



November 2009

The Lugnut

Members throughout
Northwestern, North Carolina



**The next meeting of
the Piedmont
British Motor Club
will be held on
Tuesday, October
27th.**



Happy Thanksgiving

**Please join us at
Florinda's Italian
Cuisine and Pizza
restaurant in Statesville,
NC. Members and
guests are encouraged to
drive their British Cars.**



Welcome New Members

Members of the Piedmont British Motor Club would like to welcome three new families. Bobby and Sandy Cox of Catawba, NC, Skip and Patty Koski of Mooresville and Ken and Jane Hudson whose home address was not forwarded in time for publication have joined the club this month.



Had any fun with your little British car lately?



Minutes from the PBMC September 29, 2009 meeting

Treasures report: Nancy said all was well in the finance department.

Raffle tickets for sale: David did a fine job selling tickets for two useful prizes donated to the club by Advance Auto, along with a purchased set of wine glasses. And the winners were... No, you had to be there to find out.

Christmas party report from Karen: We voted to eliminate the gift exchange this year, and that each of us will pay our own way for dinner. The location is Linebergers 6747 E NC 150 Hwy, Sherrills Ford, NC, (704) 483-2276, Tuesday, Dec. 8th, 2009, at 6:00pm.

Pictures to Dick for slideshow: Everyone was reminded to send their "best" photos, to be included in the slide show. You don't want your car left out when all those pictures are being displayed.

Car show at Advance Auto report from David: The 1st show was a success with 25 cars participating. As Clyde said, "feed them and they will come." Yes, free food is provided by Advance Auto. Hope to see you at the 2nd of the three shows scheduled this fall on Sat. Oct 10th, 10 am - 2 pm at Advance Auto on Route 21 Statesville. Lunch provided. The final fall show will be 11/14/09, same time and place.

Updates from David:

The Marque: A unanimous vote of the membership, decided to join the Marque and use their calendar to promote activities of interest to the club.

The club Christmas party will not be posted to the general public.

Upcoming events:

David distributed a list of LBC events for October. See the website for a copy.

Other new business: It should be noted that members present included 7 men and 8 women. Some say this may be a first, women members out numbering men! Go gals. . .

Our next meeting will be Oct. 27th. There will NOT be a Nov. meeting, but remember the car show at Advance Auto on 11/14 and the Christmas party on December 8th.

Finally, in a continued effort to improve our across the pond vocabulary we had a quiz titled "What's for Dinner?" You had to be there.

kj

PBMC members at the "Gathering of the Faithful " at Hiwassee, Georgia

An invite went out for the "Gathering of the Faithful", an MG show in Hiwassee, Georgia. , Along with that was a stay at Jim and Sara's restored cabin in Hayesville, North Carolina. This is a great place to have shows because of the tall mountains that surround a clear mountain lake. The weather was a bit " iffy " and only a small window of sunshine appeared. Luckily it was during the show itself.

Jim's MK I Deluxe (MGA) was in and out of the enclosed trailer staying dry. This was easy since their cabin is only five miles from the show



area. Attending and participating in the show also were other members of the Piedmont British Motor Club. Larry and Glenda Yow with their mineral blue, chrome bumper MGB and John and Sandra Oliver with their black MGTC braved the



weather by driving their cars through, over and around the mountains to get there, stopping for an overnigher in the Highlands. Awards were handed out at the Saturday evening banquet and all three of the PBMC members were winners! The Yows took second place in their class, the Browns to second place in their class and the Olivers took first place

in the TC class and also third place in " Best of Show." The Olivers, also won the "Long-distance Award." Congrats to all our friends in the club. Most of the registered cars were in attendance despite the weather. Jim thinks the number was around eighty, with a good variety of cars on display.



The Olivers won the long distance award

The 1933 MGL-1 Magna won the "Best of show"



Another favorite was the rare Tickford, being one of only forty left surviving.



The Tickford at Hiwassee

Great show! All that attended had a great time, winning and eating the great food, divided up by a BBQ, the banquet and the great food that was endless in the reception room.

Events, whether they are shows, drives or road trips of some sort, is what this club is about. So lets talk up and attend more as a group!

TyRone



Tech Tip Reading a Wiring Diagram

by Lance Brazil

Editor's note: I realize it's unlikely anyone will be under the dash clutching the Lugnut as a guide for fixing a wiring problem but articles like this one from Ronald Struewing passed along via Lance Brazil serve to remind us all that there is a wealth of knowledge and experience out there when we have problem. dj

Reprinted from *Triumph Club of North America* newsletter (APR 2009) with permission.

