

Keystone Region MG Club

On the web at: Keystonemg.com

MG Gazette

Newsletter, Volume 26, Issue 2, February 2017



Keystone Region MG Club Officers

Left to Right: Dick Horn (*Past President*);
Bob Pilat (*President*); Marybeth Chamberlain
(*Treasurer*); Jeff Rohrback (*V. President*); Kim
de Bopurbon (*Secretary*)

Sunny Sonnenrein photo

Steering Column

Bob Pilat, President

February 2017

I hope everyone enjoyed our big snow storm on February 9th! Some areas received 10 or more inches of the white stuff. Here in Whitehall we only received about 5 inches – just enough for me to call off! I'm sure all our retired members also had a little less stress until they had to go outside and shovel!

I hope everyone did something special for their sweetie(s) on Valentine's day to show your love! Over the last few years I have switched from roses to chocolate covered strawberries for my wife Penny. Thank goodness she shares them! There is a great location on rt. 222 - **Premise Made Candies!** If you love candy and ice cream, don't miss this location!

We hope to meet and see some new members at our "**New Members Night**" at our February 21st club meeting. I can't wait! Also a special note about our February Meeting at Rudy's. We will have a special guest speaker that I'm sure you will want to come to hear. Sargent Kieffer of the Bethlehem police Traffic Unit department will be our guest speaker at our dinner meeting. He will talk about items between officers and car enthusiast - and will answer your question. This looks to be most interesting!

Wasn't our "Holiday Party" at the Barn house just great! Thanks to all those who helped with it to make it a wonderful evening with our friends of the **British Car Club of the Lehigh Valley**. Member Bob Brobst made a special announcement at it that he is engaged to Selma Griffin, who will also be taking over our club's regalia soon. And before you know it our **British Motorcar Gathering** will be here. See Mike Jones' letter in the newsletter about it. Thanks to Mike for his great job doing this for so many years!

Moving right along, our 40th Anniversary committee is putting together our budget and several suggested activities for the club's celebration of its 40th anniversary. This includes a proposed trip to the world famous **Simeone Foundation Automotive Museum** in Phily, on Saturday August 12th. We will discuss this at our February meeting and request your approval of it. We are planning on it being a day trip by chartered bus from here to the museum and back. Plus the committee has a few other special activities they are considering that we will talk about.

(Steering Column Continued)

Another big part of our club's summer activities are meetings and BBQ's at member's homes. Please contact me NOW if you would like to host one at your house.

Drive safely and remember to use your gears on hills when you need to! Maybe we will have an early spring where you can get your MG out soon!

All the best to you – see ya soon!

Your President,

Bob Pilat



Good Things Come in Two's

First

At our club's Holiday party at "The Barnhouse" in January, Tom Brobst announced his engagement to Selma. We wish them all the happiness in the world!

Second

Selma has volunteered to take over control of our club's "Regalia" from Bob Pilat. Once this is complete, a list of the club's regalia will be posted in our MG Gazette newsletter. Thank you Selma!



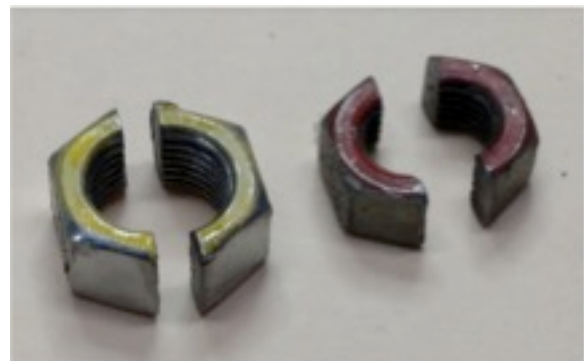
Just the Tip - No. 8

By Tom Brobst

Hello, again, MG people, British car people and readers of all flavors. Welcome to another episode of *Just the Tip* (cue the soap opera organ). Previously on JtT we saw how our intrepid hero made a useful tool by cutting a bolt in half. This week he will show you how to make something useful by cutting a nut in half. Who knows what he'll cut in half next week....maybe a woman? Either way, his band saw will get a lot of use.

Over the few weeks I've been putting my engine back together. Are you aware of all the studs that need to be removed and installed when rebuilding an engine? There are 11 studs that attach the head to the block, six for the intake/exhaust manifold, three more for the thermostat housing, four for the rocker shaft assembly,...studs everywhere!! They can be a pain to remove without damaging them. And even after they are removed and cleaned and the associated tapped holes are all cleaned out the studs still don't always go back in with just finger pressure like I wish. So....what to do? Yes, you could go buy a stud remover/installer. I know. But that's too easy. And I'd be concerned about thread damage when removing really tight or corroded studs. So, what this camper did is take an appropriately sized nut and....come on, all together now.... cut it in half! That's right! Now I can nestle the two halves onto the threads of the stud and clamp them tightly with a vise- grip and ...voila!...I can turn the tightest stud with ease. It makes an incredibly tight grip and does absolutely no damage to the threads. In fact, I've used the same method to actually restore damaged threads. Just loosen up on the vise-grip pressure a bit and turn the half-nut set around the threads of a bolt or stud a few times to restore the damaged area. Works great! Check out the pics. One pic shows two sets of half-nuts I made for my MG, 5/16-24 and 3/8-24. I even color coded them! The other shows one set in action. Give it a try!

That's it for this episode of *Just the Tip*. Feel free to share some of your garage...or household...tips. I would love to hear from you. thomas.brobst@gmail.com



Our Club's Videos & Books

Available for Your Use & Reference

The Keystone Region MG Club owns the following books, manuals and videos, which are available for club members to borrow at any time. The library is housed at [K&T Vintage Sports Cars](#) in Allentown, under the direction of club technical adviser Ken Beck and his wife Cindy. Give Cindy a call or stop by K&T if you're interested in borrowing any of the videos or books.

