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

2002 CALENDAR OF EVENTS

Event	*Date/Time*	*Coordinator*	*Phone*	*Location*
Harvest Moon Drive In	*August 24*	*Doug and Mary Eppich* *deppich@waterflowconsultants.com*	*217-352-4549*	*Gibson City, IL*
Fall Color Tour	*October 19-20*	*Carol and Dick Brown* *altmgb2@yahoo.com*	*309-662-3020*	*TBA*
Fall Tech Session	*November TBA*	*Rob Dixon*	*217-762-9558*	*Rob Dixon's Garage Monticello, IL*

Please call coordinators for times and rendezvous locations

MORRIS MATTERS

The Newsletter of the PRAIRIE OCTAGON MG CLUB
SUMMER 2002
Founded March 1991
Affiliated Chapter NAMGBR

RICK'S RAMBLINGS

Yo chaps! Well, I've driven the MGC to Dallas, Texas and to Asheville, North Carolina (where we stumbled upon 4 BMW Z4's being test driven on the Blue Ridge Parkway); tomorrow (8/12) I leave for Grand Rapids, Michigan for the Grand Lake Tour Mk X Endurance Challenge (I'm a rallye master this time!) and the MGV8 annual convention. I'll have almost 4000 miles logged on the MGC in three round trips. Hope that you've been having as much fun in your British car as Jean and I have been having in ours! (Several years ago I used the MGB almost on a daily basis during the summer. Maybe next year I'll do the same!

I would like to recommend to the membership that we buy a copy of Adobe Acrobat for our editor's use. We could then send out the newsletter in an e-mail format without "wasting" much bandwidth or causing too much download time. This computer program sells for about $300.00.

Hope to see many of you out at the Harvest Moon Drive-In and of course, the tech sessions at Rob Dixon's shoppe are always fun and educational!

Now…get out and drive that British car – you WILL have fun!

Safety/Faster! ……. Rick

REPORT OF THE EXCHEQUER

August 2002

The account balance in the passbook savings account at Bloomington Federal in Champaign held $966.18 when the July statement was received. Considerable outflow of cash has been stopped with the discontinuation of *British Marques Car Club News*. (Remember, you can still subscribe as a participating club member individually if you so desire.

Remember, if your mailing label is highlighted, and you find a dues renewal notice in this newsletter, IT'S TIME TO RENEW!!! …… Richard Penny

CURRENT RESTORATIONS

Well, Sports Fans – here is where the pale faced garage hermits get to tell their story their current piles of parts

Rick's 1974½ MGB/GT V8

Rick Ingram

The V8 conversion is coming along nicely. The bodywork is complete; paint should be on the verge of being finished as well. My original colour of silver with a purple hue had to be abandoned as it came out much too lavender for my tastes. Jet Hot has ceramic coated my headers (turn around time about 5 days). I only need to order a few bits and spares before final assembly. Wish me luck!

Dick's MGB -GT Restoration

Dick Brown

Dick is one of the first adventurers to undertake a full restoration by utilizing the Parkland College Restoration Course. He reports that progress is being made, but it's a lot of work.

Denny's MGA Restoration

Dennis Elimon

Dennis is also making good progress on a bargain red MGA that he picked up at a fire sale with the expert instruction and equipment of the Parkland College Restoration Course. He is making slow but sure progress as well.

Pete's 1969 MGB V8

Pete Mantrell

Progress on my 1969 MGB 302 V8 has been slow over the last year. To get everybody up to speed I am converting my 1969 MGB Roadster over to a V8 using a Ford 302 (5 Liter, same as Mustang GT).

I have stripped out the car down to a bare shell. I had to remove the heater and cut out some of the front cross member to accommodate the large oil pan. I strengthened the cross member by welding in tubular steel sections and welding on steel plates over the top. It should be stronger than it was previously.

The Ford 302 in 1990 casting weighs 424 pounds, I'm using the Ford 302 since it has more power, less of a V angle (therefore giving me more room) and the availability of parts, as 5.0 Mustang performance goodies are easy to come by. The main drawback is only a handful of people have completed the conversion and the weight, as the 215 only weighs 320 pounds. So things like engine/transmission mounts and headers are all home made. But this is part of the challenge. I have had the engine and transmission (which is a Ford/Borg Warner T5 from a Mustang) in and out of the car around 20 times so far each time making slight improvements to the engine bay.

