

OFF SIDE



British Motor Club of Southern New Jersey

NEAR SIDE



THE OFFICIAL PUBLICATION
of THE BRITISH MOTOR CLUB
of SOUTHERN NEW JERSEY

Mar-April / 2009
VOL. 18 ISSUE # 2



**WOW, WHAT AN EVENT—
HOPE YOU WERE THERE !**

On Jan. 24 BMC visited the site as a Club event. Eventually well over 50 members, spouses and guests attended—one of the best attended BMC events ever. Those who were not able to attend really missed a fantastic venue. Even though there was no venison chile or wine and pizza, it was still not to be missed. In addition to comments in the Secretary Satchel, Baird Foster gives us an excellent article about the event on page 6.



JAGUAR C-type



New member Kevin Bolum's 1974 Triumph TR-6

ANNUAL CHILI-FEST

Coming soon to a garage in Newfield. Yes, it's true folks, Ted Lane is hosting the Club for a meeting and tire-kicking session. Ted tells me that we may be treated to CHILI avec la chèvre. We're expecting another great turnout in just three weeks, on Sat. March 21 at 10 AM.



BE THERE !!!!!

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**PLEASE SEND NEWSLETTER
CONTRIBUTIONS TO
TO THE EDITOR.**

"Offside/Nearside" is the bi-monthly newsletter of the British Motor Club of Southern New Jersey (BMC), which was founded in 1992 to encourage the ownership, operation and preservation of British cars.

Membership is open to all individuals with an interest in British cars. The dues of \$15.00 per year, includes a subscription to "Offside/Nearside". BMC is affiliated with the following organizations: MG Owners Club (MGOC); North American MGB Register (NAMGBR); North American MGA Register (NAMGAR); Vintage Triumph Register (VTR); Triumph Register of America (TRA).

BMC Meetings are generally held on the second Tuesday of each month, but locations vary. Current schedule can be seen in the "Calendar of Events".

**The official BMCSNJ website can be accessed at
WWW.BMCSNJ.ORG**

NEWSLETTER CONTRIBUTIONS

OFF SIDE / NEAR SIDE is **YOUR Newsletter**.

The Editors are always looking for new material. Please submit British car related copy (or personal experiences in your LBC for us to use in one of our six annual Newsletters. Copy should be forwarded to the Editors by the 12th of the month preceding publication. We publish in Jan, March, May, July, Sept and Nov.



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PRESIDENT'S MESSAGE

Ed Wolff

Well, I think the national economy has finally caught up with our hobby after noticing that that car prices on E Bay and most of the big auctions seem to be on the way down after years of heading up and up. After I sold my Ferrari to Jim Tornetta a while ago, I started checking out Ferrari 355s just for kicks. At the time, about 18 months ago, a nice one would sell for anywhere between \$80,000 and \$100,000 (now you see why I was just looking!). Now, you can buy one for \$50,000 very easily and sometimes less than that. I also haven't seen many of our LBCs selling at top dollar prices any more so it might be a good time to pickup that really nice car that was out of reach a few years ago.

Speaking of E Bay prices and the current economic realities, have you noticed that parts prices are dropping too? There are fewer bidders, more watchers, and bidding occurs very late in the process resulting in lower prices for the offered parts. Good time to be shopping!

On the BMCSNJ front, we've been a bit more active earlier in this year as opposed to past years with 3 events having already occurred. The first, in January, at the Simeone Race Car Museum in South Philadelphia, was one of the most well-attended events we've ever had. We had 50+ members and friends show up for an excellent tour escorted by Dr Simeone himself and the highlight was Kevin Kelly hustling a classic Jaguar from the collection around the demonstration lot in the back of the museum. Thanks go out to John Heffron for arranging all the details to set up the tour.

We also had one of our casual dinner meetings at PJ Whelihan's in Medford in February. A fairly light but very lively group came out for a nice meal and bull session. I left about 9 and there were still some of the crew chatting away.

Next up is our annual tech session at Motorcar Garage hosted by Pete Cosmides and Ed Sweeney. I hope you made it, it's always interesting to see what's going on at the shop.

We have most of the club's 2009 schedule in place now, check it out in this newsletter. There's lots of different things to do this year so there'll be plenty of chances to get the car out there.

I'm headed off to Sarasota for March to enjoy the warmth and do a little remodeling on the house. I still have an empty bay in the garage there so I have a few cars to check out when I get there including a restored TR4 that met a small pole, a Spitfire?GT6 hybrid, and an E Type roadster that seems very well priced. We'll see what happens.