VIDEOS (VHS or DVD)

- **AN MG IS BORN**, workshop TV series for Discovery Real Time (UK). 230 mins. (DVD)
- **A GUIDE TO MGB MAINTENANCE** (VHS) 1992, Trinity Productions, UK. 64 mins.
- **THE MGB EXPERIENCE** (VHS) 1989, Lindsay Porter Publishing. 55 mins.
- **MGs ACROSS AMERICA** (VHS)
- **MG Vintage Racers** (VHS) 2003.
- **KEYSTONE REGION MG CLUB YEAR IN REVIEW Series** (DVD)

BOOKS

- **MGB Electrical Systems** by Rick Astley. 102 pages. 204 color photos, 120 illustrations. 2006, Veloce Publishing Ltd., Dorset, England. ISBN 1-84584-057-7
- **MG** by Ian Penberthy. 1991, Mallard Press. 112 pgs. ● **M.G. Great Marques Poster Book** by Chris Harvey. 1985, Woodbury Press. 48 pgs. 22 colour full-page photos of MG models, from the Old Number One through to the Metro
- **MG — The T-Type Restoration Handbook 1993, New England MG-T Register.** Edited by Richard L. Knudson. 175 pgs.
- **MG Sports Cars** by John Heilig. 1996, Motorbooks International. 96 pgs. ISBN 0760301123 Full-color gallery of MG sports cars including prewar, postwar T series, MGA, MGB, MGB/GT, MGC and Midget; MGV8, MGRV* and MGF
- **Illustrated MG Buyer's Guide** by John Heilig. 1997, Motorbooks International. 160 pgs. Reviews all MG offerings from the earliest through the modern MGF.
- **MG Sports Cars 1997, Autocar, UK.** 192 pgs of MG history from the pages of Autocar, covering the 1920s on. ● **The Big Healeys, a Collector's Guide** by Graham Robson. 1981, Motor Racing Publications, London. 128 pgs.
- **Basic Bodywork and Painting** 1975, Petersens Publishing. 192 pgs
- **Everything You've Always Wanted to Know About Spark Plugs, 1973, Robert Bosch Corp.** 22 pgs.
- **Automobile Quarterly's World of Cars 1971, E.P. Dutton, New York.** 223 pgs. ● **Cars of the '50s and '60s** by Michael Sedgwick
- **How to Give Your MGB V-8 Power,** by Roger Williams. 1996, Veloce Publishing, U.K. 128 pgs.
- **Antique Automobile, the official publication of the Antique Automobile Club of America, Inc. — Nov.-Dec. 2002, Volume 66, No. 6**

(Videos & Books Continued)

- **Directory of Recommended Suppliers**, *an MG Owners Club publication*
- **Improve and Modify MGB**, *by Lindsay Porter and Dave Pollard. 1988.*
- **Owners Workshop Manual — MGB 1968–1981** 1991, *Brooklands Books, U.K. 192 pgs.*
- **MGA–MGB Service Repair Handbook —1956–1977**, *by Alan Ahlstrand. 1978, Clymer Publications, U.S. 232 pgs. and steering.*
- **MGA — A History and Restoration Guide**, *by Robert P. Vitrikas. 1980, AZTEK Corp. 240 pgs.*
- **Tuning SU Carburetors Manual**, 1975, *Speedsport Motobooks, UK. 128 pgs. Illustrated*
- **SU Carburetors Tuning Tips & Techniques**, 1994, *Brookland Books, UK. 188 pgs*

HAVE A SUGGESTION? WOULD YOU LIKE TO DONATE?

If you have resource materials (books, videos, manuals) you'd like to share with other enthusiasts in the club, or have recommendations for a club purchase,

Cindy Beck

NOTE!

These are only listing of “Titles”. Descriptions of each item can be found on the club’s website:
<http://keystonemg.com/library.html>

Correction for January’s Newsletter.

In George Cox Jr.’s article he meant to thank “**Ken Beck**” at K&T Vintage Sports cars for doing such a great job on his MGTD – not Ken Dixon ((a running back for the Football Ravens)

Welcome New Members

Yes, some of us do drive our "older" MGs! The photo was taken during the MG T Register's "Friendship Tour" around lakes Erie & Ontario in 2012, celebrating the 200th anniversary of the War of 1812: Seventeen days, 2,131 miles round-trip from Tunkhannock. Wouldn't do it again, at least not in mid-summer—80 degrees or better every day but one—but it was still a wonderful experience.

I bought "Merlin" in the Rome, NY, area in January 1973, not long after finishing grad school. I don't remember ever seeing a T-series MG before, but it was love at first sight of this ratty old Clipper Blue car. A thoroughly impulsive purchase (my very conservative mother thought I'd totally lost my mind), and probably not what you'd think of as a typical vehicle for a librarian! A half-dozen years later, after a full restoration by the man who is now my partner, Durland Edwards, it began its new life in Pennsylvania.

It's been driven from Maryland to Maine, vintage raced a little in the early '80s (hence this nostalgic stop at Shannonville, Ontario, where Greg & I both ran in 1982), and is now largely retired to weekend use—no more long-distance trips. We're fortunate to live in the Endless Mountains area, with plenty of nice country roads for a day's drive. Yes, it's becoming harder for both of us to get in and out of it, but it will stay with me until I need someone to help extract me from the cockpit!



'51 TD, '71 B-GT, 54 Austin Healey 100 **Sarah Carr, Tunkhannock, Pa**

Dominick Bilotti,
Broadheadsville, Pa.
1978 MGB

Special Guest Speaker
MG Club February 21st Meeting

Sargent Robert Kieffer,
Bethlehem Police Department

Sargent **Robert Kieffer** will be giving a talk at our February 21st dinner meeting at Rudy's Diner – Bar & Grill in Bethlehem. I am sure you will want to come to hear his presentation and possibly ask him a few questions. Not only is he a veteran police officer, but also has been a real car enthusiast himself - as you will see!

