MORRIS MATTERS
Prairie Octagon MG Club
PO Box 746
St. Joseph, IL 61873

2001 CALENDAR OF EVENTS

Event	*Date/Time*	*Coordinator*	*Phone*	*Location*
Missouri Endurance Rally	*March 24-25*	*Robert Rushing* *slime@stlnet.com*	*314-995-8664*	*St. Louis, Mo.*
Spring Tech Session	*April 29*	*Rob Dixon*	*217-762-9558*	*Rob Dixon's Garage Monticello, IL*
Champagne British Car Festival	*May 25-27*	*Dane Lay* *MG Dane@aol.com*	*217-415-2911*	*Champaign, IL*
Shakespeare Theatre	*July TBA*	*Jean Ingram* *MG Buddy@aol.com*	*217-469-2007*	*Bloomington, IL*
Mack-a-Mog	*July 21-22*	*Ron Davis* *mogdriver@trianglenet.net*	*309-359-8613*	*Galena, IL*
Harvest Moon Drive In	*August 11*	*Doug and Mary Eppich*	*217-352-4549*	*Gibson City, IL*
Fall Color Tour	*October TBA*	*Carol and Dick Brown* *altmgb2@yahoo.com*	*309-662-3020*	*TBA*
Fall Tech Session	*November TBA*	*TBA*		*TBA*

Please call coordinators for times and rendezvous locations

MORRIS MATTERS

The Newsletter of the PRAIRIE OCTAGON MG CLUB
SPRING 2001
Founded March 1991
Affiliated Chapter NAMGBR

RICK'S RAMBLINGS

"*Yo chaps*!" As I write this column it is pouring down rain (instead of snow!) and the temperature has reached a balmy 40 degrees. The MGC is prepped and ready for its first road trip of 2001 … a drive down to Sebring, Florida for the MGV8 Register's annual gathering. I'll let you know the details of this adventure next time! Work has begun on my V8 project; the MGB is in dire need of some tender loving care!

This month is the tenth anniversary of the founding of the Prairie Octagon MG Club! Our organization grew from a once a year gathering of a half dozen or so MG enthusiasts for a fall cookout to what it is today – about one hundred British car owners and their families who all possess a common characteristic … the love of an English motorcar. The "steering committee" of the POMGC attempts to offer activities throughout the year which should be of interest to all members and their families. Driving events, cruises, tech sessions, and non-car related activities such as the Shakespeare Festival Theatre outing or last fall's trip to Medieval Times provide an opportunity to you to meet new friends and possibly learn more about your British car. I sincerely hope that more of you will take advantage of our outings this year … YOU WILL HAVE FUN!

Another highlight of 2001 is the tenth annual Champagne British Car Festival. Planning for this event has been on-going since the close of the festival last year. Theme for this year is "A Space Oddity". Many creative minds have been working overtime to come up with an agenda that is certain to make for fantastic memories for those in attendance. Registration forms will soon be available. Base hotel is again Jumer's in Urbana. Friday night will begin the festival with the "Space Oddity" dinner with games and music. A funkana is planned for Saturday morning; picnic cruise for Saturday afternoon; an evening at the Virginia Theatre in downtown Champaign in combination with a pub crawl. Sunday will start off bright and early with the "Dawn Patrol" breakfast cruise and of course the popular vote all-British car display at Lincoln Square Mall on Sunday (featuring the MG Midgets, Austin Healey Sprites, and Triumph Spitfires).

Save Memorial Day weekend for the 10th Annual Champagne British Car Festival!

THE all MG event to attend in 2001 will be held in St.Paul, Minnesota from July 2-6 at "Abingdon Village" on the Minnesota State Fairgrounds. Check the website at www.mg2001.com for more information! "MG 2001 – An MG Odyssey" is a joint venture of the MMM MG Register, the NEMGTR, the NAMGAR, the NAMGBR, and the AMGCR. Be there!

If you do not already belong to a national MG register, there is no better time to join than now.

