

MG St. Patrick's Day Ride

Sunday, March 14, 2010
11:00 AM to 4:00 PM

Francis & Diane Tuoti
8 Elizabeth Drive, North Salem, NY
914-669-5020 or ftuoti@aol.com
RSVP by Thursday, March 11



Stone Chambers & Historical Landmarks

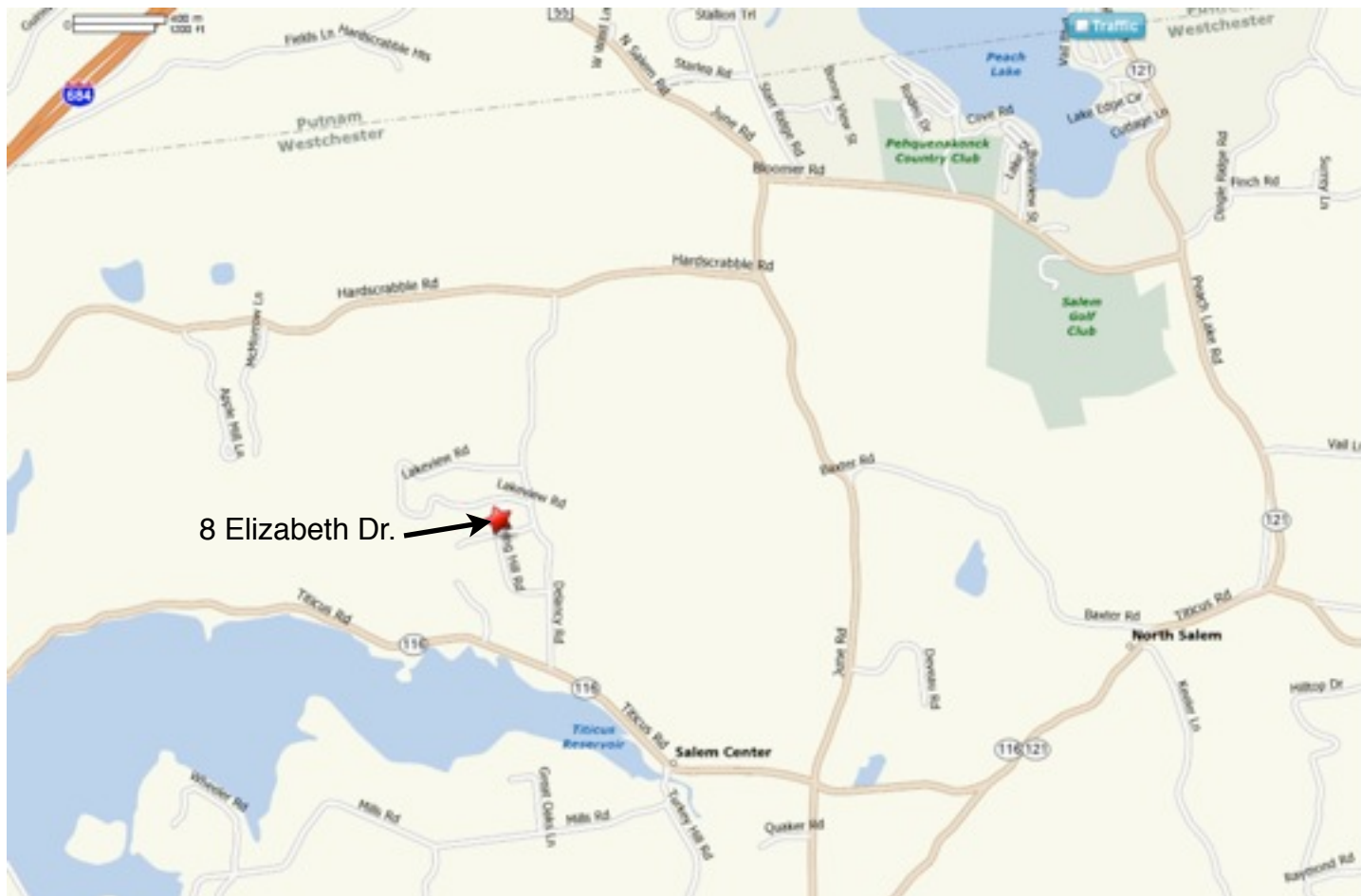
Very old Stone Chambers are a phenomena which exist in New England with a high concentration in Putnam County & North Salem (we have 15). We will have a short presentation of the what, why, & where @ 11 AM at our house with coffee & donuts. We will then view some along the way & several North Salem Historical Landmarks. Following the tour we will have Corned Beef (or whatever you wish) @ **Rosy Tomorrows, Danbury**, around 2 PM. Rosy's is very moderately priced, interesting restaurant with lots of antiques.