A word of caution: there are multiple sets of wiring diagrams for every car. An example would be cars with right or left hand drive or cars that were made for the California market which has always had more stringent pollution control laws than the rest of the nation. Make sure you have the correct diagram for your car and year before you start to work on the wiring.

A few generalities from David Gerrard at the English Garage on wire colors on our British Cars:

Brown: Carries voltage (hot) all the time and is unfused.

Purple: Hot all the time, fused.

White: Hot with the ignition on, unfused.

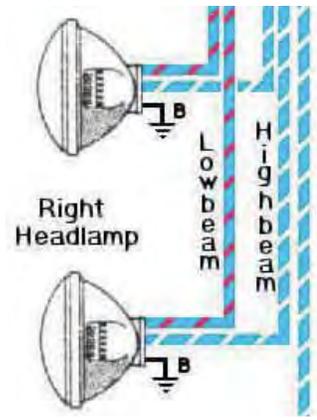
Green: Hot with ignition on, fused

Blue: Headlights

Red: Side marker lights

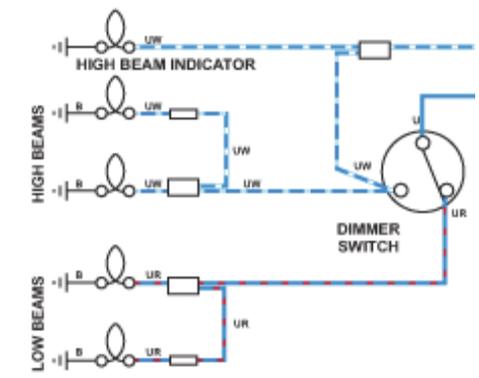
Let's start with some basics: battery and ground. Most of our cars are 12 volts, negative ground (Negative earth in Britspeak). A few of the earlier models were positive ground. What this means is one side of the battery (negative or -) is grounded or attached to the engine or body of the vehicle in some manner. The positive (+) of the battery is generally attached to the solenoid. When you turn your key to the "On" position it switches 12 volts to the coil and other electrical components. When you turn the key to "Start", it supplies 12 volts to the starter motor by way of the solenoid and cranks the engine. Everything electrical on the car works on the principle of battery on one side and ground on the other. If you have a marker light, taillight, backup (reversing lamp) on the car, one side is

grounded to the body of the car. You may have only one lead going to the light since the socket it is in



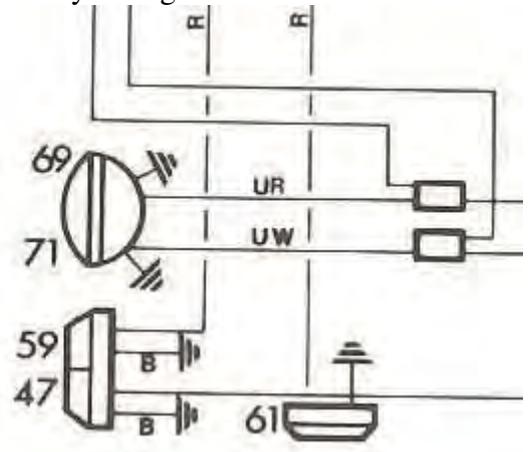
contact with the grounded body. When the light needs to be on, 12 volts is supplied to the other side and the light comes on. This is a little easier to visualize if you look at the wiring diagram to the left. In the excellent example shown, ground is shown as B along with the universal symbol for

ground. This drawing shows the wire colors as they will appear at the light and if you follow the wiring back to the source (the dip or dimmer switch, you will find the same colors attached there). Each of the headlamps has two filaments, one for high beam and one for low beam. Both filaments are grounded on one side. According to the lead with battery supplied on it that lamp will light; battery on the blue/white wire, high beam, battery on the blue/red wire, low beam.



