

Sweetheart Sundae at the Stouts

Saturday, February 14, 2009
(Not Sunday!!!!)
1:00 to 4:00 PM



Ron & Marianna Stout

49 Roma Orchard Road, Peekskill, NY 10566
914-739-1088 or stout-r-m@att.net
RSVP by Wednesday, February, 11th

It's that time of year

The first official event of the year for NYCONN. Time to get rid of the winter blahs.

Bring yourselves, your family, and your really outrageous chocolate desserts. If you prefer, bring finger food instead. We'll have lots of ice cream, coffee, tea, and other libations.

Parking is available in visitor parking areas up and down Roma Orchard. We have space for

two cars in our driveway for those who need easy, non-walking access to our house. Please don't park in the street – emergency vehicles can't get by. If you have any questions when you get here, just come up to the door and Ron will do the valet parking bit!

Hope to see you all here.

Marianna and Ron Stout

DIRECTIONS:

From the East (Eastern Westchester, Conn.)

State Route 35 west to the intersection of the Taconic, then follow directions below.

From the Taconic

Exit the Taconic from north or south bound at the Route 202/35 – Peekskill exit.

Proceed west towards Peekskill on Rt. 202/35 for 3.7 miles.

Turn left onto Lafayette. (If you pass the Hudson Valley Hospital on the right, you just missed Lafayette.)

Proceed 1 mile on Lafayette.

Make the first right onto Chapel Place. Chapel Place is NOT well marked. There is a street sign on the left. A good landmark is a large stockade fence just before the right turn.

Proceed 200 feet on Chapel Place to the stop sign.

Turn right onto Maple Ave.

Proceed .6 (6/10ths) of a mile.

Turn right at the large sign "Chapel Hill", which is Chapel Hill Drive (also not marked).

After the stop sign, take the second left onto Roma Orchard Road.

We are at the end of the road on a cul-de-sac.

From Route 9

Exit Route 9 from north or south at the Hudson/South Street exit. Turn east (up the hill, away from the river) on Hudson Street.

At the top of the hill, Hudson Street ends. Turn right onto Maple Ave.

Proceed .5 (1/2) mile, and turn left at the large sign "Chapel Hill", which is Chapel Hill Drive (also not marked).

After the stop sign, take the second left onto Roma Orchard Road. We are at the end of the road on a cul-de-sac.



Corned Beef & Cabbage St. Patty's Day Celebration at Francis and Diane Tuoti's

Sunday, March 15th

Francis & Diane Tuoti's
8 Elizabeth Drive
North Salem, NY 10560

Home: 914-669-5020 Cell: 914-534-1181 ftuoti@aol.com

Mark your calendar's now because you never know when the next newsletter will be out!

Francis is counting on spring coming early this year as he has planned a local scenic drive of about 3/4 to 1 hour in and around his beautiful North Salem neighborhood.

Afterwards we'll all head back to his house to warm up over a hearty plate of corned beef & cabbage. They'll supply the corned beef, cabbage, potatoes and liquid refreshment.

Plan to meet up at Tuoti's at around 11:30 AM with the tour departure set for 12 noon.

Don't forget to RSVP your intentions as well as what you'd like to bring. Some suggestions: appetizers, Irish soda bread, desert, or a favorite brew.

No one is allowed to bring a March snowstorm.

Francis and Diane

NY/Conn Calendar 2009 on the World Wide Web

If you haven't checked out the NY/Conn website lately you owe it to yourself to do so at www.NYConn.org.

Thanks to the supreme efforts of Ed Flax we are blessed with one of the best club sites on the internet. Ed has included contact info for your club officers, copies of old newsletters (I haven't produced a real newsletter for some time), lots of photos from past events and most importantly a **complete calendar listing** of events for 2009 so that it won't matter if I don't get an event announcement out until four

days ahead of time. MG specific events are in **bold** but there are many other important dates on this calendar so check it out.

Almost ready for unveiling is the "Members Only" section which will have a complete membership list. In the very near future I will be emailing to all dues paid members a username and password that will give you access to this section. If you don't receive this information by the end of February it means we don't think you're a member. If you think you are a member and haven't received your secret

password and username you should get in touch with Andrea Fanelli (membership@nyconn.org) or me (director@nyconn.org) and we'll get things straightened out for you.