See you on the road,

Ed

THE EDITOR WRITES

Pete Bahr

Two big THANK YOU are in order to:

1. Joe Marchione for the excellent job he did in his first Newsletter publication effort—super!
2. Bill Saidel for helping me set up my new PC so I could actually publish this edition of the Newsletter. Bill really knows PCs!

As they say in the Navy—Bravo Zulu!

MEMBERSHIP NOTES

Bill Carroll

Member count as of Feb. 15, 2009: 176

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WELCOME NEW MEMBERS:

Richard Benz, 2 - 1960 MGA Roadsters - Cinnaminson
Kevin Bolum, 1974 Triumph TR-6, Robbinsville
Chuck Culver, 1964 Jaguar XKE 1954 MGA - Lumberton
George Seaman, 1974 Triumph TR-6

SECRETARY'S SATCHEL

Tom Evans

First off, a big "thanks" to Joe Marchione for editing the January - February Off Side/Near Side. Not to diminish the fine effort made by Pete Bahr on a regular basis and all of the other contributors. Thank you all! The articles have been informative and entertaining and I have enjoyed the personal respective of each writer letting us in on an aspect of British car collection that may not be part of our experience but shows how broad this sport really is.

The dinner meetings have continued this year and were a success last year as well. Part of the purpose of these meetings were invite our spouses and significant others to broaden the participation. They have been a great time of friendship and conversation and have been a platform to build relationships. Linda has enjoyed those she has attended and spoken with other British Car Widows and has enjoyed the family conversations. Now that our daughter is teaching second grade in west Philadelphia, it was nice for mom to get advice from the seasoned teachers associated with the Club.

The Simeone Foundation Museum tour and January Club gathering was a resounding success. You will see many of the photos and descriptions in this issue of Off Side/Near Side chronicling a visit of more than 60 members and guests to see the incredible collection. I was impressed by the theme of the entire museum, in that; Dr. Simeone based the worthiness of the vehicle on that it competed as a Sports car in competition. I think the theme is summed up in his choice of the phrase "Racing began the day the second car was made." How appropriate! Since the basis of his choices were cars that competed in all types of venues it left the observer with the impression that you could compete on some level because abundant opportunities still exist. There are several clubs and events to participate with, when Jim Tornetta sends out the email that says there's an autocross at the Camden County College parking lot, go, participate, or just watch, join the SCCA, VRG, drag race at Atco Speedway in a "run what ya brung" timed quarter mile. Just don't put your "basement" out to lunch; you will still need to drive it home! Of course, always attend the BMCSNJ events!

I've become hooked on BBC America. It all started with "Life on Mars" in 2006 and is currently fed by "Top Gear". ABC has purchased the rights to the British "Life on Mars" but it just doesn't seem to translate well in New York City. The British version was based in Manchester and when Sam Tyler ended up back in 1973 there were a lot of cool

Continued on pg 9.....

TOBACCO ROAD GARAGE

by Bill Carroll

CITROEN 2CV

One summer when things were slow (fall and winter being our busy seasons getting ready and keeping running the local fleet of winter “crash cars”) we got a call from a college buddy who wanted help with a little French car his uncle had given him as a gift (some gift !!!). In rolls the strangest looking little car Mike and I had ever seen (we later found out it was CITROEN 2 CV - which French farmers nicknamed “duex chevaux” for the 2 horses used to pull a wagon to market). My buddy hoped we could squeeze a little more speed out it. It had a 600 CC flat air cooled twin (looked like a BMW motorcycle engine) generating about 25 HP so more speed was unlikely to happen but we had nothing better to do so we jumped in.



The car was shaped like a capital “D” laying down on its flat side, had three (3) lug nuts per wheel and suicide front doors. It had these weird split side windows where the bottom half flipped up outside the car. It also had front wheel drive and no ignition distributor. We finally figured out the double ended coil fired both plugs at the same time. One was fired near top dead center on the full cylinder and one fired at the bottom of the empty cylinder. It had a flat (180 deg.) crankshaft and sounded a lot like a Briggs and Stratton lawn mower engine. The best we could figure it turned about 2500 RPM (the car had no tachometer and no way to hook one up) before it floated the valves and flattened out. This unique firing system gave the engine a distinct sputtering “roll” when the idle was set too low. When the idle was set too high and you shut it off, the engine would turn backwards a couple of turns, backfire then let out sigh. It was like slapstick comedy and we considered leaving the idle high just for the fun but figured it may be detonating a piston and decided against it.