In this drawing from another company we see a slightly different set of symbols, these are more universal. This diagram is still a good one because it shows wiring in the colors found on that model. Notice that the high beam indicator lamp is shown. It shows a wire connected in the middle of another... This is almost never done in practice. What you would see is two leads coming from the same terminal or connector. Both of the drawings here show labels for each major components. Bentley Workshop Manuals and Haynes Workshop Manuals have everything numbered with a numbered list identifying what each number represents. Also in these manuals, everything is in black and white,

so wires are labeled with somewhat esoteric letters: N= Brown, U = Blue, B = Black, etc. There will always be a legend defining the coloring codes used in their particular diagram. The color codes are very important. In the diagram below notice the color codes of UR and UW. This diagram is an example of what you might

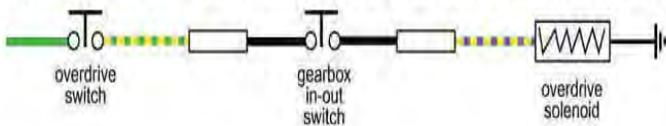


find in Bentley's or Haynes manuals. Although functional, it is troublesome to locate an item, get its number, refer to the key to the wiring diagram, check the color code of the wires, look them up in the legend, and then try to remember what you were doing in the first place. Sometimes this is all you have to work with and you struggle through, it just takes a little more concentration. In next month's issue, I will give detailed instructions on how to use a volt/ohm meter and where to buy one for general use. Let's go through a troubleshooting scenario. One of your backup lamps does not work. It cannot be a fuse, since both left and right lamps work from the same fuse. The first thing you do is replace the bulb.

The new lamp still does not light. Set the parking brake, remove the bulb, turn the ignition key to the "ON" position (do not start the engine) and put the gearshift in reverse. Ground the common lead of a voltmeter to the body, set the voltmeter scale to DC volts and anything greater than 15 volts. Take the other lead of the volt meter and touch the center button at the bottom of the bulb socket. If you don't have 12 volts, check the lead coming from the other backup lamp. The wiring usually goes from the transmission switch to one lamp and then through a short (jumper) wire over to the other lamp. If you don't have voltage, check the wire from the other lamp. If you do have voltage, it probably means the bulb is not making good contact. Clean the button in the bottom of the bulb socket, replace the bulb, and

test again. A few times you may have to follow a wire from the electrical device back to the source. This is where having a color code for a wire is essential. An example of my own is when my horns failed to work after I had new carpeting installed (that doesn't seem logical does it?) I first checked the horn relay, by pressing the horn button several times and I could hear it clicking. I used a long piece of wire temporarily from the positive terminal of my battery and touched the + side of the air compressor. After banging my head on the bonnet because it startled me, I knew the compressor and the horns worked. I began following the wire back to the firewall. Once it went through the firewall I was able to tease it out of the wire loom and followed it to the horn relay. I unplugged the lead from the relay, applied battery, and the horn sounded. Upon careful inspection, I found that the WHITE lead to the relay was missing. I found the lead, reconnected it and everything worked fine.

Haynes Manual: US 1500 from Comm. Number 1 to FM40000 (Haynes does not indicate wire colors)



This diagram is for the overdrive circuit in a Spitfire. There are two switches in this circuit: the first is the overdrive switch located on the gearshift connecting the green wire to the Yellow/green wire. These colors may or may not be correct. The second

switch is located on the transmission and it keeps the overdrive from being activated in first, second, and reverse gears. The main thing to see here is the symbols used for a switch and that both switches have to be operated in order to activate the overdrive solenoid. Wiring diagrams for TR2, TR3, TR3A, TR3B, TR4, TR4A, TR6, and almost all MGs can be downloaded free from <http://www.advanceautowire.com/>. Scroll to the bottom of the page to find the links. Each download is in the form of a PDF file with multiple pages. Be sure you wiring diagrams for Spitfires and GT6s can be downloaded from <http://www.triumphspitfire.com/wiring.html>. These diagrams are more accurate than Haynes according to the website and this is the one I use when I need to work on the wiring. The first example of diagrams at the beginning of this article is from this site. I had my wiring diagram laminated (\$2.36 at Office Max) and took it along on a recent road trip. Although my car has never given me trouble, it did on this trip and the wiring diagram enabled me to make temporary repairs in order to drive home. I drove 1148 miles in three days.

Ronald Struewing

Ron can be reached at RStruewing@cox.net

The Dipstick

“The Newsletter of the Tidewater MG Classics Car Club”
October 2009

£

Interesting take on an MGB modification (from the MG Enthusiast thread)



Posted: August 4, 2009 I found this picture of a RB MG a while back. Has anyone got any ideas on how they might have done this?

I just thought it was an interesting twist on changing the look of the front end.

Response: They just mounted the original bumper upside down, with the top part cut off .

Follow up: This looks like a clean home conversion, but someone was making a fiberglass bumper to do that a few years back.