Here is some of his background

Bethlehem Police Department

- **On the police force for 20 years**
 - 11 years as a patrolman
 - 9 years in the Traffic Division as a Motor Officer
 - He recently was promoted to Traffic Sergeant
- **He is the Department Driving instructor and Motor Instructor**
 - *"I've been trained by the he **Department of Homeland Security** for Driving Instructor, advanced Driving Instructor, and Counter Ambush driving.*
- **His "Police Motorcycle" is a Harley Davidson Electra-Glide**

His Personal Involvements with Cars and Motorcycles

- *"I've been a gear-head pretty much all my life. I've been drag racing, autocrossing and road racing since the late 1980's"*
- **His Current Cars:**
 - '71 Chevelle (since high school), 1970 Impala sport coup, 1998 Mustang Cobra (current race car), 1989 Chevy Caprice, 2013 Ford SHO
- **His Motorcycles:**
 - 2015 Kawasaki KLR-650, 2014 Harley Ultra Classic Limited, 2010 Kawasaki KLC-250, 2003 Yamaha FZ-1
- **Competition**
 - Drag raced at Maple Grove in Reading and other local tracks
 - Raced in the mid-west back in his army days
 - Road raced at Pocono and Lime Rock Park, Ct.
 - Raced with EMRA and SCCA and SCDA
- **Family:**
 - *"My oldest son has a 1972 Chevelle and I've taken him drag racing and autocrossing. My youngest son just passed his license test. He has a 1998 Mustang and I plan to get him into autocrossing this season. "*
 - *"My two sons and I also spend a good deal of time riding off-road motorcycles."*

(Special Guest Police Officer Speaker Continued)

Come to Rudy's on Tuesday to hear what Robert has to say about the police and motorist - especially vintage car motorists - and to meet him. There will be some time for Q&A after his talk, so think of what you would like to ask him. This should be most interesting!!

PLUS: We will be talking about the club's proposed 40th Anniversary activities, and what other events are coming up for this year, including our "British Motorcar Gathering" car show in June.

Keystone Region MG Club *February Dinner Meeting*

Rudy's Diner - Bar and Grill, Bethlehem

Tuesday February 21st

Meeting starts 7:00 PM

Come earlier if you want to order dinner for yourself

Sargent Robert Kieffer



24th BRITISH MOTORCAR GATHERING

JUNE 11TH 2017

Mike Jones

I know it is the beginning of February, but you may be interested in the planning progress of our 24th Annual British Motorcar Gathering scheduled for June 11th, 2017. I ordered the dash plaques in November 2016 in order to take advantage of a 15 percent discount and I now have the dash plaques in hand. We secured Hellertown's Reservoir Park for our show date when I visited their office at the very beginning of January. The staff thanked us again for our donation and then mentioned the new road leading up the hill to the park. I told them that I stopped to look at the road and also that I was sure the club appreciates this improvement. I have scheduled our caterer, Russel, who has been the food provider for the last twenty plus years. I told him that we have always appreciated his good food and reasonable prices. Our DJ Andy is coming back again to spin his vinyl. I will be sure to monitor the volume this year. Last year it got too loud for the group of cars closest to the speakers. There is always a balance that must be maintained and we will do our best.

Kim deBourbon has graciously agreed to be Co-Chair again this year. I extend to her my thanks and appreciation. While I have recently mailed approximately 30 letters advising other clubs of our show, Kim has been entering our show information on various club and newsletter websites. Charles deBourbon has been asked to develop our show flier and show poster again this year. It is always a treat to see what Charles creates in his studio. We are fortunate to have a gifted graphic artist as a club member.

I want to thank Bill Webb for agreeing to act as our registrar again in 2017. He has been mailing the fliers and collecting the registrations for twenty years if my memory serves me well. This is a major undertaking and he always does a super job. Marty Chamberlain is on board to upload all of the pre-registered and "day of show" cars to his programed data base. This program, developed by Marty, speeds-up the vote tally process. I thank him for his skills in this area.

I will not be able to get to the February club meeting, but Kim may deliver some further information regarding the show. In the meantime, if anyone would like to offer new ideas, we are always open to suggestions for improvement.

As our club celebrates its fortieth anniversary, I look forward to help from all club members who have so generously given their time to our annual show in the past. Our British car show has become the "place to be" on the second Sunday of June for many British automobile owners in the tri-state area. With your help, as Keystone MG Club members, we need to keep our show the success it has always been and build on that success.



Nazareth's Mario Andretti to be Honored

Mario Andretti, who grew up drag racing on the streets of Nazareth and local towns when he was a teenager, moved on to dirt track racing, and then the big time open wheel racing including the famed "*Indianapolis 500*" where he took home the honors. Not only did he have an amazing racing career, but his sons have carried on his racing spirit. Did you know that the "*Library Extension*" of the Nazareth Library (*a very nice place*) was paid for by a donation from Mario? And to his credit, he still lives in Nazareth. I even ran into him once at the local car wash and had a nice chat with him. He's a regular car guy too!

Greg Prehodka, Editor

Fourth Annual International Motor Racing Research Center (Watkins Glen, NY)

Dinner Honoring **MARIO ANDRETTI**

With the Cameron R. Argetsinger Award for
Outstanding Contributions to Motorsports



AMITY TOWNSHIP, PA. **Bill Shield's Son Michel Killed**

Amity Township police were making progress Monday toward identifying a suspect in a fatal shooting during an attempted robbery of a motorcycle in August 2016.

Police said the suspect shot 28-year-old Michael W. Shields in the head Saturday while Shields tried to stop him from beating another man who had parked the motorcycle outside their home to sell it. The suspect, identifying himself as Dan, walked to the home from BlackJax American Pub & Grill to look at the motorcycle for sale about 5:30 p.m. Saturday, police said.

The owner told the suspect that the sale price was \$1,650, and the suspect walked back to the restaurant without buying it, police said. As the owner was putting the motorcycle away around 9 p.m., the suspect returned, pointed a gun at the owner and demanded the motorcycle, police said. The owner dropped the motorcycle, and the suspect hit him with the gun, police said. Shields intervened when he heard the scuffle and was shot in the head. Police are searching for the suspect, and the incident remains under investigation.

Michael W. Shields, 28, of Douglassville, was the son of William and Diane Shields. Mike was loved and known for his big smile, mechanical prowess, and need for speed. A graduate of UTI in Automotive Technology, he enjoyed **improving vintage race car engines at the family business restoring antique cars**. (Carriage Craft, Reading, Pa.) Racing was in his blood: he started with karts at age eleven alongside his life-long friend, Matt. More recently, he liked to use his free time to ride dirt bikes.

HISTORIC Nazareth SLIDESHOW

Tuesday, February 28th, 6:00pm
Nazareth Public Library

Take a trip to the past with Darrell Mengel as he shares his collection of historical photographs of sights and local landmarks in **Stockertown, Tatamy and Bushkill Park**. Pre-register for this event by calling 610-759-4932, ext.1.

Slang History Lessons

Whoever said history was boring? I think you will enjoy reading the captions under each picture. Show it to the younger generation so that they can see how people lived ***“without i-phones”***.