I'm also putting together a list of sources for parts, supplies, repair shops, chrome shops, engine rebuilding, roller cams, etc. If you have a favorite source that you would recommend, please forward that to me. Once I've compiled the list I'll see if I can get Ed to include that as a new section on the website. Being the genius that he is, I know he can.



TIRED DANGEROUS TIRES

BY JOHN TREIBLE



The following article was "borrowed" from *The eChatter*, newsletter of the Emerald Necklace M.G. Register, Volume 28, Issue 8, August, 2008 WWW.MGCLEVELAND.COM

Have you checked your MG tires recently? They look pretty good do they? Lots of tread, no noticeable sidewall bulges? Do you know how old they are?

Some may recall that Georgie & I were heading home with our ENMGR caravan from MG2003 in St Louis. We had just left the host hotel and were tooling up the interstate at 70mph. A semi had just passed us when the left rear tire blew up. It actually shredded and lost the tread. Fortunately we were able to safely pull off onto the berm and with the help of our friends we were back on the road in a few minutes.

We were close to our overnight stop in Indianapolis when the right front tire blew up – same thing, tread shredded and separated from the casing. Before we started for home the next day I went to a local tire store and bought five new tires. Before we started out on the trip I had inspected the tires. They had good tread and didn't appear to have any external flaws. Of course the problem was out of sight – the tires had deteriorated over the years from the inside.

Fast forward to MG2008. Some folks from the Old Speckled Hens Club in Michigan were

headed home from the show. They were not as fortunate as we were. The following pictures tell the story. The fact that these folks are fortunate enough to be looking at their wrecked car is a miracle. I beg all you club members to replace your tires if they are more than 10 years old no matter how good they look – your life may truly depend on it.

Please view the following on tire safety. <http://abcnews.go.com/Video/playerIndex?id=4826897>



Do You Know How Old Your Tires Are???
Check the story on the next page to learn how to read your tires date code!!

HOW TO TELL HOW OLD YOUR "NEW TIRES" REALLY ARE An ABC News Presentation



Contrary to popular belief, you can't judge a tire by its cover. Researchers and most experts agree that along with tread depth and proper tire maintenance, tire age is also crucial to your safety on the road.

This tire was bought as new -- it has never been on the road -- but was nearly 14 years old when purchased. Despite its deep treads, this tire's inside layers have been slowly decomposing and drying out, what experts say make it like "a ticking time bomb."

Attorney Roger Braugh shows Brian Ross that aged tires have a higher potential for dramatic tread separation, which in many cases has led to tragic endings for unsuspecting motorists. Braugh says his lawsuits on behalf of dozens of victims have uncovered a pattern of corporate neglect and government inaction on the issue of aging tires.



DOT: Tire meets DOT safety standards.

4202: Week & year tire was made -- 42nd week of the year 2002

MK: DOT's tire plant code

87: Tire size code

FOWR: Manufacturer symbol identifying tire brand

This graphic breaks down the various codes in the Department of Transportation's serial number for tires. A cryptic code of four numbers at the end of the 12-digit DOT serial number can tell the consumer which week and year a tire was manufactured. Can you tell when your tires were made?

HOW TO TELL HOW OLD YOUR "NEW TIRES" REALLY ARE (Continued)

This tire's DOT code indicates that it was made in the 41st week of 1994. Tires made in the 1990s have three numbers at the end of the DOT code, while tires made after 2000 have four numbers.



This tire is more than seven years old. It was made in the 13th week of 2001. According to experts like Sean Kane, who runs a private auto safety research firm, tires older than six years get increasingly more dangerous regardless of how long they've actually been on the road.

ABC News' "20/20" sent producers undercover, rigged with hidden cameras, to tire retailers all over the county to see if any old tires are being sold as new. The undercover producers found half a dozen tires older than six years at this Sears in Jersey City, N.J. -- some were even older than a decade.
(ABC News)



Aged Tires: A Hidden Danger on the Road?

ABC News affiliates all over the country did their own investigations collaborating with "20/20" and the Brian Ross Investigative Unit for this report. In Indianapolis, WRTV-TV found old tires at three tire distributors. This tire was made in the 31st week of 2001.
(WRTV-TV)

HOW TO TELL HOW OLD YOUR "NEW TIRES" REALLY ARE (Continued)



Aged Tires: A Hidden Danger on the Road?

In San Francisco, KGO's reporters found a nine-year-old tire, made in the 45th week of 1999, sold as new at a tire dealer.