Want more information? Check out: [morSpeed Performance Products](http://www.morspeedperformance.com/parts.cfm)
<http://www.morspeedperformance.com/parts.cfm>

Tim Nagy, 307 Songbird Lane, Fairmont, WV 26554, Phone: (304)657-2022. Email: tim@morspeedperformance.com

Road Trip! David and Janet's new Stag

A road trip involving a British car was completed recently by David Graham and me. David and I drove to Florida to pickup David and Janet's low milage, one owner Stag. We pulled the enclosed trailer behind the Tundra for a three day trip, running into rain as we hit the Georgia line. Rain continued off and on in the state of Georgia even on the return trip home.

We were lucky on Wednesday, the day of loading for the Florida weather was in our favor. We were loaded and eating lunch in the cool before the heat was upon us.



David was very excited with the condition of their latest acquisition, a 1971 Triumph Stag. Very few one owner cars are still around in this condition. Here are some photos of the Stag before and during the

loading process of a memorable road trip! Thanks to David for including me in the process.



The fellow standing between David and me is Neal Lichtblau, a friend of ours and the owner of the Triumph Italia # 197.



With Neal's help, he was able to assist David in locating this beautiful Stag. The Stag was found close to Neal's home town. See David and Janet's new

Stag at the up-coming Advance Auto Show.

Tyronne

Note: The **Triumph Stag** is a British car that was sold between 1970 and 1978 by the Triumph Motor Company. It was styled by the Italian designer Giovanni Michelotti. £

MGA for Sale

A friend has this MGA for Sale - I've enclosed some pictures as well. Here's the verbiage: *Walt*



This car is very solid and a great candidate for a complete restoration or to drive as is. It was restored in 1982, but is due another restoration.

The engine has been replaced because it has the high compression 1622 engine with 90hp from the MK2. It also has matching head.

It has been sitting untouched for at least 5 years. There is some limited rust in the trunk floor, only surface rust underneath.



So far I have rebuild the fuel pump, carburetors, master brake cylinder and clutch slave cylinder. It runs but the carburetors need to be adjusted and the brakes need to be rebuilt.

I have many new parts for the car including:

Front and rear bumpers – Grille - Complete Floors
Complete black interior including trim rails, side curtain pouch and leather seats
Complete carpet kit including trunk and spare wheel cover – Windshield - Door seals - Fender and grille piping sets - Complete set (4) heater hoses - Radiator hoses - Battery tray bracket - Complete bushing kit for rear suspension - Complete bushing kit for front suspension - Rear axle straps - Rear brake cylinder rebuild kits - Rubber floor mats - Fender mirrors - Complete ID and decal kit - Washer bottle with bracket and cap - All rubber for windshield and frame - Oil filter - Wiper blades - Most, if not all, rubber items on the car - Seat cushion - Door seal finishers - Door strikers - Washer nozzles - Misc nuts, bolts and grommets

I would like to get \$6,000 for the car. There are almost \$4,000 in new parts. I would sell the whole lot for \$9,000. The title is clear. I also have some used parts including a radiator and side curtains.

For more information please contact Walt or the owner at - 336 408-2309.in Winston-Salem, NC



Euro Auto Festival

Saturday, October 17th was the big show called Euro Auto Festival. Anne and I entered our 2008 MINI since the show honored the 100th anniversary for the Morgan, and also 50 years of the Mini. It happens every year at the BMW Zentrum in Spartanburg, and is done for the benefit of the Disaster Relief Fund of the American Red Cross.

This year the weather was not nearly as nice as the weather guessers had predicted - most of the day was damp (at least) and a bit cold. Because of the previous week's heavy rains, this year the cars were all placed in the parking areas, or on walkways. But as in previous years, the number of cars displayed was very impressive, as was the diversity of cars on display. The greatest numbers were Morgan and Mini, of course, but there was something there to interest just about any taste in cars. Walking around one could see Morgans from the 20's to 2009 models, including a couple of trikes, Minis from 50's to the latest, Bentleys old and new, Rolls

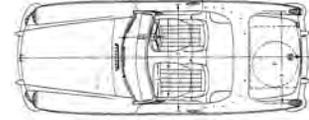
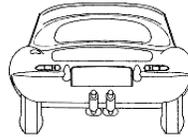
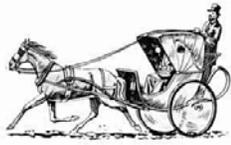
Royce, Triumphs, Austin Healeys, Jaguars, Morris Minors, MGs (including a beautiful early sedan), Alfas, Ferraris, Lamborghinis, Lotuses (sp?), a Riley Kestrel, a Citroen utility van and a Fiat 500 sedan. There were even some Saabs, Audis, Chrysler Crossfires, and some that I have forgotten, I'm sure.