“They used to use urine to tan animal skins, so families used to all pee in a pot. Once a day it was taken and sold to the tannery. If you had to do this to survive, you were ‘piss poor.’ But worse than that were the really poor folks who couldn’t even afford to buy a pot. They ‘didn’t have a pot to piss in’ and were considered the lowest of the low.”

“Most people got married in June because they took their yearly bath in May, and they still smelled pretty good by June. However, since they were starting to smell, brides carried a bouquet of flowers to hide the body odor. Hence the custom today of carrying a bouquet when getting married.”

“Baths consisted of a big tub filled with hot water. The man of the house had the privilege of the nice clean water, then all the other sons and men, then the women, and finally the children. Last of all the babies. By then the water was so dirty you could actually lose someone in it. Hence the saying, ‘Don’t throw the baby out with the bath water!’”

“Those with money had plates made of pewter. Food with high acid content caused some of the lead to leach onto the food, causing lead poisoning death. This happened most often with tomatoes, so for the next 400 years or so, tomatoes were considered poisonous.

Bread was divided according to status. Workers got the burnt bottom of the loaf, the family got the middle, and guests got the top, or the ‘upper crust.’”

“Lead cups were used to drink ale or whisky. The combination would sometimes knock the imbibers out for a couple of days. Someone walking along the road would take them for dead and prepare them for burial. They were laid out on the kitchen table for a couple of days and the family would gather around and eat and drink and wait and see if they would wake up. Hence the custom of holding a ‘wake.’”

“In old, small villages, local folks started running out of places to bury people. So they would dig up coffins and would take the bones to a bone-house, and reuse the grave. When reopening these coffins, 1 out of 25 coffins were found to have scratch marks on the inside, and they realized they had been burying people alive. So they would tie a string on the wrist of the corpse, lead it through the coffin and up through the ground and tie it to a bell. Someone would have to sit out in the graveyard all night (‘the graveyard shift’) to listen for the bell. Thus, someone could be ‘saved by the bell,’ or was considered a ‘dead ringer.’”

Another Transmission for your MGB

Few would argue that the MGB remains Britain's favourite classic sports car or that it is almost as at home in modern traffic as it was in that of the '60s/'70s. However, it can nevertheless be updated to advantage and British Motor Heritage (BMH) is now stocking the superb Vitesse **Global 5-speed** manual gearbox conversion for the model.

Based on the renowned transmission of the Mazda MX5 MK3, the replacement gearbox comes fully assembled and complete with clutch friction plate, slave cylinder, braided clutch pipe, speedometer cable, prop shaft and fixing kit. No modifications are required to the bodyshell and fitting is therefore quick and well within the scope of any competent home mechanic.

The driving experience is immediately enhanced by the shorter-throw gear lever and the total suitability of the ratios. The gearchange is smooth and effortless, and progress enlivened by the general slickness of the transmission. The torque of the 'B' Series engine means it is unnecessary to optimise gear selection, but when the driver wants to press on the change positively encourages such use.

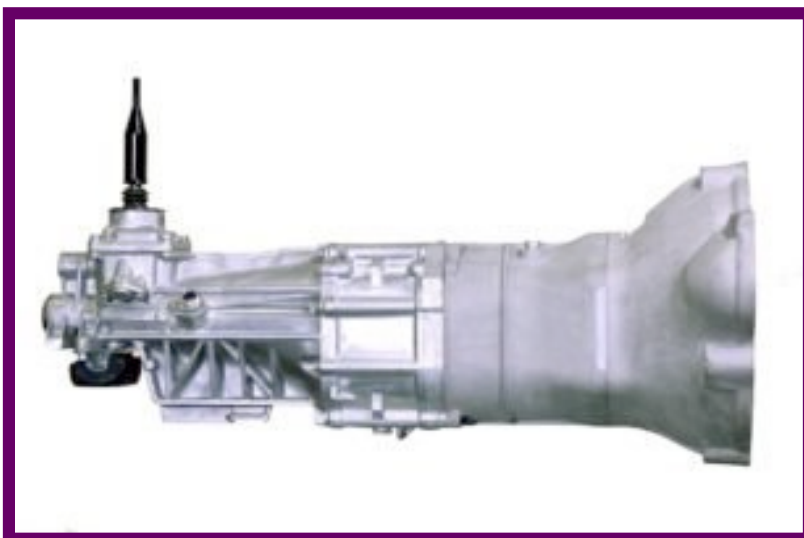
BMH fitted one to its own Roadster and was so impressed it had no hesitation in granting 'Heritage Approval' for the product, which costs £2,940 including VAT (but excluding fitting) and can be purchased through both BMH (www.bmh-ltd.com) and Vitesse Global (www.vitesse-ltd.com). Conversions are available for the entire MGB range, including V8 and RV8.

Commented BMH's Managing Director John Yea: "We have tested this product in a wide variety of conditions and it performs as though it was made for the MGB; not least because the final drive ratios of the four-cylinder MG and Mazda MX5 are the same. Everyone who has driven our show car since the conversion has agreed what a great match the new transmission is."

Other updates for the MGB offered by BMH include: aluminium skins for doors and bootlid; FIA specification aluminium front valance; seam welded competition bodyshells; 4.1:1 differential; straight-cut, close ratio gear sets for the standard MGB gearbox; EBC brake parts; Zircotec heat management products; Revotec fan kits; Moto-Lita steering wheels and Samco hose kits.

All this is, of course, in addition to the company's stock of standard replacement body panels and complete shells for all models and ages of the venerable MGB.

Full details of BMH's product range and a full list of the company's UK and international Approved Specialists through whom they are available can be found at www.bmh-ltd.com.



CHROME PLATING

Submitted by: *Tom Himmelsbach*

As some of you know I have owned my 66 Corvette coupe for 42 years. Over the many years I've constantly been improving and rebuilding virtually everything on the car. Some items I've done more than once!! I've done everything on this car myself except the chrome plating and the machine work on the original engine. In the late 80's I decided to get the chrome replated. The bumpers were not dented or bent, but the rear bumpers due to the design trapped dirt inside. This dirt when it gets wet and turns to mud rusted the bumpers from the inside out. The chrome on the top of the bumpers had blisters and when I pressed on them there was no steel left underneath.

At that time the best chrome plater by reputation was a company called Martin's of Philadelphia. I took the parts to them and questioned about the repairs. They said "no problem". After several months they were finished. I picked them up, and there was no way to tell where they had welded the holes and they were an excellent finish.

