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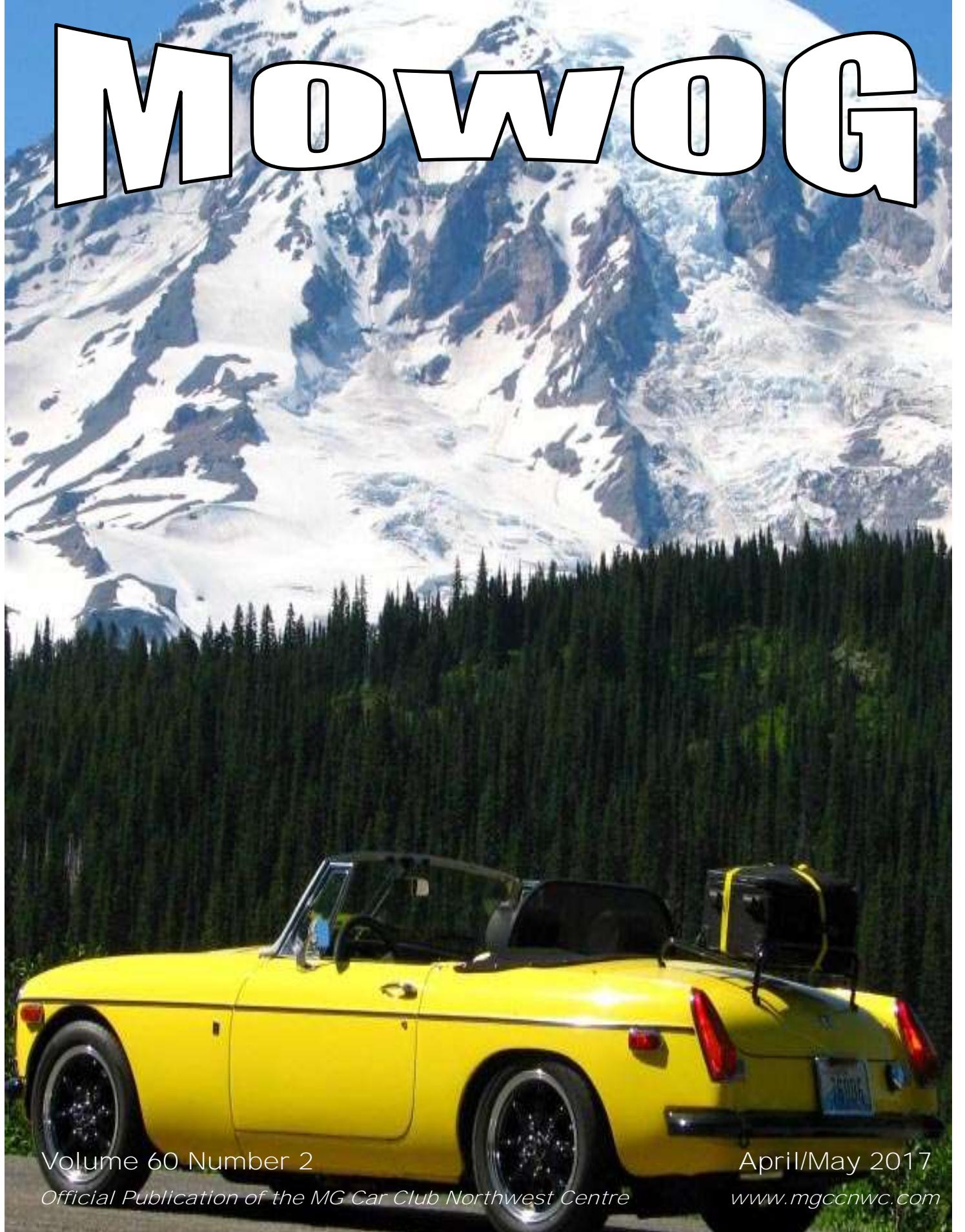


Dave's GT from 2009 Olympia Tour

MOWOG

April-May 2017

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MOWOG

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MGCCNWC is a chapter of the MG Car Club of England, and is the oldest continuously active North American Chapter, founded in 1957.

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Photo Credits:

Front Cover: Photograph by Joe Hahn enroute to the 2013 NAMGBR convention in Corvalis, OR, with his roadster
Back Cover: Photograph by Bev Sears on 2009 Olympia Tour

MGCCNWC is proud to be affiliated with:



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See www.mgccnwc.com for full listings

Misc. B-GT parts , Rebuilt front shocks, rear tube shock conversion, front and rear 1 inch lowering springs, poly bushings, rebound straps and bumpers, front and rear side lights, GT-windshield, misc chrome nuts and bolts, patterns. Make offer for all. Fred Abel, <Mobilehydraulicservice@hotmail.com> 360-580-1488 exp 6/1



Correction

Last months cover photo was incorrectly attributed to Joe Hahn. Unfortunately, Joe and Barb own a roadster, which is on the cover of this issue. The GT is owned by club member Steve Day. You will see Steve's How I got into MGs in the next issue, along with a photo of his car.



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MGCCNWC membership dues are \$45 for a first-year Primary membership and \$60 for a Family Membership (\$45 Primary, \$15 Additional Member). Renewal dues are \$40 per calendar year for Primary Membership and \$50 for Family (\$40 Primary, \$10 Additional Member). Primary and family membership benefits include the right to vote, hold office, reduced costs at some Club functions, and a subscription to the Club's magazine, **MOWOG**. Send your membership application to Gerry Garrison, 12115 414th St Ct E, Eatonville, WA 98328. For answers to membership questions you may Email 76mgb@rainierconnect.com. Membership applications can be found online at www.MGCCNWC.com.

MOWOG Publication Cut-Off Date:
For June-July 2017 MOWOG: May 23, 2017

Notice to Advertisers:
Effective January 1, 2015, the advertising policy of the MGCCNWC MOWOG For Sale Want Ads is the following:

- Advertising for **non-member** will be \$35 pre- paid per issue with 2 months website time, or \$75 prepaid for 3 issues with 6 months website time.

