



June 2007

The Lugnut

Statesville, NC

Current officers

President-Esther Stoner
Vice-President - Karen Hollar
Secretary - Denice Thompson
Treasurer - Nancy Causey
Historian - Karen Hollar
Newsletter Editor - Danny Jacob
Newsletter Distribution- David Graham

**June 26. Club Meeting,
Wise Guys Statesville, NC**

Winery Tour – June 16

9:30 AM - Depart from parking lot of Food Lion (Broad Street & Hwy 64) and drive to historic Gold Hill (about 1hour 15 min drive using back roads).

10:30 to 11:30 Explore Gold Hill (see info below)

11:30 Lunch at Miss Ruby's (located in historic area)

1:00 Depart Gold Hill and drive to Old Stone Winery (free wine tasting)

3:00 Arrive back in Statesville

See you then,

Nancy & Jim

(see brochure page 8)



Ken Nicks & David Graham at Round Peak Vineyards waiting for the final scores to be posted after the Moonshine 2007 Rally



Cliff and Terry Gordon enjoy a small snack in their beautiful MGB before the start of the Moonshine Rally Saturday in Elkin, NC

Saturday, May 5th was celebrated as the seventh running of the Moonshine Rally held in beautiful downtown Elkin.

I left home alone for the Rally after my wife, who was supposed to be my navigator, thought it was too cold and rainy plus she does not trust the reliability of my little

(See Moonshine Rally p.2, column 2)

Member of the Year!

During the May meeting of the Piedmont British Motor Club, the Club decided to recognize an annual member of the year. With a few “well deserved” comments and applause, Cliff Gordon was nominated and selected for this distinguished Club honor.

Cliff is well known by all the Club members for the Tech articles he contributes to the Lugnut and you can always depend on him and his wife, Terry, to be at the monthly club meetings and the area events involving British cars. As noted in a recent member profile, Cliff has a long history with British cars throughout his life, he currently owns a beautiful red MGB.

Since this is a new mark of distinction for the Club it has not yet been decided how Cliff will be honored. Most of us old coots probably don't need or want another plaque for the wall so we will put our heads together for something distinctive for this special Club member.

Please take a moment to congratulate Cliff for as this year's Piedmont British Motor Club member of the Year.



Time-Speed-Distance (TSD) Rally's

by Clifton Gordon

On May 5th the annual Moonshine rally starting in downtown Elkin, NC began at 12:30 AM. The day was cloudy and it looked like rain. The rally ended at a vineyard near the Virginia state line. Several of our club members participated in the rally. I don't have the results; we missed an early instruction and lost about 20 minutes, so I'm sure our names will not show up in the top 20. I mention the Moonshine rally but this article is about TSD rally's in general.

A TSD rally isn't a race between cars it is a timed event. Local events usually write up a set of rules for their events. For our classic cars the events will usually not be on dirt roads and you are instructed not to exceed the posted speed limits or violate traffic rules. To enter a rally you need a car you hope will not break down, a rally driver and a navigator. For the Moonshine rally I have seen all types of cars, new and old. At the driver/navigator meeting the rally master will give general instructions and answer some questions. He/she will not tell you where the rally will end. A set of general instructions will be handed out at driver registration. The generals will explain terms like LT (left turn) RIP (reads in part) and so on. The navigator should carefully read the information. Your navigator will

(See Rally Rules Page 3, column 1)

(Moonshine Rally)

MGA. Well I had pondered that for about 5 seconds and said "see ya later."

The first sign of trouble appeared as soon as the car started that morning. It began by revving up past 3000 RPMs. Some of my tinkering the day before with the throttle and choke cables had obviously caused a big FUBAR. At this stage I refused to be deterred. I have to confess that during the drive over to Elkin from North Wilkesboro I listened carefully for any other sounds besides the usual moans and groans of my 47 year old car. Fool that I am I convinced myself everything was relatively ok.

As I parked on the main street in Elkin to line up for the Rally, an ominous stream of radiator fluid began running downhill from my car. This did not bode well. Instead of panicking I put the parking brake on, got out and went about meeting up with fellow members of the Piedmont British Motor Club and talking with other proud car owners. Occasionally I broke away, making the excuse to take more car pictures for our newsletter, to cautiously check whether the flow from the radiator was letting up and if there was anything more than the regular oil leaks under the car. I convinced myself again that everything seemed to be within hoped for tolerances. The radiator stream only reached about 20' downhill and people were calmly standing in it so I maintained a still upper lip and soldiered on.

I have to confess that as the noon

hour drew near thoughts of just giving up were growing stronger. My worst fear was breaking down somewhere in rural Virginia, stranded in the dark after everyone had gone home. But locked in 3 columns of cars with people milling about there just seemed no way to sneak off. As the start time grew near John Steel, the 15 year old grandson of Jon Saylor volunteered to ride with me as my navigator. So the dye was cast.