MMM Register	P.O.Box 717 – St.Helena, CA 94573 707/963-2313 Pre-war MGs
NEMGTR	Drawer 220 – Oneonta, NY 13820 704/544-1253 MGTC, TD, and TF
NAMGAR	15 Cimarron Trail – Lucas, TX 75002 – namgar.registrar@airmail.net MGA and its variants
NAMGBR	P.O.Box MGB – Akin, IL 62805 – 800/NAMGBR1 MGB, Midget, 1100 and 1300, and all "post Abindgon" MGs – www.namgbr.org
AMGCR	2809 Copter Road – Pensacola, FL 32514 – 850/478-3171 MGC

See you "on the road"! *Rick*

LEFT LANE DANE'S MG MUSINGS

Warm wishes…

I don't know about all of you, but the winters just seem to get longer and longer. And every time the weather gets warm for a couple of days it makes me think Spring is finally here, even though we still have several more weeks to go. I went to where my MG's are stored this last weekend to make sure they were still tucked in OK and I just wanted to wake them up. I miss the sound of the C's six cylinder in it's deep idle.

I'm sure most of you have the same feelings during the winter. But, it's time to make sure you get your spring project parts ordered, if you haven't already. I've got to get on the phone and get a new speedo cable, since mine broke leaving Cleveland last summer. And the positive battery cable needs replaced, and… Well you know how it goes.
It's also time to set a schedule for this year's POMGC activities. We need some members to host short cruises, tech sessions, and parties, inform everyone of local car shows, etc. I know there are tons of cruise-ins in this part of Illinois in the summer. We can join the American cars and remind people that the British made classic cars too. And there are several major restorations/rebuilds happening in POMGC garages. You don't have to have the ultimate shop to host a tech session, just a LBC (Little British Car) and a need for some extra hands and friends. (a cold beverage is nice too) The Schmales were kind enough to host a wonderful party with a gimmick autocross on the grass last fall, and all you really need is room to park a few LBC's and an outdoor grill to have a good time. (a cold beverage is nice too) My point is that it really doesn't require much effort to organize an activity for YOUR club. Just send me an e-mail with a suggestion or a date and we'll get the word out.
Now to get on those Carhardts, and turn on the heater, and get down on that cold concrete floor to check on those front bushings I'm sure need replaced…

'C' ya Dane

REPORT OF THE EXCHEQUER

March 2001

The savings account of the Prairie Octagon MG club has a current balance of $622.88. We have $98.00 in petty cash. Production costs of this newsletter have not been subtracted. An invoice from British Marques Car Club News in the amount of $6 per member is anticipated in May.

Many members will find membership renewal reminders in this newsletter. Please print all information requested and return this form along with a check in a timely manner so that we can keep the club in the black.

Dues have remained at $10 per year since 1991. Your dues provide you with at least two issues of Morris Matters and a subscription to BMCCN. Quite a bargain if you think about it!

Richard Penny

CBCF MEETINGS

CBCF meetings for the spring are 3/25, 4/22, 5/6, and 5/20. Call Dane Lay or Dick Brown with questions.

THE BENT WING

Perry French

Some Follow up on previous columns. Values on your cars can also be found in "N.A.D.A. Classic Car Guide" and at their website-nada.com. Also on line is Kellys Blue Book (I don't recommend this one). Edmunds guide are also fairly good. The two best (my opinion) are still CPI and NADA.

With that out of the way, let's continue with basic coverage info. Assuming (and we all know that makes an ass of me and a mule of you) that an agreed/stated/declared value has been established, the next question is what coverages do I need ? The basics are liability, collision and comprehensive. A quick summary of each folows.

Liabilty coverage pays for injuries(property damage and bodily injury) caused to another car,other property(lamp post, garbage cans, etc.), occupants of your car and the other vehicle ,pedestrians, dogs, children.... It also pays costs of attorneys needed to defend you in such matters. Usually it is sold in stated amounts(policy limits). Basic coverages are divided as follows: $100,000/300,000/100,00. This means you have up to $100,000.00 available to pay for damage to property(hit something cheap!), $300,000.00 in total bodily injury coverage that is limited to $100,000.00 per individual. Once this is spent, you are on your own ! The liability coverage also includes medical payments up to a stated limit for a person in, on or alighting from your car.(I said brief, so I will continue this next column)

Collision covers any impact with another object (animals are not objects). It will pay to repair your car up to the limit(the declared value) of the policy or the value of the car at the time of the accident. The stated value is your maximum recovery, if the market value is down, you may not recover the stated value.

Comprehensive coverage is fairly broad. It covers animal impacts, theft of the car and/or components (once again, there are some limits), vandalism, wind, falling objects (trees, spaceships, Dr. Evil) and fire. This coverage can be purchased by itself for cars under restoration and is nominal in cost (I pay $15.00/yr for my '65 MIDGET). **Any car in storage is NOT covered by your homeowners/renters policy.**

Each of the above coverages have various restrictions and exclusions. Check your policy form for these as they vary by company. If you do not have a complete copy of your policy, contact your agent and request it.