Ads may be paid by check made payable to MGCCNWC and mailed to: Larry Gorg , 1800 Lake Youngs Way SE, Renton, WA 98058 *Please indicate what the check is for in the memo section.* Please see how to submit photo and text below.

- Advertising for MGCCNWC **members** will be:
 - Any member may place one free 2 issue want ad in the MOWOG with 4 months website time per calendar year. All free member want ads will terminate at the end of the 4 month period.
 - If a member wishes to continue their want ad beyond the 4 month period, the same advertising rate as non-members will apply.

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The MG Car Club Northwest Centre is affiliated with:
The North American MGB Registry; The North American MGA Registry; The Washington Car Club Council
The MG Car Club Northwest Centre's activities are closely associated with:
The Northwest MG T Register; Puget Sound British Automotive Association; The Mount Baker MG Car Club; The Victoria MG Club; The Jaguar/MG Club of Vancouver, BC, Canada.



Calendar of Upcoming Events

April

1	Caffeine and Gasoline	Bob Jacobs, VP
4	North End Meeting	Tom Medeen
9	Race Day	Tom Medeen
10	SOVRN Ticket Deadline	Paul Feuerpfeil, VP
11	East Side Meeting	Tom Meeden
13	Board Meeting	Larry Worden, VP
18	Far East Meeting	Gerry Erickson, VP
22	West Side Meeting	Bert Cripe
25	36th Tulip Rallye	Gram Barr, VP
	South End Meeting	

May

2	North End Meeting	Bob Jacobs, VP
6	Drive Your MGA Day	Jack & Bobbie Berg
	Caffeine and Gasoline	
7	North End Meeting	Bob Jacobs, VP
9	East Side Meeting	Paul Feuerpfeil, VP
11	Board Meeting	Tom Meeden
13	Tech Sessions	Larry Worden, VP
16	Far East Meeting	Gerry Erickson, VP
20	West Side Meeting	Bert Cripe
21	Van Dusen ABFM	Gram Barr, VP
30	Best of France and England Show	
	South End Meeting	

June

3	Caffeine and Gasoline	Bob Jacobs, VP
6	North End Meeting	Tom Meeden
8	Board Meeting	Paul Feuerpfeil
9	Sno-Isle Youth Outreach	Paul Feuerpfeil, VP
13	East Side Meeting	Larry Worden, VP
17	June Loop	Gerry Erickson, VP
19-23	NAMGAR	Bert Cripe
20	Far East Meeting	Gram Barr, VP
25-28	West Side Meeting	
24	NAMGBR	
27	Greenwood Car Show	
30	Tacoma Highland Games	
	South End Meeting	
	SOVRN	

Griot's Garage, Tacoma
Bob's Burger & Brew, Everett
Sykart Indoor Racing Center

Denny's, 148th, Bellevue
Sizzler, Southcenter
McGuire's Irish Rest. & Pub, Yakima
Airport Diner, BIA, Port Orchard
Burlington Mall, Burlington
Sizzler, South Tacoma

Bob's Burger & Brew, Everett

Griot's Garage, Tacoma
Bob's Burger & Brew, Everett
Denny's, 148th, Bellevue
Sizzler, Southcenter
Brooklands, Tacoma
McGuire's Irish Rest. & Pub, Yakima
Airport Diner, BIA, Port Orchard
Vancouver, BC
XXX Root Beer Drive-in
Sizzler, South Tacoma

Griot's Garage, Tacoma
Bob's Burger & Brew, Everett
Sizzler, Southcenter
9001 Airport Rd, Everett
Denny's, 148th, Bellevue
TBD

Solvang, CA
McGuire's Irish Rest. & Pub, Yakima
Airport Diner, BIA, Port Orchard
San Diego, CA
Greenwood Ave, Seattle
Frontier Park in Graham
Sizzler, South Tacoma
Pacific Raceways, Kent

Safety fast!



Lube, Oil, Filter



Howdy Mgers! Looks like maybe Spring is on the horizon! At least I hope so...clocks go ahead this weekend as I write this column. I have fired up the "A regularly and rolled her back and forth in the garage. Waiting for the temperature to rise some before we dive under the bonnet and pull annual maintenance.

Our board has been active as of late...with discussions and further event planning.

We recently had a consensus to table any change in delivery of our MOWOG. We are now making the latest issue, plus past issues available on our club website. The hope is to appease those members who desire an electronic form while satisfying those members who like the hard copy version. We certainly will broach this topic again as warranted.

Our membership continues to grow, although less than in the past. The board has decided to add a digital clock reminder on our club website to help our membership chairman in his efforts to recruit and renew new and past members.

As to events planned and proposed. We continue to add more events for our calendar. On Saturday May 13th, Brooklands is having a tech session covering the topic of ignition. Plus, in August on the 27th a car show is proposed at the "Old Soldiers Home" in Auburn...more to come as the year progresses. As mentioned in my on the horizon email, "ANOGG" is coming together for the fall. Also, don't forget to register for the Tulip Rallye!...the Triple XXX...Van Dusen if you're going...and Race Day! Plus, don't miss out on "Drive Your MGA Day"...Foss Museum is a must if you haven't been. We have lots to do this driving season...don't you dare miss "The Western Washington All British Field Meet" in July...the MG is the featured marque...registration opens in April.

As always consult our club website for date, time, and changes should they occur on any of these events. I will also continue to email you at the beginning of each month, to keep you all informed about the coming events.

As you get that MG out and begin to laugh and giggle again!...remember to drive "Safety Fast!"

Respectfully,
Tom Medeen
President
ctmedeen@gmail.com
253-223-4456



Truth About Oil Part 2

Additives are risky and because all ZDDP formulas are not compatible, additives are chemical roulette. Pouring in more "zinc" is not the solution. Adding a ZDDP additive is like trying to add sugar to cold iced tea: it will only partially mix. When the oil companies blend additives into the oil, it is done at an exact temperature and pressure and at a correct stage of the blending process. You cannot duplicate this after the oil is manufactured.

One question on the final exam of the test for admission to The Society of Tribology and Lubrication Engineers is, "When is it correct to add an additive to oil?"

