



The newsletter of The NY/Conn Chapter of The New England MG 'T' Register

May, 2004



Progressive Dinner  
Lined up for chow at the Hurd's

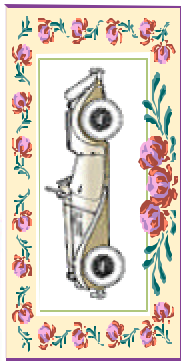


Upcoming NY/Conn Events:

- May 23: Friedler's 'Thumb's-Up' Tour, page 3
- June 20: Shelter Island Tour, page 11
- Full Calendar, see page 4
- Thanks Ed Flax, nyconn.org is dy-no-mite! Check it out!

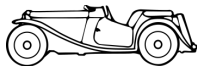


Charley Robinson  
10 Bradley Lane  
Sandy Hook, CT 06482



A Show For The Road  
Classic British Motorcars

May 22 - 30, 2004



NY/Conn Website: <http://nyconn.org>

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#### Membership

All memberships expire at the end of November. Send a check made payable to Andrea Fanelli or cash. (See her address above). All NY/Conn members should also be current members of The New England MG 'T' Register, PO Box 1957, Cary, NC 27512-1957; 919-851-3030; fax: 919-858-0386, email: [athomas990@aol.com](mailto:athomas990@aol.com), or on the web at <http://www.nemgt.org>.

## In Memory

### Al Rossi

**Al and his wife, Martha, were instrumental in NY/Conn's beginnings. The Rossi's had a lovely two-toned TF with a 1500 block that Al had found; not to mention the red wires! Al is survived by Martha and his two sons, Billy and Bobby. He will be missed.**

**Our thoughts are with the family of our recently deceased friend.**

*The latest address that Dave had is: Martha Rossi, 12 Briarwood Rd., Palmyra, VA. 22963.)*

*(Dave Houser has passed this information on to me having just learned of it from Hank Rippert. Al passed away some time ago and we regret the delay in passing on this information.)*



## Shelter Island Tour

Saturday, June 19

The DiRenno Shelter Island Tour is shaping up as a one-day event due to the difficulty and expense of finding lodging for one night in the area. Anyone wishing to stay over is, of course, welcome, but one night reservations are almost impossible. After many phone calls, Judy Johnson discovered that the Pridwin (631-749-0476) will do one night reservations. They charge a \$15 processing fee (non refundable) and \$169. + tax for the room.

Ann DiRenno is currently planning for everyone to meet at the Bridgeport Ferry and all take the same ferry. Then the DiRenno will lead our little convoy down 25A east (back roads) to tour a winery and then go to Shelter Island where the DiRenno's will provide lunch etc. We can then tour the island, go to the beach etc. There are some other things we are working on.

For more info on Shelter Island and accommodations go to: [www.shelter-island.net](http://www.shelter-island.net) or consult the original article in the March newsletter. Please RSVP to Ann at **(914) 762-0698** or email: [annrichdr@msn.com](mailto:annrichdr@msn.com).

## Vanderbilt Invitational Concours

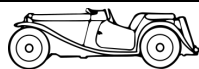
August 22, 2004

The MG Car Club, Long Island Centre present its 24th annual open car show to celebrate the Vanderbilt Cup Race Centennial, 1904 to 2004.

Overlooking Long Island Sound and Northport Harbor, the Vanderbilt Mansion Planetarium and Marine Museum at Centerport is one of the true showplaces on the East Coast. Situated on 43 beautifully landscaped acres, it provides an unmatched setting for the display of vintage and modern automobiles.

This is an open car show with cars and light trucks of all makes, models and years invited. Judging, based solely on appearance, condition and cleanliness, will take place from 12:00 to 3:00PM. Only entries 1981 and older will be judged. There will be 10 classes grouped by model year with three awards in each class.

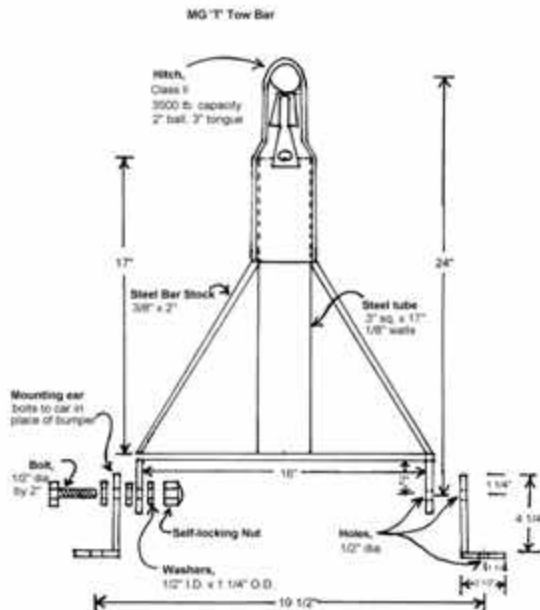
Registration is \$25 and is by mail only and the field is limited to 120 vehicles. Contact Susan Blackwell, 177 Truberg Ave., N. Patchogue, NY 11772.