It had a four (4) speed trans., using a “mystery shifter” that grew out of the dashboard. It was a “mystery” because none of us had any idea which gear you were going to find. The owner was never able to figure out how to get it into fourth gear. I wasn’t either and I tried and tried so we asked the owner if there any documentation with the car. He explained all he had was an owner’s manual written in French. So I sent Mike to our maternal grandmother who spoke and read French as her first language to get it translated. “Mamere” (as grandma’ was known to us kids) had never driven a car nor was she the least bit technical (she grew up on a farm in southern Quebec until around 1910). As Mike explained what was needed, Mamere pointed out Citroen was French for “LEMON” (makes you say “HMMMMM” doesn’t it ?). The translation turned out to be way too literal to be very helpful but Mamere appreciated the visit from one of her grandsons to dote over so it wasn’t complete waste of time. The translation did help us figure out the wiper system which drove off the speedometer cable with a little gear switch. Unfortunately when the car traveled below 10 MPH you were better off disconnecting the cable drive and moving the wipers manually with a lever on the dash. Turns out fourth gear was an overdrive (which Mamere translated as a “flat multiplier”) and would not be very useful in a car making 25 HP and the aerodynamics of a brick (even if any one of us had figured out how to find the gear). The car had a top speed of about 45 MPH downhill with a tailwind and that was that.

It was a kinda’ cool little car in an “ugly duckling” sort of way and the ladies loved it. It was strictly a warm, clear weather car (see reference to wipers above) because it was made of corrosion encouraging (rather than resistant) steel. I think it was painted with a mop at the factory because the truly dreadful faded blue paint job was clearly original. This particular car had a huge canvas sunroof which opened very wide over both the front and rear seats passengers. So wide and long in fact you could stand up in the car (if you were courageous enough to take a chance on not putting your foot through the floor). The ladies loved that big sunroof on the hot summer day trips to the beach, which Mike and I took advantage of for a couple of weekends of “test driving” until we finally had to give the car to back its owner. We didn’t make any money on that job but we sure had a lot of fun.

TOOLS

PHILLIPS SCREWDRIVER: Normally used to stab the lids of old-style paper-and-tin oil cans and squirt oil on your shirt; Can also be used as the name implies, to round off the interiors of Phillips screw heads.

AIR COMPRESSOR: A machine that takes energy produced in a coal-burning power plant 200 miles away and transforms it into compressed air that travels by hose to an Pneumatic impact wrench that grips rusty bolts last tightened 70 years ago by someone at Morris Garage, and rounds off the bolt head.

CALENDAR OF EVENTS

- The information shown below is the most complete available as this newsletter is printed, and will be entered as space allows.
- Please submit non-BMC event listings to **Alan Vitt, 609 654-8012, unclear260@verizon.net.**
- Ed Wolff is keeper of BMC event schedules, so if you have any inputs on that topic, contact Ed — Lotus7ed@comcast.net.
- Priority will be given to British Car events which do not conflict with events sponsored by BMC or neighboring clubs.

| MONTH | DATE | BMC EVENT | LOCATION | POINT OF CONTACT |
|--------|---|---|---|-------------------------------|
| MARCH | Sat, 21 st . 10 AM | Ted Lane Chili-Fest | Ted Lanes garage Newfield, NJ | Ted Lane 856-691-6631 |
| APRIL | Sat, 18 th . 10 AM Rain Sat. 25 th | Smithville Gathering | US Rt. 9 & Alt 561 Galloway Twp., NJ | Bill Carroll 609- 567-2676 |
| MAY | Sat, 2 nd . 10 AM Rain 3 rd | Kontes River Event | Jack & Vivian Kontes Eagle Dr., Millville, NJ | Ed Wolff 856 816-7321 |
| | Sun, 17 th 9 AM rain or shine | Tour of South Jersey | Begin/end Peter's Diner Rt. 322 Williamstown, NJ | Bill Carroll 609- 567-2676 |
| JUNE | Sat or Sun. - TBA | S.J. Winery Tour. Wineries throughout South Jersey | Red Lion Diner Medford, NJ | TBA |
| JULY | Sat. 18 th . 6 PM | British Car Owners Ice Cream Social | Five Points Custard Rt. 540 & Rt. 557 East Vineland, NJ | Rob Walsh 856 692-2335 |
| AUGUST | Tues. 11 th . 7 PM | Members meeting | PJ Whelihan's Medford Lakes, NJ | Ed Wolff 856 816-7321 |
| SEPT | Sat. 19 th . 9 AM rain/shine | BMCSNJ Annual Show | NJ Motor Sports Park Millville, NJ | Ted Lane 856 691-6631 |
| | Sun. 20 th . 12 PM rain/shine | Winefest | Valenzano Winery Shamong, NJ | TBA |
| OCT | Sat. 10 th . 9 AM rain/shine | Blind Rallye | Lion's Blind Center Absecon, NJ | Bill Carroll 609- 567-2676 |
| | Sun. 24 th . 10 AM rain/shine | Covered Bridge Tour | Bucks County, PA | Ed Wolff 856 816-7321 |
| NOV | Tues. 17 th . 7 PM | Annual re-org meeting | Landis Ave. & Rt. 55 Vineland, NJ | Ed Wolff 856 816-7321 |

