



July 2009



The Lugnut



Members throughout
Northwestern, North Carolina

The 4th of July

The Declaration of Independence

“When in the Course of human events, it becomes necessary for one people to dissolve the political bands which have connected them with another, and to assume among the powers of the earth, the separate and equal station to which the Laws of Nature and of Nature's God entitle them, a decent respect to the opinions of mankind requires that they should declare the causes which impel them to the separation.”

If you are an American, whether by birth or by choice, you most likely know the importance of this document penned by Thomas Jefferson.

This is the anniversary of the day the wording of the Declaration was approved by Congress. It is the document that declares the original 13 colonies independent of Britain and the list of grievances against King George.

As George William Curtis once said: "A man's country is not a certain area of land,

of mountains, rivers, and woods, but it is a principle and patriotism is loyalty to that principle.”

The Declaration of Independence is more than just a piece of paper. It is a symbol of our country's independence and commitment to certain ideas.

The Fourth of July is a time to celebrate the values that both define and unite us: values such as liberty, equality, freedom, and democracy – principals the founding fathers believed were important enough to risk their lives fighting for and have thus become cornerstones of American society.

“In the truest sense, freedom cannot be bestowed; it must be achieved.”

Franklin D. Roosevelt

British Car Days South

On June 14th over 150 British Cars and their owners gathered near Concord, NC for a great show hosted by the Carolinas Austin-Healey Club.



Members of the Piedmont British Motor Club relax in the shade

(See results & photos in this month's Lugnut)

Father's Day Run

June 21st was the annual Father's Day Run sponsored by the Catawba Valley British Motor Club, our neighbors to the west in nearby Hickory, North Carolina. Through their president, Bobby Cox, an invitation was extended to all the members of the Piedmont British Motor Club. Well, the weather was problematic, i.e., hot, but Jan and I decided we had missed too many opportunities to drive our 1970 MGB this season. So, we accepted their invite and joined our neighbors for this day trip.

The magic that always seems to accompany driving little British cars once again appeared as we heard the familiar sounds of the Triumphs and “Big Healys” pull into the convenience store



where we met the group coming up from Hickory. As it turned out, only four cars made the trip and I understand completely because it was Father's Day and it looked

(continued on next page)

like another hot day was imminent. We introduced ourselves and it was quickly apparent these people were into their cars, made frequent trips together and, above all, were intent on having fun!



Wayne and Earlene Starnes were driving their 1972 TR6, Charles and Rona Reed were in their 1965 3000 Healy, Guy Ervin and Dot Martin were in their '67 Mark 3 Healy and Rick and Diane Hottarstein, visiting from Chesapeake, Virginia, were driving Uncle Charlie's TR6.

As it turned out Ken and Patricia Nicks decided to join us as well. So, I led our little group east on Highway 421 to the park in Ronda where we met the Nicks. During the short stop in Ronda we chatted with kayakers gearing up to test the mighty Yadkin River nearby. When the Nicks arrived in their 1971 TR6, we started out in our little caravan. As luck would have it, right at the start, one of the Healys missed a turn leading three of us who were following him astray. Since the "town" of Ronda is not much more than a wide place in the road and there were no distracting stop lights, the prodigals were quickly reunited.

We were soon in the countryside. The first thing I noticed was how

well my B was driving. The second thing to register was the beautiful scenery unfolding. We saw fields emerging in corn and tobacco with the ever present Blue Ridge Mountains hanging majestically in the background. The third thing I felt was the pleasant weather conditions. Unbelievable! Could this be another great British car day beginning?

This was kind of a shakedown cruise for my B since I got it back on the road. I was optimistic but afraid to mention how good I was feeling, much less relax and enjoy any of the drive just then. But, looking at the cars ahead of me and the ones following, it soon obvious this was going to be a very nice day.

The route Ken and Patricia led us through was typically what you would expect for a cross country run. We passed a lot of country churches, neatly maintained homes and fields, as I previously mentioned, bursting with chest high corn and ankle deep tobacco. But, it was always the nearby mountains in the background that kept me awed.

We had six cars in our little caravan so keeping together was easy. But it did not take long before I was thoroughly disoriented with no idea where I was. Every once in awhile we drove through little picturesque communities usually consisting of a few churches, a convenience store and maybe a feed store or tractor dealership, so civilization was never too far away.



Photo by Dianne Hottenstein Chesapeake, VA

I failed to mention that our destination, as it is for most well fed Americans, was a place for a good meal. Some of you may know the place, but too soon for me we pulled into a pretty setting called The Depot near Dobson, NC. To get into the area you must first drive down a narrow lane and then through a covered bridge. Between the roar of the Triumph I was following and the rattling planks under my tires, it was a nice moment to savor before we pulled into the wide panorama of stone buildings that included The Depot Restaurant.