Fast forward to 2016. My latest restoration project on the car was restoring the original power antenna. All 65 and 66 Corvettes with a radio option came with a power antenna. This design was not the best piece of engineering GM ever did!! The internals were a steel cable and a steel gear to raise and lower the 4-piece chrome plated mast. It doesn't take to long to figure out once water got in there the steel parts rusted. There are very few of these units that survived in working condition. I finally got around to redesigning the inner workings of these parts. Using modern plastic materials. The mast also needed replating.

After over 30 years of cleaning and polishing the chrome on the Vette some of the parts were showing some thin spots. A few years ago I wanted to get the rear bumpers on my 69 Jag E-type replated. I tried to find information on Martin's, but found no information on the company. I noticed an ad in Hemmings for a company called Charger Metals in Philadelphia. The owners name was Jerry Martin. I called him and yes he was the son of the original owner of Martin's. His father had passed away a few years ago. He had worked with him and started his own business. I took the Jag bumper parts to his shop. Now his shop was located in a part of Philadelphia I wouldn't want to visit after dark!! He checked the bumpers and said, "Do you want me to take out the waves"? I didn't realize how wavy they were, mainly where the mounting brackets were welded. Long story short. after a few months the bumpers were ready and they were beautiful! So of course with the Vette parts I called him to talk about the bumpers and antenna parts. I said I wasn't too happy to take them down to his shop in Philadelphia, so he suggested bringing them to his home in central Bucks County. I dropped them off in November and they were finished in early February. This time the quality of workmanship was even better than that of his fathers shop. I would definitely recommend this shop for any chrome plating or metal finishing repairs.

The company information is:

Charger Metals Inc., 2515 Orthodox Street, Philadelphia, PA 19137

Jerry Martin, 215-289-9227, 267-237-4411 Cell (best way to reach him)

39 - going on 40!

1977 - 2017

Our club was founded in 1977 and next year we will be celebrating **our 40th anniversary** - if you can believe that! I've volunteered to head up special 40th anniversary activities and items for the club, and would like **YOUR suggestion** on ways to do that. We've got a year to plan a **GRAND CELEBRATION** in a number of ways! Maybe things like a dinner party? What about some 'New' Ball Caps, or sun hats for the ladies in the club??? We have lots of fun get together's coming up this summer SO STEP RIGHT UP and LET US KNOW WHAT YOU WOULD LIKE for next year! I Am Happy to be a part of such a fun group of People. Greg P. and Dick H. have already offered to help me. Anyone else like to join my 40th anniversary committee - please let me know.

OK - send me your suggestions and ideas!!

Hey - is any current member a **founding member**? – let me know!

Bob Pilat

E-mail: rap33mthead@gmail.com

- Or if you'd prefer to chat: 610-760-8883

Simeone Automotive Museum, Phily

February 18th

The Best of Britain Auto Exhibit

For Info: www.simeonemuseum.org

Crazy Nuts and bolts - by Jan Eyerman

This issue is going to talk about nuts and bolts. It is hard to imagine that such a mundane topic could be complicated, but it indeed is. Those of us who are old enough remember the issues of American bolts vs. metric bolts. Today almost all of the bolts on American cars are metric, but there was a time when everything was SAE. Keep in mind that not only are the wrenches different, but the diameter of the bolts themselves is different and the thread is different. Even if an SAE nut or bolt is close enough in size to fit a metric, the number and shape of the threads is different. Attempting to use a nut or bolt that is wrong will cause cross-threading. Cross-threaded bolts often pull loose when under stress. So, SAE and metric **do not** interchange in any way. Now if this isn't bad enough, there was also a third system of bolt measurement. This was called the **Whitworth**. There are actually two Whitworths: the **BSW** (British Standard Whitworth) and the finer-thread **BSF** (British Standard Fine). Since the Industrial Revolution started in England, it is not surprising that England standardized their nuts and bolts sooner than anyone else. In this case, it was way back in 1841. Designer Joseph Whitworth was helped immeasurably by the British Admiralty and the British railroads, both of which standardized on Whitworth bolts. Soon all other industries in England followed. So far, all well and good, but then things get really confusing. BSW and BSF bolts are described by the diameter of the bolt, not the size of the bolt head or nut across the flats. So, "7/16 Whitworth" means a 7/16" diameter bolt, and the wrench is more than double the size of a SAE 7/16. If this didn't confuse things enough, BSF (the fine-threaded bolts) are a size smaller, so you will see a wrench labeled "5/16 BSW-3/8 BSF." Now one would think that the sizes of Whitworth bolt head would be in eighths or sixteenths of an inch. Nope, they are in thirty-seconds of an inch. In short, neither SAE nor metric wrenches will come anywhere near close to fitting a Whitworth nut or bolt in the sub-inch sizes. (There is one exception. That is, that a 5/8 SAE wrench will fit a BSW 3/8-BSF 5/16 nut or bolt. While not a perfect fit, it will usually work.)

After World War II the British government decided to standardize on UNF and UNC bolts and nuts. These were identical to the United States standards set by the Society of Automotive Engineers (SAE). It took a while for the British carmakers to switch over, but by 1956 they mostly did. (*the MGTD had whitworth, metric, and SAE hardware in it – a result of post WWII shortages*) So if you own a Phase II Minx or a Mark III-VII Minx, you will find that most of the nuts and bolts are still Whitworth. Not only is taking things apart difficult, but if you lose or damage a nut or bolt you have a problem. Starting with the Series I Minx and Husky, the cars mainly used SAE (UNF) nuts and bolts.

There are a few additional problems. The British and the rest of the world use BSP or BSPT pipe threads for things like the radiator drain. These are different than the US standard NPT. So if you are fitting a new drain cock to your radiator or block, make sure you get a BSPT-threaded drain cock. The normal British pipe threads are not tapered, so often an American (NPT)- threaded item will start to screw

(Cazy Nuts & Bolts Continued)

in and then jam. Don't try to force it, as you will mess up the threads; just get the correct British part from your British parts supplier. In order to disassemble your Whitworth-bolted together Minx and put it back together, Whitworth tools are necessary. A search in eBay will turn up many, many Whitworth wrenches and socket sets. Of course, in a situation where you can't wait, there are two courses of action — use an adjustable open-end wrench, or get out a good file (or small grinder) and sacrifice an open-end wrench by grinding it to size.



