



ny/conn news



Participating Member British Marque CAR CLUB NEWS

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Danbury Railway Museum Tour

Guided Tour of Exhibits & Photo Display

Saturday, July 25

Meet at 9:45 AM

At I-84, CT Exit 1,
Park & Ride off Route 6

Tour Guides:

Jan & Sandy Hurd

203-438-2796

sanjanhurd@sbcglobal.net

RSVP by

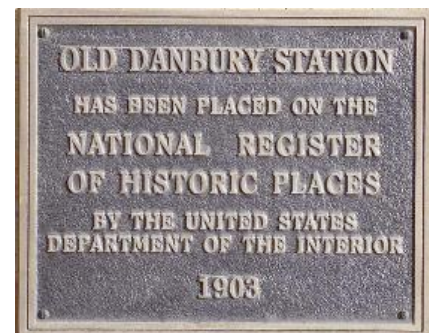
Wednesday, July 22



The Danbury Railway Museum is a non-profit organization staffed solely by volunteers. The Museum, located in the historic station and rail yard in downtown Danbury, Connecticut, offers railroad history, tours, train rides, a collection of original

and restored rolling stock, and opportunities for hands-on railroad work at "12 inches to the foot" scale.

Check it out at <http://www.danbury.org/drm/index.htm>.



SEE DIRECTIONS - PAGE 2

DIRECTIONS

Saturday, July 25th - meet 9:45 AM at I-84, CT exit 1, at the park and drive off Route 6. We'll leave at 10:15 sharp for the Danbury Railway Museum (corner of White Street and Patriot's Drive, tel. (203) 778-8337. The personnel are expecting us about 11 AM. We will park in the volunteer's lot near the old trains so we can easily see them and take car/train pictures. **Group rate: \$5.00 each.**

Parking for the Railroad Museum. The volunteer's lot is off Patriot Drive at the middle traffic light which is on the back side of the train yard from the Museum. This is the entrance to the commuter lot for the trains to NY. As you enter the lot, take a left to the sign that states "Railroad Property - No Trespassing". We will go through that gate and park in the train area and not the White Street lot. Should be some one at the gate to let us in.

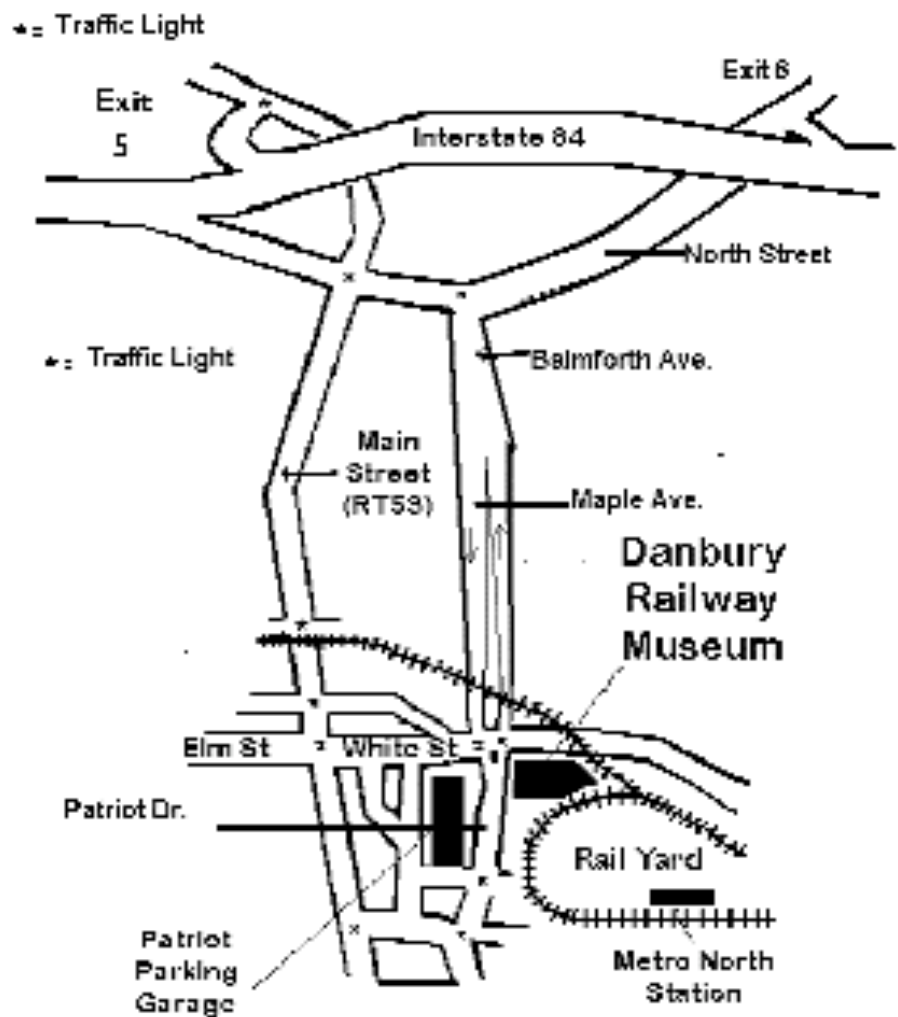
We will leave the museum about 12:30 for lunch at The Hearth in Brookfield going out White St. and north on Route 7 (tel. 203-775-3360). If someone is to meet us for lunch, the Hearth is between Brookfield four corners and the 4-lane Rt. 7. The restaurant is expecting "the Hurd party" at 1 PM. The daily special meals run \$8.99 and include soup or salad, 6-8 different meat/fish/vegetarian main dishes with potatoes and vegetable of the day, bread and butter. The regular menu will also be available: everything from hamburgers, sandwiches, main dish salads. Dutch treat.

