



March 2007

Current officers

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

Note: The date for the annual picnic hosted by Rick Dynesius is July 21st not the 14th as was reported last month.

Next meeting of the PBMC is April 24th at the Wise Guys in Statesville

2007 Club Event

- March 24*.** Driving the back Roads. Hosted by Tyrone and Esther Stoner
- March 27.*** Club Meeting, Wise Guys, Statesville, NC.
- March 31.** Beach Tour. Hosted by the Raleigh MG Club & NCMGCC
- Apr 12-15.** Spring Auto Fair. Lowes Motor Speedway – Charlotte.
- Apr 20-22.** "The Gathering" at Shelton Vineyards. Sponsored by Triumph Club of the Carolinas.
- Apr 24*.** Club Meeting, Wise Guys, Statesville, NC.
- May 5.** Elkin "Moonshine Rally"
- May ?.** Triangle British Car Show
- May 19-20.** Wolf Mtn Hill Climb
- May 29*.** Club Meeting, Wise Guys, Statesville, NC.
- June ?** British Car Day (car show)



A dejected, forgotten MGB in a junk yard in Wilkes County awaits its fate, its future dependent upon man or nature

The Spanish philosopher, Jose Ortega y Gasset, in his "Meditation on Hunting" said, "One does not hunt to kill, but one kills to have hunted". A rather profound statement which may well be modified to: "One does not live to drive a British sport car, one drives a British sports car to have lived".



What the devil is a MOWOG?

From the Bee and Vee

Firstly what an earth am I talking about?

'MoWoG' was moulded in to many castings used in MG Austin and Morris

(see mowog next page)

While at last month's tech session, hosted by Ken Nicks in Jonesville, I enjoyed the opportunity to talk a bit with Harry Watkin about his unique British car, Homer, the Alvis. dj

Harry writes: Last fall my wife and I attended the Euro Auto Festival at the BMW plant in Spartanburg, SC, along with close to 500 other cars of all descriptions. As usual, there were not enough Alvis present for our own class, so we were put into "Sport Special" - a kind of catch-all category which included Sunbeam Tigers, Cobras (real and not), a

Lancia Fulvia Zagato coupe, a '50s Tatra Sedan and Citroen SM from a museum, and a mid-'30s Riley Kestrel.

We did draw quite a lot of attention and comment, and even met a former member of the Alvis Owner Club. Most of the onlookers were surprised that the Alvis was driven several hours from home - apparently old cars are supposed to be trailered? At the end of the day, we were pleased to be awarded second place in our class.

Earlier in the summer we also got 2nd

(See Homer next page)

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

“owld speckled ‘un’ ”

Before the start of the Moonshine rally last year in Elkin I recall seeing a unique car badge emblazoned with the words “Old (see Hen next page)



(mowog) engines over many years. And speculation not to say argument is rife amongst MG aficionados as to what it means.

Some say 'MoWoG' is the name of a god that has to be appeased with many offerings of fluids and expensive new parts otherwise 'he' (or more probably 'she') will cause breakdowns at most inopportune moments.

Others say it was a joke by a foreman in the casting shop many years ago knowing that it would plague owners for years to come.

The truth is a little more prosaic - it probably represents the merger of MG and Wolseley into Morris Motors and the use of common parts from that point. Most agree that the 'Mo' stands for 'Morris' and the 'Wo' for 'Wolseley'. But that still leaves plenty of room for argument as to what the 'G' stands for.

Clausager in his essential bible on the MGB - Original MGB - mentions in passing

A spokesman for BMIHT in the first issue of their magazine answered the specific question by categorically stating that it stood for 'Group' that it stands for 'MG'.

(see mowog next page)

(Homer) in class at British Car Day South, and in September's big MG Car Club show we were surprised with "Best Non-MG" by the judges, and two awards chosen by the youngsters present - "Shiniest Car" and "Coolest Color". It was really nice to be appreciated by the younger set. Now if we could just get enough Alvis to a show for our own class...