Preparing for the start of the 7th annual Moonshine Rally in Elkin, NC



Because the car had been revving-up so high, I let her coast downhill to the Rally start point without cranking the engine. At the last moment she refused to crank, but before panicking, I pulled the starter a few more times and she roared into life. The start light turned green and John and I were off!

There are a lot of times taking that Sunday drive in your MG alone is fun. But, without a navigator, driving in a rally is especially stressful while you're trying to keep the car on the road and follow the directions at the same time. John proved to be a very calm young man, more than capable of following the Rally directions. To his credit he never panicked as I maneuvered my little A around deep curves and sped down steep mountain roads. We only missed one turn, but quickly recovered.

The Elkin Moonshine Rally has become the single most enjoyable driving event of the year for me. It's a great time to

(See Moonshine Rally page 3, column 2)

(Rally Rules)

need a clipboard or something to write on. If you a really serious you will need 2 stop watches, a calculator and some rally tables.

Some links to get additional information will be given later.

At the rally start you will be handed a set of instructions that will hopefully get you to the rally end. Your navigator will have to quickly look at the first few instructions to be sure you stay on course and drive the instructed speeds. Cars are flagged off by the rally starter. If the starter gives you a starting time and a car number write the information down, it will be entered on the score sheet you will turn in at the completion of the rally. The score sheet should be completed by the end of the rally but don't fill it out immediately, you need your driving instructions first. (Ask me how I know that). The average speeds will change several times during the rally. Usually something will happen that will get you off time and you will have to go faster to compensate for lost time. At some point you will have a check point. In most rallies you will be given a time to write in the score sheet at the checkpoint. At this year's Moonshine rally the score sheet was stamped and no time was given. The instructions may give a break time or bathroom time out at some point in the rally. If you know you are behind time you can make up

(See Rally Rules Page 4, column 1)

(Moonshine Rally)

meet new people as almost everyone wants to talk about their cars and the Rally planners choose routes that are competitive for all classes. At this point I have to confess that it took me several years of watching the Rally before I dared to enter. For a long time I was not sure my car was reliable enough, much less worthy, to be in the company of great restorations and the proliferation of modern "sports cars" that probably cost more than the GNP of a small 3d world nation. But, once I looked a little more carefully at some of the Rally cars, well mine began to look pretty good ... at least from 30' away, especially if you squinted through your eyes a bit.

Back to the '07 Moonshine Rally: The weather cooperated. It was cool; it might even be called cold by some of us without windows as we climbed to the higher elevations in the mountains. But the scenery was spectacular when I could snatch a glance. The roads tested drivers and cars as much as one cared to push it. As usual there were some show offs that made us Brit drivers feel inferior at times, but I maintain the old cars did quite well considering their antiquated braking and suspension systems. Also I'll take these cars along with the rain and the cold anytime because it makes the driving experience all the more fantastic, if not more challenging. One just feels more intimately involved with the car I maintain.

For me the Rally ended too soon. The last part was a narrow Virginia road with no center line markings so the oncoming traffic

we faced roaring down the mountain made the drive challenging and much faster than last year when my little MG barely made it going up the same hill. Pulling into the Round Peak Vineyard could only be described as anticlimactic. There were over 80 cars I would guess of all marques and nationalities parked on a path along side the vineyard. For me it was something of a relief to turn off the engine and stagger out of my car at the end. 2 ½ hours in a 1960 MGA after negotiating miles of demanding, out-of-the-way country roads can leave one feeling "all vibrated out." But it's something most of us would not trade for all the Cadillacs and Mercedes speeding down I-77, their drivers isolated in their environmentally sterile cocoons. After a small glass of wine, talking with Ken and Patricia Nicks, David and Janet Graham and a couple of tolerable BMW guys, I decided it was time to get home. The shortest route home was along I-77 and not all that bad. The faster moving traffic was a bit intimidating as usual, but the friendly honking horns, the smiles and admiring glances from passengers in passing cars made it ok. The rain which threatened all day finally started about 20 miles from home. The windshield wipers which had never been used before, I discovered didn't work worth a hoot. The rain blew into the car from the top of the windshield and dripped all over me



Round Peak Vineyard was the end of the Rally

(See Moonshine Rally page 4 column 2)

(Rally Rules)

some time by cutting the break time short. The Moonshine this year had a 15 minute break built in, but we knew we needed to make up around 20 minutes so we didn't take a break.