The correct answer is, "Never." When you tell me you need an additive, you just told me you have the wrong oil.

You should use the correct oil for the application rather than trying to blend your own. My sympathy and apologies to those persons marketing these products if you are offended by my sharing this information.

The 2004 (SM) and 2010 (SN) specs will be discussed in great detail in [Part 3: "Modern Oils are Not for Old Cars"](#). It will also have some information about "the future" and what has been proposed for the next generation of oils (proposed/scheduled for 2016?)

Note: This article contains segments and quotes and paraphrases and facts from the websites of The American Petroleum Institute (API), The Petroleum Quality Institute of America (PQIA), The International Lubricant Standardization and Approval Committee (ILSAC), the Society of Automotive Engineers (SAE), American Society for Testing and Materials (ASTM), Driven Racing Oil (founded by Joe Gibbs Racing), Lubrizol, Wikipedia.org and The Society of Tribology and Lubrication Engineering (STLE).

New Members

Welcome to the Club!

New members that recently joined:

Myron Mosley - Puyallup
John & Katrina Bishop - Milton
Steve Crum - Puyallup
Mike & Patt Aiello - Nevada/ San Juan Island
Roger Clairmont - Bainbridge Island
Bill Southwell - Issaquah



Truth About Oil

Part 2

Synthetics have better low- and high-temperature viscosity performance at extremely cold or extremely hot service conditions. Synthetics have better shear and chemical stability, decreased evaporative loss, and better resistance to oxidation, thermal breakdown, and oil sludge problems.

These characteristics add durability, allowing for less-frequent oil changes and longer engine life. For racers that put a lot of shear on oils, petroleum oils tend to "break down" much sooner than the more sophisticated synthetics.

Synthetic oil—the cons:

Other than the higher price, the main thing is the requirement for seals that must be made of materials suitable for synthetic oil. If you put it in an old engine that has the original oil seals, much of the synthetic oil will wind up on the garage floor.

Rope seals and early rubber seals will just let it "slip on by." If the engine has been rebuilt with modern seals (used in all engine repair kits since sometime in the 1990s), synthetic oil will work just fine in the old engines.

Semi-synthetic oils (also called "synthetic blends") are a mix of petroleum-based and synthetic stocks. Any oil with 10- to 30-percent synthetic base can be called a synthetic blend. It has many of the benefits of true synthetics, but at a lower cost.

Since the beginning, the oil companies worked hard to ensure that every change in specifications was backwards-compatible for the older models, but in 2004 things changed.

You are wrong if you believe the change was that "they" took the "zinc" out of oil (but it was reduced). The oil companies hit a wall and declared it was not possible to meet 2004 EPA catalytic converter warranty life requirements with oil suitable for flat-tappet engines. None of the oil companies posted warnings on their products but SAE, API, QPIA, and ILSAC all stated: "SM oils may not be suited for high-performance or flat-tappet engines."

In researching the test used to determine suitability, one will find that to pass the flat-tappet test pressure (in the ASTM Sequence IIIG procedure manual) the oil only had to be suitable for a 6-cylinder engine with a cam of just 0.375 inches of lift and max 214 pounds open valve spring. I am sorry to tell you this, but this eliminates all modern V-8s and every high-performance engine that does not have roller lifters/cam followers from effective use of this oil.

The changes in 2010 were even harsher. Oil specs stayed at the same reduced "zinc" levels but the detergents underwent major increases and chemical changes and the ZDDP formulas also changed.



SOVRN - Society Of Vintage Racing eNthusiasts June 30 – July 2

It's time to make plans to attend the 28th annual Pacific Northwest Historics vintage sports car races, to be held June 30 – July 2 at Pacific Raceways. As in the past there will be a short driver's meeting in the car corral before the parade laps to acquaint folks with the procedures.

The MGCCNWC due date for tickets is **Friday, April 10**. Per the below, each club car corral is limited to 20 cars. If you plan on attending...please send a check for the days you plan to attend. The price seems to be the same as last year; \$30 for the day and \$50 for the weekend, per car and driver. Any clarification see below.

Make your check out to SOVRN GUILD, send it to Tom and he will send in the one form for our club.

Tom Medeen
PO Box 27561
Federal Way, WA 98093
<ctmedeen@gmail.com>
253-223-4456

Although the details haven't been finalized, this year's feature will be the 50th anniversary of the TransAm race series and are expecting several pony car clubs to participate in the car corral. The guest celebrity will be Peter Brock. The websites – www.northwesthistorics.com and www.sovrenracing.org – have been updated and include current information on this year's race. As in past years, the net proceeds from the event go to the uncompensated care fund at Children's Hospital in Seattle.

Although vintage racing is not "real" competition in the sense that the cars are not driven to their limits 100% of the time, scoring is based on laps completed rather than order of finish, and the safety of the cars and drivers is the foremost concern, the drivers are still interested in turning in the best possible lap times. Without the pressure to have the fastest possible car, the drivers and pit crews are willing (often eager) to display and talk to others about their cars. The pits are open to spectators all three days. There have been some rule changes so there will be some newer cars in the grids and possibly a bit more variety. The cars historically experience about 10% attrition per day, so Friday provides the best opportunity to see all of the cars in action in a much less crowded environment. Races are scheduled for all three days and there should be some great vendor and featured car displays.

The car corral at the PNW Historics is an excellent opportunity for us to show our MG cars to first time viewers and future potential drivers and club members. Those displaying their cars in the corral on Saturday or Sunday may participate in parade laps on the Pacific Raceways track during the lunch break and an informal judging for the "best" cars in various age groups. The judges are generally children of event volunteers. There are no formal car corral activities on Friday but the area is open to those purchasing car corral passes for the weekend or Friday.