In October this year, I drove the Alvis to Pennsylvania, about 550 miles each way, and took the car to the Hershey show. We did not enter in the show, but a friend and I had the car in the vendor area where he sets up signs for the Alvis Owner Club. Again, we drew much attention and comment from many admirers. The only problem encountered during that week was that on the trips up and back, the operator was forced to stop about every 125 miles to keep his knees from seizing completely. Otherwise Homer the Alvis ran flawlessly and returned 20 MPG for the trip. (hw)

-----£-----



(Hen)

Speckled Hen” on the MG of one of our distinguished members.

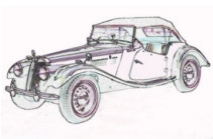
Not being a world traveler in the last 20 years or so, I looked it up. Well, it is an English beer that for some, like my wife, does not taste very good. But it was created around the MG marque so it was worth the \$2 (USD) I paid for the experiment.

Old Speckled Hen was first brewed in Abingdon, Oxfordshire to commemorate the 50th anniversary of the MG car factory.

But why the “old speckled hen?” Well the name is usually derived from the name “owld speckled ‘un’” a term used to describe an old MG car used as a factory run-around. Overtime this unusual canvas-covered salon became covered with flecks of paint and was dubbed the “old speckled ‘un’ ” by locals.

Taken from the brewery website, Old Speckled Hen is ... for those who enjoy a rich, strong beer described as rich, golden amber, its aroma is distinctive, very fruity but with rich, malty undertones. Its flavor is warm bursting with body. Malt loaf and toffee flavors combine with bitterness on the back of the tongue to give a beautiful, balanced sweetness without being cloying.

This is just too much to comprehend for one raised on Falstaff!!!



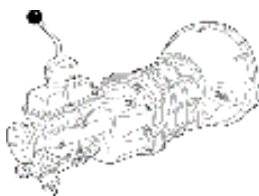
(mowog)

However he then went on to say 'But why would anyone want to know?' which in my opinion casts immediate doubt on his credentials and even his right to be part of BMIHT!

For my part I am now firmly in the 'MG' camp. Not because of a loyal desire for it to be so but through a study of the evidence. The source of the greater part of this evidence is David Knowles incredibly detailed book - MG The Untold Story. David relates how Wolseley and MG were owned personally by Lord Nuffield until he was convinced to merge it with Morris Motors in 1935. He also states that once part of Morris Motors and all design was being carried out at Cowley the chassis and engine number prefixes and suffixes for Wolseley variants were 'W' and for MG were 'G'. It doesn't take much of a leap of faith to assume that 'M' was already being used by Morris (hence the 'G' for MG since there wasn't much choice for anything else). I would also say it would be extremely unlikely for someone to go to the bother of devising a 'logo' to mark the merger of Wolseley and Morris but to ignore MG which was merged at the same time. Finally there never was a 'Morris Wolseley Group' as an organisation just 'Morris Motors Ltd'.

I rest my case M'Lud.

Found on the internet, From the pages of Bee & Vee

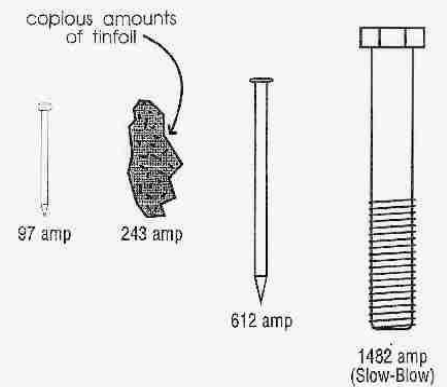


I left out this joke's punch line last month but nobody seemed to notice!!!!

The three-position Lucas switch-- DIM, FLICKER and OFF.

The other three switch settings-- SMOKE, SMOLDER and IG--NITE.

Guide to Fuse Replacement



Q: How many car salesmen does it take to change a light bulb?

A: I'm going to work this out on my calculator, and I think you'll be pleasantly surprised.