Rally scoring is usually done to the nearest second. If you are too fast the penalty is 2 points/second, too slow it's one point/second. There may be some other rules that will cost points. In most rallies a traffic citation will usually disqualify the team. If you want to do well, you will probably need to do some calculating. Several years ago we placed second in the British Car Days South rally. We only made one small navigational error. It was caught and corrected in less than a minute. One thing I noticed is that I had to drive a little faster than the instructed speeds to stay on time. I read in one article that if you don't care to compute your time you can drive about 10% over the rally instructed speeds to compensate for time lost due to stops at intersections and waiting for traffic. You will also have times where cars are bunched up. So if you find yourself behind in time it's impossible to make it up in that situation. At that point only one car can be on time all others are off by a minute or more. If you want information about rally, scoring and associated math, here are some useful links:

<http://ffn.smscc.org/Meet.html>

(See Rally Rules Page 5, column 1)

(Moonshine Rally)

so it hardly mattered that I had put a new top on barely 6 months ago. What was I thinking anyway? Why even bother with a top? Besides, without side curtains the cold and wet are part of the experience most us expected when we bought these old British cars.

So how did I rate the Rally? I had a great drive and enjoyed the company of fellow car lovers even if some drove those weird German and Japanese cars. I managed to bond just a little bit more with my own LBC because she never let me down and brought me home safely again. She truly has heart!

I just hope everyone enjoyed the 2007 Moonshine Rally as much as I did. dj



The editor's MGA posing for its Spring picture several years ago



PBMC members in the Moonshine Rally

- Ken & Patricia Nicks, Porsche Cayman
- David & Janet Graham, TR Stag
- Danny Jacob, MGA
- Cliff & Terry Gordon, MGB



2007 Club Events

- June 2-3** British Car Day South
 - June 8-10.** Gold Cup Races at VIR.
 - June 16*.** Winery Tour Hosted by Jim & Nancy Causey.
 - June 26.*** Club Meeting,
 - June 30.** Great American Race. Concord, NC (contact Jim or Sara Brown)
 - July 21.*** PBMC Annual Picnic. Hosted by Rick Dynesius
 - July 17-21.** VTR Vintage Triumph Register National Convention (see VTR.org and VTR2007.com). Valley Forge, PA. TR3 is the featured marque. Club contact is David Graham.
 - July 31.*** Club Meeting
 - Aug 28.*** Club Meeting, Wise Guys, Statesville, NC
 - Sept 13-16.** Fall Auto Show. Lowes Motor Speedway. Charlotte, NC
 - Sept 21-23.** "Concours de Graylyn" Winston-Salem, NC (see concoursdegraylyn.com). Club contact is David Graham
 - Sept 25.*** Club Meeting, Wise Guys, Statesville, NC
 - Sept 29.*** Abington VA Weekend. Hosted by Bob & Denice Thompson
 - Oct 19-21.** Eurofest Car Show. Sponsored by BMW
 - Oct 27.*** Halloween Fox & Hound Rally (hosted by Gary & Sue Colborne)
 - Oct 30.*** Club Meeting, Wise Guys, Statesville, NC
 - Nov 30.** Brits & Battleships. Wilmington, NC
 - November: No Meeting**
 - Dec 10.** Christmas Party @ Lineburgers
 - Dec 15.*** Christmas Your. (Hosted by Sue & Gary Colborne)
- * Denotes club sponsored events



(Rally Rules)

<http://www.contrib.andrew.cmu.edu/~moose/tutorial.html>

<http://www.goss.com/rrtable.htm#SpeedToRate>

Sounds like it can be frustrating doesn't it? It can be if you get too serious or if your spouse is the navigator. You can go from yelling at each other to dead silence. In either case it can be frustrating so I like to look at it as another opportunity to stop, get out of the car and enjoy the scenery. The Moonshine Rally usually takes you to the higher elevations around the Blue Ridge Parkway. The scenery is always beautiful. This year many of the local residents were out in their yards waving and cheering the cars as they passed by. Their response made you feel good and tend to forget about keeping the right speed and time. If you enjoy driving, go to a rally and have some fun driving your car. At the Moonshine Rally with the cars lined up on the street, you get a chance to observe some cars you don't normally see. Meanwhile, drive often and safety fast. cg

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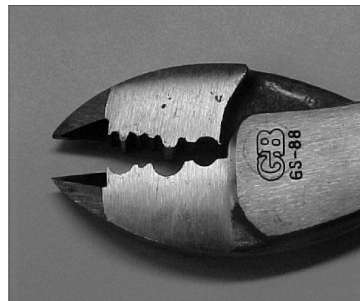


We all do a little monkeying around occasionally, so thought this might be useful info. dj

WIRING TECHNIQUES by

Dan Masters, Advance Auto Wire
(Excerpts reprinted by permission)

Crimping tools: Rather than using the typical auto parts store crimping tool for the standard terminations, I recommend going to Home Depot, Lowes, or similar, and buying a GB crimping tool as shown below. This tool has the advantage that it crimps "along" the wire, rather than "across the wire." This spreads the crimp over a larger area, and makes a much better crimp. When crimping with this tool, make sure that the seam in the terminal is on the concave side of the jaws, rather than on the convex side. Otherwise, the tool will split the terminal, and make a very poor crimp. With this tool, you should use non-insulated terminals, solder them after crimping, and then slip heat shrink tubing over the terminal. If you can't find non-insulated terminals, pull the insulation off standard insulated terminals.