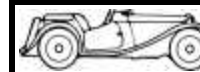
## MG Tow Bar (Continued)

ears is important. Twenty-four inches is a minimum, and a little more length here might give you slightly more clearance between towed and towing vehicle. I used stainless steel nuts, bolts and washers to bolt the tow bar to the mounting ears and left the ears slightly loose. You don't need to worry about the self-locking nuts coming off and the extra play makes it much easier to mount the bar to the front of the car after first removing the bumper. Use the original bumper bolts and spacers to bolt the ears in place.

For added safety, I made up a light bar from a piece of aluminum bar stock and a set of trailer lights. I bungee this unit to the luggage rack on the back of the MG and plug it into a socket installed on the tow vehicle. These lights are bigger and brighter than the MG lights and make it much easier for following drivers to see tail and brake lights and turn signals. I've even thought of installing a light socket on the MG so that I could plug the light bar into the MG's light system to keep people from running up on me when driving at night. I think there may be some issues with the capacity of the MG's electrics though, especially the brake light switch. Maybe somebody will send me a wiring diagram of how this can be done and we'll have another article for a future issue.



Plans for a tow bar similar to this were originally published in TSO some years ago. CR



GAS UP THE MG -  
IT'S TIME FOR FRIEDLER'S

## Thumb's-Up Tour



### Date & Time:

11:30 A.M.

Sunday,

May 23

### Place:

Cookie & John  
Friedler's  
605 Guard Hill Rd.  
Bedford, NY  
10506  
(914) 234-0962

### RSVP:

By  
Friday,  
May 21, 2004

**T**our d' Eau - As always, the 'Thumbs-Up' Tour will have us on the road once again, hopefully, in our MG's this time. It is, after all, British Car Week.

Following last year's theme, we will once again be touring bodies. Instead of beautiful auto bodies at the Greenwich Concours, this year we'll be touring the beautiful bodies of water in eastern NY.

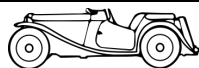
The plan is to meet at the Friedler's at about 11:30AM and then hit the road at about noon. We'll stop for lunch at a great, fun, restaurant in Somers, the fare being around \$20. per person, depending with what you indulge your tummy.

Let John know if you are coming by May 21, latest, so that he can make appropriate reservations at the restaurant and so that they can be sure no one gets left behind. Call 914-234-0962 or email: [jprlf@optonline.net](mailto:jprlf@optonline.net).

Map on page 6. If needed, directions can be Faxed, e-mailed or phoned.



TAKE A DRIVE INTO THE COUNTRY



### May 2004

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

### Schedule of Events (NY/Conn events in bold)

- May 21-23: Dare to Be British 2004, Brits On The Hudson, Lime Rock. Contact Jon Rubel, 718-891-5776.
- May 21-23: Import, Kit/Replicar Carlisle, Fairgrounds, Carlisle, PA. [www.carsatcarlisle.com](http://www.carsatcarlisle.com)
- May 22-30: British Car Week - <http://users.arczip.com/zntech/britishcarweek.html>
- **May 23: Friedler's Thumbs-Up tour**
- June 6: "British by the Sea", Harkness Memorial State Park, Waterford, CT. The site includes beautiful gardens with flowers donated and planted by the club.
- June 12-13: Hildene Car Show, Manchester, VT
- June 13: British on the Green, Cape Cod Show
- June 20: **Shelter Island Tour** (See article in this issue.)
- June 24 to 27: MG2004, North American MGB Register (NAMGBR)

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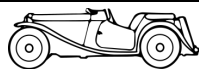
### MG Tow Bar (Continued)

drawing that I took to a local welding shop (Barzetti Welding in Bethel, CT). My unit turned out slightly different from the drawing because of the hitch I bought, but I'm happy to report that for less than \$100, they did a beautiful job and the tow bar performed flawlessly.