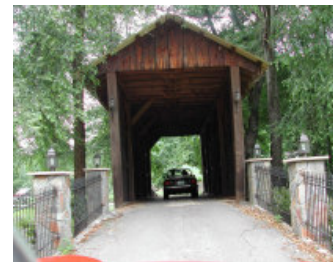


Photo by Dianne Hottenstein Chesapeake, VA

We drove through the parking lot past a very large gazebo and parked our cars in a line near a little stone chapel.



If you have ever been to The Depot then you know it is a large facility. I bet there were over 200 diners so despite our reservations, we had a short wait. "People watching" is probably my second favorite thing to do, so I was not bored at all.

After lunch we spent some time with people curious about our cars. Soon it was time to push on. Ken led us once more on county roads back to Elkin. We passed under I-77 so again civilization was always hovering around us it seemed.

We ended the day at Ken's garage in Jonesville where the guys were drawn to his latest project another TR6 still off its chassis. Of course, still my favorite, the 1951 Jaguar Saloon was there and I could not resist a few pictures to update its restoration progress. I think even

the ladies enjoyed his collection of old Porsches, the beautiful MGBGT and a BMW convertible model he had restored.



Bobby Cox's GT6 on the rotisserie
Ready for media blasting

By then it was, about 4PM. So, with the trip home still ahead for our new friends, we parted ways with Ken and Patricia. Jan and I led the rest of the little caravan back to Highway 421 before we too parted ways after a great day together with our new friends.



Ken Nicks latest TR6 Project



Ken's 1951 Jag "Resto-rod"

If you have enjoyed a pleasant day with your little British car please share it with us.

Danny and Jan Jacob

Local British Car Businesses

Jack Austin

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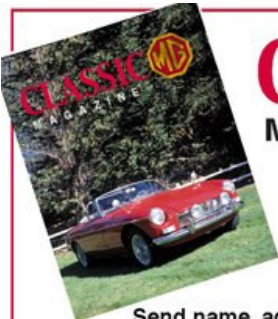
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Jonesville, NC 28642

Ph./Fax: 336-835-1898
E-mail: tr302@aol.com

(Have a favorite business you can recommend, please let us know)

British Car Days South 2009 – News and Photos



Best Of Show- Wayne Starnes
(Catawba Valley British Motor Club)



Bill Cashion - 1st Place Jaguar 120-140-150
(Piedmont British Motor Club)



Jim Brown 1st Place MGA
(Piedmont British Motor Club)

MGB Chrome Bumpers

Larry Yow MGB 2d Place (tie)
(Piedmont British Motor Club)

Special Interest Sports Cars

Clyde & Karen Hollar, 2nd
(Piedmont British Motor Club)



MGB Rubber Bumpers

Vance & Alice James, 2nd



John Jones, chairman for this year's BCDS, and Beth Lunney take a break in the shade



Harry Watkin's Chrome Bumper (HM)

MGB Rubber Bumpers



P.J. Lenihan, (HM)

Pictured with Jack Austin



Bob Wasson's XKR Jag



David and Janet Graham with "her" Spitfire



Bobby Cox Triumph TR2 &3 Class (2nd)



John Oliver's MG. Also pictured, Larry Yow





MG - A Short History

Reprinted from the MG Car Clubs website
www.mgcc.co.uk

William Morris started repairing and building bicycles at Oxford in the early 1890's. He subsequently produced motor cycles for a limited period but entered the motor car field in 1910. This start was in two directions; one, the manufacture of vehicles, namely Morris Motors, the other, a retail and service operation called The Morris garage. 1913 saw the name change to The Morris Garages, reflecting the acquisition of further Oxford premises. In 1921 Cecil Kimber joined The Morris Garages as their sales manager, he was to become general manager just one year later. Kimber set about fitting coach built tourer bodies to the Morris Cowley chassis, the resultant cars being known as the Morris Garages Chummys.

The initials of the Morris Garages within the famous octagon were first seen in advertising and on the running boards of the 14/28 MG Super Sports Morris from 1924 onwards. During 1924 the Morris Garages produced a "Special" on a modified Cowley Chassis with a Spartan Carbodies 2 seater body fitted with a 1548c.c. Hotchkiss engine. This car now known as Old number 1, was driven by Cecil Kimber in the following year's Lands End Trial, gaining him a Gold Medal.

The first pure MG designs appeared in 1928. These were the luxury 18/80 and the diminutive sports

M Type, the first of the long line of MG Midgets for which the marque is famous. The midget proved to be such a success that a larger factory site had to be found the following year to satisfy the current and future demands of this newly tapped small sports car market.