GB crimping tool, from Lowes, Home depot, etc.

You may prefer to use insulated terminals and standard crimping tools, without the added touch of soldering. For the most part, this
(continued Column 3)

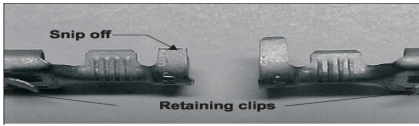
is acceptable, and is much quicker than the technique just described. In my opinion, however, in addition to being not quite as good, it just screams amateur! This is, of course, a personal opinion, and you may well feel just the opposite.

Multi-pin connectors: The techniques for terminating wires in the column mounted switch multi-pin connectors are a bit different than the normal practice for terminating wire connectors. These techniques are illustrated in the photo on the previous page. Refer to the figures on page 9 for connection details for these connectors.

Standard crimping tools won't work here, nor will simply soldering the wires. If you don't have the correct crimping tool, it will be necessary to "crimp" the terminals onto the wire using a small pair of pliers (duckbill pliers work best), and then solder them. Crimping alone isn't adequate with the pliers, so it is mandatory that you also solder. When terminating a single wire, it is recommended that you use one of the crimps around the wire, and the other crimp around the insulation (as shown in the photo on page 8, top right). When you are terminating two wires, you won't be able to fit the insulation of both wires under the crimp, so it will be necessary to strip both wires a bit longer, and use both crimps to hold the bare wires.

Another helpful hint: when crimping around the insulation on a small wire, it helps if you use a pair of diagonal cutter to cut the ends of the crimp off, as shown above left, before folding over the insulation. This just makes a neater job.

(See Wiring Techniques, page 6, column 1)



For small wires, snip off a portion of the crimp - it will make a neater crimp this way.

If you do have the correct tool, as shown in the photo below, making these terminations is very easy. This tool makes a "factory" style termination, and is really quite good. See the photo below for samples of wire terminations made with this tool. You may have to look a bit to find one locally, but they can be bought from some of the vendors listed at the end of this article. These are usually referred to as "U" barrel crimpers.



"Factory" style crimping tool

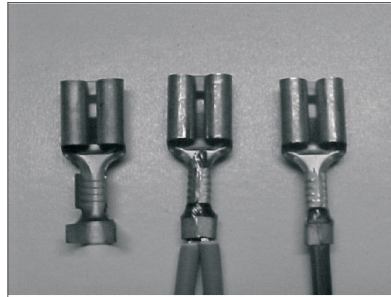


A "factory" style crimp, (using the tool shown above) and described in the text.

After you have soldered or crimped the wires in place, insert the terminals into the backs of the connectors firmly, pushing until you hear the retaining clips click in place. If you should insert one into the wrong position, it can be removed by using a small screwdriver or a heavy pin

(continued column 2)

to depress the retaining clips on the terminals. An examination of the terminals before you insert them, will show you how this is done



Crimp the wiring/terminals using a pair of pliers. The lower crimp should be over the insulation for a one-wire crimp, and over the bare wires only for a two-wire crimp.

Bullet/Sleeve connectors:

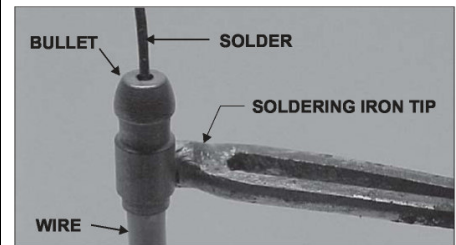
The only reason for using connectors is to ease assembly - either on the factory assembly line or in your garage. Connectors are also the most common place for electrical problems, so you will be doing yourself a favor if you eliminate as many as you can, wiring directly to the components as much as possible. Still, there will be places where the standard British bullet/sleeve connectors will be needed.

British Wiring supplies two different kinds of bullets - those intended to be soldered, and those that may be soldered *or* crimped. I recommend using the latter type (supplied), and soldering them, rather than buying the solder only type. They just work better. When you solder, use a low temperature, rosin core solder, such as the 60/40 solder sold by Radio Shack. This is a small diameter solder, and works very well for

(continued column 3)

automobile wiring purposes. Do not use acid core solder!

