



Participating Member British Marque CAR CLUB NEWS

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# St. Patty's Day Celebration

*Corned Beef & Cabbage & a Wearin' O' the Green*



**Sunday, March 15**  
**11:30 AM - 4:00 PM**

Francis & Diane Tuoti  
8 Elizabeth Drive  
North Salem, NY 10560  
914-669-5020 (Home)  
914-534-1181 (Cell)  
[ftuoti@aol.com](mailto:ftuoti@aol.com)

**RSVP by**  
**Monday, March 9**

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.

Meet up at Tuoti's at 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, dessert, or a favorite brew.

No one is allowed to bring a March snowstorm.

Please be sure to RSVP to Diane by Monday, March 9 at the latest so she will know how many cows to throw in the pickle vat.

## DIRECTIONS (See map on Page 3)



### From Connecticut:

Take I84 West to Exit 21 in New York. Follow Route 121 South to Bloomer Road. Turn right onto Bloomer Rd and follow it to the end. Turn left on to June Road and then right onto Hardscrabble Rd. Turn left on Delancy Rd and follow it to Elizabeth Rd. on the right.

### From New York (South):

Take I684 North to Somerstown Rd (Route 116) Exit. Follow Route 116 East (becomes Titicus Rd.) to left turn onto Delancy Rd. Turn left onto Elizabeth Dr.

### From New York (North):

Take I684 South to Hardscrabble Road exit. Follow Hardscrabble Rd East to right turn onto Delancy Rd. Turn right onto Elizabeth Rd.



**NIGEL's Garage Mahal** by Nigel Strangway COB

Reprinted from *Tally Ho* the Newsletter of Big Bend MGs, Tallahassee, Florida



**Background:**

This is the first in a series of articles presenting basic engine testing, evaluating or machining procedures. I will try to make these articles useful to the non professional enthusiast. The goal of the series is to help you maintain your MG so you can enjoy the pleasure of a safe sports car. Keep in mind that MG engines were designed as passenger car power plants "tuned" for sporting performance and as such there are many compromises. The manufacturer was well aware of this and in many cases provided "Special Tuning" parts, instructions, and even "Factory Competitive Teams".

**Discussion:**

We will begin this series at the beginning you have just purchased a new MG (this NEW car is at the very least 28 years old and the technology is considerably more MATURE that means older) and you can not get the engine to start. We will assume that the engine turns over, you have oil in the crankcase, fuel in the tank, coolant in the radiator and the liquids are not running out the bottom. You also have installed a battery and have not let any of the IMPORTED Lucas smoke leak out of the wires.

**Internal combustion engines need 4 things to run.**

- 1) Fuel
- 2) Spark (at the right time)
- 3) Air

4) Compression

If any one of these factors is missing the engine will not run. If you have an engine which will not start you need to develop a system to test for each of the basic - basic factors. Your check list may be as simple as this:

**Basic - Basic No Start Check List**

- 1. Fuel in the tank, fuel pump running, fuel at the carb
- 2. Spark at the plug spark at the coil spark at the plug electrode
- 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. If engine spins very easily may indicate no or low compression may be caused by valves stuck open, a holed piston or stuck rings. Check the other cylinders.

There is really no reason to do these tests in this specific order but it is as good as any other order. If a factor fails a test correct that symptom and continue the test series until the engine starts. Remember successfully completing this procedure will not necessarily result in a smooth running engine — THAT — is a different problem. Cough - spit - sputter - putt - putt - at this stage is success.

Your engine is now ready for evaluation of its condition...

**Contacts**

NY/Conn Website: [www.nyconn.org](http://www.nyconn.org)

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**British Marque Car Club News**

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# Ten Safety and Convenience Upgrades for Your British Car

BY GARY ANDERSON

*Editor's Note: In addition to supplying parts for just about every British (and a few other nationalities as well) car that has ever hit the road, Moss Motors publishes a magazine named "British Motoring". Presented here are the highlights of a recent article that will make our cars safer, more reliable and better suited for today's roads. For complete details on this article and to see more tech articles in back issues check them out on the web at [www.britishmotoring.net](http://www.britishmotoring.net).*

So you've just bought that British car of your dreams or are in the final stages of restoration and are looking forward to getting it out on the road. It may be show-worthy, but this won't become a trailer queen.

