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Mid-Atlantic Chapter, North American MGA Register

September 2010

▲ Up Next: MGCC Hunt Country Classic ▲

The MG Car Club will host their 15th annual classic British Car Show on Sunday, October 10, 2010.

Once again the event will be held at **Willoughby Farm** in Marshall Virginia. **Willoughby Farm** is located midway between historic Marshall and Middleburg in the rolling hills of Virginia Hunt Country. The drive to and from the event will be spectacular as the trees are just beginning to turn color.



This event has long been considered our “home” car show of the season with many of the MGAs on display being members of our Mid Atlantic Chapter. In last year’s event, there were 21 MGAs competing for honors with members Chris and Cheryl Kintner receiving the award for second place in the MGA class. Let’s try to equal that number again this year. Please make plans to attend and support the MGCC in making this a successful event.

Early registration runs to September 30th and is \$20.00 per car. Late registration is \$25.00 per car. The show field opens at 9:00 am, balloting closes at 12:30 pm and the Awards ceremony begins at 2:00 pm.

The MG Car Club has put out a request for volunteers to help with parking both the show cars and spectator parking. Volunteers are requested to fill one-hour time slots - which actually passes quite quickly.

Please contact MGCC president Charlie Scott at seescott@cox.net with Hunt Country Parking in the subject line or 703-863-8707 if you can offer an hour of your time. An hour gift is a small way to make a large contribution to our British car hobby. More information can be found at www.mgcarclubdc.com.



▲ Waldo Returns! ▲

Bob Schoeplein reports his MG TD "Waldo" will make his first appearance at the Hunt Country Classic after a 16-year hibernation in Bob's garage – now sporting a fresh Tom Ford paint job as Waldo demands every 'every 25 years' - the last coming in 1979. (*Editor's note: Bob, by my fingers and toes that makes 31 years between freshenings*). Bob and "Waldo" have been together forever.



Please stop by for a toast; Bob will have the libations.

▲ Wild & Wonderful WVA Weekend Recap ▲

Submitted by Bill Marshall

We have not enjoyed an extended weekend event for the Chapter since our visit to Len & Ruth Renkenberger's home on Maryland's Eastern Shore in 2008. With this in mind, Butch and Judy Smith organized a Chapter overnight outing to Elkins, WVA the weekend of August 20, 21 and 22nd. To say this outing was *wild and wonderful* is an understatement. Well, not so much on the wild part but certainly *wonderful* accurately describes the weekend. In all, 26 Chapter members made the trip with 7 MGAs, one Jaguar, one Miata as an MGA in drag – *not that there's anything wrong with that* – and a smattering of American Iron.

We met in Winchester at the home of Martha Ludtke as this was a central location for the MGAs of Liz Ten Eyck, Bill & Kathy Wemhoff and Larry & Diana Newman reaching Winchester from the Route 7 side, while the MGAs of Butch & Judy, along with overnight guests Ben & Cyndi Nolan of New Jersey, and Charlie & Alana Adams with Terry & Martha Anne providing SUV security made tracks via Interstate 66. A small caravan was formed when Bill & Karen Marshall followed by John Padgett and Keith Kallapos in John's Miata caught the group before reaching Route 50. .



After reaching Martha's, we enjoy too many donuts, made our pit stops and formed a large caravan of 11 cars now joined by Bob & Chris Vitrikas and Ken & Joyce Lawrence who would provide rear support for the remainder of our outing. With Martha providing the navigation, we followed Liz out of Winchester where Butch and Judy took over the caravan as we headed towards our planned stop at Doodle's Place in Augusta West Virginia for lunch. After lunch we reformed our caravan and proceeded towards our planned stop at *Blackwater Falls State Park* to relax for awhile, stretch our legs and witness the cascade of water rushing over the 63 foot fall. This was not Ben & Cyndi's first visit to the Park as they had stopped there on our journey back from GT-34. This time however, the Nolan's did not experience any unexpected release of air and all four tires remained round on the bottom as desired!