When soldering these bullets onto the wire, strip just enough of the wire so that the insulation is just inside the bullet when the tip of the wire is fully inserted. Hold the soldering gun next to the bullet while you try to feed the solder into the hole in the end of the bullet. As soon as the bullet is hot enough, the solder will start to flow and will be drawn into the bullet. Feed just enough solder to fill the bullet, but try not to feed enough that it wicks up the wire very far. A little bit of experimentation will show you just how much solder to feed. See photo below.



Proper technique for soldering bullet connectors



What a Good Appraisal Should Include

Jed Rapoport- Hagerty Insurance Help Articles

Insurance, legal issues and peace-of-mind are the leading reasons for needing an appraisal. A thoroughly documented appraisal is a valuable asset for any collector. Books have been written on types and methods of appraisals, but how can you tell if the appraisal you get has the information you really need?

(Continued page 6, column 1, see Appraisal)



(Appraisal)

Getting a worthy appraisal starts with picking the right appraiser. According to David H. Kinney, an Accredited Senior Appraiser with the American Society of Appraisers (ASA), "Appraiser qualification, experience, and knowledge beyond the particular make or brand of car is of utmost importance." Looking for an appraiser with a professional designation is one way to assure quality. There are professional designations for personal property appraisal but few with an emphasis on collector car appraisals. Those designations conferred by the ASA, the International Society of Appraisers (ISA) or an institute of higher learning, such as the few colleges and universities that offer degrees in appraisal, carry the most weight. But university-trained appraisers and the extremely high standards of the ASA make those accredited appraisers for cars a rare commodity.

The likelihood of finding an accredited appraiser conveniently located to you is slim. In the absence of real credentials, ask your appraiser how many appraisals they do per year and how many they've done over the years. Ask to see a sample report and a résumé of his/her background on the subject. Make sure your appraiser knows the procedures and processes of appraisal and can demonstrate an ability to explain their methods. Remember, the appraiser may have no choice but to back-up

(Appraisal)

his/her report in court, and you don't want to be caught using one who can't or won't professionally explain his/her actions when the report is being questioned.

Also make sure to ask for features they offer. Is the appraisal updateable? Does the appraiser compare market value with receipts? Does the appraisal reflect a geographic value, i.e., ragtop exotics in Southern California?

If you're being given a one-page report with little more than a fellow collector telling you that he believes your car is worth "X," this is not an appraisal. You need to be aware of the difference between one person's opinion (regardless of qualifications) and his/her ability to access data from other appraisers. As well, an appraisal from your mechanic or the restorer/builder is useless.

The ASA has 26 points that it requires all members to include in reports. According to Steve Metz, an appraisal professional who performs car, art and real estate appraisals, these 26 points are dictated by law and are similar to the standards of real estate appraisals.

There is no single standard form for collector car appraisals, but they all should conform to the Uniform Standards of Professional Appraisal Practice (USPAP). USPAP are the generally accepted standard professional appraisal practice in

(Appraisal)

North America as established by the Appraisal Standards Board. The Appraisal Standards Board is a division of the Appraisal Foundation, the organization empowered by Congress to set standards by law for all appraisals in the United States. USPAP standards were created to deal with the abuses of real estate appraisals in the banking crisis of the late 1980s and subsequently extended to all appraisal fields. To learn more about USPAP and make sure your report conforms to its standards, visit www.appraisalfoundation.org

Not all appraisers are going to do the job the same way, although in theory, they should all come to roughly the same conclusion. Some of the key items (part of the 26-point list) that I believe should be included in all proper appraisals are offered on the following page.

"before"



"after"