The MG pulled so smoothly and effortlessly that it was easy to forget it was back there (at times, that's not a good thing). Just two cautionary notes: First, take it easy on sharp turns. You'll hear some chirping and feel some tugging as you make 90° turns because you will be dragging the front of the MG sideways briefly. And, second, Dave advises disconnecting the driveshaft to avoid undue wear on the transmission. I unbolted it at the rear axle and then just swung the back end up and wire-tied it to the frame to keep it out of the way. If you don't want to do that and aren't going too far, you can leave the driveshaft connected if your willing to stop every couple of hours and start up the MG to circulate oil through the transmission.

Before you head off to the weld-

ers, you should pick up the hitch part of the tow bar at a local auto parts store or mail order it from a place like JC Whitney. Since I was in a hurry by now, I grabbed the only hitch I could find even though it was a Class II, 3500 lb. capacity hitch using a 2-in. dia. ball and made for a 3-in. wide tongue. Better too big than too small, I figured. As a result, my tow bar has a 3-in. square tube steel backbone whereas Dave's original unit had a 2-in. square tube. The drawing, next page, shows the unit that I ended up with, but if you buy a different sized hitch, the plans are simple enough that any competent welder will be able to adapt them to suit. There are two critical dimensions to the tow bar. The holes on the mounting ears must be spaced to coincide with the original front bumper mounting holes on the MG. The distance between centers of the bumper mounting holes on the TF is 19 1/2 -in.; it may vary for other models - be sure to check this and adjust the drawing accordingly! Also, the distance from the ball receptacle on the hitch to the holes on the tabs that bolt to the mounting



*Just in time for GOF*

## One For The Road:

### Making an MG 'T' Tow Bar

by Charley Robinson

Most MG drivers disdain "trailer queens" or any other method of getting an MG from point A to point B other than driving. But every once in a while towing becomes a necessity and I'm not ashamed to admit that I had this tow bar built and even used it once. I was driving to Indianapolis for **MG International-Indy 96**. My wife was away on a business trip, but planned to meet me in route. Still do-able in the TF, except that I also had two kids that were going along. While leaving the kids at home was a tempting thought, I just wasn't convinced it was the thing to do with an 11- and an 8-year-old...towing seemed like the only alternative.

I began checking **Hemming's** and the **TSO** for some means of getting the MG to Pittsburgh where I was to meet Cathy. At that point the plan was to unhitch the TF and travel with two in the MG and the other two following in our Pontiac. With our departure date closing in, I still hadn't found a reasonable means of towing the MG, either with a



trailer, a dolly or a tow bar. Renting a trailer or dolly was not only exorbitant, but the rental companies would not rent them to you unless you were towing with one of their trucks.

As usual, when I have any questions MG-related, I turned first to Dave Raymond. He had the solution sitting in his shop, a tow bar he had fashioned for trips to Maine when they had more vehicles to get north than drivers available (and you thought only wimps towed their cars). The tow bar mounts to the front of the MG using the bumper mounting holes; after first removing the bumper, of course. With just two bolts, it's an easy swap.

I took some measurements of Dave's tow bar and made up a

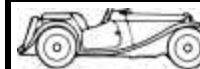
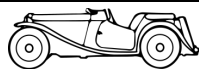
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## Schedule of Events (Continued)

- National meet - Parsippany, NJ. <http://www.mg2004.com>
- June 27: British Car Day, Larz Anderson Museum, Brookline, MA. [www.mot.org](http://www.mot.org).
- July 7-11: **GOF Mk 76**, Strasburg, PA. Contact The New England MG 'T' Register, Charlie Searles, 57 Washington Rd., Pittsford, NY 14534; email: [csearles@rochester.rr.com](mailto:csearles@rochester.rr.com)
- July 14 to 18: North American MGA Register (NAMGAR) GT (their national meet) - Cromwell, CT. [www.nutmegnamgar.com](http://www.nutmegnamgar.com)
- July 24: **Fanelli's**
- August 14: **Beck/Robinson**
- August 15: MG-Rover Day, Larz Anderson Museum, Brookline, MA. [www.mot.org](http://www.mot.org)
- August 22: Vanderbilt Invitational Concours, Centerport, L.I., NY. Register with the MG Car Club, L.I. Centre (\$25) before August 8. I have info and application forms or contact Ashton Kalloo at: (631) 872-7487 or email: [ARKALLOO@msn.com](mailto:ARKALLOO@msn.com)
- September 3-6: Rolex Vintage Festival, Lime Rock Park, CT.
- September 8-12: **GOF Mk 77**, Painted Post, NY. Contact The New England MG 'T' Register, Charlie Searles, 57 Washington Rd., Pittsford, NY 14534; email: [csearles@rochester.rr.com](mailto:csearles@rochester.rr.com)
- September 16-19: British Invasion, Stowe, VT. MG is the featured marque at NE's largest British Car Show & Celebration. [www.britishinvasion.com](http://www.britishinvasion.com)
- September 19: Southbury Antique Car Show & Swap Meet, Southbury, CT
- September 25: **Kirk's—The Bocce Ball**
- October 2-3: CT MG Club Pre-Columbian Charity Run. The CT MG Club is planning a scenic two-day tour of the CT countryside. There will be a \$20 entry fee per car which will be donated to