Tickets for the car corral (admits car and driver) are \$30 for one day or \$50 for the weekend. This reflects an additional \$5 parking fee that SOVRN Guild charges for track side parking. SOVRN Guild decided that we can't include the program with the car corral admission price this year but we will have programs for sale at the check in table for \$5 per copy. Ticket prices for passengers are the same as last year with one-day tickets at \$25 and weekend tickets at \$40. Tickets for children 7 to 16 are \$5 per day. Space may be reserved for a club information booth for \$20 per day or \$35 for the weekend. There is a 20-car limit for each club and we have approached the 250 car limit the past few years for the Saturday corral.

North American MGB Register (NAMGBR)

June 25 - 28

This is the annual convention of the North American MGB Register (NAMGBR), which is being hosted with the support of the San Diego MG Club from Sunday, June 25, 2017 to Wednesday, June 28, 2017.

Host Hotel:
Paradise Point Resort & Spa, 1404 Vacation Road, San Diego, CA,
92109

Car Show:
Wednesday, June 28, 2017 at the nearby Embarcadero Park

MG Owners - All Invited
While this is the annual convention of the North American MGB Register (NAMGBR) all MG Owners are welcome. So we will have classes for all the MG's within the Register (MGB, MGC, MG Midget, 1100/1300 and Post Abingdon) and also classes, albeit more broad, for other MG Owners e.g. MGT & Prewar - All Years, MGA – All Years. Other MG - All Years. There's also an "All Other British" class to catch anyone else attending.

Registration: <https://mg2017.namgbr.org/welcome-to-mg-2017/>



North American MGA Register (NAMGAR)

June 19 - 23



June 19-23, 2017

Organized by MG Owners Club-Northern California & the Paradise British Car Club
Solvang, CA

Registration is now open. The website also contains information on the host hotel, regalia, and schedule of events.
http://www.namgar.com/events/category/gt-42_solvang_ca/

There are many convoys being organized. From the Pacific Northwest, Petery Tilbury at patilbury@shaw.ca is organizing one traveling down highway 101 beginning on June 14. Please contact Peter for more information.

Truth About Oil

Part 2

COLOR-CODED

In the last issue I threw out a few trivia questions. I am sure you all knew that refined base oil is clear. Any tint or color in the oil is dye. Dye helps identify oil leaks and adds "character" to the mental image that oil should be golden brown.

Exception: Oils with high sulfur content might be light gold without dye.

As for transmission fluid, it would also be clear if not for red dye (or blue in the case of a couple of so-called high-performance transmission fluids). Old timers will know it was made red because in "the old days" rear main engine seals tended to leak and transmission front seals also leaked. Any mechanic could tell by looking at the color of the spots on the floor whether it was the engine oil or transmission fluid dripping from the flywheel cover. (Smart, but not rocket science.)

Many people ask, "For my older engine should I use petroleum-based or synthetic oil?" This was once a hard question, because one had to weigh the added cost against the benefits of better oil. Not true today, since the price difference in many instances has become less than a dollar a quart when comparing premium oils.

Synthetic oils were first created by the Germans between World War I and World War II. They had no choice as WWI had ended their association with all suppliers they had for petroleum.

Today, the Germans still hold the patents on more than 2,500 esters, poly-alpha-olefins, alpha-olefins, polymers, and other manmade chemicals used to make synthetic motor oil. Synthetic oils were first used in the United States during World War II in tanks and aircraft that might be used in the tropics or in the sub-freezing arctic climates.

It was introduced to the American motoring public in 1973 when AMSOIL became the first synthetic motor oil in the world to meet American Petroleum Institute service requirements. AMSOIL was developed by an ex-jet fighter squadron commander, Lt. Col. Albert J. Amatuzio, who had the opportunity to witness synthetic lubricants in action.

These oils are used exclusively in jet engines because of their ability to reduce friction and wear on engine components, to function dependably at temperature extremes and to withstand lengthy engine operation without chemical breakdown.

MORE CHEMISTRY

Synthetic oil—the pros:

It is made from the same chemicals as petroleum-based oil but the chemicals are combined to make the base oil instead of refining petroleum to the levels needed to produce automotive base oil. This gives a high-quality, more stable, less temperature-sensitive and more predictable oil.



Truth About Oil

Part 2

NEW SPECS

Here is a review of the changes in oil specifications as the Muscle Car Era emerged.

According to The American Petroleum Institute (API), "SA oils are not suitable for cars built after 1930. SB oils are not suitable for cars built after 1951. SC oils are not suitable for cars built after 1967. SD oils are not suitable for cars built after 1971. SE oils are not suitable for cars built after 1979. SF oils are not suited for cars built after 1988. SG oils are for 1993 and older engines. SH oils are for 1996 and older cars. SL oils are for 2001 and older cars. SM oils are for cars and engines manufactured after 2004 and SN is for 2011 and later models only."

Your favorite brand was not exempt. The brand is not the issue; the specifications are what matters.

Read the API specifications "donut" on the back. Some brands list "racing oil or high-performance oil" when the oil is not suitable for racing or high-performance cars. Note, they say "high-performance oil," they do not say, "for older high-performance cars." Try to see through claims and marketing when selecting the right oil for your hot rod.

Now back to the 1960s. What caused these changes to SC, SD, SE, SF, SG, SH, SJ and SL oils? Without trying to explain each change in detail, consider these events and how they affected the oils each time.

Initially, 1967 brought the introduction of unleaded fuels and increased horsepower of muscle car engines. These changes called for the oil to have better heat control and shear stability. The change in 1971 was likely a need to compensate for the complete removal of tetraethyl lead in the fuel. In 1979, the Environmental Protection Agency (EPA) mandated that catalytic converters be protected from the phosphates in "high zinc" oil.

Skipping ahead, the specs changed to SF in 1988, SG in 1993, SH and SJ in 1996, and SL in 2001. All brought a solution to the changing needs of the new, current engines. The changes were designed for reduced carbon emissions, better control of oxidation, lighter viscosities for improved mileage, less catalytic converter contamination (to meet increased catalytic converter warranties), lower phosphorous levels, and (most importantly) to offset the contamination in the oil when an ethanol or other oxygenated fuel is used.

The exact change on each specification is not clear, as these specs are all just listed by the API as "obsolete" without explanation of the details. The point is that every change in oil was preceded by a definite need to improve the quality of motoring in the USA.