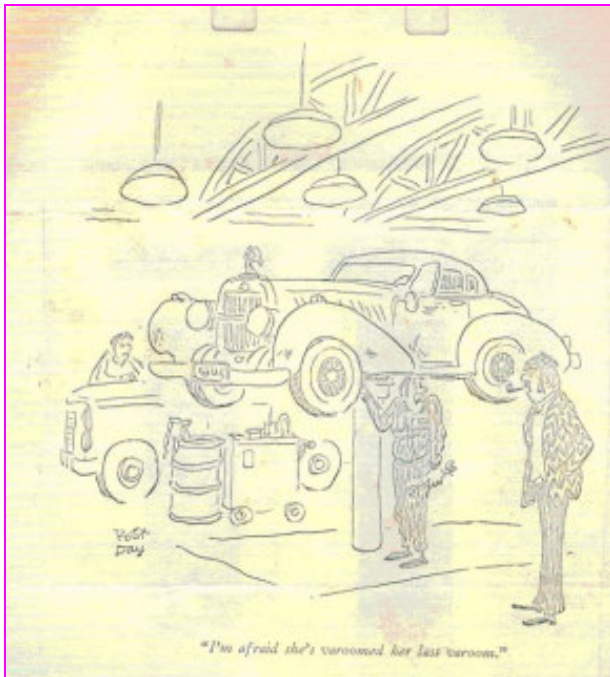


What a professional Appraisal should include

- ❖ Clear identification of the car being appraised including VIN, mileage and correct model designation
- ❖ Who the report was prepared for
- ❖ Who ordered the report
- ❖ What the report is to be used for
- ❖ Date the car was inspected
- ❖ Date the report was completed and signed
- ❖ Name and résumé of the appraiser
- ❖ Clear and detailed description of the car, including options present vs. those available, actual build sheet and protecto plate present vs. researched, proof of numbers matching, build date/location, number of model produced, percentage of production, ways this car differs from a better model, specific notes on classic problem areas with vehicle
- ❖ Documentation of the valuation sources such as price guides
- ❖ Comparable sales from auction results or private sales
- ❖ Explanation of the valuation these sources indicate and how they equate to the subject car
- ❖ Methodology used to arrive at the final value for the car
- ❖ Photos of the car or copies of documents used to prepare the report
- ❖ Most importantly, the report should arrive at a specific value for the subject car and not a range.

Support your Club in 2007:

Make your annual club dues payment this month to Nancy Causey. Thanks



"I'm afraid she's varoomed her last varoom."

"I'm afraid she's varoomed her last varoom"



Winery Tour Sites for the June 16th Club Event hosted by Jim and Nancy Causey

NCMGCC Car Show

by Clifton Gordon

On Saturday May 19th I went to Raleigh for the NC MG Car Club show. It was in the Brierdale Shopping Center near the airport. I arrived around 9 am to find a long line of cars waiting for check in. The wait wasn't too long and I was soon parked in the designated parking area for chrome bumper MGB's. Around 137 cars showed up for the show. A band was provided for entertainment and the location was ideal for a car show. Lots of spectators showed up to look at the cars.

As usual there were many MGB's, not many Midgets, several MGA and T Series MGs. There were more Morgan's than I have seen in years and a good selection of Lotus. There were two Rolls Royces, a beautiful 1935 and a later car that had anti-freeze running on the ground. What an expensive leak! Not many Jaguars showed, there was a Sunbeam Alpine and a Austin

Marina GT. Several Triumphs, Austin Healeys and Minis showed up. There was one Jensen Healey that decided to die in the check-in line. There was a Ariel cycle and two race cars. One was the MG car club Stinger's MGB racer. There were two Rover sedans. I probably missed others.

One interesting car was a Ford Thames panel van. It didn't have British Ford running gear. A complete BMW 2002 running gear was installed. The conversion was very professional, everything fit like a factory design. Even the steering and seats were BMW.



A couple of strange cars were in the show, one was a 124 Fiat roadster. The other was a (hold on!) 1954 Citroen Traction. It was restored by a local restoration shop. The ballots had a space to vote for the best

rolling restoration. That used to be easy, but I had trouble finding a car poor enough to qualify.

The only vendor at the show was a book seller; he had lots of old books about British cars. As usual, I relieved him of some books. One I bought was "MGB The Racing Story" by John Baggott, I look forward to reading it.

The club had lots of prizes to give away for the raffle; it took a long time to give them away. Awards were after the raffle, but I didn't get results other than the black MGB with grey top parked next to me. It was first in the chrome bumper class.

It was a good show and perfect weather. I enjoyed the top down return to Asheboro. cg

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2007 NCMGCC Show Winner



The June issue of the Club's newsletter, the Lugnut, can be found through:
<http://classicmgmagazine.com/PBMC/PiedmontBritish.html>

Thanks to Dick & Beth Lunney, Grand Prix Graphics Inc., 8702 Taybrook Dr. Huntersville, NC 28078. Publishing Classic MG Magazine, Healey Marque Jaguar Journal and The Vintage Triumph.

Tech Tips by Bob Thompson

Those few of you with operating automatic chokes on your late MGs and Triumphs should run a 195 degree thermostat throughout the year for the choke to work properly

THAT SICK FEELING!

After parting with the group on our mountain trip we headed down to Lowe's in Wilkesboro. We were out in the garden section looking when over the PA came "Will the owner of a red and white Mini Cooper please come to the service desk" Not sure whether we heard rite I headed that way. That sick feeling in my gut that someone had hit Mini!

Got with in site of the desk and a 30 some year old guy asked if I owned the Mini. Said yes and he asked if I would be willing to sell it! We had a nice visit and I gave him a hard time about what he put me through. That was a new experience for me! Bob Thompson

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Notes from the "Mountain Drive."

About 14 members and their cars showed up Saturday morning about 11AM on May 26th, to join Ken and Patricia Nicks for a drive to the nearby mountains. As usual, for me, the drive in my MGA though rural Surry County with the mountains of Alleghany County in the background was another great experience.