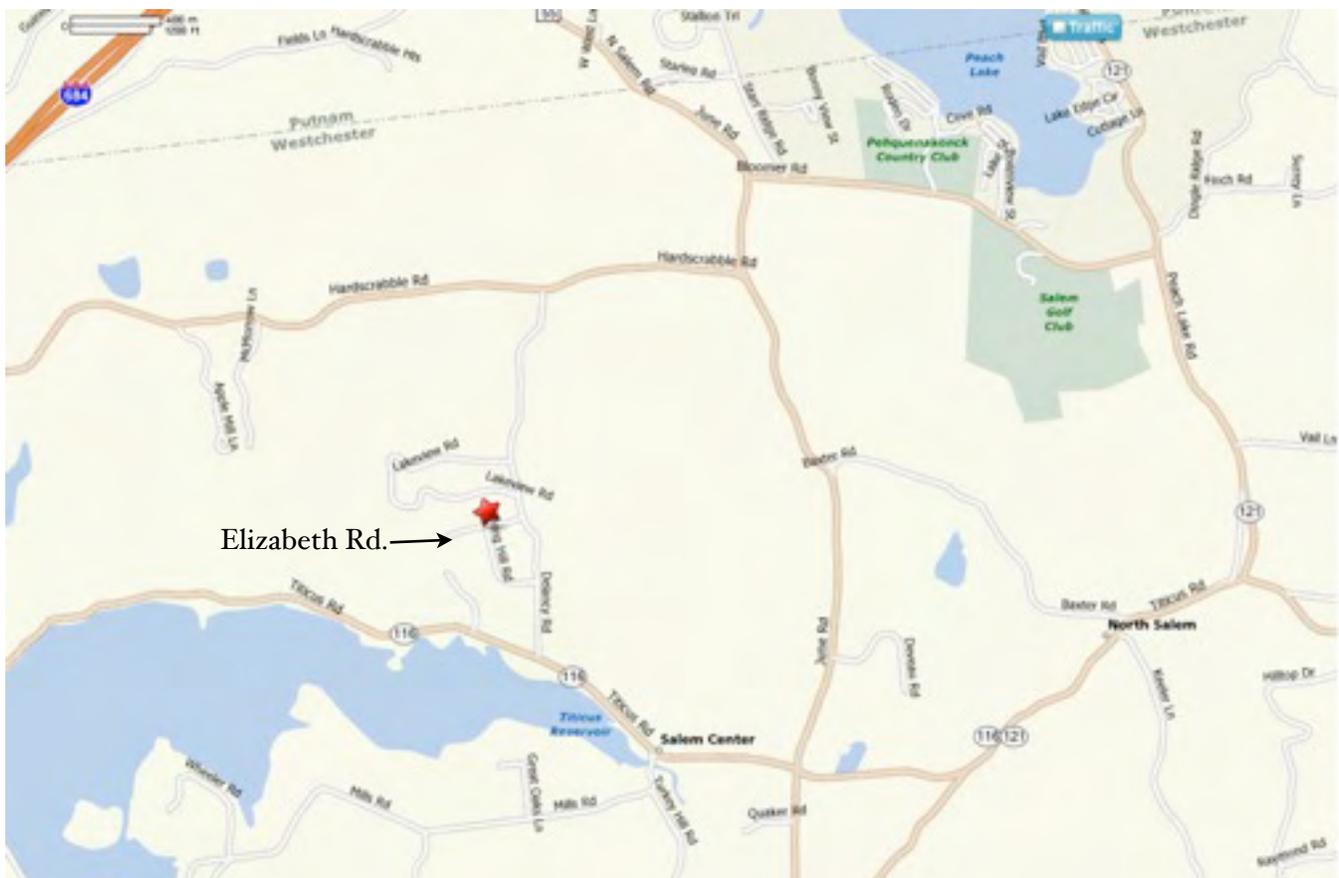
But wait: even if you'd like to keep it as original as possible (and among British cars, really only Jaguar and Austin-Healey owners put much of a premium on originality), I can think of at least ten things you should do to make it safer and more reliable. And the neat thing is, none of these upgrades cost very much, and all are easy to do.

Here, with items ranked in terms of importance and ease, is my list:

1. Seat Belts
2. Halogen Headlights
3. High-Level Brake Light
4. Negative Ground
5. Modern 12-Volt Battery
6. Heat Insulation
7. Added Dashboard Gauges
8. Gear Reduction Starter
9. Electronic Ignition
10. Alternator

*Check out Gary's reasoning for each of these upgrades. Some are obvious, but he makes a case for each.*

## MAP TO TUOTI'S, 8 ELIZABETH RD, NORTH SALEM, NY



AN OPEN LETTER FROM JOHN FRIEDLER REGARDING TWO GOF'S

Following is NY/Conn member John Friedler's response to an article published in the "T-Party Times".

Roy:

I'm responding to your "Chairman's Chatter", in your Feb./Mar./Apr. T Party Times newsletter, regarding limiting the Register's GOF's to once a year.

I FULLY AGREE !

I'd made this suggestion to the board of the T Register many years ago, after the Atlantic Chapter held their GOF in Nova Scotia, under the able leadership of Sandy & Erna Fraser, and their entourage. First of all, it was a distance to get there; more importantly, it was probably one of the finest, most entertaining and fun GOF's that many of us remember to this day. Lastly, we felt fully "satiated" of any further GOF that year.