Be at the Tuoti's, 8 Elizabeth Drive, North Salem, NY by 11 AM.
Please RSVP by 3/11/2010.

CALL FRANCIS & DIANE
914-669-5020
or E-mail: ftuoti@aol.com [Map on Page 2](#)

Map to Tuoti's, 8 Elizabeth Dr., North Salem, NY



NY/Conn Calendar 2010 on the World Wide Web

Check it out at www.NYConn.org

All our NY/Conn events as well as a whole bunch of other stuff is listed in the calendar section at www.nyconn.org. Check it out and then call up Ed Flax and tell him what a wonderful job he does in maintaining our terrific website.

April - No NY/Conn events planned - Volunteers?

GOF South Mk XLIV, Jekyll Island, GA

May - No NY/Conn events planned -Volunteers?

May 5-9 - GOF 87, Holiday Inn, Oneonta, NY

June 12 - Thumbs-Up Tour, Friedler's

July 7 - Progressive Dinner - DiRenno's & Trombetta's

August 14 - Fun-In-The-Sun, Robinson's & Beck

September 11 - Fred Kirk Memorial Bocce Tournament - Southworth's

22-26 - GOF 88, Hilton Hotel, Mystic, CT

October 17 - Culture In The Country - Johnson

November 6 - Guy Fawkes Frost Bite Tour, Robinson's

December 5 - NY/Conn Holiday Party, Host - Judy Johnson

2011 - June 12 - 18 - MG International, Reno, Nevada

Driving Instructions for Participating in Tours and Road Rallies

by Andrea & Len Fanelli

(Tuoti's cruise will be the perfect opportunity to try out our new rally rules as we head into the driving season. Here's some tips for group travel so we can stay together, not lose anybody and have minimal impact on local traffic as we follow each other down the road. - Charley Robinson)

THE ARTS OF LEADING AND FOLLOWING K.I.S.S. (Keep it simple, stupid) WE ALL LOOK OUT FOR EACH OTHER

- Leader responsibility is to have a meeting before caravan starts to set guidelines, and communicate 'the plan', route, and ETA. The plan will include the travel order and who each navigator is responsible for. Simply, all you have to do is look out for the car directly behind you. If they stop, you stop. The person in front of you will know to stop and so on. Choose a strong follower to bring up the rear.
- A list of cell phones is always good to distribute to the group.
- Leader responsibilities are to travel at the average speed of the followers. Would you agree that each driver has his or her own speed comfort level? If you say yes, you're a good leader. Leaders immediate responsibility is to always know where the car directly behind you is.
- If the group is held up, for example, by a red light the leader can continue on the route mapped out unless there is a direction change, (right turn left turn etc) Then the leader should wait till everyone regroups.
- Any change, once the caravan starts should be communicated to the entire group.
- Follower responsibilities include who is following you and if they stop, you stop! Simple?
- As a follower your responsibility is to enjoy the ride! If you have to make a rest stop, make it, and the group will wait.
- As a follower your responsibility also includes taking care of your special needs. Cars should be equipped with water and perhaps a snack to hold you over till we get where we are going. Like Boy and Girl Scouts, MGers are always prepared.
- Would you agree these events are for the most part not a time occasion? If we have to get someplace by a certain time 'the plan' should allow extra time for the unknown, we are, after all driving MG's.
- If for any reason you have to deviate from the plan just communicate to the group.