Our little caravan started off pretty much on time, but as we threaded through Elkin traffic we were soon separated from the last 3 to 4 cars. I barely kept up as the line of cars stretched out. Since I thought I was at the end, I tried to make sure the stragglers could keep me in view. But, it was soon obvious we were falling further behind. It was time to either catch up with the group or find ourselves lost at the very beginning of the drive so we lost a few cars.

The remaining cars of the convoy soon found themselves in a very rural, but beautiful, countryside. We were driving along at a leisurely and comfortable pace. A few times I actually saw the first cars winding themselves up distant

hills in front of us. Some of the roads I remembered from the 2006 Elkin Rally, but the rolling hills and curving roads made it all fun for Jan and me. I have to confess that at the beginning we were glad we kept our MG's top up as the sun was warm at the lower elevations. It would have been even better if we had a rear window that could be unzipped for better air flow. But, it never got too uncomfortable.

At one point we passed down a narrow road that crossed over the creeks with one lane bridges. We saw trout fishermen, campers and horse trailers along the way. So, it was obvious this beautiful day was being enjoyed in different ways by a lot of people. The pastoral countryside had me thinking often about scenes that featured a picture of my MG prominently. At one point the entire convoy stopped in a valley that almost seemed to be the end of the world. Indeed the paved road ended and Ken explained the R. J. Reynolds family had their country estate just behind the gate. I could easily lived happily ever after right there!

I'm not sure if Ken had intended to continue on from there or not, but we turned around and retraced our drive so that eventually we were on Highway 21 driving toward Sparta to find our lost friends. Suddenly there they were. We finally regrouped with our previously lost comrades at the Roaring Gap Post Office and enjoyed a short break. I noticed a few raised bonnets and overheard some worrisome comments that indicated that the British cars were holding true to their reputations if not their owners' technical achievements. But, we all eventually got back on the road and a few miles later turned onto the Parkway. Except for the Fall this time of the year is a great time to drive a little British car on the Blue Ridge. At these altitudes the air is cool and fresh. We ran through a few rain drops, but that did not diminish our enjoyment of the drive along the Parkway.

If anyone asks, it's safe to bet that Ken Nicks thinks the fried chicken at the Bluffs on the Parkway is the best in the country. Our convoy pulled into the Bluffs Restaurant parking lot, passing by a group of weekend bikers, typical

lawyers, accountants and teachers with their leather and doo-rags on prominent display. Jan and I enjoyed lunch with some visitors along for the ride from Lewisville, NC in their XKE 2+2 Coupe. I had a delicious tuna sandwich and realized it's not true that all Jag owners are stuck-up. "The Bluffs" is an old fashioned type eating place, simply decorated with open windows to see and hear the passing traffic. Here you can meet all types of diners. While we had our lunch a brief shower passed.

I don't know if anyone got wet or not when we returned to our cars after lunch. We did not have our car's side curtains, for example. But, the rain was over quickly and even the road was dry when we paid our bill and left the dining room. Then it was time to part ways and head

our separate ways home. Sadly for me at least, it ended too soon. Sure, I could have explored further roads along the Parkway, but the fun of driving along with a bunch of fellow British car enthusiasts made it a lot more fun than just driving alone. Jan and I returned to North Wilkesboro driving down Highway 18. I let my little MGA feel her oats, so to speak. The road from the Parkway to North Wilkesboro has its own challenges to navigate. We did not get behind any slow drivers so I let her go as much as the old technology brakes, suspension and wire wheels would tolerate safely.

As we drove home I thought about all the ways to spend a nice day. Some guys like golf, others their bikes, and some even like boats and planes. I'm sure they all have their own

attributes, but I like the smell and feel of my MGA and the chance to enjoy that experience along with other guys and their cars. Most of us can't go too fast, I'm not even sure my car or me would even survive a long trip. But, on a nice day driving along the Blue Ridge Parkway in a neat little car with a bunch of friends is just too hard to beat.

On behalf of the Club and the Mountain Run participants I'd like to thank the Nicks for planning this day and guiding us though the countryside. Thanks also to every one who showed up and helped ensure we all had fun. It was a great day to own a British sport car!



Meeting for lunch at the Bluffs on the Blue Ridge Parkway



Taking a break to admire the view and enjoy fellowship with club members



View from the car



Saying goodbye after a fun day of driving



----- Original Message -----

From: Cordelia Anderson

To: 'James Brown'

Sent: Thursday, May 31, 2007 **Subject:** RE: great race

Dear Jim,

We would love to have your car club participate. However, we have run out of space for car clubs to exhibit on the morning of the Great Race. We would definitely like you to come out to the event, which starts at 9 am with the Great Race ceremonies from 12:30-1pm and the official start at 1 pm. I have attached our flyer with more information.