OTHER INTERESTING EVENTS

| MONTH | DATE | EVENT | LOCATION | POINT OF CONTACT |
|-------|--------------------------------------|---|---|---|
| MARCH | Sun. 29 th . 8 AM—1 PM | Annual BRITISH CAR FLEA MARKET. Hosted By Philadelphia MG Club. | Steve's Complete Car Care 6904 Castor Ave., Philadelphia, PA 19149 | Chuck Miller 267 241- 9554 |
| MAY | Sat. 2 nd 9 AM—3 PM | BRITFEST—Car Show & Swap Meet. Hosted by MG Car Club Central Jersey Centre. Featured Marques: Unusual British Cars. Bring us your unusual LBC . . . it's their turn to shine. 5 | Horseshoe Lake Park Roxbury Twp. Recreation and Municipal Complex, 72 Eyland Avenue, Succasunna, NJ 07876 | Charles Tregidgo 201 791-6675 ctregidgo@gmail.com |

SIMEONE FOUNDATION MUSEUM

by Baird Foster

Simeone Foundation Museum in Philadelphia celebrates the spirit of competition and features several British cars displayed with other important Racing Sports Cars.

John Stuart Mill, British philosopher and economist (1806-1873), wrote that "Competition is indispensable to progress." The Simeone Foundation Museum in Philadelphia, Pa., captures this thought as the theme for its world class collection of historic, amateur competition sports cars. "Racing improves the breed," notes Dr. Fred Simeone, thinking of the changes over the years in wheels, speeds, handling, braking, power, and consequently, the exterior skin.



Simeone, executive director of his Simeone Foundation Automotive Museum, recently unveiled at a new location his stunning array of sixty rare race cars spanning seven decades. Significant makes such as Alfa Romeo, Aston Martin, Bugatti, Ferrari, Stutz, Hudson, Jaguar, and—yes, Healey fans—Austin-Healey look ready to race in their pit-like or diorama settings.

Formerly housed in a warehouse in downtown Philadelphia, Simeone's collection was accessible to enthusiasts and other collectors (including Jay Leno) on a private tour basis, with Dr. Simeone as the tour guide. From the outside of that facility, passersby never knew what historic automotive gems were concealed behind the brick walls. And as chief of neurosurgery at the University of Pennsylvania Hospital in Philadelphia, Simeone had very little extra time to share his collection.

However, following his retirement in April, 2008, Simeone had the time to create the new museum on the outskirts of the city not far from the Philadelphia International Airport. Groups such as those from the Austin-Healey Sports & Touring Club and the British Motor Club of Southern New Jersey, have visited and received "Dr. Fred's" personal tour. At a visit in January, 2009 by members of the BMCSNJ, he proudly explained the significant achievements of the cars in his collection.

As a special feature, our own Kevin Kelly, museum curator, fired up a Jaguar D-type racer and drove around the spacious back parking lot—a rare sight-and-sound adventure!



This very car placed third overall in the 1956 Sebring 12-Hour Race, while its sister cars won at Le Mans in 1955, 1956, and 1957.