In todays world, $100,000.00 in coverage is not a lot of money. You may wish to consider an umbrella or excess, personal liability policy. These are usually fairly inexpensive in relation to amount of coverage written

($1,000,000.00 will cost $150-200/year or less). It will provide additional amounts of insurance for your homeowners and auto owners. (Again, more in a later column)

THE OIL SPOT

Doug Eppich

In response to requests for technical information about British cars (technical being defined as not using a hammer), this monthly feature will focus on technical tidbits. Contributions are welcome and you will be given full credit for any articles or suggestions that result. If you have a problem that you want covered -- let us know.

AN EXAMPLE OF A MGB ROTISSERIE

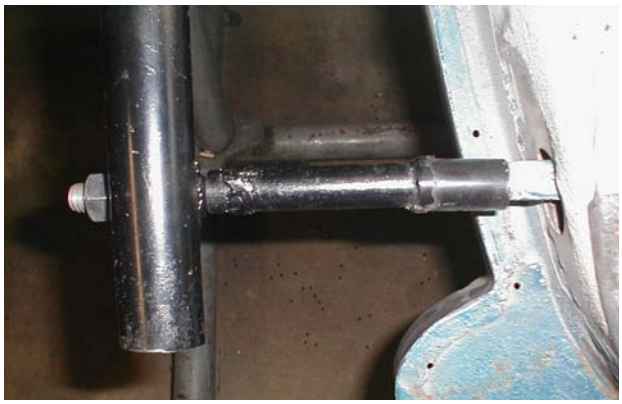
by Doug Eppich

An old racing buddy of mine talked me into buying his '74 MGB that he was going to restore for his son. His son, though, had crewed on the old man's racing Austin Healy Sprite since he was in diapers, and decided that a Miata was a better choice of reliable vehicle transportation. So, I ended up with the B and it needed some bodywork -- although I didn't know how much until it was media blasted -- and having tried to weld overhead on my '77 while under the car, I decided there had to be a better way. Now, I confess that I had already an engine stand and engine crane (both home-made) from previous British car adventures and a pile of old pipe from a former Mercury Bobcat roll cage (a story in itself) so my objective was to make a rotisserie without any materials cost so I could flip the car body around when replacing the rocker panels, floor, rear bulkhead, and the brakelines and wiring. The unit is sufficiently sturdy for the car body but not with the engine, suspension, transmission, or rear end attached to the body.

Rear Rotisserie Assembly

The rear assembly uses three sections: two sections are made from a short length of 1/2" black pipe with pieces of 1/2" threaded rod welded into one end and a collar (make or buy couplers at the hardware store) threaded to screw onto the bumper mount welded to the other. In use these are screwed onto the bumper mount first and then the third section (a piece of 1-1/4" pipe with 1/2" pipe sleeves) accept the two sections bolted to the bumper mount. Drill the holes in the 1/1/4" pipe sufficient to insert 1/2" pipe sleeves at the spacing between the bumper mounts (make the holes a little oversized). Before welding in the sleeves to the 1/1/4" pipe, attach the assembly to the body and bolt to the sleeves. Next slip the pipe over the sleeves (everything is attached to the body now as a trial fit) and if it works weld the sleeves in the 1-1/4" pipe. The 1-1/4" pipe also needs to have the short piece of pipe which fits into the engine stand pivot hole welded to its middle (I used some PC-7 to make up the difference in diameter between the engine stand hole and the rotisserie pipe). Drill some holes in the engine stand and the assembly for a pin to hold the body in positions that you prefer. Make sure the engine stand pivot hole is at least 41" above the garage floor so the body will pivot all the way around.