For those of you who have never had the pleasure of owning a British car, but want to know what it's like: Next big rainstorm, wait till dark, roll down all windows, leave off lights & heater & wipers and go for a drive. Stop at every intersection and throw out a twenty dollar bill. It's not exactly the same, but it's real close.

- Mike Nash

Q: What do you call an MG with dual exhaust?

A: A Wheelbarrow!
-Philip Payne

Taken from Spitfire & GT6 Magazine website

I found this bit on the internet. As with many things there I do not have a clue what it's about but saw the humorous reference to Triumphs and decided to share it with you. dj

BRITBOX

BritBox believes Truth and Meaning can be found in the ownership of a Triumph or other classic British sports car. BritBox is entertaining, informative, and annoying. BritBox loves you unconditionally.

Well, now. Winter in North America is an exciting time, you bet. The roads are saltier than Chinese

take-out food—too much salt for low-sodium classic British cars—and the next time the driveway needs to be shoveled could be the one that punches your cardiac ticket. What to do?

It's hard to ignore the smothering irony of steep food and oil prices versus cheap and available technological doodads. The cost of gasoline rides a crazy roller coaster between \$2.00 and \$3.00 per gallon—this depends on complex factors like one of ten thousand Saudi princes getting a paper cut while counting his money, or a mother duck leading her ducklings across the truck entrance of a Texas oil refinery, effectively blocking shipments at their source

Special thanks to those making donations for last month's club drawings: Clifton & Terry Gordon, Dick & Beth Lunney and Esther & Tyrone Stoner.

Classified Advertisements for March

New still in the box--Robbins top --will fit MGB with folding frame. Has the fixed back window--\$100.00 Moss price is \$319.00. Call/email Clyde Hollar at 704-873-8409 or hmgal622@wmconnect.com.

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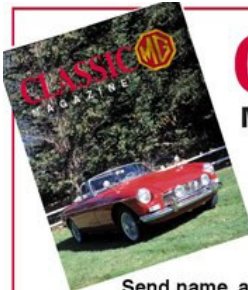
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Safety Fast!



"Those who bring sunshine to the lives of others cannot keep it from themselves."
-James Barrie

"The true meaning of life is to plant trees, under whose shade you do not expect to sit."
-Nelson Henderson

Raise your sail one foot and you get ten feet of wind.
Chinese Proverb



Hello, everyone!

Here we are, into the third month of the year, and with Spring just around the corner, we are all ready to put those tops down and hit the roads! Jim Brown and Tyrone are headed down to Amelia Island Concours on Friday, March 9th, and I'm sure that they will have a story or two to tell when returning Sunday evening. We can all look forward to hearing these tales at the March meeting!

I would like to thank Ken and Patricia Nicks for helping us get through the Winter, with their fantastic Tech/Antiquing session and lunch. Everyone who attended had a great time! I would also like to thank the members at our February meeting for the lively discussion concerning oil! That was fun! For those who were unable to attend the meeting, there is a date change for the club picnic. It will be held on July 21st rather than the 14th. So mark your calendars.

Tyrone and I are putting together a "Running of the Backroads" for Saturday March 24th. The plan is to meet at the Statesville Cracker Barrel (intersection of I-40 and 21 North /Wal-Mart shopping center), at 8:30 AM for breakfast. We will head out from there! (Bad weather will cancel, but hopefully that won't happen). We will send out a mass e-mail as a reminder, a few days before the 24th. Hope to see you all there!

Have a great month!

Esther



Oil Filter Wrap-up

By Clifton Gordon

Some MGB owners have experienced oil pressure problems after changing their oil and filter. They posted the problems on MG internet forums, some people suggested their engines needed a rebuild. In several cases their oil pressure returned to normal after trying another oil filter. After reading about several oil pressure problems caused by defective oil filters I purchased a oil filter cutter and have opened over 25 different filters during the past year. I found there are some big differences in the internal construction of competing brands. My observations are not scientific, I don't have equipment to analyze oil flow or filtering effectiveness so my observations are based on what I consider quality construction principles.