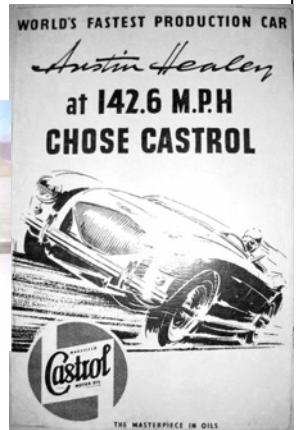


The cars are showcased in massive dioramas, including an Italian village, a Le Mans scene, a pit road area, and a scene from the Bonneville Salt Flats, which features a black 1954 Austin-Healey 100. Sitting just ahead of the Healey is one of the most famous and significant cars in the collection—a 1964 Cobra Daytona Coupe. This car is the first built of



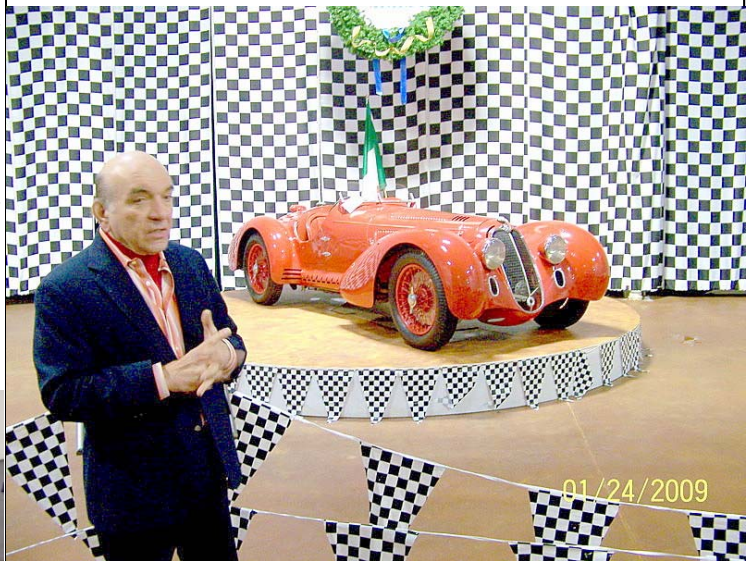
six coupes (CSX2287) and was the first to race (in Daytona, 1964) and the last to race (at Bonneville in 1965, where it set numerous time, speed, and distance records). Of critical importance is the fact that this car is the only one of the six in its original condition.

The Austin-Healey represents this marque's achievements at Bonneville in 1953, where a 100/4 in basically stock condition set many speed and endurance



records and helped BMC and Donald Healey promote sales here in America.

The exhibits demonstrate with words, old photographs, and motion pictures how amateur racing developed and improved the breed. Simeone notes, "We are not concerned with professional racing like Formula One or Indianapolis because the competition there has been affected by economic considerations not germane to amateur motor sports." The cars are shown in realistic settings, and most of the cars on exhibit ac-



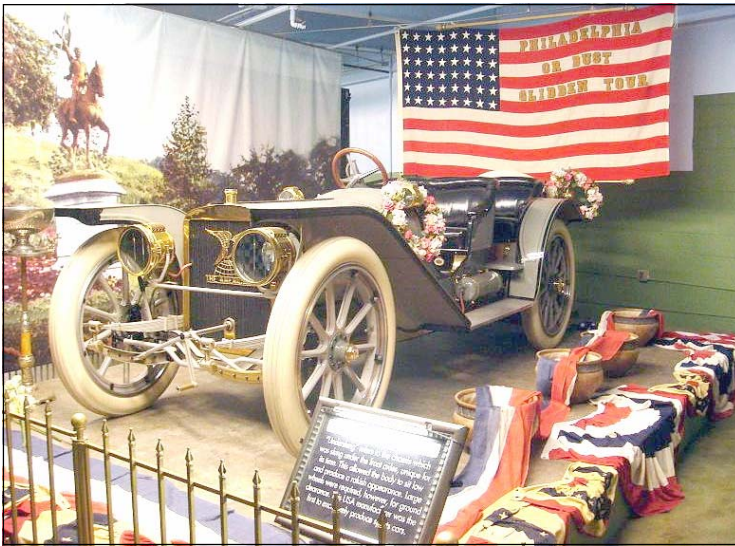
tually raced at the (recreated) settings displayed. Many of the cars are in unrestored condition, a very important feature of Simeone's cars. He will buy only the very best cars with impeccable provenance, one reason that his collection is so important and rare.

Viewing these magnificent cars, one wonders how they could be afforded. Dr. Simeone says, "Buying these cars today would be out of my league, but if you purchased them thirty years ago, it was doable." He views his collection as part of an educational experience for today's generation and commented that "the museum is just getting off the ground; we'll be improving it in the future." It's already an amazing place.