With the extra weight I will have to upgrade the suspension, with 550 pound lowered 1 inch springs at the front and matching leaf springs at the back. I will also change from Armstrong shocks to telescopic which will provide much more of the sporting ride that I am looking for.

My homemade headers or 'Hacker Headers' are cut and welded headers from Summit Racing Equipment. I will be getting them 'Jet Hot' coated which is a polished ceramic coating, for durability and looks. The headers exit out through the inner fender and down under the foot wells. The holes are also negative pressure zones and will help to take away a great deal of engine heat.

To overcome the 'Lucas Prince of Darkness' wiring I have purchased a 12 circuit wiring harness from Painless Wiring. This will give me piece of mind as the original wiring is over 30 years old.

The next step will be to prep the engine bay for painting.

Ed. Note: wow what a project Pete has taken on!!!!

Doug's 1974 MGB Restoration

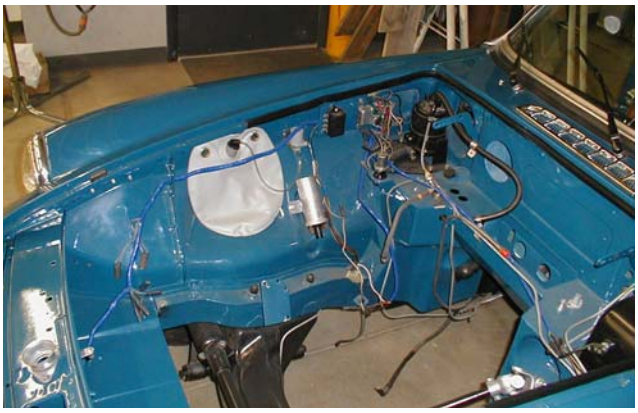
Doug Eppich

Doug reports that the suspension has been rebuilt and reattached to the purple people eater and that the engine bay parts and wiring harness have been reinstalled. The latest project is installing the lights and rebuilding the front dash panel.

Rob's 1974 MGB Restoration

Rob Dixon

Rob is in a short hiatus on his restoration due to business and family commitments, but is intending to match Eppich's progress with the goal of a first showing at the 2003 CBCF.



Chris's Jaguar Restoration

Chris Schroeder

Chris held a recent "tech session" which involved filling several POMGC members with beer in a successful attempt to get his Jag moved to a storage garage prior to its transport to Chicago for a full body restoration. While the body is being worked on, Chris is cleaning and maintaining suspension parts.

loading the car at Chris's garage

The crew holding their backs after the move

CBCF UPDATE

Carol Brown

The first CBCF organizational meeting for the 2003 show was August 4. In attendance were: Denny Elimon, John Walgren, Dick, Carol, and Gary Brown, Brenda and Mark Joslyn. Mark will be heading the car show planning (call him the Facility Coordinator). Denny will be taking over the treasurer duties from Perry French next year (to use much of his newly found retirement era leisure time).

Others who have volunteered to date are:

Registrar and Show Field: Dick Brown
Show Coordinator: John Walgren
Street Dance: Mark Joslyn
Cruise: Gary Brown

Dick reported 130 registrants for the 2002 show (second largest ever) and 101 registrants for the Friday Sock Hop (the largest Friday crowd too date). The next meeting is set for September 25 at 7 p.m. at the Office in Urbana and we are looking for volunteers for the Friday night event and the Saturday activity.

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. This month Denise Thorpe talks about clutch slave cylinders.

Okay, enough people have complained about bleeding a B clutch that I think maybe it's time to share the way I replace the clutch slave cylinder because it makes bleeding the clutch hydraulics no big deal. The trick is to fill the new slave cylinder with fluid before you install it. This is the general sequence of events:

1. Screw the master cylinder cap down on a plastic bag. This keeps fluid from flowing out so fast.

2. Fill the new slave cylinder with fluid using a toothpick, scribe, awl, something pointy, to get the last of the air bubbles out, and set the slave cylinder within reach under the car.

3. Remove the cotter pin, clevis pin and rod from the old slave cylinder, and back off the two bolts holding it on until there are only a few threads holding them on. These need to be on to hold the slave cylinder while you break the fluid line loose.