The MG Car Company moved to the Marcham Road site in Abingdon, purchased from the Pavlova Leather Company in 1929. Here a succession of small four and six cylinder o.h.c. engined cars were to be designed, developed and built. Cecil Kimber pursued an active policy of supporting racing and record breaking which was to be cut short in 1935 when the Nuffield Group took over the MG Car Company. A revised model policy saw the introduction of the T series Midget and the S, V & W touring cars.

The start of the war in 1939 saw the MG factory on armament work producing aircraft sub-assemblies, guns and light tanks. Cecil Kimber was to leave the company during this period. John Thornley became the Managing Director during the post-war period having worked for the company through the 1930's.

The T Type Midget, introduced in 1936 and produced in increasing numbers in the forties and fifties, gradually found valuable export markets. The streamlined bodied MGA was introduced in 1955, 94% of the production of 101,000 cars for the next seven years was to go for export.

During 1961 the Midget was introduced and had a production run of some 250,000 over the next 18 years. From 1962 the MGB was also to prove to be very popular overseas with over 77% of its eighteen year production of approximately 500,000 cars going abroad.

BMC, then BL Competition Department and BL Special Tuning operated from Abingdon, covering all Marques in these groups. International success was principally gained in rallies, witness the Minis and big Healeys. However, MGs also acquitted themselves with honour in a broader field of competition.

The end came in 1980. BL Management accountants considered that this small assembly plant was not viable and interested purchasers, the clubs, the public and the motoring press could not stay the axe. So ended 51 years of MG association with this market town of Abingdon on Thames. However, interest in MG, the affordable British Sports Car, and its associated heritage continues unabated. Be assured that the MG Car Club will play a leading role in supporting this enthusiasm in years to come. £



When I was younger, all I wanted was a nice **BMW**.
Now, I don't care about the **W**.

www.pmcaregivers.com/Humor.htm

From: Jim Brown jbrown388@carolina.rr.com **To:** Danny Jacob <mgb_mga@yahoo.com>

Sent: January 24, 2009

Danny, This is something that you may want to include in the newsletter. *Jim*

Ageing Membership and Falling Interest

There has been some discussion of late regarding the largely ageing membership and falling interest amongst younger people for classic cars. No doubt there is a wind of change among the younger male generation in their attitude towards engineering and practical skills. This change is reflected by the paucity of practical and craft courses now available for men at night school, often none whatsoever. Thirty years ago one would have found a very different situation with a comprehensive and well-attended range of subjects on offer, now it seems that the modern man is more content with a computer than a work bench.

In the 1960s when I joined the MGCC, most classic MGs were going for a song – even an MGA could be had for little more than £150 but there was camaraderie among Club Members based on mutual help and friendship. Things then changed as the value of certain cars began to rise, and more especially with the membership profile. Nowadays it is clear that very few young people can afford to pay a five figure sum for what is no more than a hobby, and feel unwelcome if they turn up in a less than concours Metro. My point is that with a dwindling number of youngsters interested in engineering, coupled with the stuffy attitude of some older members, it could in the future be that no one will give us tuppence for our gleaming pride and joys. So may I suggest that if a younger member shows up, that they get VIP treatment – and above all everyone should take an interest in their cars, for chances are that they will be restoring it themselves, and not be handing over an open cheque book for someone else to do it for them. Then someday they may be around to look over our cars with a view to purchase, that's if they can be persuaded to part with their Maestro turbo.

Yours sincerely,

Bryan Mellem

YA , 53 TF, 105e owner

Safety Fast March 2008

www.mgcc.co.uk

From: clifton gordon ergordon@triad.rr.com **To:** Piedmont British Motor Club piedmontbritishmotorclub@yahoo.com **Sent:** Saturday, May 30, 2009 **Subject:** Re: newsletter article

Danny, Maybe the attached article will be helpful. Hope you didn't get any flood damage. Clifton

Whoever is reading this... you know the rain continues in frequency and intensity that I have not seen since the hurricanes of the 1990s. After the droughts of the last 2 years this weather is just incredible. dj

How to Use and Care for Measuring Tools

by Clifton Gordon



Clicker torque wrench

Measuring tools are used for many automotive repair and maintenance procedures. The average MG owner probably has at least one precision measuring tool in his/her tool box. Perhaps some aren't aware that measuring tools need some care to assure they will give reliable results when used. This article covers several types of measuring tools that are used for automotive maintenance.

