newgmpartsusa.com).

With these options, there's no need to worry about your camshaft. But it's always a good idea to line up supplies along your route before you take to the road.

Safety MG Fast!

MG Classics of Jacksonville
Meeting Minutes for Monday, October 27, 2008

Meeting was held at Ronnie's Wings, Oysters & More in Green Cove Springs. There were 30 in attendance.

Roger Brinkley opened the meeting by ribbing John & Nancy Leenhouts about appearing on the cover of the October/ November edition of Prime Life Club Magazine, something about trying to be like Chic & Terry Holliday.

Roger passed a sign up list around for the upcoming day trip to Gator Landing in Palatka. The group will depart from Riches BBQ in Green Cove Springs at 10:00 am Sunday the 16th of November, taking an "MG type route" to end up at Gators around 1:30pm. The anticipated time of arrival home is 5:00pm (MG time). Show of hands for interest was 20 or so.

Next up: St.Petersburg for the Jamboree is November 7-9. Please let Nancy L. know if you are going on this trip as she has tea cups for the ladies tea, and needs to paint the name of the ladies that will be in attendance on their cup. Also remember your PJ's and photo of you at 16 years of age. Sounds like a blast don't miss out on the fun!

Our club had a very good showing at the British Car Show in St.Augustine on the 11th of October. We had several winners: (Please forgive me in miss any as I forgot I was taking notes when Roger was reading off the winners) In the category 1951 to 1955 MG Wayne Shook took First Place, Jeff Sager took 3rd , Roger Brinkley took Third Place and Bob Wrenn took Fourth Place. In the 1956 to 1960 the winners were Jim Bock with his 68 MGC, Linda Dillard with her 72 MGB, and Jim Hall with his MGBGT. Joe Kaiser with his MGA was voted best MG of day by the Triumph club. And of course Wayne Shook took Best of Show! CONGRATULATIONS to you all. It was a fun day even if the field was a wee bit muddy.

Roger asked John Leenhouts to present the nominees for next years club officers. They are as follows. President: Pat Shotwell Vice Pres: Nancy Leenhouts Secretary: Cheryl Shotwell Treasurer: Karen Altomare Roger then opened the floor for any additional nominations, there were none. Henry Hirschman moved that the nominations be closed Neil Nelson seconded, it was so moved. If you have any ideas for day trips(or over night), let us know.

CHRISTMAS is around the comer and it's time to start thinking how to wrap those gifts for fun. The party will be at John & Nancy's Hangar/Mini Museum/Fun Zone house. Rumor has it John will give a few flights in his Stearman. Be at next months meeting for details. November meeting Monday Nov.24th in Mandarin at Don Juan's Phone # 268-8722.



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 the editor's emails.

Automobiles:

1975 MGB - Price Reduced
MGB in Middleburg Florida. Rebuilt carburetor and installed new alternator & ignition system. Installed new rack & pinion steering & new muffler. Running with good body. Needs new top & paint. "Just in time for Christmas - Price reduction to $2750 for the MG Classic lover." Don Shillcutt 904-291-4246 DShill1637@Bellsouth.net Photos on request.

1952 MGTD Limited Edition Replicar
Manufactured by London Motors Corp., Dearborn, MI in 1984, and sold by GM at Ennesy Buick Cadillac, Vero Beach. *THIS IS NOT A KIT CAR!* Air-Cooled 1.8 liter 4-cyl. rear mount engine, 4-speed manual. Excellent Condition! $12,500. Information: 904-377-1961 tiffanysattic@aol.com. Located in World Golf Village, St. Augustine, FL

1929 Mercedes-Benz Gazelle Roaster Replica
Deluxe model by Classic Motor Carriages, Hallandale, FL. In 1976. Ford 2.3 liter engine, automatic transmission, top & side curtains. Excellent condition! $6,500. Information: 904-377-1961 tiffanysattic@aol.com. Located in World Golf Village, St. Augustine, FL

Parts:

MG A & B Air Conditioning
MG Five speed company is now offering air conditioning installed in your MGA or MGB, Supercharged or non-supercharged. Call Jim Hall at 904-282-1658 or 904-613-9591 for price and availability quotes. We use most of the same components Moss supplys in their kit BUT we install the units for less than Moss charges for a kit. With Moss YOU have to install or have it installed at additional cost.