Photos of rear assembly



Front Rotisserie Assembly

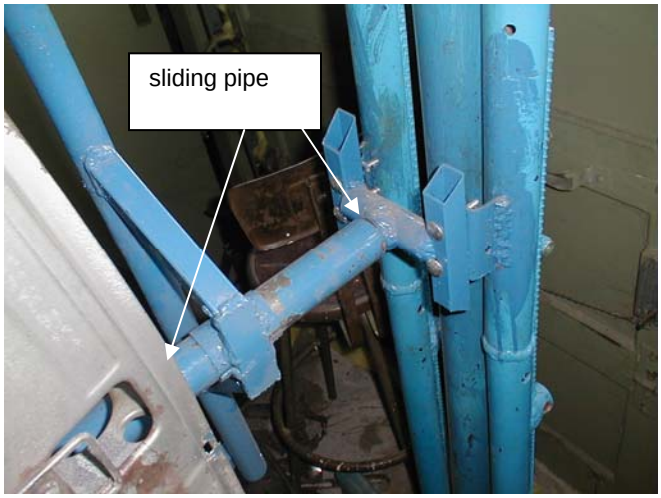
The front assembly consists of 1) a long T-section of 1-1/4" pipe onto which plates are welded to bolt on to the car body's motor mount supports. I bolted the plates to the body and then welded the T-section to the plates so the alignment would be correct; 2) an assembly which attaches to the front bumper mount holes and slips over the 1-1/4" pipe to provide additional rigidity to the assembly. I split a short piece of 1-1/2" pipe and opened it up so it would slide over the 1-1/4" pipe and then welded the opened pipe to a trianulation section (see photo); and 3) a 1" box tubing assembly which bolts to the engine crane so it can be removed when the crane is needed to put the engine back in the car (again make sure this is 41" above the ground. A piece of 1" pipe about 12" long is used to as the bearing for the front assembly and this pipe goes is slipped inside the 1-1/4" pipe of the long T-section. I made it extra long since the pipes will tend to walk from

each other when you are rotating the body and the extra length means you don't have to check it as often.

Photos of front assembly

front assembly attached to car body and engine crane

front part of assembly attached to motor mount plates on body



front bumper sleeve assembly
1-1/4" pipe inserted into 1" pipe on engine crane attachment bracket

holder bracket bolted to the engine crane
(fabricated from 1" box tubing and 1-1/4" pipe)

Mount on Engine Stand and Engine Crane

The assembly is attached to the car body at both ends and then inserted into the engine stand or onto the engine crane assembly. It helps to have a few buddies around to lift the body to the proper height when doing this.

The front and rear rotisserie sections are independent, and have worked quite well without being interconnected. If you would like to see it in action, come by most any Saturday afternoon to Doug's shop (1506 Alma Dr., Champaign) for the next couple of months.

THE FEATURE ARTICLE

Since the activities report is rather light this time, Bill Elwood has graciously offered the following history of the SU carbs. Credit to Burlen Fuel Systems for writing the original article.

THE HISTORY OF THE SU CARBURETTER

John Burnett, Burlen Fuel Systems

Origins

The SU carburetter was the brainchild of the late George Herbert Skinner. He was born at Ealing in April 1872, the son of William Banks Skinner, a director of the well-known Lilly & Skinner footwear distributors. Despite following his father into the footwear business, Herbert's real passion lay with the motorcar.

Herbert was educated at Castlebar School in Ealing, and although as far as is known he had no technical training, by 1900 he had submitted three provisional patents covering his ideas.

In 1903, he is reported to have travelled to France to learn how to drive a car. The following year he and his younger brother Thomas Carlisle Skinner decided to put some of his ideas into practice and improve the carburation on a Star motor-car they owned at this time. The vehicle's massive old carburetter was fitted with a glass top through which they could watch the flow of fuel from the jet.

It was clear that the suction (depression) on the jet varied in accordance with the demands made by the engine, and it seemed to them that a big improvement would be made if the jet could be located in an air channel of a size varied to suit different engine speeds, so ensuring a constant depression and air velocity.

A crude mechanism was evolved to bring this about, but it was then found that it lacked overall performance because if a jet orifice was chosen that was suitable for full throttle running, then this would result in an over-rich mixture for slow running and vice versa. The answer to this problem was a tapered needle; this varied the size of the jet orifice according to engine demands.

A full patent was applied for by Herbert in February 1905 and granted in January 1906. Herbert's application describes his occupation as "Boot and Shoe Manufacturer".

The First Carbs

If Herbert was the inventive genius, his brother Carl was the practical "engineer". Carl was born at Ealing in June 1882 and educated at the Leys School in Cambridge. Again it is not known where or even if he received any technical training. Carl also joined the family business but by 1906, he had teamed up with R.P. Wailes to manufacture and fit carburetters.

It is not clear when the first experimental carbs were produced, but they were almost certainly made at George Wailes & Co.'s works at 258 Euston Road. When George Wailes sold the works and premises in 1906, Carl became a partner with George's son and they took temporary premises in Euston Buildings while new works at 386-388 Euston Road were being built.