(KGO)

Aged Tires: A Hidden Danger on the Road?

And in the New York area, our undercover "20/20" shoppers found several Sears stores selling tires older than six years. Sears says it is unusual to have old tires in their inventory and told ABC News, "Consistent maintenance, proper inflation and regular inspection for tread wear patterns and damage are the keys to good tire performance. For consumers who are concerned about the age or condition of their tires, it is recommended they let us evaluate their tires regularly, which we'll do free of charge."

(ABC News)



Aged Tires: A Hidden Danger on the Road?

At another Sears store, we were told that a tire made 12 years ago, in the 46th week of 1996, was perfectly safe. Sears said, "We follow an inventory process of first in, first out, and we turn our tire inventory an average of more than three times a year. We note that there is a difference of opinion in the tire industry...about the service-life limits of tires. The safety of our customers is a top priority for Sears, and we'll continue to work with all interested parties to push for a consensus on tire service limits."

(ABC News)

Putting a Premium On Classic Cars

by M. P. McQueen, *The Wall Street Journal, Autos, July 30, 2008*



Collecting antique and classic cars is increasingly popular, and car values are zooming. Now, agencies that specialize in insuring these vehicles are watching as other insurers try to grab the wheel. That means more options for collectors shopping for coverage.

Las Vegas car enthusiast Jim Rogers, 69 years old, owns a rare 1956 Dual-Ghia -- just over 100 of them were made. "I have one I paid \$30,000 for [two years ago], but I had to restore it," Mr. Rogers says. "I turned down \$475,000 three months ago" for the car. He pays Warren, N.J.-based [Chubb Corp.](#) \$758 a year to insure it.



Gianni Cipriano for The Wall Street Journal

Jim Grundy Jr. and his mother, Patricia, with a 1909 Pierce Arrow car.

Earlier this year, Chubb ended its exclusive arrangement with Grundy Worldwide, the oldest insurance agency specializing in classic and antique cars, and now sells policies directly to collectors as well. To attract business, Chubb lifted a previous mileage restriction on coverage, provides free towing after a breakdown to the garage of your choice and has increased liability limits up to \$50 million. Fireman's Fund Insurance Co., a unit of [Allianz SE](#), and [American International Group's Inc.](#) Private Client Group are two other high-end property insurers expanding into the market. Added to the longtime players in the market, these new insurers -- which are trying tactics like dropping mileage limits or adding extra coverage -- give consumers more coverage choices.

Insurance companies' interest comes as wealthy hobbyists seek out cars that were popular in their youth -- such as the high-powered sports and "muscle" cars of the 1960s and '70s. There are serious collectors like Mr. Rogers, owner of Sunbelt Communications Co., whose stable of 290 vehicles is

valued at about \$20 million. But insurers are also targeting less-affluent consumers who may have one collectible car for sentimental reasons.

Long Valley, N.J., resident Suzanne Salisbury owns a 1967 Volkswagen Beetle convertible she bought new for \$1,900 and now has insured for \$25,000. "I never lost my totally irrational attachment to my car," Ms. Salisbury, 63, says. She has been insured with Hagerty Insurance Agency Inc. of Traverse City, Mich., for several years and pays \$230 annually for coverage, she adds. "It's cool. I get beeped at by everybody."

In all, there are nearly three million collector cars in the U.S., according to one insurer's estimates. An antique- or classic-car policy usually includes basic coverage that is the same as any standard auto policy: liability, including bodily injury and property damage; collision; comprehensive; uninsured and underinsured motorist coverage; and medical payments or personal injury, according to the Insurance Information Institute, a trade group. (Comprehensive and collision are optional in most states.)

But the specialty policies may provide extra options specific to collectors. Chubb, for instance, offers a complimentary evaluation of clients' garages for collections valued at \$1 million or more. Fireman's Fund recently started allowing owners in 24 states to cover all the cars in their collection with one liability policy -- which can be a big money saver for large-scale collectors. And AIG Private Client Group, which targets the ultrawealthy, promises to provide help evacuating a collection during a disaster, such as hurricane or wildfire. Some insurers also sell policies or endorsements that cover "diminution of value," the difference between the market value of a car and its value after damage and restoration. And specialty policies can also cover unusual expenses connected to touring and exhibitions, such as this week's 30th Annual Meadow Brook Concours d'Elegance in Auburn Hills, Mich.