4. As fast as you can, break loose the fluid line, unscrew the bolts the rest of the way, unscrew the slave cylinder from the line, and screw the new one on.

5. Put the bolts back in, tighten the fluid line, and put the rod, clevis pin and cotter pin back in.

6. Pump the clutch pedal a few times before you decide that bleeding is necessary.

If you're replacing the rubber line or rebuilding the slave cylinder, it still helps to fill up the slave cylinder before putting it on, and you can keep the fluid from draining out of the line by using something to plug it. I keep all of those plastic plugs that come stuck in and on new parts, but a piece of vacuum line with a bolt stuck in it works too.

Denise Thorpe

THE FEATURE ARTICLE – RICK'S TRIP

Editor's note: Rick was down in Texas the beginning of July for the NAMGBR and we thought you might like to hear about his adventure!!!! With a little editing to save a forest.

Jean and I have been in Grapevine, Texas (for MG 2002 - the NAMGBR annual meet) since 8:15pm Tuesday evening...our adventure follows!

We prepped the MGC on Monday, which included an oil change, checking of all fluids and pressure, and installation of the soft-top (which had not been on the car since 1996

Tuesday -- Stereotypical for the Ingrams, we were late in our departure...BUT...only by 15 minutes, "hitting the pavement" at 6:15am CDT Tuesday morning.

The MGC ran well (as per norm) ...we chose Champaign, IL to Memphis, TN via Interstate-57/Interstate-55 as our first leg. It took only 6 hours to reach "Elvis-town"....we managed to miss rush hour! From Memphis, we chose Interstate 40 and diagonalled across Arkansas. The route was virtually construction free, projects either being just finished, or "put on hiatus" for the American holiday, Independence Day...July 4th. Temperature was high on Tuesday, being in the mid-90's (F). I had taken the grille off of the MG, which allows better airflow into the rad and engine compartment....she never ventured above "N"....until Little Rock, Arkansas!

The Arkansas Department of Transportation was kind enough to have advisory signs of construction/problem areas...THANK GOD...as we were forewarned of a two mile backup on the interstate.... We were fortunate that there was an exit ramp just about 1/4 mile into our "crawl" into Little Rock....the temperature gauge had already increased by 2 or 3 needles towards HOT...we took a self-imposed detour on a two-lane blacktop from the eastern edge of town to the southwest side of town...allowing the C to cool considerable....my only concern was running out of fuel in "no-man's land" as we only had about an 1/8 of a tank...Oh ye of little faith...I actually found 93 octane fuel in a town of no more than 100 residents!

As we traveled though Texarkana and into Texas, the sky turned grey and we were welcomed to the state with some minor cloudbursts/rain...very much welcomed as the ambient temperature had to drop by 20 degrees! As the Dallas skyline came into view, the theme song from a popular 70's primetime soap that starred Larry Hagman kept running through my head....I usually do not scare Jean on our road trips...I was told differently this trip, as I chose to keep up with traffic through Dallas rather than run the 60mph (who are they kidding?!) speed limit! And it wasn't even rush hour! Lake Shore Drive in Chicago doesn't hold a candle to these folks....perhaps the Atlanta, Georgia beltline is a good comparison of the driving habits of the locals in Dallas.

Wednesday -- morning came very quickly....by the way, the Hilton DFW/Lakes is one of the best hotels that we have stayed at for an MG meet...the bed literally swallowed us for a great nite's sleep! We found the registration room for MG 2002 ... got our packet, purchased raffle tickets, and talked with John and Caroline Twist of Michigan, Jim Hall of Florida and Larry Rupp of South Carolina, each of whom were set up as vendors. I purchased a set of Prothane bushing from Jim for the MGB/GT. The afternoon was spent searching for a misfire that the MGC had developed the night before. The plugs were fine, the points in similar shape. All plug wires were checked for resistance and passed with flying colours. No tracking inside the distributor cap...what was going on?! I put everything back together and attempted to start the car....no fire! (Brain-fart number one...I had neglected to replace the rotor!) After doing this task, I attempted another start...NO FIRE! Upon removing the distributor cap, I found the rotor in about 4 pieces *(rick, how many beverages were consumed before you put the rotor back on?—ed.).* No problem...I carry a spare. We also found at that time that the cap's internal contacts were somewhat grungy...my points file rectified that situation...the MGC started immediately and without a stumble after reassembly! For once, a simple fix! The evening was spent in the hotel's pub talking with enthusiasts from throughout the country, including an MGC owner from Hawaii. Ian Pender arrived ... the Spurious V8 and MG Club was reaching a quorum...with me, Ian, Mike Moor, David Deutsch, Bob McClain, and D Zimmerman all having arrived in Grapevine. Tradition being held, I closed the parking lot about 1:00am.