In keeping with the situation, Safety Fast! And Happy Motoring! ACF

Lenny's version of the above is really keep it simple:

ALL YOU HAVE TO WORRY ABOUT IS THE CAR DIRECTLY BEHIND YOU!

KISS

LAF



FOR SALE: 1954 MG TF 1500, XPEG/2353, HDC 46/8335, BHT Certif# 97/4340. Built De. 15 & 16, 1954. Original, all matching serial #'s, immaculately frame-off restored by "Augie" Auger in 2000. Featured at prestigious Greenwich Concours d'Elegance. 1st place 3-years in a row at Hildene. Ron & Linda Evans, Clarendon, VT 802-345-4191; email: artontheriverstudio@yahoo.com **\$28,000**

The Trans-Am a Classic Challenge

From Coast to Coast across America and on to Alaska

9th May - 12th June 2012

The Trans-Am is an exciting and challenging rally from sea to shining sea, through the spectacular sights of the 'land of the free and the home of the brave'.

Your journey from New York, on the east coast of the USA, to the furthest flung point of Alaska in the 50th State will take you through some of the best and most spectacular scenery and roads that both the United States and Canada has to offer in the company of fellow enthusiasts.

This event is designed for both Vintage and Classic Cars from a team with over 65 international events under their belt.

Route Options

There are two Legs to the Trans-Am Classic Challenge.

Participants can sign up for either Leg as a separate event or or take on the ultimate challenge and complete the entire journey by completing both Legs.

Leg One flags away from New York and, after a journey that takes us through nineteen States, the first Leg finishes twenty two days later in Vancouver, British Columbia. Alternatively you might join the event in Vancouver for the start of the second Leg that finishes eleven days later in Anchorage, Alaska >> [Read more ...](#)

With no night driving, a simple tulip road-book with the added backup of GPS waypoints, straightforward navigation and optional competitive sections this event should appeal to both Novice and experienced crews of all ages.

Eligible Vehicles

The Trans-Am Challenge has two vehicle categories... Vintageant for cars up to 1941 with classes based on engine size and a Classic Category for cars up to 1975 model types. Cars of a later date, but unchanged mechanical specification, will be considered at the organiser's discretion.

Participants may also choose from either Sporting and Touring route options. There is information about this and much more on the Question and Answer page >> [Read more ...](#)



An Adventure from New York to Alaska

Lucas Joke of the Month

Alexander Graham Bell invented the Telephone.
 Thomas Edison invented the Light Bulb.
 Joseph Lucas invented the Short Circuit.



TECH TIPS from the Little British Car Company - www.lbcarco.com

Lucas Connector Cleaning

Tech Tip from Kurt Bickel.

While trying to resolve an electrical problem I found that a 17-cal. gun-cleaning brush fits nicely into the electrical connector to clean out the corrosion. This followed by some dielectric grease should keep these connection operational for some time.



Cartoon from *The eChatter*, Official Publication of the Emerald Necklace M.G. Register, Inc.; Vol 29, Issue 10, October, 2009. www.mgcleveland.com

Topping Up Your Lever Shocks?

Tech Tip from Terry Frisch.

This is really two tips in one, in trying to fill the front shocks on my MGA with oil I realized very quickly that it was going to be a very messy job. First problem was trying to get the correct sized funnel to fit the opening. Then I remembered that I had an old style oil can with a long narrow spout that you tip up and use your thumb pressure on the bottom, it worked perfectly. But---I could see that air was trapped and took a very long time to bubble up. I solved this problem by inserting a red plastic tube that comes with the WD40 oil spray can into the shock as I filled it, it allowed the air to escape and the shock was filled very quickly.

Following tips from *The eChatter*,

Official Publication of the Emerald Necklace M.G. Register, Inc.; Vol 29, Issue 10, October, 2009. www.mgcleveland.com

Nuts and Bolts, Get a Grip

From Eric Welty. -

Surely somebody else has thought of this, but: ever try and attach a nut to a bolt where you can't hold on to both at the same time and don't have a helper? Find the strongest magnet you can and lay it on the bolt head,

it will hold the bolt against anything iron/steel, and the best part is, especially if your working against gravity, it will hold the washers for you while you get the nut started. Worked like a charm while I was underneath the new metal floors on the "B"!