If you have an old car, it is always a good idea to find the specifications recommended by the manufacturer and stick with those guidelines. If the right oil is obsolete or not available, look for a (non-API) specialty oil company to provide the right oil for the application. (One good example is Hot Rod Oil from Driven Racing Oil, formulated like the original oils, but with a military spec storage protection additive for cars that sit more than they run.)

Concours d'Elegance of the San Juan Islands, August 27, 2017

The Sports Car Club of the San Juan Islands in conjunction with the Rotary Club of San Juan Island invite you to the eleventh annual **Concours d'Elegance** at the San Juan Vineyards on Sunday, August 27 from 11:00 am to 3:00 pm. Please post this event information on your website and printed calendar to share with your club members.

Classes will include: German, American, Other Countries, Custom/Modified/Hot Rod, and Motorcycles. Classes are open entry with all vehicles eligible for 1st, 2nd, and 3rd in Class, Best in Show, and People's Choice awards. The entry fee is \$40.00 for cars and \$15.00 for motorcycles. These fees include an entrance donation for two people and an event poster. Spectators are welcome and a voluntary tax-deductible donation of \$10.00 is encouraged.

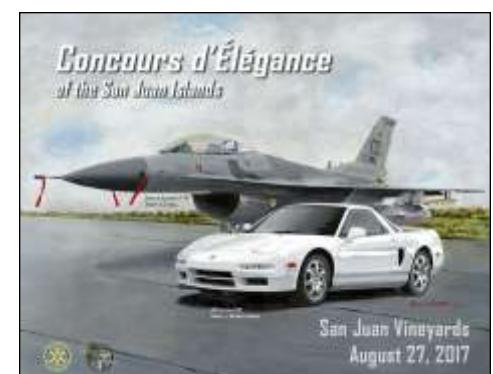
For those interested in making a weekend of it, additional activities for sponsors, entrants and Car Club members will be held on Saturday, August 26.

If coming from off island, be sure to get your ferry reservations in advance! For more information about travel to San Juan Island check the website at: <http://www.sanjuanconcours.org/travel.htm>

Please see the Concours website: <http://www.sanjuanconcours.org/> for the entry form, which will be posted by June 1, and more details.

Questions? Contact: Phil Johnson, Concours d'Elegance Committee, (360) 370-5509, or email: sjconcours@gmail.com

This year, once again, will bring an exciting opportunity to have your own Concours entry vehicle memorialized as the "poster" car for next year's event. Island artist Ary Hobbel has created an original oil portrait for this year's poster depicting a 1997 Acura NSX which you will see as one of the show entrants. Each entrant will have the opportunity to bid to have their car featured on next year's poster based on an original oil painting to be created by Ary Hobbel. *The winning bidder will receive the original painting;* this is a once in a lifetime opportunity and a great way to benefit the designated charitable organizations.



The Acura NSX and the General Dynamics F-16 'Fighting Falcon'

Honda originated the idea of a super car in 1984 and initially worked with famed automotive designer Pininfarina in Torino, Italy. Eventually Honda took over further development of the car which came to bear the designation NS-X, for 'New Sportscar eXperimental'. Responsible were Chief Designer Nakano and Executive Chief Engineer Shigeru Uehara. Uehara had extensively studied the 360° visibility from the F-16 cockpit and put the F-16 design into play thematically for the NSX. Conceptually the similarities are carried through in cockpit shape and body lay-out, with the cockpit far forward and a long aft body, housing the engine behind the driver. Michael Edwards, winning bidder at the 2016 poster art auction, had the opportunity to get onto Whidbey Naval Air Station for a photo op with the car's design model and one off his photographs was selected for the composition as shown.

So How, Exactly Did You

Compared to most of these stories we are newcomers to the MG fold. I've always had an interest in things mechanical and when I got out of the Marines I ended up at Wenatchee Valley Community College in the Auto Tech program and from there progressed through a number of jobs in that field culminating in being a lab instructor for that very program.

From early in our married life Barb and I had a steady parade of project cars, among them were two early '60's Mini's, with a lot of them aimed at the sport of autocrossing as during those years we were members of an active local club with access to a closed runway at the airport, which made for really long "through the cone" events, and a 1.8 mile hill climb course on the old Pine Canyon highway. Good times.



After that Club folded we were periodically custodians of a variety of beasts ranging from a '53 Lincoln 2 dr hardtop to a Saab Sonett with some others thrown in for good measure. In '97 we moved down south for four years then were able to move back to Wenatchee, bought a house with a shop and had a few more projects, none of which came to fruition. Then the universe started taking an interest in what we were doing.



Around that time our friends Steve and Laurie Day, who already had a Big Healey and a TR-6, decided to take on a Bugeye project with an eye towards driving it to Nelson, BC for an upcoming Healey event. They had invited us to go with them so they could have passengers when they took both cars and since we could see that time was running out, we offered to help them. Barb and I put in about 300 hours on their project and after we got back from Nelson (Note to self: Don't ever ride in a toaster oven in 110 degree temps again!) we thought we would like to

have a Brit car too.

Sometime after we made that decision another friend called to tell us that he had found an ad on a bulletin board where a guy had three MG's for sale (all roadsters) a '69 basket case, a '71 parts car, and a '71 that was actually running and driving, a real rarity for us in our many years of project cars. To top that off, he only lived about 2 miles away and the price for all three was very reasonable. The deal was done and they came to live at our house.

After a short test drive in the runner it was decided that we'd go through the brakes, stop up a few oil leaks, put in a new interior so we wouldn't mind riding in it, and maybe buff out the paint. You know, drive it around for awhile and see if it would "grow" on us.

We had started ordering some parts when the Days informed us that they were going to go full time working on Brit cars as "British Car Ranch" but Steve wasn't sure if he wanted to offer paint and body repair (he later decided not to) as well as mechanical work so as a test he offered to do the body work and paint on our car for the costs of materials plus we could use their shop and tools to work on our car. Right about then is when the "might as well's" kicked in.