Engine oil flow begins at the oil pump in the bottom of the oil pan, oil is pumped from the oil pump through some oil galleys to the oil filter base in most engines. Some MG engines have external oil hoses and an oil cooler, oil flows through these external parts to the base of the oil filter. Oil flows into the filter through several small holes around the filter base, through the filtering element and out the center of the filter base to the engine oil feed galleys. A good filter should have good quality anti-drain back and bypass valves, the filtering media shouldn't be too

restrictive and it should remove fine dirt and other particles that can damage engine bearings. The size of the filtering media should be big enough to handle any normal operating conditions. The anti-drain back valve should prevent oil from draining from the filter after the engine is turned off. The bypass valve will open anytime the filter element becomes too restrictive due to dirt or the oil is too thick. Typical bypass valve opening pressures are around 8-12 PSI.

STP and Walmart Supertech filters have fabric or cardboard filter element end caps. These filters are made by Champion and are identical inside. They have one rubber type valve that is an anti-drain back valve on the outer edge and a lip on the inner edge is the bypass valve. Not a good design in my opinion

The deluxe K & N filter has a welded on 1" nut for easy removal and the housing is heavier than other filters. The anti-drain back and bypass valves look good. The filtering media is smaller than some other filters. The filter is well built but I think it costs too much for what you get. A Mobil 1 filter is exactly the same filter internally.

The Bosch claims to have up to 42% more filtering area than conventional filters, the filter element actually has the smallest size filtering area of the filters I have opened. I think the bypass valve will always leak but would never open

enough to protect an engine in case the filter clogged.

Wix filters are made in Gastonia, NC. The examples I opened have a big filtering area, the anti-drain back and bypass valves are good. Overall the Wix looks like it is built by someone who cares about their product. I think it's a good filter, I would prefer it over the K & N filter due to cost and bigger filtering area.

NAPA Gold. Not much to say on this one as it's a Wix in a NAPA box. We used NAPA Silver filters in the Legends car my son used to race, never had any problem with them. I believe CarQuest filters are also made by Wix.

AC Delco. The filtering area is big, the bypass valve is good but the anti-drain back isn't up to K & N and Wix standards. The interior tube looks to be restrictive and there are some globs of sealant around the end caps

Purolator filtering area is good, the bypass valve is steel and seems stiff. The anti-drain back valve looks good and should work well. Inside quality isn't as good as the Wix, The base plate holes are big and base gasket is heavy duty. I consider it a good value for the cost. Motorcraft and Advance Auto filter appear to be made by Purolator and should be good filters.

The Fram, the sure grip case makes it easy to change. The

(See oil filter next page)

(Oil Filter)

filter end caps are cardboard, the anti-drain back valve looks flimsy, the filtering area has fewer pleats and is smaller than competing filters. There is no sealing between the cardboard end caps and the anti-drain back and bypass valve. If you see an Autolite filter, it's built by Fram, I haven't opened one but expect them to be similar to Fram.

After opening over 25 filters my cutter is dull, I have opened most common filters so this is my wrap-up filter article, if I run across a Mann I will open it because most users claim they are good, also Volvo filters are said to be good, they are probably made by Mann.

My 74 MGB came with a hang down filter, there was a short run of about 3 months in MGB production that used the hang down filter, for some reason they switched back to the inverted filter. I used a Purolator L10028 for several years with no problems. There is very little room for removal, the filters aren't easy to find and the filter head is above the filter, consequently it's messy to change. About 3 months ago I switched to the normal inverted filter head and used a Motorcraft FL 300. So far I have experienced no problems with the conversion and I get instant oil pressure after the car sits for a week. I think using a screwdriver to punch a couple of holes in the filter top at oil filter changes will make

changing less messy. That worked on the 68 GT I used to own.