Federal Road (old Route 7) is filled with interesting

stores all the way back to I-84, including: The Danbury Stew Leonard's, Jo-Anne's, Office Max, T J Max, Michael's, Costco, Shop Rite, Bed, Bath and Beyond, etc.

Call 203-438-2796 or e-mail: sanjanhurd@sbcglobal.net by Wednesday, July 22. Thank you.

If you wish to meet us at The Danbury Railway Museum, or at The Hearth contact us for special instructions. We will also have GPS coordinates for the 3 stops. Day of the tour we can also be reached on our cell phone (203) 947-3665.



Penetrants For Rusted Nuts

From the Octagram, Newsletter of the MGs of Baltimore, July 1
Submitted by Ranney Dohogne & Jim Duke/Janel Demick

Machinist's Workshop magazine actually tested penetrants for break out torque on rusted nuts. They arranged a subjective test of all the popular penetrants with the control being the torque required to remove the nut from a "scientifically rusted" environment.

Penetrating oil	Average load*
None	516 pounds
WD-40	238 pounds
PB Blaster	214 pounds
Liquid Wrench	127 pounds

Kano Kroil	106 pounds
ATF-Acetone mix....	53 pounds

The ATF-Acetone mix was a "home brew" mix of 50-50 automatic transmission fluid and acetone. Note the "home brew" was better than any commercial product in this one particular test. Our local machinist group mixed up a batch and we all now use it with equally good results. Note also that "Liquid Wrench" is about as good as "Kroil" for about 20% of the price. Your experience may vary, etc., etc.



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LED TAIL LIGHTS FOR MG'S AND OTHER BRITISH CARS

By John Treible, MOWOG News, Connecticut MG Club

Something that is always in the back of my mind when driving one of my MG's, especially at night, is the diminutive size and relative dimness of my tail lights; Is that mammoth SUV going to run over me when I slow to make a turn? Well, Steve Kolseth has come up with a product that may help ease your mind if you have similar thoughts. Here's the report from the MOWOG News:



Steve Kolseth says: I started a small business designing and manufacturing LED tail lights for MG's and other British clubs. I am offering an introductory discount to all British Car Club Members. Call or email for details. Extract from Steve's web site is below. Check it out!!

www.classicautoleds.com

The goal of Classic Auto LEDs is to design and manufacture LED tail lights, front parking/turn signal lights, and side running lights for British, European, and Japanese classic/vintage cars. We can design and build LED lights for other cars, motorcycles, boats, etc. Call for details.

Features:

- ☑ Wiring Error Protection: Precision diodes protect each tail light circuit from incorrect wiring.
- ☑ Controlled Current: Our LED lights use electronic circuits to control the current for each light section (tail light, brake light, and turn signal (if available)). They are the same brightness over a wide voltage range.
- ☑ Over voltage protection: Prevents over voltage damage from an incorrectly adjusted or faulty charging system. Tested to 30VDC without damage.
- ☑ Direct Wiring: This method eliminates the possible problem of faulty ground connections through the stock bulb socket.
- ☑ Available for Negative or Positive ground electrical systems.
- ☑ We place LEDs to light the entire tail light lens including the stock reflector areas. We have turn signal LEDs pointing to each side of the lens (if there is space in the lens assembly) creating better visibility to drivers in the next lane.