1. Torque Wrenches. Torque wrenches are used for a variety of automotive tasks. Many bolts and nuts used in car assembly have required torque specifications listed in factory shop manuals. Torque readings are shown in foot pounds (the amount of force applied to a handle one foot long). Although a torque wrench handle may be longer or shorter than one foot the formula is used to insure the marked torque settings are accurate. There are three basic types of torque wrenches, beam, clicker and dial.

A beam torque wrench is the least expensive torque wrench. It has a beam handle and uses a pointer and a torque scale for

torque measurement. These wrenches are reliable but aren't as accurate as other type wrenches. They have no audible warning and the pointer location needs to be observed from a straight ahead position. They are ideal for use on wheel lug nuts. The beam wrench doesn't require any special care but it should be stored in a safe clean place.

Clicker torque wrenches have an audible click so the user will know when the torque setting is reached. Most use a rotating handle to dial in the required torque setting. The handle may have digital numerals or it may have numerals stamped on the beam and the handle sleeve. They have a ratchet head for attaching sockets or extensions.

A photo of a clicker type wrench is shown. Clicker wrenches use springs to dial in torque. These wrenches can go out of calibration if they aren't stored properly. When not in use they should be dialed to the lowest possible setting to remove the spring tension. Dial type torque wrenches use a dial for reading torque. Some

dial pointers have a memory and some can be purchased with a audible signal. These wrenches aren't usually found in a DIY owners tool box.

The most common torque wrenches are the beam and clicker types. A torque wrench should not be used as a ratchet or breaker bar for assembly or disassembly. It's best to pull the wrench when applying torque. Hold the wrench handle at the grip center to assure accurate torque. When not in use it should be stored in a clean place where it will not get damaged by other tools.

2. Dial caliper. A dial caliper looks like a 6" ruler with a dial on it. It has two jaws. The jaw with the dial slides along the main scale with a thumb wheel. It's ideal for measuring small parts where accuracy down 0.001" is needed, but not very difficult to use. Each mark on the dial equals 0.001". The caliper main scale is marked in 0.1" increments. The most common length is 6". Other lengths are available. For example, to measure the diameter of a 5/8" diameter rod,

open the slider jaw enough to insert the rod in between the jaws. Slide the movable jaw so it contacts the rod and tighten the slider thumb screw. Read the main scale. It should read little over 6 tenths. Read the dial. It should read 25 or .025". add the two readings for the total measurement (0.625" or 5/8"). I find a dial caliper very useful for pre-setting SU carburetor main jet depths. Dial calipers should be stored in a case to help keep dirt and trash out of the fine rack teeth. The caliper should not be dropped or abused.



3. Micrometers. Micrometers are used for making precision measurements accurate to one ten thousandth of an inch (0.0001). Most micrometers cover a one inch range. The smallest will measure (0.0001" to 1.0000"). Some typical uses for a micrometer are to measure internal engine parts during inspection for rebuild. The crankshaft, camshaft, pistons and other parts should all be checked for wear. For this article only micrometers for

making outside measurements will be described.

A photo of a 2" to 3" micrometer is shown. Some of the main parts are labeled. To read this micrometer, the lowest reading is 2.0000". There is a photo showing the micrometer scales. Note that two un-numbered marks are exposed on the sleeve. Each sleeve mark is equal to a full thimble turn (0.025"). The thimble has 25 marks around its circumference. Note the barrel has some marks with numbers near the thimble marks. Notice the barrel marks are closer together than the marks on the thimble. Those two sets of marks are the vernier. Note that 0 is aligned on both scales. The micrometer reading is 2.0500" as shown. Looking at the photo assume the thimble is turned so the 3 in each scale is aligned. The new reading would be 2.0503". The vernier is marked 0 1 2 3 4 5 6 7 8 9 0. If the thimble is turned past 9 to 0, the first 0 will now be aligned with 1 on the thimble. The new reading would be 2.0510". It takes a little practice to figure it out.

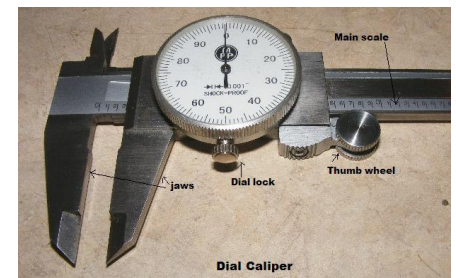
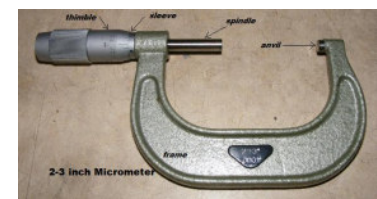
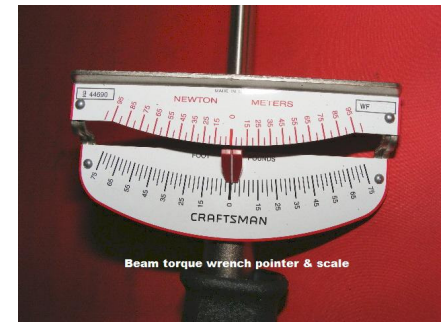
To measure accurately there will be some drag when the micrometer setting is correct. It takes some practice to get the correct feel. A 0 to 1" micrometer can be used to measure the thickness a single blade of a feeler gauge for practice. A clean unused blade should be used maybe a 0.003" The micrometer readings should match the feeler blade thickness and there will be some drag. Needless to say a micrometer