Anne and I enjoyed the day, and were happy to run into quite a few friends from car clubs and past car shows. The weather could have been better, but the show site, the cars and the people were all first class.

Harry

Attached are some photos of the cars. Some are class winners. Those were taken in the small roundabout in front of the "Zentrum." 📷





So What is it called?

I saw this discussion on The MG Enthusiasts' BBS website at (<http://www2.mgcars.org.uk>). The thread started out about what is considered the best post-war MG roadster.

We all have our opinions. Mine? It has to be my 1970 MGB which I owned new from the time I left the army, then sold it and luckily re-acquired it in 2004. Then, my second MG, the A model from 1960, which I sold to a gentleman in Portugal last year, was also a winner.



If I had a 3rd choice it would be the MGTF... I find the nicely molded headlight into the fenders and the sleek lines from that model a real classic.

However, it was not this part of the thread that attracted my attention. As the thread developed, someone brought up something more interesting that I had not previously thought about. Are MGs properly called sports cars, roadsters, tourers, convertibles or Cabriolets?

Here are some of the comments: Got an opinion or do you know for a fact what these cars really should be called?

K. Harris in cyberspace wrote: MGB's are NOT ROADSTERS as they have a fold down hood and wind up windows. (they are convertibles)
A ROADSTER has a removable hood and side screens!!

Simon Jansen from New Zealand posited- "Usage of the words changes over time. Seems to happen a

lot with car terms. Like trying to define the term Sports Car (that one can really cause arguments)!"

Mike Standring, Berlin also put in his 2 pfennigs – "Hmm, I thought that a roadster had to have a hood that disappeared below the bodywork. A convertible has a hood which sits on the bodywork like a beetle or golf convertible (and looks like a pram but each to their own).

Mike Howlett, Troon, Scotland offered this bit of documentation – "As it happens, MG themselves never used the word "Roadster" for the MGB. It was always a "Tourer."

K. Harris back in cyberspace responded - "A convertible has a hood which sits on the bodywork like a beetle or golf convertible"" this that not a Cabriolet?

Stan Best, from the home land, Buckinghamshire, United Kingdom authoritatively offered – "The soft top MGB is a convertible, cabriolet is just a French term for the same body style. A tourer has a fixed hood and detachable side screens the term is usually applied to 4 seaters, although the MGB was indeed so called by the factory Abingdon was wrong. Since a GT is defined as a 4 seater capable of carrying that many occupants plus luggage in comfort for extended distances at 100MPH they got that wrong as well :-)
The definition of a roadster above is correct and so an MGA is a roadster."

Back to the question about the best MG. Sandy from Florida probably gave the best answer: "For me. The BEST MG is one that is totally paid for and is completely serviceable. Model becomes secondary at this point."

Happy Birthday Greetings This Month

Linda Annas

Bill Harper

Rick Dynesius



Sandra Cashion

Anne Watkin

Carol Dynesius

Austin-Healey Southeastern Classic

Photos by Treasure Teague, Scott Brown (Ohio), Dick & Beth Lunney

If you weren't at SEC in Townsend, Tennessee, you really missed a great event! The newly re-done lodge was a terrific gathering place. The food was excellent, scenery beautiful (if a little rainy – you could really understand the term “Smoky Mountains”) and events well run.

The Smoky Mountain Austin-Healey Club, headed by Bill and Denise Denton, seemed to be having fun welcoming visitors. Special guests, Gerry and Marion Coker (Gerry was the designer of the Healey), graciously signed autographs and posed for pictures as well as judged the car show along with Chuck and Edie Anderson (Chuck and Edie were two of the original founders of the national Austin-Healey Club of America).

Beth



“Mountaineer Auctioneers” (L-R) Robbie Cook, John Lomax, Alan Hendrix, Jerry Anderson. Alan Hendrix and Jerry Anderson you might recognize (or might not!) from Hendrix Wire Wheel.



Gerry Coker at the car show



Display of Jensen Healeys. There were 10 in the car show.