For some years carburetters were fitted and tuned to individual cars. The new works had an 8' x 16', cwt capacity lift which served all four floors as well as the roof and basement. Surprisingly, the top floor was used to fit and tune while the carburetters themselves were manufactured in the works below from working drawings prepared by the Chief Draughtsman, Mr. J.O. Garner, to Herbert's sketches.

Herbert's main responsibility appears to have been one of design and improvement, which he pursued with vigour and also protection by way of patents of his ideas; a full patent covering the "constant depression" idea was granted in England in 1906, and additional patents were taken out in Belgium, France, Germany, Italy and the USA.

There is some evidence to suggest that the carburetter was originally branded "The Union Carburetter" but this was soon superseded by "The SU Carburetter", being the abbreviation of "Skinner's Union".

The SU Company Ltd.

In 1910, the company moved to premises at 154 Prince of Wales Road, Kentish Town, North London, an old horse stable, the structure of which had to be converted to allow production to take place, and a Limited Company was registered in the name of The SU Company Ltd on the 2nd of August 1910: Reg No 111416.

The early carburetters were fitted with leather bellows in place of the now familiar dashpot, and they appeared to have worked quite well. To maintain the leather bellows's suppleness, a regular application of glycerine was recommended. The bellows themselves were made from glace kid by Herbert's wife Mabel at their home.

The First World War

With the outbreak of war in 1914, carburetter production virtually ceased, the factory being busily occupied making machine-gun parts and tripds, bombs and aircraft carburetters. At this time there were about 250 employees.

Carburetter production resumed after the war, but progress was slow. There was a general recession within the motor industry due to inefficiency and high costs, and the Company resorted to making wireless parts, windscreens, water cocks and other similar engineering work.

Some car manufacturers appreciated the qualities of the SU, however, and they were fitted to a number of quality cars such as Bentley, Napier and Invicta. During this time, the leather bellows were replaced by a brass piston.

Takeover

By the mid-twenties, after some initial problems, William Morris was fitting more and more SU's to his cars and in his usual style acquired the by now struggling company in December 1926. The takeover appears to have been somewhat acrimonious with the existing management probably left with the choice of selling out or going broke.

The Company was immediately moved to the Midlands and installed in the works of another of Morris's new acquistions, the Wolesley factory at Adderley Park, Birmingham. Carl came as part of the package, being made Managing Director.

This was the real turning point for SU, and with all the cars in the Morris empire to service, SU production increased rapdily. Accoridng to Wilf Vebster, who joined the company in 1929 as Assistant Draughtsman, money for expansion and development was no problem: "We could have more or less whatever we wanted," he said, and so new products now started to arrive thick and fast.

1929 saw the introduction of the HV type carburetter with bottom feed float chamber. In 1930, the HV was modified to take the top feed float chamber, followed by the OM and D type in 1931, the latter standing for "down-draught", a design which required a spring in the suction chamber to return the piston to the idle position. 1931 was also the year that Herbert, the inventive "genius", died. The following year, the L type petrol pump was introduced and replaced the Pertolift -- it is till in production today in its original form.

SU Carburetters Ltd

The thirties were a time of almost frenetic development; SU would and did make almost anything for anybody requiring a fuel system and the growth in output in both production and designs was quite incredible.

In 1936, the name of the company changed to SU Carburetters Ltd. In 1937, the thermostatic automatic choke and the ubiquitous H Type was introduced- a series of carbs with choke bores ranging from 1-1/8 to 2 inches in 1/8 th increments which were to be the standard right through to the end of the 1950s. In 1938, the hydraulic piston damper was introduced to provide acceleration enrichment.

Various new pump designs had also appeared by now including the HP, LCS and double ended high capacity odels. By 1939, nearly all Morris and MG vehicles as well as Riley, Woleseley, Alvis, Bentley, SS etc were equipped with either an SU pump or an SU carburetter or both. SU was thriving.

In March 1939, the SU factory covered 81,000 square feet and employed between 400 and 450 people making some 4,000 carburetters and 4,000 pumps a week. This year the zinc die-cast piston was replaced by brass, since zinc distorteor grew with age resulting in loose piston rods, and the HV type carburetter was phased out.