Additionally, most of the chapters of the T Register, including the chapters I belong to NYCONN, NJMGT, the T Party being prime examples, hold their own monthly (if not more frequent) meetings/outings/fun events during the year. Such events are more local, are more economical to the participants, maintain the spirit and camaraderie of the Register, and don't take up the time and expense (as you rightly state) to go to two GOF's.

Perhaps, our leaders of the Register might consider that as we get older, together with our cars, it's sometimes a good thing to exercise us/the cars by holding one GOF in diverse spots of the USA (or Canada, but forget Mexico which once upon a time our esteemed Chairman, Hank Rippert, was toying with). Such a geographic diversity can be a good thing. We'd get to meet and



GOF 84 John Friedler at GOF 84, Jiminy Peak, MA.

interact with the chapters who would sponsor a particular GOF; we would drive a longer distance and see more of the country (now that the Register has not sponsored trips anymore); there'd be more caravanning and friendships associated with that, etc. To replace the northeastern part of the US (which is absolutely beautiful and welcoming) I'm thinking of areas such as Pennsylvania, the Carolinas (now that so many of our club members have retired there); the Midwest, including, Ohio, Michigan; the South (besides the Carolinas) including, Tennessee, Georgia and perhaps even Florida. Maybe even way out west to Colorado, New Mexico, and even California, once in a long while.

Sorry for the length of this message, but I hope there are some thoughts that merit pondering by the "powers that be".

Regards, John Friedler

WHAT DO YOU THINK?

*Is this some subversive plot to undermine the NEMGTR leadership or a good idea whose time has come? I'd like to hear your*

*thoughts on the subject of GOF's. Should the New England MG 'T' Register continue to hold two GOF's each year or is it time to cut back to*

*one and perhaps expand our typical horizons regarding locations? Call or email Charley Robinson with your thoughts.*

**FOR SALE - CARS & PARTS - BOB FINUCANE - 203-994-5697**

We have recently sold our house and I have to get rid of lots of parts, possibly even my TD. I was thinking of having a tag sale (including shop equipment and tools) but before I sell the lot to the bloodsuckers I wanted to offer it to the NY/Conn group. I have an almost complete parts car for someone in need of a project. TD8819 is

completely disassembled but most of the parts are here to rebuild it (lacking some gauges etc). I also have some shop equipment - bead blaster, sand blaster, engine hoist, engine stands, etc., stuff I can't stick in the back of the TD. Just a little notice if someone has a need for something, I might have it.



*Rear fenders*



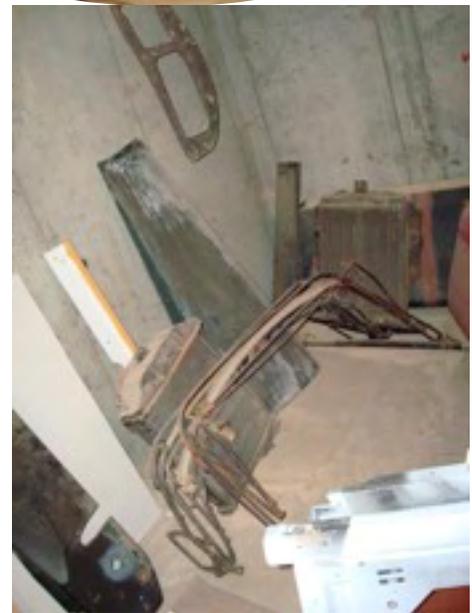
*TD Frame - Excellent condition*



*Wheels*



*Front Wings*



*Side Panels, Top Frame, Radiator,*



*Miscellaneous*

*Bugeye Sprite - 1090 cc. engine, rib-cage tranny and other special stuff. Get the details from Bob*



**FOR SALE - TOOLS & EQUIPMENT - BOB FINUCANE - 203-994-5697**



**Clarke Bead Blasting Cabinet**



**Parts Washing Tub**



**Engine Stands** - Buy them both and make your own auto rotisserie.

**Lots More Tools and Equipment** - If you're looking for something special, call Bob, he just might have it: Bob Finucane: 203-994-5697. (Ed note: Somebody buy these so I can come over to your house to use them. ;>)

12TH ANNUAL BRITISH CAR WEEK - MAY 30 - JUNE 7, 2009



Time to check out those LBC's and get ready to hit the highway May 30 thru June 7. British Car Week is intended to raise awareness and increase community interest in the greatest little cars to ever rip up the road. Your car doesn't have to be pretty, but to save some embarrassment and perhaps bad publicity, you should make sure it is up to snuff for your planned journey. Other than making sure lots of people get to see lots of MG's, Triumphs,

Jags, etc., you're pretty much on your own for events. If your at a loss for ideas on where to go, check out the activities calendar at <http://www.britishcarweek.org/>.

# NY/Conn Photos - Circa 1976 - Recognize Anyone?



Some things never change!



I'm not sure, but the cars might be holding up better than we are. Perhaps we take better care of them than of ourselves?



Photos Courtesy of Pat Pelbano