Thursday -- I worked on the MGC, eventually replacing the distributor cap which allowed the car to run much smoother. For a while. Late afternoon, we drove out to one of the man-made lakes just a few miles from the hotel for a Texas-style Barb-B-Que and observation of Grapevine's fireworks display. The meal was GREAT, with beef brisket, ribs, sausage, beans, tater salad all prepared on a huge trailer/rig designed specifically for this purpose.

I'm not one to sit amongst humanity for the sole purpose of lighting firecrackers, but stayed to the end. MISTAKE. While the temperature here in Grapevine has actually been cooler than most of the continental United States, the combination of high 80's heat and VERY slow traffic brought failure to the MGC, as the temperature gauge pegged on "H" very rapidly. We made it to the hotel entrance before the MG died of heat exhaustion. We pushed her into the

parking lot, shared of couple of "heated words", found a cool beverage, and allowed the MG to cool down. I was not the only one to suffer this dilemma...an MGA and the Moss TD arrived with similar problems/failures.

Friday --The heat was "kicked up a notch" today...shade was at a premium. We Spuriites borrowed the shade of the canopy used earlier in the day for Twist's "rolling tech session" and camped there most of the day, swapping lies and other stories. Pender got over stimulated as a British Airways plane with a Tartan tail flew into the DFW airport. Kelvin Dodd has attempted to re-charge the Moss TD pickup by driving it up and down the parking lot a few times....kinda like security's golf cart. (For some reason, they eyeball the Spurious crew on a regular basis.)

A parking lot dance complete with DJ is scheduled for the evening's entertainment...I'm sure more conversation pits will develop as well.....

Saturday -- When I got out to the parking lot, a chalk outline of Pender was in his designated parking spot.....must have been a hard nite!

Concours is over...five participants...scores ranged from 752.5/1000 to 949.5/1000. Two original owners, one fresh restoration, one MGB/LE, one rubber bumpered MG Midget. The awards banquet was held at the "Austin Ranch" .....no, not Healey. Happy hour was held from 6pm-7pm during which slides of the week's activities were shown on two large screens...let's one see things again (or for the first time!) ... During this time, "Miss Trixie", a rather robust dance hall girl attacked most of the men in the audience. Drawings for door prizes, awards for long distance, biggest bug splat, etc were awarded.
Tom Crause of the Prairie Octagon (Springfield, IL) received a third in class for their MGB/GT. Eight couples (including the Jai Deagans, the Rick Ingrams, the Ken Smiths, the Larry Henleys, the Roger Gobberts, the Bruce Wyckoffs, the Leonard Fortins, and the Don Peerys) were recognized for attending each NAMGBR convention since the first held in Peterborough, Ontario, Canada.

Sunday –We left hotel property about 6:10am Sunday morning in order to beat as much traffic and heat (yea, right) as possible. The MGC was running great....I say was because we made it to Texarkana before I lost all power and coasted to a halt on the side of the road. Jai and I checked the power supply from the fuse block to the coil (no problem), from the coil to the distributor (no problem), arced the coil wire to ground (great spark), and pulled a spark plug wire to check spark (great....no spark!). We pulled the distributor cap (deja vu) ... the points were not opening and were fairly discoloured. A quick change of the points and we were on our the way ... wrong....I found that it was amazing that the MGC had made it for 200 trouble-free miles as the rotor I had replaced a couple of days before was the correct height but not of sufficient length to properly supply current to the internal electrodes of the distributor cap. By replacing this rotor, the MG started immediately and ran flawlessly for the remainder of the trip.