Installing or Working on a Harness? From Clive Reddin. -

Here is a tip for those working on a car that needs electrical work.....Some of us get cars that need electrical harness/system work. Instead of buying a 12 volt car battery I used a 6 volt lantern battery. This provided enough electrical power that I could test continuity of wires and connections. I suppose one could add a second in series for 12 volt. Naturally, one can't start the car as the batteries don't have near enough amps to start anything! Saves shelling out for a car battery for a car that may not be on the road in a while.

Moss Motors Press Releases:

Ethanol in Gasoline and what it means to you

Based on comments and questions we are getting from all over the world, many of us are already using gasoline that contains 5% or 10% (or more) ethanol. Ethanol is an alcohol, made from corn or grains, that is added to oxygenate gasoline. It is a replacement for the MTBE which is no longer being used. Gasoline with ethanol is called E10, E85, corn fuel, alcohol fuel and reformulated or renewable fuel. For the purpose of this document, we will refer to a gasoline-ethanol blend as E-10 fuel. There is a great deal of information out there, some good, some bad, and it is very hard to come to grips with the facts. We are going to try and present the best information we have on ethanol and what effects it may have on your vehicle.

WHY SHOULD I BE

CONCERNED? There will be more problems for the owners of Classic British cars, because, unlike more modern vehicles, the older gas tanks are vented to the atmosphere. Moisture from the air has always been an issue for us – how many of you have had to deal with a rusty gas tank? Aside from the problems reported with ethanol attacking fuel system components, most of the problems we are having with ethanol are really problems with water.

Ethanol and Water Ethanol absorbs water from the atmosphere. Gasoline with 10% ethanol can absorb 50 times as much water as gasoline without alcohol. At 70° F, gasoline without ethanol will hold water at a concentration of about 150 parts per million (PPM). Gasoline with 10% ethanol will hold between 6,000 and 7,000 PPM. If the ethanol and the water remain mixed with the

gasoline, they will pass through the fuel system and they will be burned or converted to steam in the engine.

Phase Separation The ethanol will continue to absorb water from the atmosphere only up to a point. With 10% ethanol, when the water reaches 0.5% (3.8 teaspoons per gallon), phase separation will occur. Phase separation is the term used to describe the formation of distinct layers, with a thicker layer of gasoline mixed with a little ethanol on top, and a thinner layer of water and more ethanol on the bottom. The lower layer can have as much as 75% ethanol in it. This process is unavoidable, and it can also be triggered by a drop in temperature.

PHASE SEPARATION RELATED PROBLEMS:

Shelf Life A gasoline-ethanol mix will absorb water until it reaches a concentration that triggers the phase separation. E-10 gasoline has a 90 day shelf life when kept in a sealed tank. At about 100 days, even in a sealed tank, it may have absorbed enough water to begin to separate. With a vented gas tank, there will be significant amounts of water in the tank in 30 to 45 days. With 10% ethanol blends, it is suggested that you replace the fuel in the tank on a 2 to 4 week cycle.

Octane When gasoline and ethanol are mixed, the octane rating achieved is due partly to the ethanol. When phase separation occurs, the octane rating of the fuel can drop by as



much as 3 points, and there is an increased risk of detonation, knocking or pinging.

Rough Running (or stalling)

Because the water-ethanol mix is at the bottom of the tank, the fuel pump may pick up a slug of this mixture, and the engine will run very poorly or perhaps die.

Corrosion and Rust Water in contact with the bottom of the fuel tank and inside the fuel lines will cause rust, and that in turn will tend to clog fuel filters and lines.

Ethanol and its Effect on Normal Engine Operation

Mixture: Ethanol blends will affect the air/ fuel ratio because of the additional oxygen molecules within the ethanol's chemical structure.