In summary, I will use Wix, NAPA, Purolator and Motorcraft filters in my car. Also I would consider using Advance AA sure grip filters. Fram and Mobil 1 are OK but I think they are over priced. The others I have looked at may work OK but I don't like their quality and prefer to not use them. In my newer vehicles I usually buy the factory filter. I hope the filter articles have been helpful and informative. Safety Fast!

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This Month's Club member profile: **Bob Thompson**

Bob was born July 15, 1951 in Plainfield, NJ... he reluctantly admits (don't understand this because I've seen some nice places in NJ myself). He has one sister, Nancy who with her husband, Jim Causey, is also a member of the club.

Bob's father moved the family to Greensboro, NC for work in the early 1960s. In 1965 Bob followed his father to Colorado where he finished high school in the Denver area.

After high school he moved back to Greensboro and then back to Denver in 1972 to work with a friend in a British car repair shop called Brands Hatch after a famous race track in England. While he had always been interested in cars since his high school years it was with the infamous Corvair so roundly condemned by Ralph Nader that Bob began his life journey and today's business called International Auto Services. This was also about the time Bob became seriously interested in merging his love of British cars and business. He says in a very positive way British cars are "designed to be repaired" and owners should be prepared to tinker! Bob says the MG marque is arguably the last car designed as such.

Bob worked for about a year in Colorado; eventually he even took over ownership of the British car repair business from his friend. But he was way in over his head he admits as a young man new to the business world ...even worse he was

learning as he went how to work on the cars in the shop for repair. So the business he took over with outstanding debts soon went broke and in 1973 Bob returned to Greensboro where he went to work in the service department of the local Volvo, Mercedes and Triumph dealership.

Around 1974 Bob took another job at Warden Dealership in Winston-Salem specializing in Peugeots, Triumphs, Land Rovers and Jags. He got the job contingent on flying with the owner that very same day to New Jersey to take a Peugeot diesel training course. At Wardens Bob specialization was Triumph transmissions but managed to attend many training courses along the way. In one training course he recalls seeing a half a Stag engine for the 1st time in TR-7. He says he knew then that the days for British sports cars was coming to an end.

In 1976 another close friend who knew Bob's dedication and great British car mechanics suggested he make a go of his own business again. Frustrated by working under the thumb of the dictatorial Scotsman who ran the service department at the time, Bob began looking around for the right location. Thus came into existence the little garage on Opal Street in Statesville where many of us met Bob's and trusted his expertise that has kept our little British cars on the road for over 30 years.

It was about this same time that Bob found how important his love of British cars really meant

in his life. In 1976 the local VW dealership in Statesville sold MGs cars but incredibly did not service them. A certain young lady named Denice Bostain bought a Tahiti Blue Midget. She soon grew frustrated spending her Saturdays in the service department of the MG dealership in Winston-Salem then finding the car would not start on Monday morning! A friend told her about Bob's repair business... and the rest, as they say, is history. As the business on Opal Street took off so did romance and marriage soon followed in December 1977.

Bob joined other British car enthusiasts to form our club in 1994. A long time member, Bob has served as club vice president several times but prefers to work behind the scenes he says. He and Denice are among the strongest supporters of our club where they can be always be counted upon to participate in club drives and social events.

Bob, as we all know is a gregarious man, the proverbial nice guy who's never too busy to stop working and chat with a customer or drop in. Whether it's a cranky transmission, current events or the merits of car oils he enjoys meeting and talking with people. He and I have been known to have "friendly" discussions about each other's political and social philosophies over a badly behaved set of carbs, for example. It's all in fun however because Bob admits he's a laid back kind of guy disposed to the old general store type business (see Bob next page)

(Bob)
where guys can come in with their cars and visit awhile. Bob has taught me a lot too... there are some cars restored so that you can see your face in the finish. For the record, that's not how most British cars were made he cautions.

Last year Bob finally reached the conclusion that the area around Opal Street there in Statesville had changed too much for his small business. We all know there are fewer British cars on the road these days but increasing crime in the area, including several serious break-ins with damage to customer cars, stolen tools and higher insurance rates made the inevitable decision to close the business there a moot point.