All products are designed and manufactured in Oregon, USA

For Order Information Email: steve@classicautoleds.com Phone: 541-619-8335

LED INSTALLATION (JT) I ordered a set of these LED's for both my MGB and MGA.

Installation in the MGB was straightforward and easy. **IF** your existing wiring is in good shape it would take about an hour for the installation but that's a **BIG IF**. Who knows what you might encounter when you go digging into 37 year old wiring. I found some POS (Previous Owner Syndrome) wiring issues that had to be addressed first so the job actually took me about 6 hours All in all the LED installation was the easiest part of the job and the results are outstanding. That 18 wheeler might actually see us the next time we take to the highway. The LED's are a bit pricey but it's obvious that a lot of work went into developing and producing them and if it helps make the LBC safer while on the road I feel they were well worth the cost.

Interesting Web Site to Check

From Jack Long (Octagram Newsletter of the MGs of Baltimore, July 1, 2009)
 this is a commentary by Arlo Guthrie about him purchasing
 a 57 red MGA from Pete Seeger several years ago.
 Running time @ 6 min.

<http://www.youtube.com/watch?v=nfS6uh6YVTY>



MAGNETIC DRAIN PLUGS

mgTalk, Newsletter of the Southeastern MG T Register, Ltd, Volume 35, Number 7, July 2009

Magnetic drain plugs, according to an SAE paper which describes carefully documented tests, will double the life of transmissions and differentials. They extract all ferrous metal which the unit is continually creating and which may pass through and damage highly polished bearings with the unfiltered oil. The same is true of engines that do not have full flow filtration.

They are a 100 percent contaminant remover as long as the contaminant is iron based, which we know is not always the case. Magnetic plugs are used extensively in aircraft and heavy machinery oil systems.

Perhaps as important, they allow you to see wear in the unit in which they are installed. I found a piece of a gear tooth in one of my gearboxes. Upon disassembly I found a badly chipped tooth, which could have created very expensive damage. Gearboxes do not have a filter as engines do, so they have no protection. A magnetic drain plug is strongly recommended. In that no major parts supplier offers these items for XPAG/EG engines or any MG gearboxes, we can now provide them.

MG TC, TD, TF new gearbox magnetic drain plug with gasket . \$35.00 plus shipping.

MG TC, TD, TF new engine magnetic drain plug with gasket \$25.00 plus shipping.

MG A, MGB new gearbox magnetic drain plug. \$25.00 plus shipping

MG A, MGB new engine magnetic drain plug with gasket. \$12.00 plus shipping

Blair Engle
The Classic MG Shop
4068 Roscrea Drive
Tallahassee, FL 32309
850-385-2921 bengle001@comcast.net

Vintage racers, let me know if you would like me to drill a safety wire hole!

TIMING IS EVERYTHING (PART 2)

By Jim Lunson, Tech Committee.

Reprinted from The Spark with permission of the MG Car Club, Washington D.C. Centre

Where to set the timing? Following up last month's discussion, let's set the timing. I won't go into the basics, but look at the specifications for your car and it will say something varying between 10-15° BTDC at 600-1,000 rpm, with vacuum hose removed and plugged. This is a good place to start, but after many years of car changes and improvements, to gain maximum performance from the engine, some fine tuning is usually necessary. The final setting also depends on modifications (carbs, distributor, points, advance curve, etc) on the car and the primary use of the car. Timing is set by rotating the distributor in relation to the position of the pistons (clockwise to advance and counterclockwise to retard).

For most of us MG drivers, street and highway driving is where we want optimum conditions. One good method to obtain the best setting for this use is to take the specified setting noted above and then advance the idle timing 3-4° more by again loosening the pinch bolt on the distributor housing and rotating the distributor slightly clockwise. Re-lock the bolt and run the car at 40

mph up a long fairly steep steady grade. If there is no pinging from the engine during this run, advance the distributor another 3-4° and try again. Keep repeating this step until pinging occurs, then back off to the previous setting and you're done. This system is not too precise but works pretty well as it finely adjusts the timing to match the carburetor and cam as well as the gasoline grade being used and the engine compression to provide a good setting for average driving conditions. The idea is to get the timing optimal where it is at the driving conditions most often encountered.