After seeing the sights at Blackwater Falls, we once again fell in line and made our way to Elkins and our waiting rooms at the Holiday Inn Express. Judy had made special dinner arrangements at the 1893 era manor house *Graceland Inn* – which is now a part of the Davis & Elkins College campus. Our group, now expanded to include Carl & Jean Josefson sans their MGA which was still undergoing head replacement, and former Chapter members Dick & Pat Newman, joining us from Hillsboro Ohio, enjoyed the entire dining room as our visit was a bit off-season. After a particularly satisfying meal, we were able to tour much of the Queen Anne style Inn and marvel at the architectural detail of the woodwork featuring quartered oak, bird's eye maple, cherry and walnut.



Saturday morning we walked the few blocks to the Elkins Depot and awaited our boarding of the *New Tygart Flyer* passenger train for our planned 4 hour train ride to the High Falls on the Cheat River. Our journey took us through spectacular West Virginia mountain scenery – featuring two mountain grades, an “S” curve tunnel, deep canyon and high bridge over the rushing Shavers Fork of Cheat River – rushing a little less in the current drought conditions. Lunch was served on the train and we spent some time at High Falls, intrigued by the fools jumping off the 18 foot high falls into the shallow, rock-strewn waters below.



After returning to Elkins, we had a few hours of leisure before dinner at the Rail Yard Restaurant within walking distance from our hotel. After dinner, the highlight of the weekend was the entertainment at the American Mountain Theater. The show is 2 hours of pure entertainment featuring comedy, gospel and country music and some of the most energetic skits, parodies and um, deep thoughtful readings. If you want to see Dolly Parton, Mick Jagger, Johnny Cash, Sonny & Cher, the Blues Brothers, Ray Charles, and Loretta Lynn all at one time – the American Mountain Theater is your place.

Sunday morning dawned with rain showers and our group dwindled as many departed for home on their own schedules. With Butch & Judy still leading our now smaller convoy, we headed for home with plans to stop at the Spruce Knob-Seneca Rock National Recreation Area to view the highest mountain peak in West Virginia. In the 1943 and 1944 timeframe, the U.S. Army used these rocks to train mountain troops in assault climbing in preparation for action in the Apennines of Italy. The rain had cleared by this time and we enjoyed a clear view of the mountain peaks with climbers clearly visible on the face of the cliffs. With work calling for most on Monday morning, we loaded up and headed for home.



Butch and Judy did a wonderful job putting the Elkins trip together and a heartfelt ‘thank you’ goes out to them from all that attended our trip to West Virginia.

▲ 'Ool Party Recap ▲

Our annual 'Ool Party, held at the home of Liz Ten Eyck, was an opportunity to cool off by a dip in the pool, drive your MGA, enjoy some good food, and socialize with club members. The day was well attended by approximately 25 members and guests, with some first time attendees such as John Padgett, Matt Kutz, and Jack and Sheila Stern getting to see the pool without any "P" for the first time. Matt's MGA is still "under restoration" so he arrived in his beautiful Triumph TR-3. The day started with a drive through the back roads of Great Falls while admiring mega mansions, quaint homes, landscaping and natural areas along the way. We even got to enjoy the local wildlife by spotting a fox and deer during the drive.



Back poolside attendees were supplied with appetizers to nibble on and the coolers were well stocked with appropriate beverages to quench our thirsts. Courtesy of our Chapter members lunch included a host of delectable goodies and Liz's first attempt at cooking pork ribs and smoking a beef brisket. There may even have been a few barbeque stained tee shirts in the crowd. The assortment of desserts were delicious, particularly the chocolate éclairs made for the party by Keith Kallapos's son.



Charlie and Alana Adams displayed their determination by showing up even after they had to have their MGA, whose Pertronix died on their way to the party, towed home. Carl and Jean Josefson also

made a heroic effort to attend in their MGA as they first journeyed to Upperville to retrieve their A from the repair shop. All in all we had a good turn out of cars and members. It must have been a sane and successful day since no one was thrown in the pool.

▲ Pertronix: It Work or It Don't ! ▲

Submitted by Charlie Adams

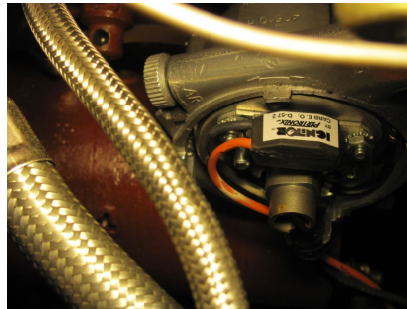
After my breakdown on the way to the 'Ool Party and towing my MGA back to my garage, I replaced the failed Pertronix ignition in my MGA with one that Liz gave me.