should be stored in a box and kept clean and dry.

I hope this information is useful. More information can be found in these two links. Safety Fast.

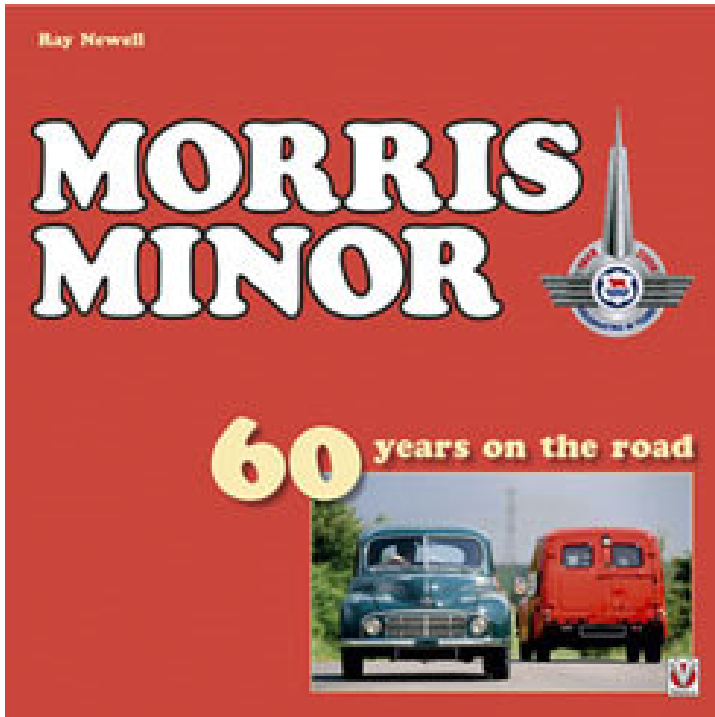
<http://www.pgiinc.com/howtoreoumi.html>

<http://www.linnbenton.edu/auto/day/mike/read.html>



Clift

£



...and they come in all (engine) sizes!



Morris spotted in Milwaukee sporting a 350 Chevy Engine (photo by Ben Jacob)

From the top 100 joke list

A Little Humor. A young boy enters a barber shop and the barber whispers to his customer, “This is the dumbest kid in the world. Watch while I prove it to you.” The barber puts a dollar bill in one hand and two quarters in the other, then calls the boy over and asks, “Which do you want, son?” The boy takes the quarters and leaves. “What did I tell you?” said the barber. “That kid never learns!” Later, when the customer leaves, he sees the same young boy coming out of the ice cream store. “Hey, son! May I ask you a question? Why did you take the quarters instead of the dollar bill?” The boy licked his cone and replied, “Because the day I take the dollar, the game is over!”

Lucas Joke of the Month Quality Assurance phoned and advised the Engineering guy that they had trouble with his design shorting out. So he made the wires longer.

Musings on car services

Most of you will already realize this, but for those that don't, I will start by saying that having your MG, Triumph, Jaguar or other LBC “repaired” or serviced has very little to do with, and compares poorly with, what happens when you take your Luxo Barge, BMW, Honda or anything like them in for service.

First of all, it is obvious these cars are now old enough to have grandchildren or at least children who are off the payroll. They

have endured years worth of all the indignations that could be put upon them by ignorant or just sloppy previous owners and incompetent shops. Their wiring looms have been raped. Their innards have been abused and their clothes have been soiled and sometime rent asunder. Their very survival to this point is a testament to all of the inherent strength and plain old guts that they were first endowed with. They deserve your respect.

When you take a forty year old car to someone asking to have something “fixed,” you really need to be prepared to answer the questions not often asked by service technicians.

His first question should be “What do you expect from the car and what do you expect from me?”

Your response can be anything that you wish, but what you do say to him will set the tone for both the tech's attitude and what you will end up with.

If he doesn't ask and just stands there listening and writing down your directions, you are in trouble and should leave his presence pronto.