MGA 1500 Drive Train
Engine with all accessories, transmission, drive shaft and rear-end for $1,000. 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

TD Front Fender
100% solid original condition. looks like original black paint.Some scratches & shallow dent on the inside edge near the front where the hood comes down. $600 Dave, Ontario,Can. <dbreakwell@cogeco.ca> or 905-935-3229

Chrome Wire Wheels
5 ea. New. 15" X 4" for MG TD, TF & MGA. 48 spoke, Moss# 454-615 Moss Price $364.95 $274. each Bob Wrenn 904-230-8396.

MG TD & TF Bumper Overriders
4 ea. New, Moss#454-010 Moss price $50.95. $39. each if you take all four. Bob Wrenn 904-230-8396

Two Eared Wire Wheel Knock
Two right & two left for MG TD, TF & MGA. New, Moss# 200-280 & 200-290. Moss price $46.95. $36. EACH for all four. Bob Wrenn 904-230-8396

Luggage Rack for MG TD
New, Moss # 243-705 Moss price $279.95. $210. Bob Wrenn 904-230-8396

Firestone Bias Belted 560-15 Tires
4 ea. New, from Coker Tire. 1" white wall correct tire for MG TD, TF, MGA & VW Bug, and more. Coker price $137.00 + shipping. $99.00 each. Must take all four. Bob Wrenn 904-230-8396

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 each

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

MG Classics Meeting Place for Nov 24, 2008 - at Don Juan's on San Jose Blvd. in Mandarin. Phone # 268-8722 7:30 PM

OWNERS OF CLASSIC CARS Informal car and coffee get together from 7am to 9am every Saturday at the Krispy Kreme Doughnuts Shop at 11117 San Jose Blvd, just South of I-295.

MG Classic Drive to Palatka and Gator Landing - November 16th

MG Classics Annual Christmas Party - Dec. 13th - At Leenhout's Hanger House. Info & Map later.

British & European Classic Car Show - Mar. 7, 2009 at Zephyrhills Celtic Festival & Highland Games

GOF-S MK XIII - Mar. 27-29 - Plantation Resort & Spa, Crystal River - More info when available at: www.classicmgclub.com

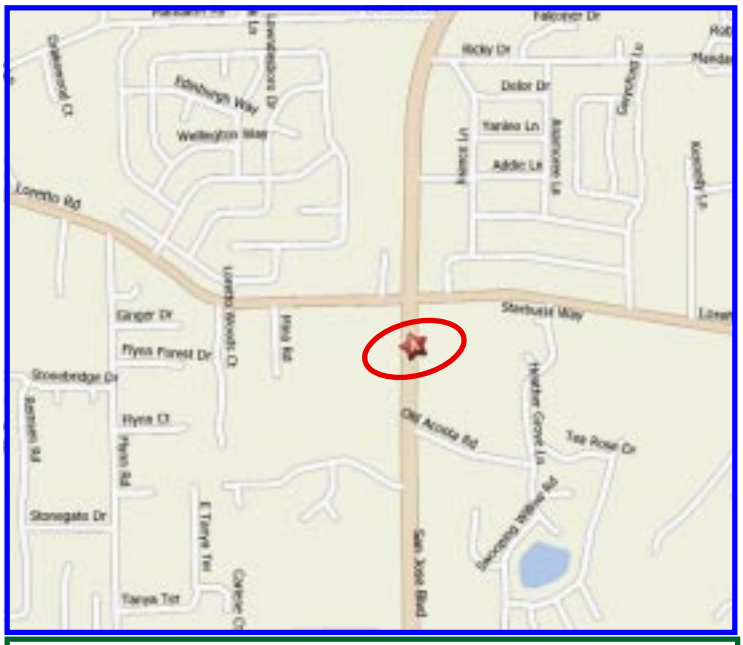
NAMGAR Mini-GT Key West - The Last Sunset - Apr. 21-25 2009

RENDEZVOUS 2009 - May 1-3, 2009 - Tallahassee - Info. at www.bigbendmgs.com or www.bigbendmgclub.com

British Car Week - May 30-Jun 7, 2009

Safety MG Fast!

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Contributions to YOUR club newsletter are welcome & requested.

Thanks go out this month to Roger Brinkley, Karen Altomare, Nancy Leenhouts, Jeff Sager, Simon Dix and *The St. Louis Metro Gazette* of The MG Club of St. Louis, *Dave DuBois of Northwest MG T Register* & The Southeastern MG T Register *mgTalk,* Bob Olree -*GM Powertrain Fuels and Lubricants Group,* and Jonathan A. Stein and HagertyPlus, LLC

Submissions requested before the 10th of the month.

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

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