[Just British – On-Line Newsletter](#)

Here is **a free** weekly on-line British Car newsletter that you might be interested in. It carries all the latest news about British cars and British car events. Check it out!

<http://justbritish.com/>

Like it or Not!

I try not to comment about what's in the news, but we've seen a lot of hate spewed in recent days about a man who is a constant winner and overachiever. That's what his supporters like about him... Yes, he's been caught in some lies and maybe twisted the truth a little but he's still out there proving his haters wrong time after time! A lot of people are just jealous of someone who is successful and has money. Throw in a hot foreign model at his side and they hate even more. You may not have wanted him in his role, but he's there now and there's nothing you can do about it. I know its just going to get worse over the next several days, but like it or not, Tom Brady won the Super Bowl.

[April 21-23, 2017 NAMGAR GOF South 2017](#)

[Organized by Suncoast Classic MG Car Club, Crystal River, FL](#)

You don't want to miss this one. When April comes around everyone will want to head South to warm up. You can fly, but driving is even better. The Suncoast Classic MG Car Club is hosting the GOF South at the Plantation Inn in Crystal River, Citrus County, FL. Join them for three days of Sun and Fun in this wonderful part of Florida.

In Search Of ...

“Stuff” for the Next Newsletter !!!! -Your Editor!

**Articles – For Sale- Upcoming Events –
Your car – Tech Tips – Humor –
Sources, - yada, yada**

Updating YOUR Club Membership

If anything concerning your club membership changes, or if you have any questions about your membership, **it is up to you** to contact the responsible person in the club to update, or correct your information. Such as:

- Change in e-mail address
- Change in postal address
- Change in MGs you own
- Leaving the club for some reason (i.e. retire to Florida)

Please contact:

Marybeth Chamberlain, marybc_52@yahoo.com, or 610-746-3748

1098cc BMC Engine For Sale

Hello, I was wondering if any of your club members are in need of a strong running 1098 engine. I am selling my spare at a fair price. It has a new generator, new clutch, w/slave fork, and pin ,SU- h-2 carbs with new seals, starter, belts and finished in show condition. I also have a pressure tested down draft radiator boiled and painted, sitting on an engine dolly. Also comes with a one ton engine Hoist. Illness forces sale. Cell: 845-743-5324. Marco Carcich, Putnam N.Y.

SIMEONE FOUNDATION AUTOMOTIVE MUSEUM

National Poll Votes Simeone Museum Most Popular Auto Museum in America



Philadelphia, PA - USA Today conducts popularity campaigns among best places to see and things to do throughout the country in their national 10Best series. After a month of online voting under the category of Best Transportation Museums, the Simeone Foundation Automotive Museum was the most popular car Museum, and the second most popular among all types of transportation museums.

Recently honored three times by the International Historic Motoring Awards in London, the Academy Awards of the automobile history community, The Simeone Foundation Museum enjoys popularity because of a selection of special sports racing automobiles set in diorama reliving the race tracks. Regularly, these cars are taken out on a small track at the South West Philadelphia Museum and demonstrated for public in a historical context. Regular educational lectures and young driver safety programs are part of the mission of the charitable foundation.

The museum's underlying inspirational theme, the spirit of competition, is demonstrated by the serial, chronological display of the world's most important race cars and how they evolved stimulated by the desire to win.

Trails West - GT42 in Historic California

Working with the leaders of NAMGAR, the Paradise British Car Club and the MG Owners Club selected Solvang, California, for the location of NAMGAR's annual Get Together in June, 2017.

Both local clubs have a long history with NAMGAR. The Paradise club began as an MGA club. The MGOOC incorporates the former NorCal NAMGAR chapter that hosted GT9 in Tiburon, California. Both clubs include many longtime NAMGAR contributors.

Solvang is located in the historic Santa Ynez Valley that is the central part of Santa Barbara County. This small area – only 20,000 residents – offers so many and diverse features and attractions, that it has been difficult to decide what to promote for the GT. In the end, we just offer you the whole “smorgaasbord.”

Within the Santa Ynez Valley, there are six unique small towns, a thriving wine country, many food specialties, Ronald Reagan's Rancho del Cielo, Michael Jackson's Neverland Ranch, a restored Spanish mission, historic stage stops, multiple mountain ranges and valleys, a casino, Danish windmills and other Danish sites, automotive museums, live theater, hundreds of miles of horseback trails, lakes, and a national forest. It is the home of Split Pea Soup, more than 80 wineries, Ostrichland, Mayberry (1986 movie), and a Botanic Garden. And I can't overlook the antique shops, art galleries, and golf. Early explorers, Franciscan monks, cattle drives, stage coaches, wagon trains and Spanish-American banditos all traveled through this beautiful valley on the El Camino Real. The real-life inspiration for Zorro rode this valley on his powerful steed. One of the small towns looks like an Old West stage set

The half-timbered buildings of Solvang create a friendly old-world atmosphere that is enjoyed by car show organizers. The Danish bakeries and restaurants are popular with their aebleskiver, frikadeller, medisterpolse and rodkaal. Besides the Elverhoj Museum and the Hans Christian Andersen Museum, there is the Vintage Motorcycle Museum and the Museum of Gasoline Pumps and Petroliana.

There are four full-size windmills, as used by the Danish to grind grain. The Old Mission Santa Ines was built in 1804 and renovated in 1904. A performance of the outdoor musical theater is on the agenda with a mix of professional and top aspiring performers.*



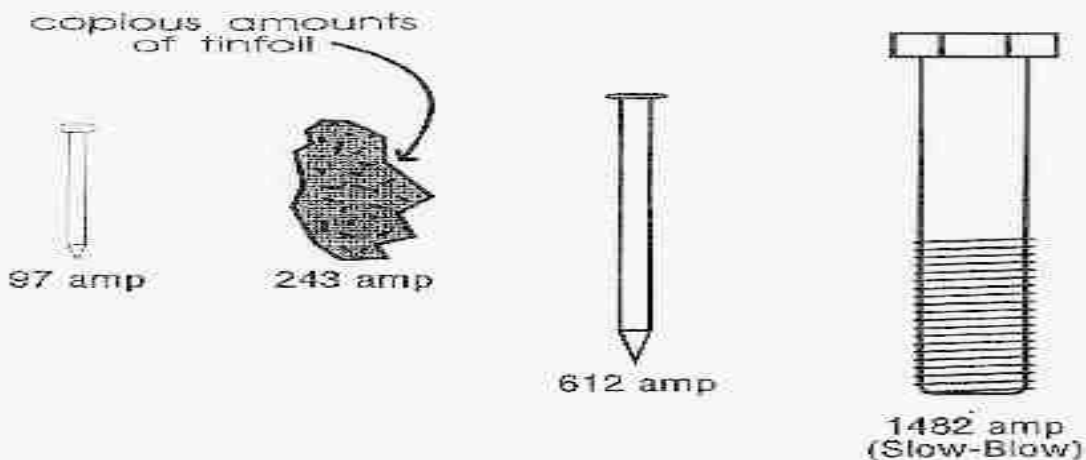
A RETIREE'S LAST TRIP TO COSTCO...!!!