Putting a Premium On Classic Cars *(Continued)****Driving a Deal***

Antique- and collector-car policies can cost up to 35% less than a standard auto insurance policy for similar coverage. Here are some tips when shopping for insurance:

- Find insurers that offer coverage unique to collectible cars, including expenses related to restoration and spare parts and choice of garage.
- Look for a policy that insures a car for the 'agreed value' prior to a total loss. Under this, consumers can increase coverage as the car's value appreciates.
- To qualify, cars must be old or rare and likely to increase in value. Also, they can't be used for daily driving.

Ron Fiamma, director of private collections at AIG Private Client Group, says one client's car was impounded because of a fire on the ship that was transporting the vehicle to Europe for an exhibit. Mr. Fiamma says he paid \$30,000 to get the car off the ship -- even though he says it wasn't covered at the time.

There's also an advantage for those with specialty insurance when it's time to make a claim: If a car is totaled, standard automobile insurance usually pays the "depreciated value" of the vehicle. But classic cars often appreciate, and those with specialty insurance can get coverage for the "agreed value" of the car and buy more coverage as the value increases -- as long as it's done in advance of any loss. Some collector policies pay a "stated value," or a payment to repair or replace the car not to exceed a fixed amount.

Grundy and several other long-established specialty agencies continue to dominate the field. The Horsham, Pa.-based agency was started by CEO Jim Grundy Jr.'s father and has insured 1.5

million cars. It sells insurance underwritten by companies that include Philadelphia Insurance Cos. of Philadelphia Consolidated Holding Corp., as well as Chubb and Fireman's Fund.

Companies define "collector vehicles" differently. Some offer special policies for vehicles that are 15 years old and older, some start at 25-years-old and others define them more generally as those likely to appreciate in value. Most insurance companies require collector cars to be seldom driven and garaged, sometimes under specific conditions.



Specialty insurance is designed to cover rare or classic cars, such as the 1961 Ferrari 250 GT SWB California Spyder, above, and a 1976 AMC Pacer

The value of these cars makes insurance essential. A 1961 Ferrari 250 GT SWB California Spyder, once owned by actor James Coburn, sold for \$10.9 million in Italy in May. Even cars made by now-defunct American Motors Co. -- the Pacer (1975-1980) and the Gremlin (1970-1978) -- now qualify as classics, insurers say.

Despite the high value of the cars, collector car insurance is relatively inexpensive, generally 25% to 35% of the cost of insuring a "daily driven" car. For an antique vehicle valued at \$10,000, a driver could pay as little as \$100 per year for full coverage that includes liability, comprehensive and collision coverage with an average liability limit of \$100,000, said Bob Wallace, president of J.C. Taylor Antique Automobile Agency Inc. of Upper Darby, Pa., a specialty agency. Hagerty says its average premium is about \$300 a year.

That's because collectible cars -- and their drivers -- are a relatively low-risk proposition. Most pamper their cars and take them out only for short rides and exhibitions. Theft, vandalism and fraud also are less frequent, although Mr. Grundy recalls paying a \$3 million claim for a James Bond Aston Martin that was stolen from a plane hangar in Boca Raton, Fla.

Write to M.P. McQueen at mp.mcqueen@wsj.com

Corrections & Amplifications

Grundy Worldwide, an insurance agency that specializes in classic and antique cars, ended its exclusive agency agreement with Chubb Corp. for collector car insurance in 2006. This Personal Journal article on insuring old cars incorrectly said that Chubb ended the relationship earlier this year.



The following article was "borrowed" from the *Tally Ho*, the newsletter of the Big Bend MGs.



www.bigbendmgs.com

by Nigel Strangway COB

NIGEL's Garage Mahal

Background:

Last time we discussed use of a basic check list to determine why an engine could not be started. We discussed that all internal combustion engines needed the big four: *Fuel, Air, Spark and Compression* in order to run. We also made some assumptions which in the real world may border on poetic license but we will deal with that at a later time. Generally speaking you do not see multiple component failures within the same system. Most multiple failures usually can be traced back to a common point.

Discussion:

Concerning the use of the Basic - Basic No Start Check List we said "There is really no reason to do these tests in this specific order but it is as good as any other order." With that in mind we removed the spark plugs as we felt that since the engine had sat for some time it might be useful to squirt a little motor oil onto the tops of the pistons to provide some lubrication and help the sealing of the rings. Since we had all of the plugs out we just went ahead and did the one thumb compression test. Compression Test: hold

thumb over the plug opening while cranking. Pressure should be felt. If no pressure is felt low compression could be caused by valves stuck open, a holed piston or stuck rings. Check the other cylinders.