If that is actually happening he is doing one of three things. One, he is just letting you out with a lot of rope that he knows will be your noose,. Or two, he has no clue as to how to go about working for your benefit to find an efficient diagnosis. Finally three, he is incompetent and is relying on your superior expertise. None of these are good things.

If he does ask the right questions, your answers should be something along the lines of the following.

I know that this car is XX years old, but I like it and would like to be a decent steward of it if I can. I also know that being as old as it is, you won't be able to zip things apart and toss them back together like you might on a new car. You are going to find poor previous repairs and have to take more care in taking things apart as you carefully watch what you are doing and try to save pieces that may not be readily available.

I want to end up with a car that excites me and is as reliable as it can be made to be. I want it to be efficient and perform well. I want it to look good and make me happy that it is parked in my garage when I go to bed at night.

All I ask is that you do your best and that you stay in touch with me as you proceed. Please pick up the telephone and call me or send me an email letting me

know what you have found and what you intend to do. Make regular and often contact.

Give me options as you proceed. If you run across a particularly expensive piece that must be replaced, let me know before you buy it and put it on my car. If you find that you are going to spend a lot more time doing something than your estimate included, please talk to me. Most likely I will understand and okay the work, but it is not in anyone's best interest to have me come pick up the car and be presented with a bill that is far in excess of what we discussed in the beginning.

If you have time, drop in on the shop just to see what is going on. If the folks there are really proud of their work, they will stop what they are doing and point out more details than you can to absorb. A clean and orderly work area surrounding the work indicates efficiency and care. Conversely, if your car seems to be the centerpiece of a big mess, you will know how the technician feels about your car and the respect that he has for his own work. Act accordingly.

I visited a little known master restoration guy down in Denver, NC the other day. Out of respect for him and his privacy, I won't offer his name here, but let it just be said that he knows what he is doing, takes great pride in his work without being a jerk about it, and charges what I believe to be a fair price for his efforts. He doesn't "fix cars" anymore than Michelangelo painted pictures or Tolstoy wrote books. What he does do is create art.

You may not want or need to have a Michelangelo or a Tolstoy service the suspension or overhaul the engine on your LBC. On the other hand, you probably don't want to have some nincompoop with a wire through his tongue try to correct your illusive electrical problem, service your brakes or screw up your engine as he tries to make it run right.

A good, seasoned technician will show reasonable confidence, but he will not appear arrogant. He might even seem to be a little understated at first as he sizes you up for your sincerity and possible appreciation of what he knows that he can do for you. He may or may not be someone that you would have your sister go out with, and he may or may not have an accent. Accents, by the way, should ALWAYS be overlooked. In my many years of immersion in the British and Euro car cultures, I have seen some extremely good technicians who spoke with common simplicity, and I have seen some really scary crooks who cultivated an almost theatrical accent. My advice is to listen to what is being said and ignore how is it being said.

If you can, look closely at a shop that has few folks in it. The more people there means higher overhead and a larger nut to crack every month, as well as a thicker layer between you and the guy who is ultimately doing the work. One and two man shops are ideally suited for doing good work and comfortably working with their customers.

Over the years I have owned and operated shops of vastly different sizes. I have worked in the dealer systems back when there was such a thing, and I have worked alone or in tandem with another technician in large and small shops. In the past I have owned and operated large, slick facilities with lots of employees providing services to very high-end Euro cars, but I presently offer my expertise working alone out of a moderately sized building on the backside of my property. I feel that I can be in better contact with my customers that way and maintain the best control over quality and still keep costs to a reasonable level.

Costs are going to vary widely these days. Location, general facility overhead, make and model focus, and many more factors dictate what you are going to pay in the way of “labor” and for parts.

Labor times used to be based roughly or strictly on flat rate manuals, but those times were predicated on the car being relatively new and without the suffering that is all to apparent at this stage of its life. Now, of course, things are different and considerations must be made of the machine’s age and individual condition.

Parts pricing is a matter of understanding, both on the part of the shop and the customer.

Anyone with half a brain can go on line and find that a clutch slave cylinder for an E-Type from Welch costs about \$75 before shipping, but that same person must understand too that

Welch is going to only give a shop a wholesale cost of 10 to 15 percent less than “list price”. A well run commercial shop sitting in a convenient location in something better than the poorest section of town is going to have to be making a MARGIN of at least fifty percent. That means that they are going to have to DOUBLE the cost to them of every part that they use. It is either that or put the screws to you in more subtle ways. Trust me, it is not possible to operate a profitable commercial shop in a convenient location without good margins.

If you can find the otherwise ideal shop, but it is located on a side street, you might be able to buy the stuff in the “parts used” column for less. But, in any event, be prepared to pay more than what you see in the Moss or Welch catalogs.