Truth About Oil Part 2

Editor's notes: Reprinted courtesy of THE SHOP magazine, www.theshopmag.com. This series of articles first appeared in 2014 in Performance & Hotrod Business which was merged with Restyling & Truck Accessories under one title, THE SHOP. As there is simply too much information to have the whole article printed at one time, you may zoom ahead and read parts two and three as they will be printed in three installments. This article can be found at <https://theshopmag.com/features/truth-about-oil-part-i>, with the links to the other two installments in this series at the bottom of part 1.

By Ed Preston

Part One of this series started telling the story about motor oil, its discovery and changes from 1859 to the early 1960s. As automobile engines changed, the requirements of oil for these engines changed.

As we entered the 1960s, 1970s and 1980s, changes in the designs and improvements in efficiency and technology continued and the automobiles in the United States fostered a new way of life. No longer was a trip to the beach or mountains or to grandma's house a major journey. The newly found mobility spawned drive-in movies, drive-in restaurants, shopping malls, and commuting to work became common. With the addition of improvements in airline travel, the world "shrank."

BOOMER MUSCLE CARS

After World War II the automobile industry flourished and the automobile became affordable for most people. The technology developed during wartime was used to make huge improvements in our cars (and trucks).

While many enjoyed the improvements in durability and comfort, others were finding more uses for motoring, including the use of recreational vehicles.

Since the time when two chariot owners first met, there has been competition—racing! This competitive nature created a demand for a series of cars we now refer to as "muscle cars."

Every U.S. manufacturer fed this new monster and the competition escalated at a staggering rate. Yes, they built Ramblers and Pintos and Corvairs, but that just gave hot rodders lightweight vehicles they could use to stuff a big engine under the hood.

Guess what—as we went from 100-hp vehicles to 500-hp street machines, oils had to change again. As we became more aware of air pollution with the increases in motoring, corrective measures were taken (unleaded fuel and catalytic converters) and motor oil changes had to meet new standards.

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Parking/Turn Signal Lenses

Food for thought?

Story by Larry Gorg

This article is about a specific MG car that has chrome bumpers called the MGB. When you are at a show, you might see a 50/50 split with what everyone considers incorrect parking/turn signal lenses on the front. Most of us assume the correct placement of the parking lens is the flat side of the lens faces out, and the turn signals are closest to the grill. If you are one of these folks, you are probably 90% correct.

These lenses which are also used on spitfires, are only seen one way. How or why did this happen to MGBs? Partial blame falls on the factory. The other part, well, it could be the state where the car was originally sold or perhaps the owner thinks the turn signals go on the outside. Current federal law states that turn signals must be seen from the side, and not just the front.

In 1962, BMC trotted out one Iris Blue roadster. If you find a November 1962 Road & Track from Hambro Automotive Corporation, you will see the BMC advertisement in this issue with what is now considered improper lens placement. The turn signals are to the outside, and the flat lens is next to the grill on this Iris Blue roadster. This is the only time you will see these lenses on what is considered backwards and ever since it has been an ongoing discussion about "what is correct."

Spin the world around, and land in Australia. The CKD or knockdown kits that were shipped to them, had no instruction booklet to tell them how to install these lenses. They installed them from their factory with the turn signals to the outside and the flat lens next to the grill. In the US, which was MG's largest export market, some states had laws that stated the turn signals must be seen from the side and not just from the front. To my knowledge, Washington state was not one of the states that had this turn signal requirement.

Clausager's Original MGB book is ambiguous as to what is correct, too. On Page 99, second column, third paragraph, third sentence reads, "All-white lenses, however, were found on cars for the USA, Canada and Italy, and some other export cars may have had the lamps fitted so that the amber indicator was on the outside."

Get started in MGs

Featuring Barb and Joe Hahn

You can't do a thorough paint job unless everything that can be removed from the body is removed and as long as you have the entire drive train out you might as well overhaul the engine, put in a Datsun 5 speed conversion, redo the entire brake system with all new parts, check and clean all the gauges as well as clean, repair, and upgrade everything in the electrical system, same for the fuel system, the cooling system... You get the idea.

We got started taking it apart around March of 2006 and over the next couple of years put in 2400 hours of hard work with Steve adding 400 hours for the paint and body work. At some point during this time,



Days gifted us with an engraved license plate frame that read "Austin Bealey" as they had hoped we would get our Brit car fix by buying a Healey, but we got a 'B' instead. We have never regretted that decision.



We started Bealey up for the first time on July 2, 2008 and proceeded to drive it as much as possible to thoroughly shake it down. About three weeks later we drove it to our first ABFM in Bellevue. Coming back to Wenatchee over the North Cross Highway the only problem we encountered was the angle drive on the back of the speedo seized up and made a bunch of noise, so it was disconnected for the rest of that trip.

Eight years, one on-the-road fuel pump repair (knock on wood), a dented front valance from a kamikaze jackrabbit attack, and about 45,000 miles later the Bealey has traveled the "long way around" to Breckenridge, Reno, and Corvallis for national MG events, been on several Gary's Run's, a couple of Spring Thaw's and Brits in the Sticks events in Canada, an Ends of the Earth tour to Glacier National Park, some car shows, more ABFM's, an overnight tour with the Spokane MG Club, a trip to California for a GOF event in the Sonoma area, other things I've forgotten, and a lot of miles of fun driving around Washington State. So has it "grown" on us? So much so that there is now '74 B-GT in our shop waiting for some TLC and an engine swap, but that is another story.



Fiftieth Year of a 67 MGB GT

Fifty years ago we bought a fun and practical car. It turned out to be an adventure that was something Special.

Our Old English White MGB/GT "Special" was purchased new in 1967 from the Seattle International Auto Show. Abingdon was excited about their new MGB/GT, designed by Pininfarina, and they made a lot of them. To sell them, 1000 MGB/GT cars were given a treatment of upgrades and accessories and badged as a "Special". For the Seattle International Auto Show, the MG dealer went even further and added every British/Euro aftermarket accessory that they could fit. That was our beginning with the 67 MGB/GT "Special" that we call "Queen Mum".