Another idea put forth by John Twist, renowned MG expert, is to simply just adjust the distributor to 32° advance at 4,000 rpm. Again, this setting is fairly easy to obtain and will give good performance at average driving conditions. This is a setting that he has found to be very good for average driving conditions and again totally does away with trying to set it at idle. One trick in using this method is in getting this reading using a standard timing light.

(Continued on Page 6)

Timing is Everything Part 2 (Cont.)

With the engine off, rotate the crankshaft pulley by hand until the timing mark aligns at the 20° mark. Then place a second scratch on the pulley back at the zero point. Once this mark is made, run the engine and set the timing as you would usually, only rev the engine to 4000 rpm and use the second mark to set the timing at 12°. This then yields a setting of 32° (20°+12°) which is what we are looking for.

Both these methods work well and take into account all the factors involved. Plus they give a good setting at the main usage the car normally gets. It may not be the best at idle, but that is not the goal. Of course, if racing or lots of high speed interstate driving is anticipated, changes need to be made, following the same principles noted above.

Manifold vs. ported vacuum Advance. As noted last month, most MGs require both vacuum and mechanical advance. This vacuum advance difference occurs where the little vacuum hose (or tube) to the distributor connects to the engine. Manifold advance obviously connects to the manifold, sometimes through the gulp valve, sometimes directly off the center pipe that connects the two carburetors feeding the engine. Ported advance on the other hand connects to a small port on one of the carburetors (usually the rear one). The difference is which side of the carburetor throttle plates the hose connects. There is much debate as to which system is best.

Up to about 1967, all MGs used a ported vacuum advance. This provides no vacuum advance to the distributor when the engine is at idle, slightly reducing the engine's efficiency. Then, when the accelerator is pushed (such as when starting from a stop light), the throttle plates open, giving a surge of vacuum inside the carburetor. This surge then goes directly to the distributor, instantly boosting the advance. This increases engine performance just as you need it to accelerate. Idle is slightly weaker but initial acceleration is better.

Starting around 1967 (in the middle of MGB production) emission controls started to come into play. One of the early methods to improve exhaust emissions was to relocate the vacuum hose to feed directly off the manifold. This advanced the timing at idle which improved idle operation and reduced emissions, but sacrificed that first burst of acceleration. Some say this hurt the MGB performance while others say the improved idle compensated for the loss. Two further changes to

manifold vacuum advance were made later as emission requirements tightened. First was the gulp valve addition which adjusted the manifold vacuum with the air pump. This valve reduced the vacuum pressure depending on acceleration needs of the engine, further reducing the vacuum advance available to the distributor. And lastly, with the introduction of the single carburetor on the MGB, an electric switch/solenoid (TCSA) was inserted in the vacuum line, cutting off all vacuum advance to the distributor except in forth gear. These changes hurt engine acceleration as the use of vacuum advance was greatly restricted and the distributor had to rely much more on the mechanical advance system to maintain performance (more reactive and slower - remember last month).

Some MG owners removed the TCSA switch and run the hose line directly to the distributor giving vacuum advance in all gears. And some have tapped the hose directly off the manifold to bypass the gulp valve, also increasing vacuum advance. These changes get into modified cars as opposed to keeping everything exactly stock, but they improve performance. It is difficult to switch to ported vacuum advance unless you change carburetors to get one with the port built in.

One problem I encountered in fine tuning the timing on my car concerned the pinch bolt and clamp. On the MGB, this bolt is way down beside the engine block. My idea when fine tuning was to get a wrench with an extra long handle. Then I could loosen and tighten this bolt without reaching down next to a hot block. This worked great until one day on a Sunday drive, suddenly the engine started running very rough and would hardly idle. Upon checking under the hood for the problem, I reached for the distributor. It came completely off in my hand. Seems that with the longer wrench, I was really tightening this pinch bolt to where it squeezed the clamp so hard it forced the distributor up and out of the clamp. So, when setting the timing, tighten the bolt to hold the distributor where you want it, but don't over tighten it or you may lose all your timing work.

There are many other ideas and tips on setting the ignition timing on our cars, but this gives a few of the latest ideas on what goes on and how to get the most from our MGs. So keep the cars running, and perfect your timing as you roll along.