The Second World War

The second world war increased SU operations significantly-- by the outbreak of hostilities the works employed some 700 people, an increase of 300 in about six months, supplying all the aero-carburetters for Rolls Royce Merlin, Vulture and Peregrine as well as Napier for their Sabre and Dagger engines. The company was also manufactureing its fuel pumps for many military applications.

In 1942, the petrol injection pump was developed for the aero-engines, first fitted on Mosquito aircraft. Two SU technical staff had taken out a patent in 1939 but the firm could not get anyone interested in it at that time. After three years of neglect, the SU design was adopted and the new British petrol injection pump came into general use in the last year of the war. It was later built under licence by an American company and called The Simmonds Injector Pump.

Growth and Decline

In 1945, the production of carburetters and fuel pumps for motor vehicles was resumed and a move to the present site at Wood Lane, Erdington, Birmingham took place in July 1947.

The "Skinner" connection was finally severed this year when Morris (Lord Nuffield) called a meeting with Carl, along with eight other directors from various parts of the Nuffield Empire, and announced that they were all sacked. A sad and somewhat ignominious end to a career dedicated to the development of his brother's ingenious invention.

The following year saw the introduction of aluminium die castings replacing zinc and brass, a direct result of experience gained during the war years and making

good use of the plentiful supplies of aluminium left over from aircraft production.

After the war, developments and new introductions came almost on a yearly basis. In 1950, dustproofing was introduced, in 1952, the formation of the British Motor Corporation widened the market for SU carburetters and pumps still further, and in 1954 were introduced both the part-throttle weakener for single car applications on 6-cylinder engines (eg Rover P4) and the HD type carburetter.

1958, the year Carl Skinner died, saw the introduction of the HS type carburetter, 1962, the delrin float needle, and the following year the nylon float on HS carburetters. 1967 saw the development and marketing of a mechanical fuel pump and shortly after an automatic enrichment device (AED).

In 1969, the spring-loaded metering needle and throttle overrun valve were introduced, in 1971 jet temperature compensation on HS8 carburetters, and in 1972 the HIF type. Jet temperature compensation was expanded to HS4 and HS6 carburetters in 1975; the following year the ball-bearing suction chamber was introduced and the part throttle weakener further developed.

By 1976 SU's position, that of a small plant in a rapidly declining car manufacturer known as British Leyland Motor Holdings, changed once agian when in became part of a division of Service and Parts known as SU/Butec.

With the demise of SU/Butec a few years later, SU lost its identity to become Aistin Rover Fuel Systems, the beginning of a lon period of drift and decline with SU parts becoming more and more difficult to service.

Burlen Fuel Systems

By the early eighties SU was seriously considering ceasing production of HS pairs (for MGB, Midget and Spitfire) but were persuaded to keep tooling operational by ***Burlen Services***.

1994 saw the end of an era of carburetter production for the great marques of motoring manufacturing when SU ceased original equipment carb production.

On August 16th, the final units, designated HIF and KIF, were produced, direct descendents of the original design by the Skinner brothers, the longest-running UK carburetter in production.

Berlen Fuel Systems now supplies most of the SU aftermarket requirements, being responsible for kit packing, cataloguing and sales promotion throuhout the world. BFS has invested heavily in tooling, both in its own right and in joint ventures with SU Automotive in order to support the Classic market; the most recent example being the re-emergence of OM, HV3, and H type carburetters.

UPCOMING EVENTS

CAR SHOWS

Peoria
June 9-10
for info call:
Alan Kupferschmid
(h) 309.699-8610
or
Ron Morger
(h) 309-692-2603
Email r2b2mg@aol.com

Rockford
British Boots and Bonnets
Poplar Grove Airport, Belvidere
July 15
Tony Burgess
614-899-2394

Abingdon
August 2-5
Jim Evans
630-858-8192

Des Plaines
September 9
Rey Navarro
708-442-7380

APRIL TECH SESSION

Coordinator: Rob Dixon

Rob's Garage in Monticello is the location for the Spring Tech Session on April 29. If you have a problem with you car bring the car and the problem and tap the expertise of the PMOGC members or help Rob put together his engine for the '74 MGB he is restoring (he says all the parts are there and he's saving the assembly for the tech session) or help Rob put some new seals in his rear end and transmission. The session will start about 1:00 call Rob for directions (he is just off of I-72 so he is not too hard to find)

THE CHAMPAGNE BRITISH CAR FESTIVAL

Chairman: Dane Lay

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Reserve Memorial Day weekend for the Champagne British Car Festival. Dane also needs plenty of volunteers to help put the event on. The Festival committee will meet frequently on Sunday afternoon

(3/25, 4/22, 5/6, and 5/20) prior to the event to put the pieces in place. Call Dane *(217-415-2911)* to volunteer and he will put you in touch with one of the committee heads or use his email (*MGDane@aol.com*).