The road trip had taken us on a roundtrip journey of about 1650 miles. Flawless? NO! Memorable? YES! Regrets? NO! Can I now relate to those cowboys who stayed in the saddle countless hours during cattle drives up to the midwest? YES....and I have the "saddle sores" to prove it!

UPCOMING EVENTS

CAR SHOWS

Abingdon
August 15-18
www.chicagolandmgclub.com
908-713-6251

Des Plaines
September
Rey Navarro
708-442-7380

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 caravan to the Harvest Moon Drive-In in Gibson City, Illinois and meet at the drive-in for a picnic supper prior to showtime. The Pizza Hut (217-784-8258) is across from the drive-in so you can make a cell phone call on the way if you want pizza and pick it up when you arrive or buy their pizza from the drive-in. The folks at the Harvest Moon generally reserve the front row for our rowdy crew so plan on coming. We're planning the event for August 24. Call Doug or Mary Eppich (217-352-4549); we'll coordinate the Champaign area caravan and Ron Davis (309-359-8613) volunteered to coordinate the Peoria area caravan

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. Carol has planned the event for the

weekend of October 19-20. Call the Browns for information -- (309) 662-3020)

NOVEMBER TECH SESSION

Coordinator: Rob Dixon

Depending on who has broken what, we will have a tech session in November. This is tentatively scheduled for Rob Dixon's garage. If anyone has any ideas for the tech session (or needs something fixed as only the POMGC members can fix it) talk to Rob (*217-762-9558).*

Ed note: Doug Eppich put together a kingpin bush reamer for MGB's using J&L Supply adjustable reamers and brass machine guides. If you are replacing king pins, and what do use this equipment at the tech session or if anyone wants a powder coat demonstration, let Rob know.

Editors Note:

If you move or change your email address let us know. 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

WHAT'S HAPPENED SINCE THE LAST ISSUE?

APRIL TECH SESSION

Coordinator: Rob Dixon

Rob's Garage in Monticello was the location for the Spring Tech Session on April 28. We helped Rob learn how to run a piston hone (probably creating a 1974 MGB mosquito fogger) and learned how to install throw out bearings on an MGB.

Ed is going to rebuild more of Rob's MG than Rob

ditto, the previous caption

THE CHAMPAGNE BRITISH CAR FESTIVAL

Chairman: Pete Mantrell

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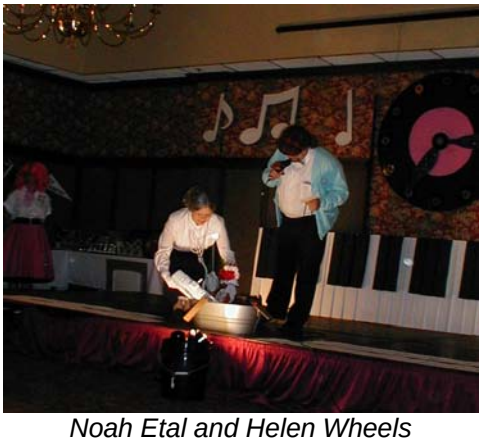
Well, we had a heck of a good time at the CBCF. For once the weather cooperated and produced mostly sunny (or at least cloudy) skies. The high points included the Friday night sock hop MC'd by the principal Mr. Noah Etal and Assistant Principal Mrs. Helen Wheels of Stanpart High School with special music by Lucas and the TRs. Deb and Chris Schroeder did a fantastic job organizing this event again.

Lucas and the TRs



Noah Etal and Helen Wheels

Saturday morning Peter Alexander, the owner of Peter B's (one of the best car shops in the

Champaign-Urbana area) sponsored a tech session with good attendance and lots of questions. Thanks Peter.

Peter B's Tech Session

Saturday afternoon, the annual cruise embarked to the Rantoul Air Museum – about 125 cars made the trip and we only got lost once. Rick Ingram and Mark Joslyn provided the organization for this event.

Saturday night, Captain Rat and the Blind Rivets provided the music for a street dance. Urbana blocked off the streets north and west of Jumers and we opened the dance to the public and likely made a few British Car converts.

Sunday the car show was attended by many bleary eyed British car owners and spouses/friends under some sunny skies. Dick Brown kept it all under control.