Vapor Lock Probability of vapor lock or hot restart problems will be increased because the vapor pressure of the gasoline with ethanol will be

greater (if the base fuel is not chemically adjusted).

Corrosion and Rust Various studies seem to indicate that fuel with up to 10% ethanol do not increase rust and corrosion under normal conditions. However, see notes under phase separation above.

SPECIFIC ISSUES FOR BRITISH CARS OWNERS

Ethanol can react with materials that were impervious to gasoline. ItOs about age Engines and fuel systems designed after 1996 should be able to tolerate ethanol blends up to 10%, but systems and components designed before that will have problems.

Seals Seals may shrink, swell, or deteriorate depending on the material that are made from.

Fuel Tanks Tanks (and fuel lines) in use for years will have deposits that may be loosened by ethanol, and the loose debris may clog fuel filters or cause the needle and seat to stick open, causing flooding.

Hoses Some rubber hoses will dry-out or deteriorate when exposed to gasoline/ethanol mixtures. Presumably, more problems will arise as the percentage of ethanol increases.

Float valves with plastic needles Lawrie Alexander reports that in some cases it has been necessary to shave a few thousandths off the four vanes of the plastic needles, allowing them to ride smoothly inside the brass tubes. Alternately, use all-brass needles & seats

Viton tipped needles All the testing we have done indicates that DuPont Viton is inert when exposed to denatured alcohol. We have not checked to see

what happens when exposed to grain alcohol.

Fuel Pumps If the diaphragm is rubber, there may be problems, but in general we are not aware of any problems linked specifically to ethanol.

Gaskets Ethanol may attack the rubber in rubber/cork composite gaskets. This may be more of a problem as the amount of ethanol in gasoline increases. Fiber washers & gaskets are apparently not affected.

Aluminum, aluminum alloys Ethanol does not seem to pose a threat to aluminum when it is 10% or less of the gas alcohol mixture. At 25%, it will attack the aluminum.

Floats in carburetors The TR 4-4A Zenith-Stromberg floats that were made of foam covered with a skin may deteriorate when exposed to ethanol. Other plastic floats (like those used by SU) may be affected.

PRECAUTIONS TO TAKE TO AVOID PROBLEMS

If you use an ethanol blend, try to run your engine on clean, fresh fuel. Think about shelf life. Keep the tank as full as practical to minimize the amount of air and moisture in the tank. If you have a sealed fuel system (not vented), make sure it is truly sealed. Keep engine parts well lubricated to counteract the solvent effect of ethanol. Check the gasoline in your tank for water contamination/phase separation. Properly discard any fuel that appears to have gone bad. Resist the temptation to use bad gas in other small gas-powered equipment. Keep your engine tuned and stick to the factory recommended maintenance schedule. Consider buying gasoline with a higher octane to be certain that you will always be running your engine

on the minimum octane necessary for good performance. Consider fuel additives that will counteract the problems caused by the ethanol and water it absorbs.

SO WHAT ELSE CAN YOU DO? We will talk about normal week-to-week operation, and deal with winterizing separately.

First thing you need to do is to determine if you have water in the tank. Because water will collect at the bottom of the tank, loosening the drain plug a little may allow you to capture a small sample in a metal container. You may be able to detect the presence of water or a water-ethanol mixture. You can also use a test kit. Moss Part Number: 220-362 Water Probe Indicator. The 220-362 Water Probe Indicator will detect the presence of water in your gas tank. You will need to determine if you can pass a dip stick through the filler neck all the way to the bottom of the gas tank. Simply apply the Water Probe detector on the dip stick, which turns red to show the exact level of water in your fuel tank.