THE SHAKESPEARE THEATRE

Coordinator: Jean Ingram

Jean is looking at the plays and schedule for the Shakespeare Theatre event in July. We will probably go to a Saturday afternoon performance so everyone can make it home before dark and picnic in the park after the play.

THE 5th ANNUAL MACK-A-MOG

Coordinators: Ron and Michelle Davis

July 21>22 2001

This years event will be a romantic OVERNIGHTER
Whew-Whew!!!
in Galena Illinois
at
The Stoney Creek Inn
940 Galena Square Drive
Galena Illinois
1-815-777-2223
or toll free
1-800-659-2220 option 1
www.stoneycreekinn.com

Please call and reserve your room today! Space may be limited. Whirlpool and fireplace suites are available. Please inform Ron and Michelle Davis of your intentions, we will be planning a scenic drive and tour enroute. Please feel free to call or email with suggestions. Several wonderful dining establishments are up for consideration.

home: 309.359-8613
email: mogdriver@trianglenet.net

Live the Romantic Lifestyle!
Hope to see you all in Galena

Ron and Michelle

THE HARVEST MOON DRIVE-IN

Coordinators: Doug and Mary Eppich

The warm summer evenings of August are a good time to enjoy an open air movie at one of the few remaining drive-in theatres in the country. We will converge on the Bayern Stube Restaurant for supper followed by a caravan to the Harvest Moon Drive-In in Gibson City, Illinois. The folks at the Harvest Moon generally reserve the front row for our rowdy crew so plan on coming. See schedule for the week-end of the event or call Doug or Mary Eppich (217-352-4549)

THE FALL COLOR TOUR

Coordinators: Carol and Richard Brown

Carol and Dick always chose an exciting route with a good place to eat, so keep you cars out until after the fall color tour in late October. Time, date and location to be announced.

Dick and Carol Brown
(309) 662-3020

NOVEMBER TECH SESSION

Coordinator: TBA

Depending on who has broken what, we will have a tech session in November at a to be announced location with a to be announced coordinator at a to be announce time and date.

FRIDAY NIGHT NATTER n' NOGGIN

With some popular demand and since a few of us are Friday night regulars at Jumer's, The POMGC is scheduling an informal group natter n' noggin on the 3rd Friday of the month at 7:00. Doug Eppich will buy the first pitcher and Rick Ingram will buy the second. After that you're on your own. We'll start in April.

EVENTS SINCE THE LAST NEWSLETTER

Well, hibernation doesn't count, but several of the members have also been working like crazy on their restoration projects and several more are planning the Car Festival. More to come next time.

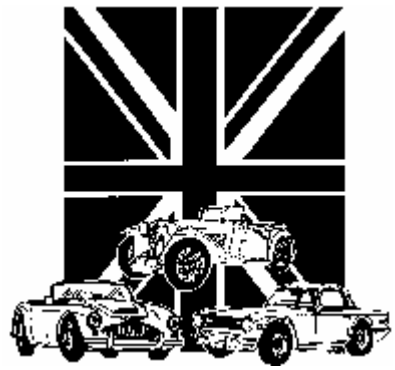
CONDOLENCES

Our condolences to Kevin Merkel and family on the loss of wife and mother Diane in early March. Our thoughts are with you.

Editors Note:

If you move or change your email address let us know. Also you need to notify British Marques of the address change. Send the change to Rick Ingram -- MOWOG1@ aol.com and we'll change our list to keep you up to date and the newsletters coming.

The 6th Annual Missouri Endurance Rally
March 24 – 25, 2001



Registration Form

Name: _____

Address: _____

City: _____ **State:** _____ **Zip:** _____

Phone: _____ **E-mail:** _____

Co-Driver: _____

Address: _____

City: _____ **State:** _____ **Zip:** _____

Phone: _____ **E-mail:** _____

Car Info: Marque: _____ **Model:** _____ **Year:** _____

Registration is $20 per car.
Make checks payable to: ***The MG Club of St Louis***

Mail to: Missouri Endurance Rally, c/o Robert Rushing
5444 Sutherland Ave, St Louis MO 63109