The failure was due to the two leads of the ignition laying on the magnet as it spun, eventually leading to failure. The photos are pretty self explanatory. The first shows the distributor with a black band running around the magnet under the rotor. That was the first sign of the problem.

The second photo shows marks on the lead wires of the Pertronix. These wires had rested on the magnet as it spun leading to heat build up and failure.

The third photo shows the failure in the magnet. Its case cracked through. That also caused the Pertronix ignitor to fail.

As I diagnosed the problem, I first replaced the magnet -- no spark. I then replaced the coil -- still no spark. Then I replaced the ignitor -- I had spark and the engine started. I then changed back to the Pertronix coil -- it was okay.



It is interesting that the engine runs differently. It now idles about 1300 rpm. It previously idled at about 800 to 900. It also makes preignition noise under 2800 rpm and has less power than before. I'm guessing it needs a timing adjustment...tomorrow. Enough for today.

Oh, and a fresh Pertronix is on order for Liz and a spare for me. I'm smiling.

▲ GT-35 travels continued ▲

Submitted by Doug Campbell

Hi Everyone,

My name is "Winston". For those we don't know me let me introduce myself. I am a 1958 MG Magnette 4 door sedan. I was asked to tell you about my long trip to Wisconsin for GT-35. When I was first told I was going, I was unsure just what a GT was. I decided it must mean Good Time. Indeed it sure was, but I get ahead of myself.

My owners, Doug and Kay, were concerned that going so far in the heat of summer might be too much for me so they looked for ways to get there that might be easier on all of us. They told me that we were going through Canada. This sounded great to me as I had never been to Canada (I've been to a lot of countries, but not Canada). We started out of Saturday the 23rd of July. They got me up way too early but we were on the road by 6:15 am. By the time we got almost to Pennsylvania I was driving into light mist, and then farther on into light rain. This felt good on my radiator and I was running very cool. Things were going so well that my driver decided to keep pressing on into Canada that day. We got across the Peace Bridge from Buffalo into Canada with no problems even though it was 4:00 in the afternoon on Friday. That was a pleasant surprise. I did 480 miles that day with no problems at all, boy was I happy.



The next two days we loafed along as we had ferry reservations for Monday morning from Michigan to Wisconsin (I was looking forward to this as I hadn't been on a ferry since leaving Europe almost 20 years ago). We did experience a real scare when we got to the bridge from Ontario into Michigan. I had never seen so many cars and trucks sit still for so long. After slowly moving (one car at a time) up to the toll both everything came to stop. It seems that the

bridge was full and they could only release one car at a time as space allowed. After sitting for what seemed to be an eternity I was getting hot. Now the fun was gone. Kay asked the toll both attendant what we could do as I was getting a little hot under the bonnet. He suggested a way to “beat the system.” It worked (by cheating a little) and I got across before I blew my stack. I found out later that one of my Mquette brothers hadn’t heard about the “short cut” and waited in line for 2 ½ hours. He was barely running by the time he got into Michigan. He had to have all his spark plugs replaced just to get him to run again. The rest of Saturday and Sunday were uneventful until...

As we had extra time on Sunday we went to an outdoor museum of historic buildings. Doug and Kay saw them while I just had to sit in a hot parking lot. I showed them I wasn’t happy over



that. When the museum closed at 5 pm they came out to drive away. Doug pressed the starter button, but all he heard was – nothing. After a few tense minutes Doug found out how to thwart me. He used a pair of pliers and touched two bolts on something he called a starter solenoid. I started. I made him do this all the way to Wisconsin. Once we got to Delavan, Wisconsin and GT-35 he found that a Ford truck solenoid would work. For \$11.45 he put me in my place – Doug was boss once again.