For any racing enthusiast, the Simeone Foundation Museum is an absolute "must see"; put a visit on your "bucket list." Seeing an Austin-Healey among these important pieces of automotive history reinforces the marque's role in world-wide motor sports.

For more information, visit www.simeonemuseum.org.

SIMEONE MUSEUM HIGHLIGHTS



American Underslung: A 1909 American "underslung" chassis (chassis under, rather than over, the front axles) is an example of very early endurance racing.



Blue Squire: An unusual and rare 1933 Squire Roadster. This is the first (chassis #001) of only seven made by its British manufacturer. The level of perfection of this car made it too expensive for the market. This car is considered by many to be the most beautiful English sports car of the 1930s.



America at Le Mans: Honors some American cars that competed there, including the two Ford cars in the foreground: #4, a 1969 Ford Mk IV (like the winning car in 1967) and #8, a 1966 Ford GTO Mk II, a sister of which won in 1966.



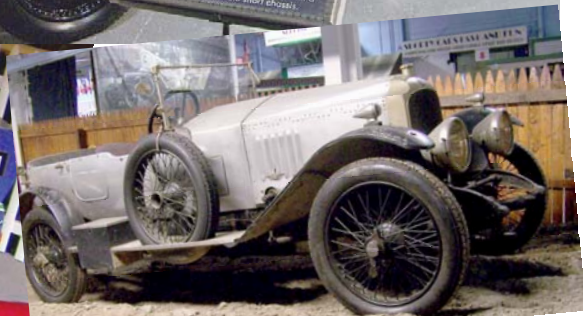
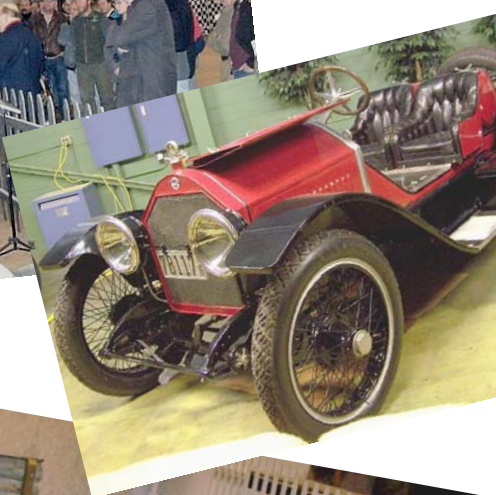
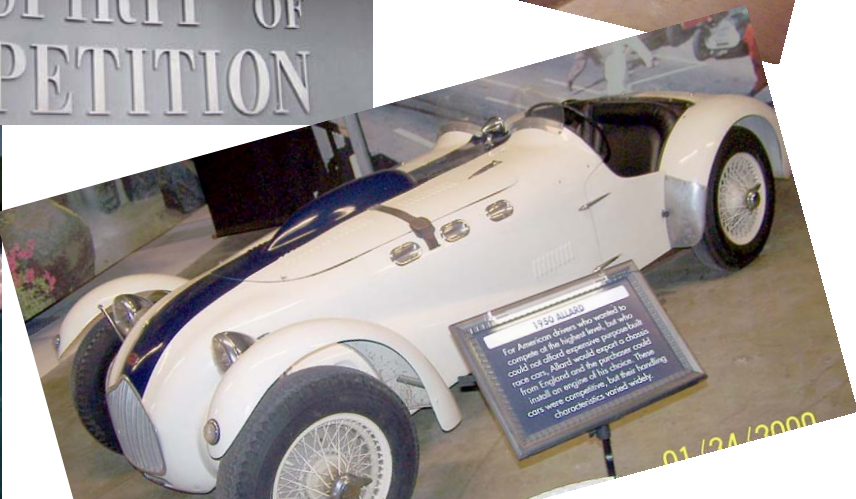
Workshop: The museum houses its own workshop; nearly every car in the collection is in running order.



Aston Martin and Cunningham: This 1958 Aston Martin DBR1 (foreground) was driven to victory at the 1958 Nürburgring by Sir Stirling Moss and Sir Jack Brabham. Rear is the 1952 Cunningham C4R, which was driven to victory by John Fitch and Phil Walters at the 1953 Sebring 12-Hour Race.