Yesterday I was at Costco, buying a large bag of Purina dog chow for my loyal pet, Owen, the Wonder Dog, and was in the check-out line when a woman behind me asked if I had a dog. What did she think I had, an elephant?

So because I'm retired and have little to do, on impulse, I told her that no, I didn't have a dog, I was starting the Purina Diet again. I added that I probably shouldn't, because I ended up in the hospital last time, but that I'd lost 50 pounds before I awakened in an intensive care ward with tubes coming out of most of my orifices and IV's in both arms. I told her that it was essentially a Perfect Diet and that the way that it works is to load your pants pockets with Purina Nuggets and simply eat one or two every time you feel hungry. The food is nutritionally complete, (certified), so it works well and I was going to try it again. (I have to mention here that practically everyone in line was now enthralled with my story.) Horrified, she asked if I ended up in intensive care, because the dog food poisoned me. I told her no, I had stopped to pee on a fire hydrant and a car hit me.

Well, I thought the guy behind her was going to have a heart > attack he was laughing so hard. Costco won't let me shop there anymore. Better watch what you ask retired people. They have all the time in the world to think of crazy things to say. It will be their laugh for the day!

Guide to Fuse Replacement



Keystone MG Club - On the Web

Keystonemg.com

- *Upcoming Events*
- *Regalia*
- *Club History*
- *Club Info*
- *Classified ads*
- *British Car Event Cendar*
- *Links to other sources*
- *Newsletters*
- *Club Library*
- *And MORE!*

OFFICERS & Positions

President, Bob Pilat

Rap33mthead@gmail.com

484-892-1138

Vice President, Jeff Rohrbach

Rohrbach319@gmail.com

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Treasurer, Marybeth

Chamberlain

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Kim de Bourbon

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Alternate Secretary

Sunny Sonnenrein

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Technical, Ken Beck

kenbeck@rcn.com

610-865-3329

Regalia, Selma Griffin

Antoniaselma68@gmail.com

484-273-8121

Keystone Region MG Club - Founded 1977

The Keystone region MG Club, Inc. is a club affiliated with both the North American MGA Register and the North American MGB Register. The club meets on the third Tuesday of most months. New members and guests are always welcome. Club information is available online at [:www.keystonemg.com](http://www.keystonemg.com). The club is incorporated under the laws of the Commonwealth of Pennsylvania.



Register Your MGA With NAMGAR!



Join over 2,000 enthusiastic owners in the restoration, preservation, and sheer enjoyment of driving an MGA, Magnette, or variant of this noble breed. You'll receive six bi-monthly issues of *MGA!*, our full-color, award winning magazine, invitations to National and Regional Get-Togethers throughout the U.S. and Canada, plus a knowledge base and support group second to none. All this for just \$37.50 per year (North America), or \$52.50 (International). Get more information at <http://www.namgar.com>, or contact registrar@namgar.com.



North American MGB Register

The only MEMBER-RUN organization for MGB, MGC, Midget, 1100 / 1300 and Post Abingdon car owners

ANNUAL MEMBERSHIP \$30

Dash plaque – Membership card – Window decal – Six bi-monthly issues of the MG Driver – a 68 page informative magazine.

Annual national convention

– a four-day MG party!

PO Box 876, Downers Grove,

IL 60515-0876

www.namgbr.org



North American MGB Register

M.G. Drivers Club of North America

Would you please be kind enough to list the following 2017 events in the coming issue of your publication.

Many thanks, in advance

Richard Miller

Richard Miller, Managing Director

May 6, 2017 Morris County, NJ "Britfest 2017" Join us for the first British car show of the new driving season in the Mid Atlantic area. Featured: For 2017 the featured marques for Britfest are: The Mini & MINI.. Held at beautiful Horseshoe Lake Park 72 Eyland Ave Succasunna, NJ 07876. Vendors \$25 per space. Cars \$15 thru 4/15 and \$ 20 after. Info: Charles Tregidgo 201-791-6675 or e-mail: tregidgolaw@gmail.com www.mgccnj.org

June 4, 2017 Clinton, NJ "Twenty Second Red Mill British Car Day" Sponsored by the Austin Healey Sport & Touring Club to benefit the Red Mill Museum Village 56 Main Street Clinton, NJ 08809 site of the show. Info and application: Steve Feld e-mail: stevenergy@optonline.net

June 9, 10 & 11, 2017 Bristol, RI "The Drive-In", Twentieth anniversary gathering of the M.G. Drivers Club of North America. For 2017 held in conjunction with the British Motorcar Festival weekend in Bristol, RI! Car tours, car show, street party, concours and so much more. Info: 908-713-6251, mgdriversclub@hotmail.com.
Registration: www.britishmotorcarfestival.com

October 22, 2017 "North American Cecil Kimber Run. A British car tour thru the beautiful Skylands region of northwest New Jersey at peak foliage season with lunch and few surprises on route. Celebrating the founder of the MG marque but open to all British cars classic and modern. Info:

Richard Miller 908-713-6251 or mgdriversclub@hotmail.com

Now You Can Drink **MG Tea** with Your Classic MG



MG Car Club in Abingdon has brought out its very own breakfast blend tea sporting an image of the town's old MG factory where generations of Oxfordshire families once worked. General manager Adam Sloman said: "We want to offer MG fans something different through our merchandise range and we thought what better than a proper cuppa, blended just up the road from Abingdon. "The tea tastes fantastic. It's something special and unique, it's fun and will make a brilliant gift too." The tea promises 'a smooth and rich, full-bodied blend with a malty sweetness' and launched at the weekend in a limited edition tin. Richard Martin, chairman of the **Abingdon Works Centre of the MG Car Club**, said: "It's using a well-known brand, albeit one that has nothing at all to do with food and drink. It's an extension of the brand – there are only so many shirts and clothing items you can want!