If you get there early, like around 8 am, there should still be parking near the event and you club is certainly welcome to park together and be a part of the event. We have just run out of "official" space. The following public lots will be open on that day:

- Bicentennial Lot (enter on Church Street between Cabarrus & Means)
- Cabarrus County Government Center
- CTC on Cabarrus Ave.
- St. James Lutheran Church

Sincerely,
Cordelia Anderson
Cabarrus Convention & Visitors
Bureau
"The Racing Side of Charlotte"

Great Race Coming to Concord June 30

Thousands of automobile Fans of all ages will Flock to Concord, NC on June 30 for the Great American Race Official Start

The official start will take place at 1 pm in Historic Downtown Concord, with family-friendly activities for automobile enthusiasts and the general public to enjoy all day long.

The excitement will begin to build on the morning of June 30 as the 100 race teams arrive one minute apart to take their places

at the Starting Line at Killarney and Union Streets. The festivities in Downtown Concord will officially begin at 10 am, including Classic Car Shows and meet-and-greet opportunities with the racers.

At 12:30 pm, the Opening Ceremony will begin, featuring Concord Mayor Scott Padgett, officials from the Great American Race, and other VIPs from the automotive industry. The ceremony will be followed immediately by the Official Start at 1 pm. After the racers have departed, festivities will resume, culminating with a fireworks display at 8:30 pm. This is one of the greatest automobile events in the country and we are thrilled it will start here in downtown Concord," said Concord Mayor Scott Padgett.

In 2003, Concord was a pass-through city for the Great American Race. In spite of rain, the festivities drew thousands to Downtown Concord.

The GREAT RACE was originally known as the Interstate Batteries GREAT AMERICAN RACE when it began in 1983. It was later re-branded The Interstate Batteries Great North American Race in recognition of its Ottawa, Canada to Mexico City route in 1995. "American" was dropped from the name in 1996 in cooperation with Daytona 500 officials who use the trademarked name for closed-course, automotive competitions.

The GREAT AMERICAN

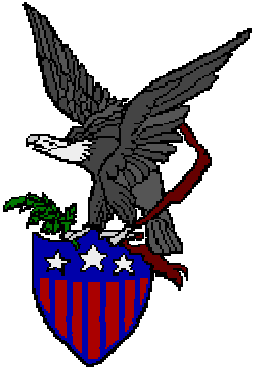
RACE, presented by Interstate Batteries will begin on June 30, 2007 in Concord, NC and will finish two weeks and 4,000 miles later, on July 14 in Orange Country, California. The midway point will be in Irving, Texas July 6.

GREAT RACE is a recreation of the legendary "Greatest Auto Race" of 1908 that raced around the world from New York to Paris. For the past 24 years, GREAT RACE competitors and their classics have raced over some of the most scenic roads in North America in a race of time and endurance. What was originally created to provide enthusiasts with an opportunity to drive their classics cars quickly became an American institution, attracting competitors from all over the world. Fans of all ages attend GREAT RACE events to meet the competitors and view the timeless machines that annually take to the highways in the ultimate automotive adventure.

GREAT RACE will go international in 2008 when it celebrates the Centennial of the 22,000-mile "Greatest Auto Race", an around-the-world race that ran from New York to Paris in 1908. "GREAT RACE WORLD 35,000km New York to Paris", features alternative-powered automobiles and classic cars in a race around the world from New York to Paris, following much of the same route as the 1908 race. For more information, please log on to greatrace2008.com.

£

Remember the Fourth of July!




The Declaration of Independence



IN CONGRESS, July 4, 1776. A DECLARATION By the REPRESENTATIVES of the UNITED STATES OF AMERICA, In GENERAL CONGRESS assembled

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.

We hold these Truths to be self-evident, that all Men are created equal, that they are endowed by their Creator with certain unalienable Rights, that among these are Life, Liberty, and the Pursuit of Happiness-That to secure these Rights, Governments are instituted among Men, deriving their just Powers from the Consent of the Governed, that whenever any Form of Government becomes destructive of these Ends, it is the Right of the People to alter or to abolish it, and to institute new Government, laying its Foundation on such Principles, and organizing its Powers in such Form, as to them shall seem most likely to effect their Safety and Happiness. Prudence, indeed, will dictate that Governments long established should not be changed for light and transient Causes; and accordingly all Experience hath shewn, that Mankind are more disposed to suffer, while Evils are sufferable, than to right themselves by abolishing the Forms to which they are accustomed. But when a long Train of Abuses and Usurpations, pursuing invariably the same Object, evinces a Design to reduce them under absolute Despotism, it is their Right, it is their Duty, to throw off such Government, and to provide new Guards for their future Security. Such has been the patient Sufferance of these Colonies; and such is now the Necessity which constrains them to alter their former Systems of Government. The History of the present King of Great-Britain is a History of repeated Injuries and Usurpations, all having in direct Object the Establishment of an absolute Tyranny over these States... 

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