THE SPIRIT OF COMPETITION





YOUR AD COULD APPEAR HERE Find a home for those extra parts or that car that you will never get around to restoring. Raise some cash to buy more extra parts or projects that you do not need!!
 Contact Ed Gaubert: mgarage@comcast.net
 Ads will appear for two (2) issues , as space allows

PICK OF THE MONTH

Here's Ed's pic for this month:
 Austin Healey 3000, side curtain car, rough, Chevy V8 with a Powerglide, \$3000 sat outside.
 Call Ed for details.

1978 MGB No rust original car. 66k miles. White w/Black interior. New seats, top, dash pad. Runs and drives great, everything works.
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1994 Jaguar XJS. Classic collector car, garage kept, like new. 54,000 miles. Walnut/leather interior, upholstered rear seat. Dual OHC 6 cylinder. Includes all manuals and accessories. \$10,000 Firm.
 Ralph Deal 856-428-3640

Undercoating system/tools. Includes 3 bottles of "goo". Make offer.
 Pete Bahr 856-235-9148 peteb01@comcast.net

Windshield - early Triumph Spitfire (Mk 1,2,3) or GT-6 (Mk 1,2), p/n 906707, used, very good condition. \$75
Intake manifold - Alpine 1725cc for twin Zenith-Stromberg CD 150's no carbs. \$50
 Tom Evans 609-923-9298 tricars@verizon.net

Free, and very Cheap MG parts. I am cleaning out my inventory of spare MGA and MGB parts. Engine, drivetrain (including MGA trans, driveshaft and several complete rear assemblies) MGA fenders, hoods and various other body parts. Also some Lucas items. Must make room for new project. Pleas contact me if there is something you might need as I want good new homes for these parts.
 Bob Coles 609-518-9465 mgasx2@comcast.net

Cleaning out my shop, the following **MGA parts** are available:
 MGA Wings----I have a couple in various conditions MGA Bonnet MGA Speedo MGA Twin Cam Brake setup (right or left). Note that this Dunlap disc braking system and rotor are unique to the Twin Cam. Made of "unobtainium" Other MGA stuff available, contact me with your needs or for more info on the above.
 Barry Sandman 856-235-4804 delta654@comcast.net

1972 MG Midget, completely disassembled, many new parts, many parts rebuilt, all or nothing, \$1,000.
 (609) 346-5212. gmount@wtps.org

1973 MG Midget, 4-cylinder, 4-speed, 60,000 original miles, Great on gas, Looks and runs excellent.
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SECRETARY'S SACHEL —from pg 3.

British cars in the scenes. My particular favorite was when the bad guy sped off in a BRG Triumph GT6, can you guess why? Rover 2.5 Pls, Cortinas, Triumphs, etc. are all in the background. The police drive a Ford Grenada, Grenada! Ford UK must have gotten a foothold when we weren't looking, why don't we look to restore any of those? The series is only available on DVD for Region 2 so I need to find a DVD player to play it before my hard drive on my DVR wipes out the ones I have saved. "Ashes to Ashes", a continuation of the same cast from "Life on Mars" is coming soon as well. Catch "Top Gear" on Monday nights or go to BBCAmerica.com and see clips, episodes are available as downloads from iTunes.

Keep your car tuned and full of gas because Bole Coles has been working on a schedule of cruise nights that will be a variety of "British Invasions" into other rallies or just a cruise to invite Club Members and friends. Some may be posted in the News Letter ahead of time and some will be spontaneous. If you are still not on the email blaster this is a good time to do so because notice of the impromptu nights will be by email. Email Bob with any of your suggestions of gatherings you know of and we may be able to

"crash".

See all the rest of the great articles, photos and schedule of events and activities in this issue of Off Side/Near Side, see you on the road.

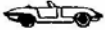
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History of the Stainless Steel Car

In 1935, officials at Allegheny Ludlum Steel Division and the Ford Motor Company collaborated on an experiment that would become a legacy and a tribute to one of the most dynamic metals ever developed.



Allegheny Ludlum and Ford would later collaborate on two more stainless models, a 1960 Thunderbird and a 1967 Lincoln Continental Convertible. Of the 11 cars originally built, nine are still in use.

Allegheny Ludlum, a pioneer producer of stainless steel, proposed the idea of creating a stainless steel car to Ford. The idea took shape in the form of a 1936 Deluxe Sedan. That car became the centerpiece of a campaign to expose the public to the new metal and its many uses.

Of the six stainless steel cars that rolled off the Ford assembly line in Detroit in 1936, four exist today as living proof of the durability of stainless steel. One is on display at the Heinz Regional History Center in Pittsburgh, PA.