Keystone MG 40th Anniversary Planning

Your club's **40th Anniversary Planning committee** has been hard at work looking for special ways to celebrate the club anniversary. Their "suggestions" will be presented to the membership at our February club meeting at Rudy's Diner in Bethlehem on Tuesday the 21st. Some of their suggestions at this time include:

- **A one day bus trip to the world famous Simeone Car Museum in Philly**
 - o **Gather in the morning at a diner in the area, breakfast optional for those wanting it, then load up and go on the bus to the museum**
 - o **Optionals drop off at Bartram's Garden (for non-car folks)**
 - o **Club will subsidize buss cost "for members"**
 - o **Return late afternoon**
 - o **A nice chartered bus (54 capacity)**
 - o **Members get first priority. If not full then non-members**
- **Drive to Jim Thorpe, Pa**
- **Drive to Woodstock, NJ**
- **40th Anniversary patches for all members**
- **Drive to vintage races in Millville, NJ in September**
- **MG featured marque for the races weekend**
- **Possible tour of a manufacturing operation making car batteries**
- **What else can you suggest?**

Bob Pilat (chairman), Dick Horn, Ed Haas, Greg Prehodka, Gary Meier, Jeff Rohrbach

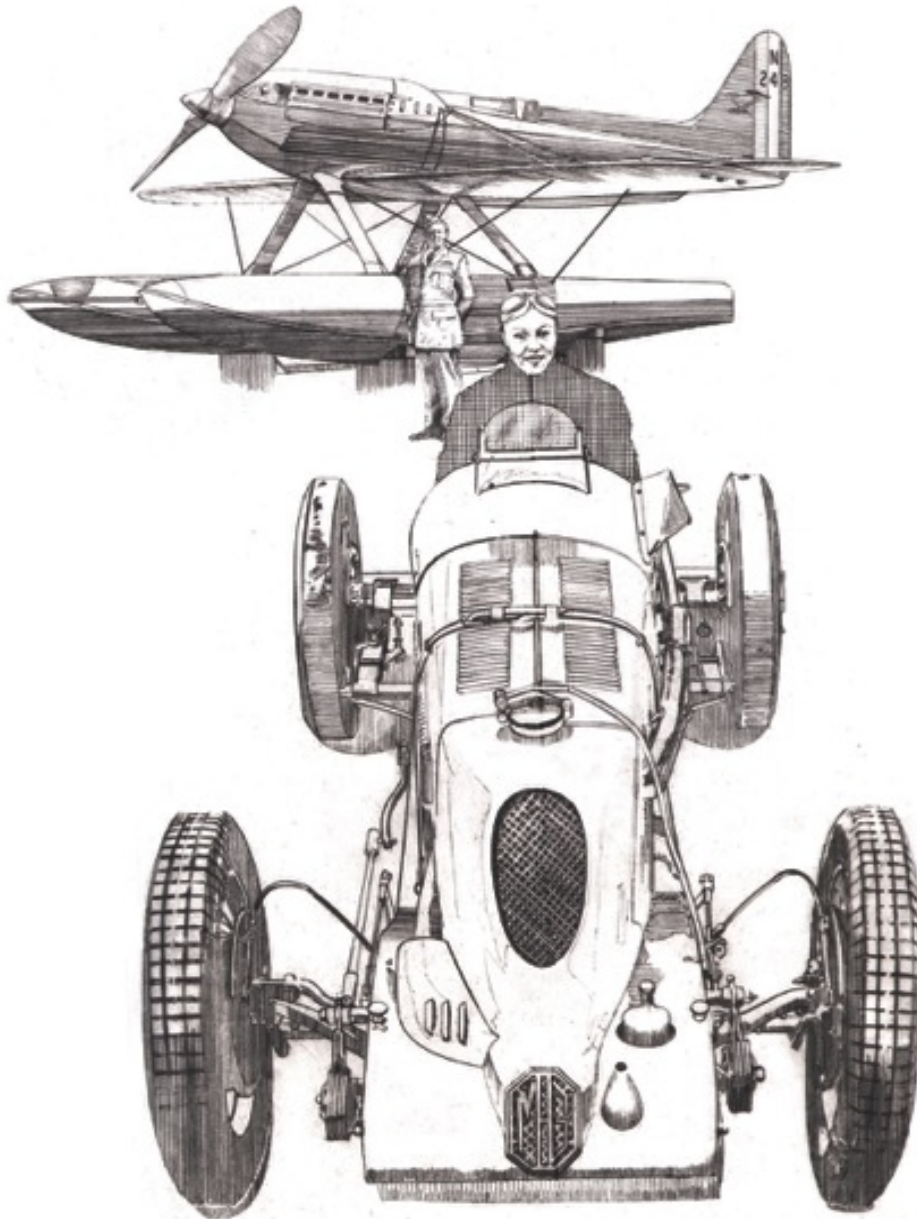
Dues Now Due for 2017

2017 is rapidly approaching, and it's time to renew your membership. Annual dues of \$20 are payable each January 1. We have a generous two-month grace period, but dues **must be paid in full by mid-March to remain a member in good standing**. Anyone not paid up as of mid-March will not be on the club subscription list for the British Marque Car Club News for the year, and will not receive the **MG Gazette** until dues are paid.

The membership renewal form is available at [Keystone Region MG Club Membership](#). You can now pay your dues online via paypal, or send a check made out to Keystone Region MG Club and mailed to:

Marybeth Chamberlain, Treasurer
634 Kathleen Dr
Nazareth, PA 18064

If you have joined the club after September 30, 2016, your membership already extends through 2017.



A PAIR OF QUICK BRIS FROM THE 1930s: THE SUPERMARINE 6B FLOWN BY RAF PILOT JOHN H BOOTHMAN & THE MGQ DRIVEN BY DOREEN EVANS.

Bob Colaizzi Sketch

The plane is the Supermarine 6B Schneider Trophy seaplane racer flown by John Boothman , with an supercharged MG Q driven by Doreen Evans. both from the 1930s.