Lots of events have come and gone with Queen Mum in fifty years (previous articles in MOWOG), but this year, the engine and transmission are being completely rebuilt. Carol & I have been members in the MG Car Club NW Centre for more than 25 years and for the last 6 years I've grumbled about an engine vibration mystery resulting from a previous engine rebuild. Some MGCCNWC members might have wished to hear less complaining about this mystery. It was probably one of our car's seminal moments when Club members Ken Bottini (Aka: "Dr. Bo" of MGB racing & V8 MGs) and Steve Hanegan (Aka: "Mr. Magnette" of Abingdon LFP) said they would rebuild All, and to astounding levels of greatness.

And so they are doing!

For more than 20 years I have longed to have the engine rebuilt by the talented members of Autosport Seattle, the inspired and dedicated crew of a machine shop for British cars, and for all engines. John Maloney, Terry Homann, and Brad Boswell are unmatched for their technical knowledge, machine skill, and motor sport enthusiasm. In short, they're the best! Now finally, the engine and transmission will go to them to

rebuild.



The engine removal began January 2017 in Dr. Bo's garage; a well-equipped, happily heated, and with an MG enthusiast's interior that includes three MGBs, car memorabilia on the walls, and model airplanes covering the ceiling. Dr. Bo moved his V8 MGB outside to make working space for our GT, and the boys started taking the car apart. Now I'm thinking...this is great...I also hope it gets back together. Steve led the attack and dove below the car to a place we all know is "grease heaven."



6th Annual Show & Shine



DATE:

June 9, 2017

TIME:

9:00 am to 1:00 pm

LOCATION:

Sno-Isle TECH Skills Center
9001 Airport Road
Everett, WA 98204



Do you own a classic car, truck, or hot rod? Antique? Specialty vehicle? Motorcycle? Something worth showing off? We invite you to bring it by for students to check out and enjoy. This is an opportunity to share your passion and inspire the younger generations to carry on this fading tradition!

Please bring your
own lunch!



QUESTIONS?

Please contact Richie at
DelPuertoRS@mukilteo.wednet.edu
or 425-348-2239

Sno-Isle is a technical high school and certain laws are in effect at all times. Weapons, tobacco products, e-cigarettes, illegal substances, and alcohol are never allowed on campus. We appreciate your cooperation!!!

DRIVE YOUR MGA DAY SATURDAY, MAY 6TH

(you don't need to drive an MGA to join us on this tour!)

Meet in Auburn at Trotters Restaurant, 825 Harvey Road, at 10:00 AM for breakfast. We have reserved a separate room just for our group.

We will then drive approximately 25 miles to the Tacoma waterfront and finish our tour at the Foss Waterway Seaport Museum. This is a very interesting museum which highlights the rich heritage of Puget Sound.

Admission to the museum is: \$10.00 for adults
\$ 8.00 for seniors

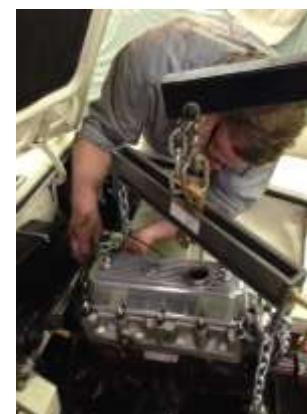
Please RSVP to Jack and Bobbie Berg so we can let the restaurant know how many people to expect.

253-631-4421
or
ruggarugga@comcast.net

Years of leaking MG engine and transmission oil offers a wonderful protective coating to the frame; and if you're there, you know that You'll be coated too. Dr. Bo attacked the engine with his air powered wrench, and the bolts flew off. These guys knew their destructive potential. Meanwhile, I had a donut, and like a nurse in an operating room, handed out spanners when the numbers were called. Where could you have more fun seeing your car losing parts. Nuts and bolts were packaged, labeled, and everything went into boxes.



With accessories removed, and engine/ transmission loose on their mounts, the crane was positioned to lift the assembly out of the car. With great regard of hands, fingers, and fragile body work of all kinds; the entire engine & transmission was slowly and carefully eased out of the car.



Off to Autosport Seattle it all went; where Terry Homann took the engine apart for repair and for analysis of the vibration mystery. He found the piston diameters were too small for the cylinder bores (-.008). That allowed the pistons too much side movement, and this condition resulted in significant side wear, collapsed pistons, and the engine vibration. Also the number 4 piston's oil ring had not been properly connected. So now the total rebuild begins with new Big Bore cylinders, new pistons designed by John Maloney, and all the latest MGB engine improvements. What lucky MGCCNWC members & MGB/GTS owners are we!



Help Wanted

The Tulip Rallye is where a big chunk of the MGCCNWC budget comes from and your help is needed.

On the day of the Rallye, April 22nd

Approximately 14 additional persons will be needed in support of the team leaders of Bert Cripe, Kevin Cobley ? (MC), Diana (grading and registration help), and Paul Feuerpfeil (regalia/coffee mess), and (Parking: position open).

The 14 persons needed on the event day will be spread out with parking/directing traffic (this is a big job), handing out route instructions at the start and getting participants to sign the waiver forms and perhaps 1 or 2 to assist Diana with both day of registration and checking in pre-registrations. Paul may need 1 or 2 to help with coffee mess and regalia sales. At the end of the rallye, they will be needed to direct traffic to parking, give finish time, and grade answers to the route instruction questions.

Those persons who desire to help and still drive the rallye have the option of working in the afternoon. They can check-in, pick up a route book, and leave on the rallye early so they can finish the drive and return to the mall in time to help with parking of returning cars, grading, etc.

For more information,
Bert Cripe
360-731-8758 or
spiders@wavecable.com



Pybus Market Car Show



The British Car Club of Wenatchee presents

British Car Show & Shine

Saturday, September 16, 2017

Registration Form

→ \$5.00 Per Vehicle ←

Tee-Shirts are Pre-Order ONLY!

Shirts will be NOT be for sale the day of the show.