BRITISH INVASION WEEKEND, STOWE, VT - SEPTEMBER 18-20, 2009



The largest All British Car show in the eastern USA attracting over 650 British Cars from the USA and Canada. Held each September on the weekend of the 3rd Saturday in the month of September in scenic Stowe, VT. Activities include THURSDAY: a scenic back-roads Lake Champlain Driving Tour. FRIDAY: Stowe Back Roads self-guided driving tour; Registrant's Reception at the Stowe Special Events Field; Registration from noon to 7:00 PM; Vendor Marketplace, Car Corral opens; Street party with live band on Main Street in downtown Stowe till 9:00 PM. SATURDAY: British Classic Motorcar Show (People's Choice); Concours d'Elegance (Judged Competition); Car Corral; British Marketplace; British Pub; Awards Program; SUNDAY; Notch Run morning drive; Competition of Colors; Tailgate Picnic Competition; Back Seat Drivers; Competition; Driving Review of Saturday Winners; Car Corral; British Marketplace; British Pub; Awards Program. This year the event will be filmed by Dennis Gates of "My Classic Car" for the SPEED Network. Event Sponsor *Meguiar's* Products.

For Registration form and details: www.britishinvasion.com. Car Show registration \$55.00 for weekend. General Admission \$15/person for a 2-day pass (Sat/Sun).

THURSDAY 9/17/09

10:00 AM - Lake Champlain Driving Tour

FRIDAY 9/18/09

Registration 12:00 Noon till 7:00 PM

British Marketplace - Noon to 6:00 PM

Vermont Countryside Drive - 2:00 - 4:00 PM

Registrants Reception @ Show field - 4:00 - 6:00 PM

Village of Stowe, Main Street Block Party w/ Beatles Live Band 6:00- 9:00 PM

SATURDAY 9/19/09

British Classic Motorcar Show (People's Choice)

Concours d'Elegance (Judged Competition)

Car Corral 8:00 AM - 5:00 PM

British Marketplace 8:00 AM - 5:00 PM

British Pub 9:00 AM - 5:00 PM

SUNDAY 9/20/09

Smugglers Notch Run - 8:30 AM

Competition of Colors - 9:00 AM - 2:00 PM

Tailgate Picnic Competition - 10:30-1:00 PM

Back Seat Driver's Competition - 10:00

WINNERS Drive By & Review - 11:00 AM

Car Corral 9:00 AM - 3:00 PM

British Marketplace 9:00 AM - 3:00 PM

British Pub 9:00 AM - 1:00 PM

NY/Conn News Distribution Notice



The NY/Conn News is being distributed almost exclusively by email. As production and mailing costs continue to increase it only makes sense to move to digital distribution (PDF format) of our newsletter. The cost savings over mailing enables us to maintain for at least another year our same low annual dues.

Not only does this save you money but it also lets you receive the newsletter more quickly and in full and glorious color which you can print out on your computer if you desire.

If you are not receiving this newsletter by email, it means I don't have your email address. Please send it to me as soon as possible at director@nyconn.org and I'll make sure you're added to the list.

Contributions to your Club newsletter are welcomed and appreciated. Please email any suggested material to Charley Robinson at director@nyconn.org.

THANKS!

Calendar

July 25, 2009

Danbury Railway Museum Tour
(See Page 1)

August 15, 2009

Fun In the Sun,
Robinson/Beck

September 12, 2009

Fred Kirk Memorial Bocce Tournament
Tuck & Lin Southworth

September 23 - 27, 2009

NEMGTR GOF Mk 86, Glens Falls, NY
www.nemgtr.org

October 18, 2009

Tour of Olana, Hudson, NY
Judy Johnson



Recommendations & Endorsements

I'm putting together a listing of products, suppliers, service providers and general sources to be included on our website to help our members find solutions to their little car problems. If you've had a good experience with someone, let us know and we'll add them to the list.

Here's a couple to get us started:

<http://www.angloparts.com>
www.brownandgammons.com)

Recommended by David Handley, Emerald Necklace MG Register, Cleveland, OH

Ensign Autobody, Inc.

www.ensignautobody.com

Recommended by Jan Hurd, NY/Conn Chapter, NEMGTR

Lots of material in this newsletter came from other newsletters. How about some submissions from our own members to help each other out

Perhaps you noticed there are no new additions to this list of recommended services and suppliers.

That would be because no one has recommended anyone. I know that our members are using various sources because if I say "So & so took his car to such & such a repair shop and was very happy" someone will pipe up that "Oh, that guy doesn't know what he is doing." Well, how about letting me know who does know what he is doing so we can clue in the rest of the members. Not all of our members are capable of working on their cars themselves and some jobs are beyond the capabilities of even our more experienced members. These folks would benefit significantly by the revelation of a competent workshop to help them out. So let's share those tune-up shops, the machinists or whatever that you've used to keep your LBC on the road