The indications apply to the cylinder being tested only.

If the engine has no compression in some cylinders and compression in others it will spin cycling between a load and no load with all of the plugs installed. Then we will have to see why there is no compression in the faulty holes.

BUT what if we had negligible compression in all cylinders and the engine spun freely as if there was no load on the starter? That would indicate multiple failures in a common system. We would assume that some component common to all cylinders was at fault like maybe the cam timing set.

All of the valves stuck open!!
Not likely but possible.

If valves stick from rust due to extended disuse some stick open and some stick closed. Very bad things happen when you crank past a valve rusted in the closed position.

All of the pistons with silver dollar size holes in the top!!
Probably not.

Pistons usually burn in singles sometimes in twos seldom more.

Now back to a failed timing set the quickest check is to remove

the distributor cap and see if the rotor is turning when you crank the engine. If the rotor is stationary you might remove the valve cover to see if the valves are rocking to verify that the cam is not turning. Repair will require removal of the timing cover for repair.

We will leave this thread here and next time we will fool around with stuck valves.

NIGEL's

Basic - Basic No Start Check List

- 1) Fuel: in the tank, fuel pump running, fuel at the carb.
- 2) Spark: at the plug wire, spark at the coil, spark at the plug electrodes.
- 3) Air: remove air cleaner and hold hand over carb inlet while cranking; should feel suction. Plugged exhaust system can also cause insufficient intake air but in this case the engine will usually start and bog to a stop.
- 4) Compression: hold thumb over the plug opening while cranking; pressure should be felt. Check all cylinders.



1968 MGC AVAILABLE



Joe Kaiser of the Big Bend MG Club forwarded the following eMail regarding a 1968 MGC that is available in North Carolina. I have no financial interest in this car and know nothing about it so please contact persons listed in email if you are interested:

“Good Morning,

Tony Thomas of Cary, North Carolina, gave me the name of Tony Roth to contact in your club. The e-mail I had for him was classicmgclub@att.net; however, the e-mail was returned, so I thought I would e-mail the Club. Tony and I are both members of the North Carolina MG Car Club. My son's father lived in Clermont, and he recently passed away. He owned a MGC Roadster, GCN1U3407G, which he purchased in 2002. The car is stored in Clermont. I was wondering if you knew of anyone in your club that might be interested in looking at the car and all its spare parts.

I am not certain as to how much of the restoration has been done, as I have not seen the car since 2005. Since I am an owner of a 1953 MGTD and a lover of MGs, I would really like for someone who has an interest in MGCs to have the opportunity to restore this rare car or at least have a source for spare parts.

In my ex-husband's garage there are several boxes of parts for the car as well as new carpet. and towing equipment. Some of the parts are still in their original packaging and are unopened. I have found receipts in his effects where he purchased around \$730 in parts and \$700 in painting supplies since he bought the MGC in February 11, 2002. There were other receipts were the previous owner had purchased parts as well.

Also, if any member of your club is in need of an engine lift, a Craftsman professional 26 gallon horizontal air compressor, or sandblaster tank, they are available as well and are in same garage with the parts.

Joe Hinten, who lives in Clermont, has access to the car and parts and has graciously agreed to show the car and all the parts. His phone number is (407) 625-0737, and his e-mail is rhinten@cfl.rr.com, if anyone is interested.

Thank you for your time.

Carolyn Rockwell, 919.466.9604 home; 919.395.9662 cell”

Wanted

I need a new clutch in my 1962 MGA MkII and I've been told that transplanting an MGB clutch and flywheel into this car is a wonderful thing to do. To accomplish that I'll need a few B parts to make it happen so here is my shopping list:

- Flywheel from any 3-main bearing MGB 18G or 18GA engine 1962-1964
- Front cover from a 3-synchro MGB gearbox (used with 18G, 18GA and 18GB engines 1962-1967)
- Clutch release arm from a 3-synchro MGB gearbox (used with 18G, 18GA and 18GB engines 1962-1967)

If you have any of these items laying around, I would gladly help you clean out your garage and fatten your wallet by taking them off your hands. Please contact Charley Robinson at 203-270-1244 (Home), 203-733-4421 (cell) or at charleyrob@charter.net