A full set of Stainless automobiles (1936 Deluxe, T-Bird, and Continental) are on permanent display in the Crawford Auto Museum in Cleveland, Ohio.



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IT RAN WHEN PARKED

Pete Bahr spotted a Hillman rigged for towing a parade float in Bonaire, Netherlands Antilles. The float was in similar condition!

MOTORCAR GARAGE

There was a huge turnout of 60+ British car nuts at the Tech Session hosted by Pete Cosmides on Sat, Feb 21 at his Motorcar Garage in Maple Shade. In addition to BMC, there were members from Triumph, Positive Earth, MG Car Club Central Jersey Centre and other clubs in attendance. Philly pretzels were there as well.... Thanks Ann.

Pete and his associate, Ed Sweeney (who was recently named as MG Enthusiast of the Year—2009 by NAMGBR), gave a very informative presentation on braking systems. They covered all aspects of the system including: rebuilding; brake lines; fluids; calipers and shoe systems; failure points in the system; Cu-Ni replacement lines; bleeding of lines. Overall, of significant help to us shade tree mechanics.

THANK YOU Pete and Ed.



QUIZ

- Ok, the Editor will buy a beer, at next opportunity, for the first correct answer I receive via email.
- We all know that our engines provide power by spark plugs firing in the cylinders. During the combustion stroke, the plugs fire and ignite the fuel.
- For the following engines, how many fires (sparks) per minute does the engine provide at 1200 rpm?
 - A—Six cylinder engine
 - B—Four cylinder engine
 - C—Five cylinder engine—(well, like an Audi)
 - D—Twelve cylinder engine

Pete Bahr—peteb01@comcast.net

The INTERSTATE HIGHWAY SYSTEM

The Interstate Highway System was authorized by the Federal-Aid Highway Act of 1956 – popularly known as the National Interstate and Defense Highways Act of 1956 – on June 29. It had been lobbied for by major U.S. automobile manufacturers and championed by President Dwight D. Eisenhower, who was influenced by his experiences in 1919 as a young Army officer crossing the country in a truck convoy (following the route of the Lincoln Highway), and his appreciation of the German Autobahn network as a necessary component of a national defense system. In addition to facilitating private and commercial transportation, it would provide key ground transport routes for military supplies and troop deployments in case of an emergency or foreign invasion. (Memories were still strong of reported Japanese threats to invade the West Coast of the U.S. during WW II.)

Initial federal planning for a nationwide highway system began in 1921, when the Bureau of Public Roads asked the Army to provide a list of roads it considered necessary for national defense. This resulted in the Pershing Map. Later that decade, highways such as the New York parkway system were built as part of local or state highway systems. As automobile traffic increased, planners saw a need for such an interconnected national system to supplement the existing, largely non-freeway, United States Numbered Highway system. By the late 1930s, planning had expanded to a system of new superhighways. In 1938, President Franklin D. Roosevelt gave BPR chief Thomas MacDonald a hand-drawn map of the U.S. marked with eight superhighway corridors for study. The publication *General Location of National System of Interstate Highways* maps out what became the Interstate System, and is informally known as the *Yellow Book*.



Although construction on the Interstate Highway System actually continues, I-70 through Glenwood Canyon (completed in 1992) is often cited as the completion of the originally-planned system. The initial cost estimate for the system was \$25 billion over 12 years; it ended up costing \$114 billion (adjusted for inflation, \$425 billion in 2006 dollars) and taking 35 years to complete. Additional spurs and loops/bypasses remain under construction, such as Interstate 485 in North Carolina. A few main routes, not part of the original plan, remain under construction, such as Interstate 22 in Alabama, Mississippi and Tennessee.

- Due to the cancellation of the Somerset Freeway, **Interstate 95 is discontinuous in New Jersey**. Very confusing to motorists.
- Hawaii, has roads as part of this system, even though they are not "INTERSTATE". They are designated as "H", not "I".

Three states have claimed the title of first Interstate Highway. Missouri claims that the first three contracts under the new program were signed in Missouri on August 2, 1956. The first contract signed was for U.S. 66 (now I-44). On August 13, 1956, Missouri awarded the first contract based on new Interstate Highway funding.

Kansas claims that it was the first to start paving after the act was signed. Preliminary construction had taken place before the act was signed, and paving started September 26, 1956. The state marked its portion of I-70 as the "first project in the United States completed under the provisions of the new Federal-Aid Highway Act.

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