What you do next will depend on what you discover. If you do find water in the tank, please refer to the section below. Most of us don't drive our British cars on a daily basis. The relatively short shelf-life of 30-45 days in a vented tank, or 90 days in a non-vented tank is an obvious concern. With the price of a gallon of gas being what it is, the thought of draining the tank every 45 days (vented tank) or 90 days (non-vented tank) is not something to look forward to, never mind the challenge of disposing of the fuel properly. By adding a stabilizer to the fuel, we can delay the phase separation that will eventually occur. This increases the shelf

life to about 60 days in a vented tank, and about 180 days in a non-vented tank. E-Xtend is a fuel preservative formulated specifically to do just that. It also contains antioxidants and de-gumming agents to help fight sludge, and prevent resin deposits and gum from forming in the fuel tank. Fuel filters will stay cleaner longer and engines will run better. E-Xtend should be mixed with the fuel every time you buy gas. For fuel with 10% ethanol, the ratio is 1 ounce for every 6 gallons of gas, so one 8 ounce bottle will treat 48 gallons of fuel. The long-neck bottle makes it easy to pour into the filler neck. Moss Part Number: 220-360 E-Xtend E-Fuel Treatment (8 oz).

If you do find water in the tank. What you do depends on how much water there is. Unfortunately we are not in a position to use terms more specific than excessive. If there is an excessive amount, you could drain the tank using standard shop safety procedures and dispose of the contaminated fuel in accordance with your local hazardous waste disposal regulations. Contact your local authorities before you drain the tank. If the amount of water in the tank is not excessive you can add something to the fuel to re-mix the gasoline, ethanol and water back together. E-Zorb will totally emulsify the water ethanol layer that formed at the bottom of your gas tank as a result of phase separation. The water and ethanol will mix back into the rest of the fuel in the tank. The water will pass with the gasoline through the finest filters and go through the engine, finally leaving as steam. The octane (up to 3 points) lost when most of the ethanol separated from the gasoline will be regained. If you have water in the gas tank, E-Zorb should be mixed in the ratio 1 ounce to 20

gallons of gasoline with ethanol. That means the one pint (16 oz.) bottle will treat 320 gallons. It will be necessary to agitate the fuel in the tank by rocking the car from side to side and bouncing it up and down. Moss Part Number: 220-355 E-Zorb E-Fuel Treatment (16 oz)

WINTERIZING THE FUEL SYSTEM Any vented fuel tank containing a gasoline-ethanol blend that stands for longer than 30- 45 days should be treated with the following winterizing procedures to maintain the integrity of the fuel.

1. Try to determine if there is any standing water/ethanol on the bottom of the tank. Review the procedure above.
2. If there is an excessive amount, you could drain the tank using standard shop safety procedures and dispose of the contaminated fuel in accordance with your local hazardous waste disposal regulations. Contact your local authorities before you drain the tank.
3. If no water is indicated, add 220-355 E-Zorb at the suggested ratio of 1 ounce to 20 gallons of E-10 gasoline to compensate for condensation that will occur during storage.
4. Now add 220-375 Store-N-Start to the tank at a ratio of 1 ounce to 5 gallons of E-10 gasoline with enough Store-N-Start to treat the tank when totally full. Moss Part Number: 220-375 Stor-n-Start (4 oz) During storage gasoline breaks down. Oxidation takes place creating a semi-fluid gum that results in deposits of hard resin on all intake surfaces that can clog carburetors. STOR-N-START stabilizer contains a powerful anti-oxidant, de-gumming agents, inhibitors and metal deactivators.

Keeps gasoline refinery-fresh. Also helps prevent octane loss during storage. STOR-N-START is the only stabilizer to receive the performance tested and verified seal from MARINE TESTING INSTITUTE for both gasoline and diesel formulas.

5. Immediately after adding the 220-375 Stor-N-Start, fill the tank with fresh E-10 gasoline. Filling the tank should be enough to agitate the E-Zorb and Stor-N-Start, thoroughly mixing them with the fuel. However, if the tank is already full or only needs a small amount of new E-10 gasoline, you can insert an air hose to the bottom of the tank allowing the air pressure to bubble the gas for 5-10 minutes. **THIS MUST BE DONE IN A WELL VENTILATED AREA! GASOLINE VAPOR IS A SERIOUS HEALTH, FIRE AND/OR EXPLOSIVE DANGER!** This should be sufficient to complete the agitation process.
6. Run the engine for 5-10 minutes to circulate the treated fuel throughout the fuel system.