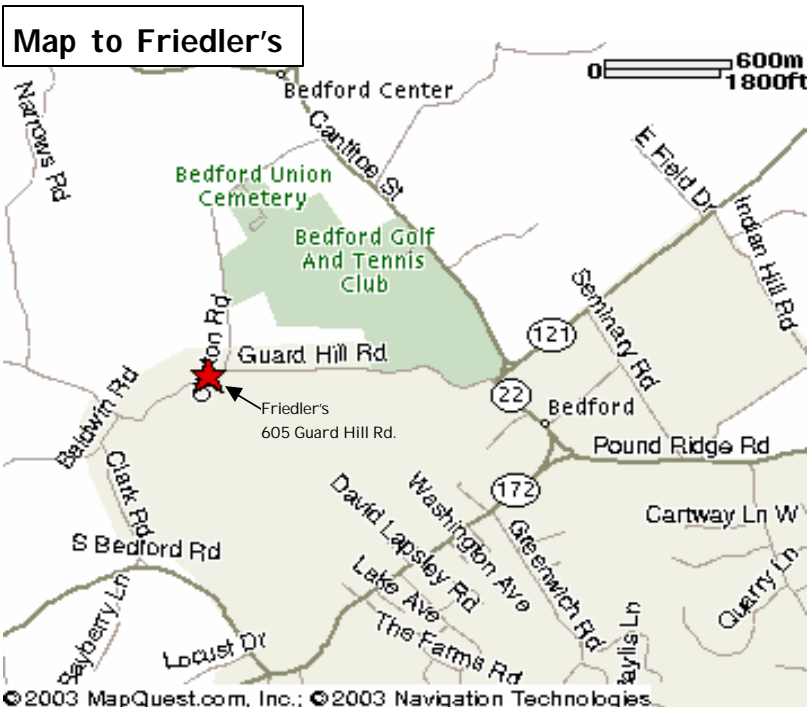
*(Continued on page 6)*



### Schedule of Events (Continued)

the CT Food Bank. They are hopeful of a large donation made possible by the participation of any area car clubs, British or otherwise. It's a great tour and a worthy cause so please join in.

- October 9-11: British Legends Weekend. A terrific 3-day event hosted by The Cape Cod British Car Club. Check out their awesome website at: <http://www.capecodbritishcarclub.org>
- October 23: **Culture in the Country with Judy & Patricia** (Send your ideas for future outings to Judy Johnson.)
- December 5: (5 PM - 10PM) **NY/Conn Holiday Party**, Tap Room, Chuck's Steak House, Danbury, CT.



### Classifieds - Your Ad Here - Free

#### For Sale

Free up garage space - sell that clunker here...cars, parts, memorabilia, whatever...

#### Wanted

Need another clunker to add to the collection? Put your every wish, hope and desire here...

### Tech Sessions offer Good Info

#### The Panel Shop March 27

Although only a few Ny/Connners turned out for this session, there were about 200 attendees in total. Most participants were from the Eastern NY MGA Club which hosts this event annually, but other clubs represented included the MG Car Club - Long Island Centre and the Connecticut MG Club and probably a few others.

Leading off the presentation was Gary Jones of American Dry Stripping, Inc., who discussed safely preparing metal for painting. Mark and Steve of The Panel Shop, Inc. followed with demonstrations of cutting away rusted sections, some slick welding aids and a fascinating demo on the English wheel, used to produce

compound curves in body panels. An impressive display of British and American iron could be found in the parking lot, in the garage and in an adjoining showroom.

#### Quantum Mechanics, Ltd. May 9

Another small turnout marked this very interesting tech session which featured a teardown of an MGB overdrive gearbox by John Esposito. John had a "what not to do" parts display of what can go wrong inside your transmission and he pointed out what to look for as he disassembled the MGB tranny.