Name: _____
Address: _____
City: _____
State: _____ Zip: _____
E-mail: _____
Home Phone: _____ Preferred Contact Number: _____
Club Affiliation: _____

Vehicle Information

First Vehicle

Year: _____ Color: _____

Year: _____ Color: _____

Make/Model: _____

Make/Model: _____

- Tee Shirt Pre-Order - \$20.00 each (Logo on light ash tee-shirt, \$3 extra for XXL)
ADULT: SM MED LG XL XXL (Youth sizes are also available.)
- Friday Night Wine Tasting at the Chateau Faire Le Pont Winery - 6:00-8:00 p.m.
NUMBER OF ADULTS ATTENDING: _____ AT \$5.00 PER PERSON
- Saturday Afternoon BBQ at Chelan House B&B at Lake Chelan - 3:00-7:00 p.m.
NUMBER OF ADULTS ATTENDING: _____ AT \$5.00 PER PERSON

TOTAL ECLOSED \$ _____

By entry you hereby agree to the following: in consideration of the acceptance of the right to participate, entrants, participants and spectators, by execution of this entry form, release and discharge the BRITISH CAR CLUB OR WENATCHEE and PYBUS MARKET, event volunteers, and event sponsors, if any, from any and all known and unknown damages, injuries, judgments, and/or claims from any cause whatsoever that may be suffered by an entrant to his/her persons or property. Participants are liable for all guests registered under their vehicle number.

Signature: _____

Please complete the registration form and return with any payment to:

BRITISH CAR CLUB of WENATCHEE

319 South Mary Avenue

East Wenatchee, WA 98802

For more information please call (509) 886-3773

BritCarClubWen@aol.com

Pinewood Derby February 28, 2017



Story by Dave Chase
Photos by Dave Chase
And Lee Orphan



Bob Jordan took 1st place with his blue MG Cobra in the pine wood car race.

Graham Barr took 2nd place

Dangerous Dave Chase took 3rd place

Tom Meeden took 4th

Linda Burleys Parrot squacked all the way down the track



There were ten entries. Our past member Tammy Sells gave a surprise visit and was great to see her.

Thanks to Lee Orphan for all he has done over the years and for setting up this south end event

MG Car Club Northwest Centre's 36th Tulip Rallye



When: Saturday, April 22nd, 2017.

Where: Begins and ends at the Cascade Mall, South Burlington Blvd, Burlington

Proceed to the parking area at the southwest corner of the mall parking lot next to Interstate 5.

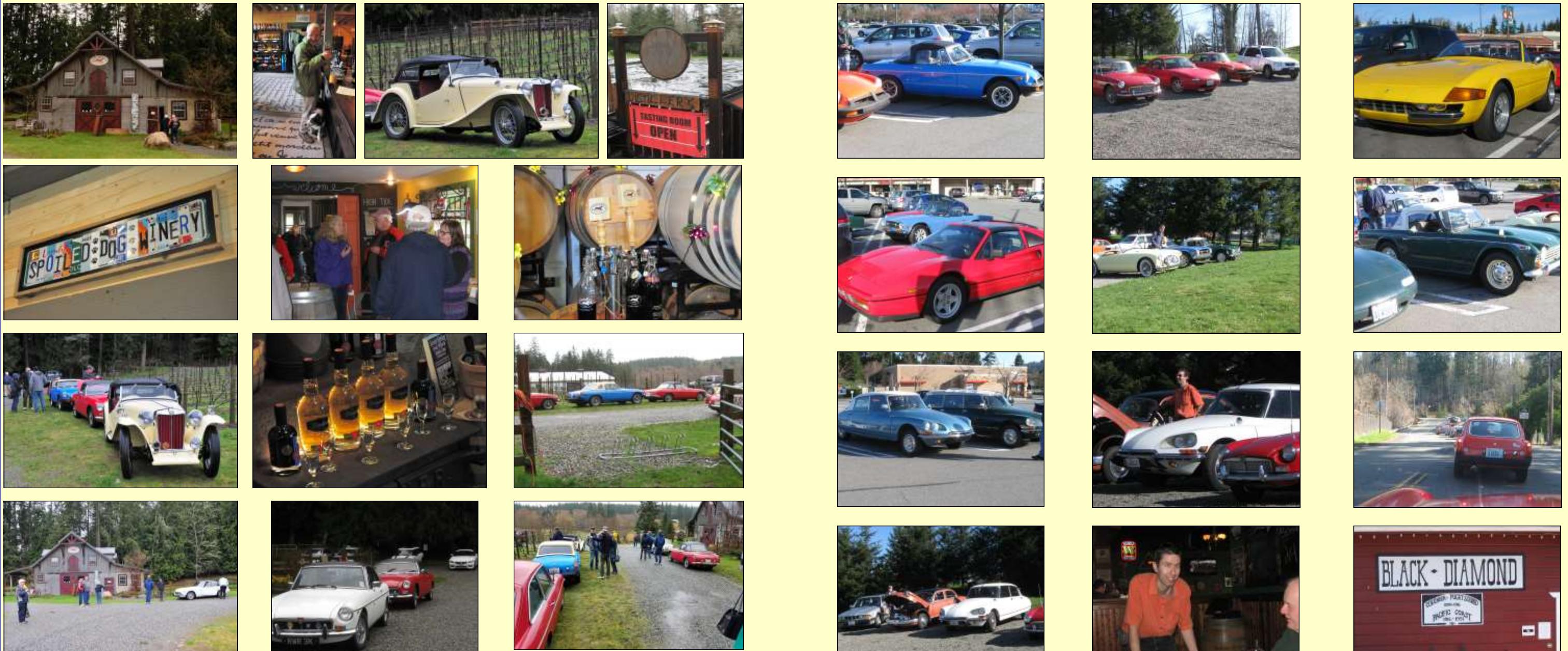
Registration now open

<http://www.tuliprallye.org/>

New for 2017:
You will be able to register using Paypal
and
we have an improved route book coversheet



Whidbey Island Wine and Spirit Drive



Photos by Jim Lima, Rob Crissinger, Paul Clements, Larry Gorg



Photos by Larry Gorg



Citroen Club Spring Drive

March 19, 2017