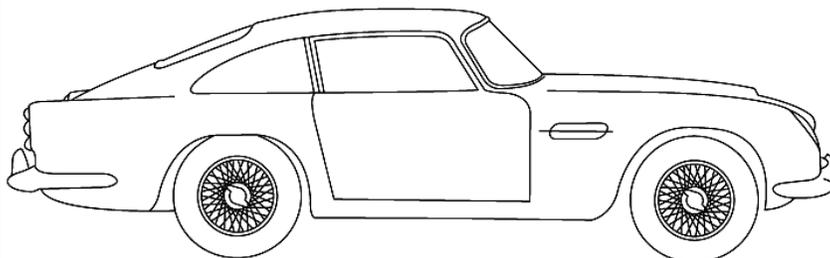
Car show field



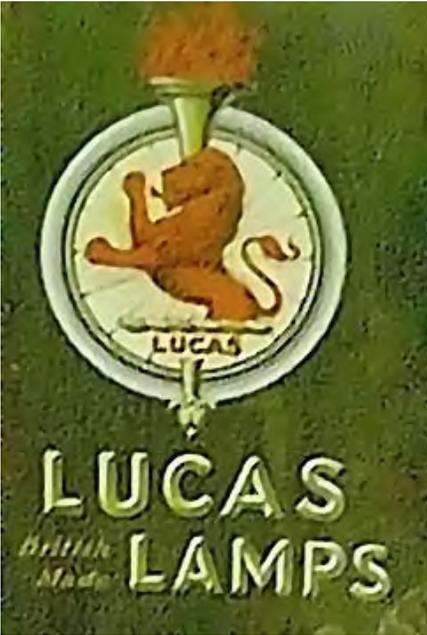
Wilbur and Lundy Wright of Charlotte prep their Healey for the car show. You can see the “Smoky” mountains in the background.



Some of the “animals” of the Great Smokies rest in front of a BJ8.



Presented:
The 1963 Aston Martin
DB5



Classic Auto LEDs

The following article was forwarded to me from Beth Lunney. I checked with Steve Kolseth of Classic Auto LEDs for permission to reprint this for your information in our club newsletter.

Some may consider this a blatant advertisement, but it seems to me that safety features transcend petty commercial interests and deserve publicity when a change out might save lives and property. See if you agree. *dj*

“After following my wife who was driving my 1970 MGB in heavy traffic, I was really concerned that her turn signals and brake lights were very dim compared to the rest of the traffic on the highway. I really believe that your LED tail light assemblies will save lives.”

“I think that your product is an exciting step in increasing safety for people who drive their MGBs and other cars on the street.”

Kelvin Dodd, Global Sourcing, Engineer, Moss Motors, Ltd.

New BMTA member Steve Kolseth’s Classic Auto LEDs in Albany, Oregon, is offering replacement tail lights for several of our British vehicles including Triumph TR2, TR3 and TR6, MGB, MGA, Morgan, Jaguar XK series and others.

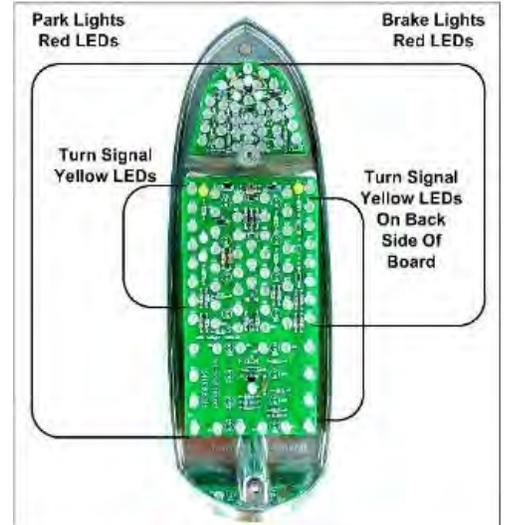
Instead of replacing the standard tail lamp bulbs with LED bulbs, Classic Auto LEDs offers a complete kit with circuit boards full of LEDs to increase brightness and visibility from both the rear and side of the car. Rated for 10 years of continuous use, installing these in a tail light assembly may be the last time you will ever have to remove the lens cover. To see them in action, visit their website at <http://www.classicautoleds.com>.

Steve’s goal is to provide tail lights, parking/turn lights and side running lights for British, other European and Japanese vintage cars.

If you have an application you’d like to see them pursue, for more information on the kits already being manufactured or dealer information please contact Steve at (541) 619-8335 or email at steve@classicautoleds.com.

Steve Kolseth

Danny, Thanks for the inquiry about the LED tail lights. Sorry I didn’t return from my trip sooner to answer you e-mail. The LED tail lights are pretty straight forward to install and everyone that has them are very satisfied with the results. *sb*



.....The essential ingredient in our love for this hobby: the human response to something authentic. We seek in these wonderful machines an experience that satisfies us intellectually, emotionally, and physically. An experience that isn't fake and prepackaged as so much is in contemporary life. And from the smiles and shouts of good will from everyone we pass on a tour, I think all of us owners should get a tax credit for contributing to the psychological wellbeing of this wonderful country. I don't look for this to happen anytime soon, still, we have the cars, and we have the fun, and we have the friendships. And on the whole, I have to say it's a wonderful life."