The other extreme is to find someone like myself, and there are lots of us out there, who do not find the process of playing the parts cost game entertaining. Folks like me don’t even charge for parts. Well, maybe the odd piece that we can get from NAPA or happen to have sitting unused on the shelf, but not the big stuff that has to be obtained especially for YOUR car.

What I do, along with others, is to have you buy the parts and have them shipped directly to us. On things that must come from specialty houses, I first go through the effort of disassembly and inspection and then work up a laundry list of things that I need. After the research is done, I hand that list to the customer and have him order it on his

credit card, or I set up an account for him at one or more suppliers and ask that I be allowed to order parts under his name and have them delivered to me. Some folks like to do it one way and others like it the other way, but in any event, the customer ends up having complete control over and full understanding of his part’s situation. Everybody is happy. The customer is in charge of that part of the services and I am happy not having to justify the large increase in the price of a part over what the customer sees in his computer screen.

All in all, choosing a competent shop and then selecting a competent technician in that shop, takes a good bit of time and effort. With due diligence you should be happy with the results and their costs. If you don’t, you have no one to blame but yourself. Being in control of your LBC destiny is a very good thing, and makes for the best of motoring experiences.

As Johnny Paycheck sang, “That’s my story and I stickin’ to it.”

Hope you all have a safe and highly enjoyable summer full of good LBC experiences.

Jack

Jack Austin owns and runs a British car repair shop in Blowing Rock, NC. He is also a frequent contributor to the Internet MGB Experience website.

(see Jack’s business card in the Lugnut newsletter for complete address and telephone numbers)

£

*Greetings
from Holland!*

Hello friends,

Mini tour club May 3, 2009.

On May 3, I joined a Mini Tour Club event. This day was organized by the Mini Club Holland. About 50 classic cars made a tour through north east Holland and north west Germany.

At the same day an event was organized in Wedde, a village near where we live. This event was an open boat event, which meant that it was possible to enjoy a short boat trip on the channels around the village.

I made the tour with my MG B and my son Tim, 4 years old. It was a real nice event and the tour was well organized. The end of the tour was at the open boat event, so it was possible to take a boat tour after the classic car tour.



Mini tour club

The weather was good when we started the tour. Just before the finish it started raining. First I drove the MG B with the hood open during the rain fall, but Tim forced me to close the hood, after it started raining heavily.

After closing the hood we almost entered the parking place at the open boat event.

Also suddenly a strange noise was coming from my engine compartment. After a quick check under the bonnet it seemed that my exhaust had come loose from the manifold of the engine. There was only one bolt left of the three which should be there. I decided not to worry too much and first enjoy the boat trip. I left the car at a parking which was not more than a field of grass.

My wife, Tineke, and Hugo, our youngest son, now 4 months old came along in our other car to join us for the boat tour. Hugo is too young to be on the boat, so first I went on the boat with Tim first, after which Tineke went along with Tim, so Tim was able to enjoy the boat tour twice. Lucky he.

After the boat tour, we went back to our MG B. Because of the loose exhaust, Tineke was driving behind me with her car, for safety. Suddenly she started pushing the horn of her car and pointed at my complete flat rear tire. So besides the exhaust I had to change my tire as well. I was lucky that it was not raining at that moment. After changing the tire we went back home with the partially disconnected exhaust.

I repaired the exhaust in the drive way of our house, that same evening. I had to repair the MG then because it had to be back in order for our MG Car Club Holland tour to the Mayer Werft in Germany on the 9th of May.

During the week the tire was changed out with a new inner tube, after which the car ready for the trip on May 9.

Our trip to the Mayer Werft

On May 9th we had a MG tour to a cruise ship manufacturing company in North-West Germany, called the Mayer Werft. This company is manufacturing cruise ships up to 330 meters long and 40 meters wide. About 40 people joined us for this trip.

To see the big buildings, docks and ships being build was an amazing experience. These ships are unbelievably big. The company has two halls, each approximately 380 x 115 x 70 meters (LxWxH)

Have a look at www.meyerwerft.de to see the web page of the company which started building ships over 200 years ago in 1795. The company is still privately owned.



Disney cruise line for USA

Kind Regards,

Hermann Egges

Please check out my website:
www.car-brochures.eu

I hope you enjoy my column. If you have suggestions or questions: feel free to contact me by e-mail:

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*Hermann Egges
enthusiast of MG
and other British cars*



West Virginia Trip

The Southeastern MGT Register (SEMGTR.org) is out of Atlanta and had their annual Spring tour this year going to West Virginia the 1st week in May. The group left Atlanta on Saturday taking scenic byways and spending the first night in Gatlingburg, TN. Sunday they wound thru northeastern Tenn. crossing into VA. near Bristol and ending up in Abingdon for the second nite.