GT-35 does stand for Good Time. I had a real good time. I had 30 brothers and sisters there to talk to. I didn’t know there were that many Mquettes in North America. While I am an English Mquette (RHD) most of those there were funny – they had their steering column on the left side – strange. One real treat was seeing my Aunt Lou and Uncle John Shorten. They had come over from England just to see me (this is our secret as other thought they had come to see all the Mquettes).

Aunt Lou and Uncle John are much older than I am. I’m too much of a gentleman to ask a woman her age, but someone said she was 83. Seeing them made this trip for me. We had met about 25 years ago when they breathed new life into me, as I was getting a bit tatty at that point. You see my Aunt Lou is the major source of parts for Mquettes and Uncle John makes new body panels for when mine need renewing. After almost 4 days of visiting it was time to head home to Virginia.

We got lots of advice on how to get into Ontario from Michigan. All agreed that it was all just a roll of the dice on whether to take the bridge, and if so at what time. This time the bridge was just like the last time I saw it. I tried to do the long slow crawl up the bridge, but I just couldn’t do it. My clutch started smelling and I was starting to smell of antifreeze. I suggested to Doug that we use the same “short cut” again. We did, only to encounter a very rude, obscene person when we got to the other side of the bridge. We explained that I was very hot and tired, but it did no good. We should have told the woman that I was old and having hot flashes, after all, she wouldn’t know that I was a guy. The rest of the trip was easy.

We flew across the bridge at Buffalo. There was no one in front of us all the way to the customs officer. I drove about 480 miles that day as well. We returned home to my garage on Sunday night (the 1st of August). We drove 1,977 miles in all (not counting the ferry). I burned 1 quart of oil and dropped 8 ounces of water. Not bad for a 52 year old guy if I do say so myself. GT-35 does stand for Good Time 35, no matter what NAMGAR says!

▲ New Mid Atlantic Chapter Members ▲

We attracted two new members during the month of August. One found us via our website www.mga-midatlantic.org and the other is a long lost friend of our Chapter and NAMGAR.

David Decker joins us from Bethesda Maryland. David owns a 1962 Mark II roadster. We hope to see David at an upcoming Chapter event.

Mike and Pat Caltrider join us from Littlestown Pennsylvania. Mike had a very interesting history with NAMGAR and later, with our Chapter before selling his MGA due to health concerns at that time. We have been able to entice Mike to return to our fold with constant bombardments of our monthly newsletter.

Mike's 1500 roadster received NAMGAR number 0010, or at that time, simply 10. History buffs will note the first six numbers issued were to the founding members for their collections of MGAs. To the best we can determine, numbers 7, 8 and 9 were held in "reserve" by Mac Spears as there are VIN numbers on record but no listing of ownership. This makes Mike's number 10 the first non-founding member to be issued a NAMGAR number. Mike and Pat also attended GT-1 in Harpers Ferry in 1976 and his 1500 received the first 1st Place pewter award issued by NAMGAR. We are happy to have Mike and Pat back in the Chapter.

▲ November Side Curtain Fling ▲

While still a distance away, we are planning our annual Side Curtain Fling being a *Drive to Lunch* to Union Bridge, Maryland – home of fellow Chapter member John Tokar's *Vintage Restorations Limited* shop. Union Bridge is a quaint, historic town where we plan to visit some of the local attractions such as the Western Maryland Railroad Museum and have lunch with a tour of John's shop included in our plans. This will be held on **Saturday, November 6th** with details to follow regarding meeting site and times.



For Sale: HEADS 1500, 1600, early B (1622; also fits earlier).
\$110/head, guaranteed. Bob Schoeplein, 703-390-1188 or
bobandjane2@comcast.net

For Sale: MGB calipers, rotors, hoses, pads. Calipers are working fine.
I just caught a nice sale on eBay and replaced all of this. Best offer over
\$50.00. I hate to trash this stuff. Contact Butch Smith 703-569-1508 or
bjmga@verizon.net

For Sale: 1960 MGA 1600 roadster. Recent paint, new battery, ran well when last driven. Asking price is \$7,500.00. Contact Louis Primovich at primo10000@yahoo.com, home 703-212-9613 or cell 703-209-9111.



The *Distributor* welcomes your **Wanted**, **For Sale** or **Free to a Good Home** MG related listings. Please e-mail your listing to mga@mga-midatlantic.com to be included in the next issue.