Today as we stand in the temporary garage underneath

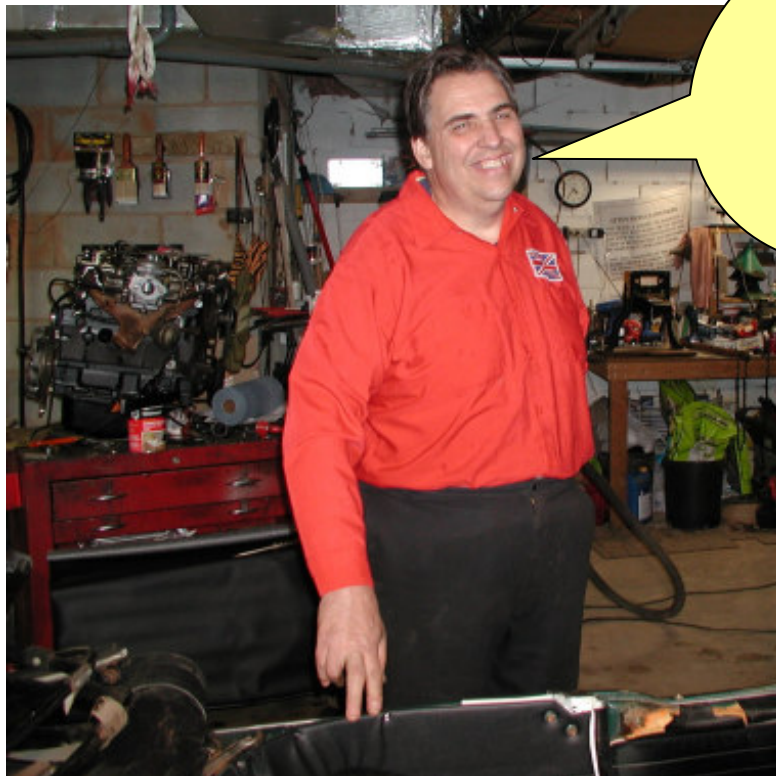
his A-frame, the British car business has followed him home to Union Grove. The garage is crammed with tools, equipment and at least 2 cars that I can see. Today he was working on a TR-4A as I drove up, there is a Spitfire engine sitting nearby, another Spitfire in the back of the garage and a nice shiny MGB under a tarp, its restoration underway too. Bob tells me he has customers waiting to bring their cars in or cars he needs to go get. So business is good for him these days.

If any of you get a chance to visit Bob on MG Lane ... in the future he plans to incorporate his British car business into his hobby, a love for trains and associated paraphernalia. The land for his new garage just down the hill from the house

has been slowly cleared and he plans to start grading and "go vertical" very soon. He wants the new garage to be modeled on a train station depot, so that should be a neat place for some of us Brit car bums to hang out. Guess I should ask first... is that ok with you, Bob?

It's always fun to see Bob in his old MGBGT but it was a real treat to see the big man in his Mini, the joy of his life, at the Moon Shine Rally in Elkin last year. That little car, like its owner, has a big heart... I know that 'cause my MGA could not keep up with him and Denice as they raced up and over those Virginia mountains!

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Hi! I'm
Bob

... but notice the
Spitfire engine in the
back ground!!!!

Piedmont British Motor Club

(Founded June 1994)

Membership Application/Renewal Form

Our Club is dedicated to the maintenance, preservation, and family enjoyment of English Motor Vehicles. A full copy of the club by-laws is available upon request.

The annual fee for dues is \$25.00. Dues are due and payable in June of each year and are delinquent after August 1. *

For new members annual dues are prorated as follows:

June 1-August 31, \$25.00

December 1-February 28, \$15.00

September 1-November 30, \$20.00

March 1-May 31, \$10.00

Owner's name: _____ Spouse's name: _____

Owner's Birthday: (D/M) _____ Spouse's Birthday: (D/M) _____
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