Excerpted by permission from Raiders Relics (raidersrelics.com)

Fall Driving, From the Top Down

By John F. Kelly, Washington Post Staff Writer

The best way to enjoy the season? In somebody else's convertible.

As my father and I were nearly to the top of Virginia's Reeds Gap, the shiny red 1959 MGA roadster we were driving seemed to shrug and give up, losing the battle with the increasingly steep grade of Route 664. We pulled off to the side of the road, killed the engine and watched the first suicidal leaves of autumn do their fluttering swan dives.

"I think we might've blown the head gasket," Dad said. If you understand that sentence -- and it is a sentence that bespeaks a certain kind of genteel, if doomed, adventure, like "Gentlemen, it is time to eat the dogs" -- then you might enjoy doing what we were doing: buzzing up and down the back roads of the Shenandoah Valley in a classic British sports car.

As it happened, we *hadn't* blown the head gasket. And after we'd turned the car around, nursed it to the bottom of the slope and sat with it for five minutes in the parking lot of a gas station, it didn't give us another spot of trouble that weekend.

But if it had, we wouldn't have cared. It wasn't our car. And that is the beauty of Sports Car Rentals, the business that John Pollock has run in Batesville, Va., for the last six years. For about \$100 a day you can have the British car experience without actually having to own a British car.

Pollock used to buy, renovate and sell hydroelectric power plants. Now he rents out seven classic convertibles, four of which are only about 20 years old (a Triumph TR7, Triumph Spitfire, MGB and Fiat Spider) and three of which are from what might be called Sunday driving's Greatest Generation: the MGA, a 1957 Austin-Healey 100-6 and a 1960 Triumph TR3.

Dad and I were interested in the TR3. That was the first car my father ever bought, as a college grad about to enter Air Force flight training school. It was the first sports car I ever rode in, albeit surrounded by the comforting cushion of my mother's amniotic fluid.

The idea was that Dad and I would rent the Triumph and muse about the profound hold that pretty, impractical cars have on us both.

But anything involving sports cars, especially British sports cars, is susceptible to a last-minute change of plans. Pollock's TR3 was in the shop, victim of a seized differential. Instead, we took the MGA, perhaps the most gracefully proportioned of the three old roadsters. The fenders flow from front to back in a sensuous curve that meets in a wasp waist worthy of a Gibson Girl.

There was a hint of fall in the air, if not yet on the drought-stricken trees, as Pollock went through the rules (100 miles a day, no smoking, come to a complete stop before shifting into first gear) and handed us a map on which he had marked his favorite driving roads. I graciously let my father drive first.

The thing I like about driving an old car is that it makes you think. You have to pay attention *all the time*, resulting in the sort of hyper-awareness that I've always assumed descends on a transcendental mediator.

The first challenge on the MGA was the four-speed gearbox, which was prone to elbow-jarring gnashing when thoughtlessly downshifted. But when double-clutching -- blipping the accelerator just so while in neutral -- the gears slid into place with a satisfying chunk. When we'd each mastered the transmission's quirky personality, you'd have thought we'd landed the Spirit of St. Louis in France. When was the last time driving a car made you feel proud?

Our inability to make it over the mountain on our first try was fortuitous, since it put us on the equally scenic and even more serpentine Route 56. And that's where we saw a sign that read: "State Fish Hatchery."

When I see a sign for a fish hatchery, I always turn off. People who run fish hatcheries (fish hatcher?) are incredibly proud of their work, and their aerated pools are nearly always open to the public. The one we stopped at -- near Montebello and the South Fork of the Tye River -- even had a machine that dispensed handfuls of fish food for a quarter, like something at a petting zoo.

We watched as a man in rubber boots used a long net to scoop out leaves from some of the pools, then we walked beside the dozen or so square-walled reservoirs and looked at the brown trout roiling inside.

Then we got back into the car and drove away. The key to visiting a fish hatchery is not to stay too long. Nowhere is the saying "it's not the destination but the journey" more true than when you're driving an old convertible. Our main stamping grounds were roads that intersected the Blue Ridge Parkway southeast of Charlottesville and that scenic byway itself. We'd look at the map and pick a route based on the twistiness of the roads. We'd plunge into tree-lined lanes just to watch the leafy reflections of overhanging boughs race up the long hood, onto the windshield and over our heads.