Larry and Glenda Yow, Sandra and I had left Wilkesboro, NC that morning for the relative leisurely drive to rendezvous with them in Abingdon. We met a bunch of great guys and real MG enthusiasts. It drizzled off and on the entire trip, but we never had the hard rains we've had here recently.

Monday we went to Lewisburg WVA via Burke's Garden, a unique isolated Valley surrounded by a ring of mountains with an elevation of about 3200 ft.



It's a farming community with a perimeter road encircling the valley. We lingered at one general store, with good, cooked to order hamburgers. It was a great destination for an LBC drive.

From there we crossed over I-77 and went up highway 219 and on to Lewisburg in time for some relaxation, motel parking lot

repairs and adjustments, a cold beer, supper, more tire kicking, tall tales and a good night's rest.

Tuesday we were up at the crack of dawn (8am that is) and after coffee, breakfast, and more adjustments, conversations and repacking, we hit the road promptly at tenish.



We alternately zipped through winding back country byways and crawled up the steep inclines in the coal mining area of WVA. Northeast of Lewisburg going toward the New River Gorge, we spent some time driving across, over, under, and around the second longest single-span bridge in the USA. After lunch we spent about 45 minutes sitting out a brief but hard rain. Then we turned south and ran down I-77 about a hundred miles or so. The '66B and the '67 Healy were struggling to match the blistering pace set by those wild and crazy T car drivers (some revisionist history entered here). Finally with Wyethville in the crosshairs of our fearless wagon master's GPS, a few wrong turns and after about the third trip through town we had the good citizens of Wytheville waving flags thinking that the Fourth of July had arrived early! We finally found the peaceful tranquility of a Red Roof Inn and, in close proximity, that ubiquitous interstate eatery, the Cracker Barrel.



Wednesday dawned clear but with clouds to the south. After breakfast the TF and the 66B split off and headed home. The Atlanta folks still had two more days on the road. We had a beautiful cruise down through Allegheny County. We spent an hour in Sparta for coffee and browsing main street. Then it was Highway 21 south to Thurmond, right on the Traphill Road and home.

About half way down the mountain the heavens opened up to remind us why someone invented RainX.

We put about 750 miles on the cars and the Atlanta guys over 1100! Three of their drivers were over 80 years old and still hitting it hard.



All and all it was a great trip.

The cars ran well, no rollbacks were needed, good company, good roads - all reasons we love our LBCs.

Safety Fast,

John Oliver



Classifieds

WANTED Need rebuildable drivers and passengers seats from a 58 thru about 64 AH sprite or MG Midget. These are the early design with the curved backs. Call Bob Thompson at 704-592-5523

FOR SALE – for following items: Contact Danny Jacob 336 838-3255 or mgb_mga@yahoo.com

MGB Commission # Plate (Z) Moss 408-335 \$6.95

MGB Tonneau Bow (used) Moss 433-640 - \$20.00

MGB Carpet for Sills, (new) (black) - \$75.00

MGB/C Under DASH LINER (R/L), (New) Moss 453-863 - \$80.00

Upcoming Events

The 2nd Annual Habitat for Humanity Car Show

It's for a Great Cause! (rescheduled due to rain)

All proceeds go to help Youth United build their 4th Habitat home. Youth United engages youth, ages 5-25, to fully fund and build decent affordable homes in partnership with hardworking, deserving families.

Sunday July 26th
from 2:00 to 6:00 pm

Habitat Restore Parking Lot

20414 North Main Street
Cornelius, NC 28031



British Car Show

My name is Todd Smith and I am the vice-President of the British Car Club Midlands Centre. I am also the show coordinator of our all British show named Carolina British Classics III. I am asking if you would help us get the word out about our show by posting it on your web site. Thank you for your support, *Todd Smith*

The show information is as follows:

Name: **Carolina British Classics III**

Date : September 12th, 2009

City : Columbia , SC

Location : Weston Lake - Just outside of Fort Jackson, SC

Additional information on our web site: **British Car Club Midlands Centre** or www.bccmc.com if that link does not work go to the CBC III page.

All opinions expressed in the articles, columns and other material included in the newsletter are those of the author(s) and do not reflect the position of the Piedmont British Motor Club, its officers or members, the State of North Carolina, the United States Government or the United Nations. So since I'm retired and my 401K has tanked, if you want to sue me, get in line. My 1970 MGB and a couple of hardheaded Dachshunds are abt the only assets I have left. *dj*