The festival was acclaimed by all as the best ever and CBCF upheld its reputation as providing something new and unexpected. Two ex-members of "Lucas and the TRs" said that for sure they would be one hit wonders -- as they used carb cleaner to remove nail polish and lip stick in the parking lot.

Here are the 2002 CBCF Winners,

Class A:
1st Place John & Joyce Schmale-Mahomet, IL 1935 MG PA
2nd Place Dale Livingston- Sidell, IL 1949 MG TC
3rd Place John Kinney- Danville, IL 1952 MG TD

Class B:
1st Place John & Eddie Hubbard-St Charles, IL 1957 MGA
2nd Place Earl & Doris Campbell- Glen Ellyn, IL 1959 MGA

Class C:---THREE WAY TIE FOR FIRST
1st Place Ken & Jill Waeber- Loveland, OH 1964 MGB
1st Place Dale Bailey-Ornarga, IL 1967 MGB
1st Place John & Diane Wiezbicki 1974 MGB

Class D:
1st Place Earl & Doris Campbell-Glen Ellyn, IL 1980 MGB
2nd Place Deb & Chris Schroeder- Champaign, IL 1976 MGB
3rd Place Dale & Barb Mast- Decatur, IL 1980 MGB

Class E:
1st Place John & Linda Wainwright-Decatur, IL 1971 MGB-GT
2nd Place Tom Crause-Springfield, IL 1973 MGB-GT

Class F:
1st Place Rick & Jean Ingram-St. Joseph, IL 1969 MGC

Class G:
1st Place Ken & Kelly Bodine-Champaign, IL 1970 MG Midget

Class H:
1st Place Patrick Lobdell-Hobart, IN 1963 TR4
2nd Place Mark Moore-Rockford, IL 1967 TR4A

Class J: TWO WAY TIE FOR 1ST PLACE
1st Place Bob Streepy-Bartlett, IL 1971 TR6
2nd Place Roy Matteson 1973 TR6

Class K:
1st Place John & Deborah Weibel- Metamora, IL 1976 TR6
2nd Place Peter & Lauren Conover- Oak Park, IL 1974 TR6

Class L:
1st Place Jenny Pawlak- Urbana, IL 1980 TR 7
2nd Place David & Linda Massey-Kirkwood, MO 1980 TR 8

Class M:
1st Place Joe & Kathy Pawlak- Hampshire, IL 1965 Spitfire
2nd Place Richard Campi- Indianapolis, IN 1975 Spitfire
3rd Place Dan & Kathy Swanson- Woodridge, IL 1974 Spitfire

Class N:
1st Place Bill & Sheri Pyle- Itasca, IL 1949 TR 2000 Saloon
2nd Place Mark Joslyn- Champaign, IL 1963 TR Sport Six

Class O:
1st Place Mel & Gail Parentin- Webster Grove, MO 1967 Austin Healey 3000 BJ8

Class P:
1st Place Phil & Linda Walker- East Peoria, IL 1959 Bugeye

Class Q:
1st Place Allen Gerling- Lagrange, IL 1958 Jaguar Mk I
2nd Place Vic & Bonnie Buraglio- Champaign, IL 1993 Jaguar XJS

Class R:
1st Place David Franke- Chatham, IL 1974 Lotus Europa

Class T:
1st Place Alice & Allen Lee- Martinsville, IL 1955 Sunbeam Saloon

Class U:
1st Place Beth & Julian Parrot- Urbana, IL 1974 Austin Mini Cooper
2nd Place James & Jan Causey- Philo, IL 1962 Aston Martin DB4

Class V:
1st Place John & Eddie Hubbard- St. Charles, IL 1964 MGB V8

Class Z:-----FEATURED MARQUE
1st Place Paul Schuessler- St. Louis, MO 1959 TR3A
2nd Place John & Sandy McFarland- Peoria, IL 1960 TR3
3rd Place David & Linda Massey- Kirkwood, MO 1957 TR3

Class AA: NEWLY ADDED CLASS--JENSEN HEALEY
1st Place Tom Riggins- Evansville, IN 1974 Jensen Healey

GOVERNOR'S TROPHY
Jenny Pawlak- Urbana, IL 1980 TR 7

QUEEN'S TROPHY
Paul Schuessler/ Robin Welch- St. Louis, MO 1959 TR3A