Then we'd descend to the valley floor, watching the car's shadow hurry along beside us. The next sign that caught our attention was for Grand Caverns. I wanted to stop there because -- having already been to the Grand Canyon -- it would put me just one visit shy of completing the "Grand Ca-" trifecta. (Grand Cayman, here I come!)

The signs for Grand Caverns boast that it was named the second-best cavern in the United States. I asked Katie, our guide, who exactly beat out Grand Caverns for the top spot, and she pointed to a framed Parade Magazine article on the wall. New Mexico's Carlsbad Caverns came in first. But any pain over being the Avis of speleology was more than assuaged by the fact that Luray Caverns was tied for No. 9.

"Oh, they were angry," Katie said with pleasure.

I learned a surprising thing about my father on this trip: He had never been to a cavern before. I've probably been to more caverns than fish hatcheries, but I've never been to one yet that didn't disappoint

me. Does every cavern have a "bridal chamber" and a stalagmite shaped like a U.S. president? Are our puny human brains unable to process the sight of an underground geologic formation without likening it to a piece of bacon or a cartoon rabbit?

This is what I pondered as we drove away from Grand Caverns, the MGA's motor making a sound like a peeved sewing machine.

Along Route 340, outside Waynesboro, we heard the unmistakable sound of slightly bigger car engines being revved in anger. We pulled into Eastside Speedway to watch the drag racing.

The MGA looked like an ant among elephants. But seeing the cars in close proximity -- the vest-pocket MGA in the same parking lot as the scoop-hooded, wheelie-popping Camaros, Mavericks and Mustangs -- reminded us of the plasticity of the automotive form. The same impulse that led early man to transform the mangy canines that crept near his campfire into both Chihuahua *and* Bernese mountain dogs explains the kinship we felt for our Eastside brethren and their Super Pro machines. By the time we left, the sun had gotten low and the air had cooled. The warmth from the engine that earlier in the day had seemed almost oppressive now was toasty and welcome as it seeped through the cockpit of the MGA.

We still hadn't answered that question -- why, against our better judgment, did we like cars like this? -- but we were having fun trying.

John

Ed Note: This article was originally published in 2002. I have been unsuccessful in reaching its author, John Kelley through the Washington Post, so far. However, by properly attributing his work, I hope he will appreciate knowing our Lugnut readers will still enjoy his work these 7 years later.

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Greetings
from  Holland.

Kaufdorf Scrap heap cleanup.



Hello friends

On September 19, 2009 all cars of the famous scrap heap in Kaufdorf, Gürbetal, Switzerland were sold through a no reserve auction. Only a few of the cars have been here starting the 1930's, but most cars entered during the 1950s, 1960s and 1970s.

Many cars came to the scrap heap with an unknown future. Due to environmental issues the car scrapheap with over 750 classic cars, had to be cleaned up after all these years. In a break from the past, these cars will not be crushed, they will be sold individually in a no reserve auction.

The scrap heap contains a few rare cars among others. 3 Porsches (356), 1 Ferrari 250 GTE, 1 Jaguar MKV, 1 Mercedes 190 SL, 7 Mercedes 170, 3 Riley RMAs, Etc.



2 Porsches (356) await their new owners



Mercedes 190 SL Roadster

In 2008 an art exhibition was held on the scrap heap,. Since October 2008 already 30.000 people entered this exhibition.

Sadly. attempts to keep the scrap heap as a historical –cultural heritage, exhibit did not work out. Eventually European environmental rules won out over historical or cultural interests. The Swiss government has now forced the owners to clean up the scrap yard once and for all.

The sleeping beauties will have to leave places of rest, where they have been for so many years.



Overview Kaufdorf, Switzerland



Riley RMA (1945 – 1952)

The following UK marques were discovered at this famous car heap:

- 15 Austins
- 12 Hillmans
- 2 Humbers
- 13 Jaguars
- 1 Land Rover.
- 10 MGs
- 3 Minis
- 23 Morris'
- 5 Rileys
- 5 Rovers
- 1 Singer
- 1 Standard
- 7 Sunbeams
- 7 Triumph.
- 20 Vauxhals.
- 3 Wolseleys



The scrapheap was also provided a background for shooting artistic photographs!

Unfortunately the cultural-historical scrap yard will be cleaned up soon.

Kind Regards,

Hermann Egges

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

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