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

2003 CALENDAR OF EVENTS

Event	*Date/Time*	*Coordinator*	*Phone*	*Location*
Chicagoland MG Club Annual Swap Meet!	*Feb 23*	*Jim Evans* *http://www.chicagolandmgclub.com*	*630-858-8192*	*Wheaton, IL*
Spring Tech Session	*April 27*	*Rob Dixon/Ed Wunderlich*	*217-762-9558*	*Rob Dixon's Garage Monticello, IL*
Harvest Moon Drive-In Spring	*May 17*	*Ron/Michelle Davis, Doug/Mary Eppich* *mogdriver@trianglenet.net*	*309-359-8613* *217-352-4549*	*Gibson City, IL*
Champagne British Car Festival	*May 23-25*	*Dick Brown* *altmgb2@yahoo.com*	*309-662-3020*	*Champaign, IL*
Peoria Car Show	*June 8?*	*Jim Bush*	*309-444-7226*	*Peoria, IL*
NAMGBR Annual Convention	*June 18-22*	*Robert Rushing* *www.mghorizon.101main.com/mg2003/*		*St. Louis, MO.*
Mack-a-Mog	*July 20*	*Ron Davis* *mogdriver@trianglenet.net*	*309-359-8613*	*Goodfield, IL*
Harvest Moon Drive In Summer	*August 23*	*Doug/Mary Eppich, Ron/Michelle Davis* *deppich@waterflowconsultants.com*	*217-352-4549* *309-359-8613*	*Gibson City, IL*
Fall Color Tour	*TBA*	*Carol and Dick Brown* *altmgb2@yahoo.com*	*309-662-3020*	*TBA*
Fall Tech Session	*TBA*	*Rob Dixon/Ed Wunderlich*	*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
WINTER 2002-3
Founded March 1991
Affiliated Chapter NAMGBR

RICK'S RAMBLINGS

Yo chaps! It certainly doesn't seem like another driving season is close to an end! I failed to get the MGB out of storage this year, I'm sure that I will regret this in the spring. (I have checked on her several times though, and she still has air in the tyres and no apparent "house guests" in the form of mice. (I use a combination of cedar and mothballs to serve as a deterrent during storage.) Now would be a good time for you to think about where and how you are going to store your "British mistress" for the winter!

This June, you will have a premier MG event in your own back yard! The annual convention of the North American MGB Register will hold its 12th annual convention in St. Louis, MO on June 18th through the 22nd at the Sheraton Inn at Westport Plaza off Interstate 270. The MG Car Club of St. Louis held the second annual NAMGBR convention in 1993 and the convention in 2003 promises to be even better! While the NAMGBR is the official register for MGBs, modern Midgets, MG 1100 and 1300's, and all "post Abingdon MGs", all MG or British car enthusiasts are welcome to attend. Membership in NAMGBR is not a prerequisite! A mini-endurance run will be held on Wednesday, Thursday and Friday will have a host of tech sessions, winery visits, self guided tours, and other activities. The popular vote car show (by class) and Concours Competition will be held on Saturday at Creve Couer Park, with goodbyes on Sunday. I encourage all of you to make plans now to attend this event. You will have fun!

My MGB/GT has finally come home from the body shoppe with a new coat of paint and numerous body modifications needed for the insertion of the Rover V8. Now all I need is time and some comfortable working conditions to put her back together.

Again, I urge all of you with Internet access to provide the club with your personal e-mail address. Many notices of events or other MG related information is sent out via e-mail. Please e-mail me with your address today at:

mowog1@aol.com

Please include any changes in your snail mail address and/or phone as well as any additions to your MG garage within this post!

Here's wishing you a great winter full of MG projects and modeling!

Safety/Faster!

Rick

P.S. Those of you so inclined to have some "adventures in ales" can find a very limited supply of "Monty Python's Holy Grail Ale" in stock at the Corkscrew in Urbana. Cost is about $5.00 per 750ml bottle.

REPORT OF THE EXCHEQUER

August 2002

As of February 3rd, the funds of the Prairie Octagon MG Club, held in a passbook savings account at Kankakee Federal Savings Bank in Champaign, IL had an account balance of $1,055.44. The costs of production and mailing of this newsletter had not been deducted at press time. Some members will find a renewal notice in this newsletter. (The mailing label of your newsletter is also highlighted.) Please return this notice along with your cheque written to the POMGC in the amount of $10 as soon as possible.

The costs of production and mailing of this newsletter had not been deducted at press time. Some

members will find a renewal notice in this newsletter. Please return this notice along with your cheque written to the POMGC in the amount of $10 as soon as possible.

The club has been asked to sponsor a hospitality suite one evening at MG 2003 in St. Louis. Individual sponsorship is $500. I have recommended that the POMGC share a "club nite" with the Peoria club in order to keep costs down yet maintain visibility. I have not received a reply as of yet from the Peoria club.

Respectfully submitted:

Richard Penny, Exchequer

NEW OFFICERS

New officers have volunteered at POMGC this year and the titles of the offices have been altered to reflect the less formal organizational structure that we have.

First, thanks to Past President Dane Lay for the time that he spent during the past several years revitalizing the club and keeping it as a functioning organization. Dane is focusing his energy on the car show this year.

Pete Mantell has volunteered to be the POMGC President. He has been a co-chairman of the CBCF and is restoring a MGB as well as building a MG-V8. Pete will be starting his column with the next issue.

Doug Eppich continues as newsletter editor (if anyone else wants to volunteer, he would be glad to retire to his garage). Send your stories, pictures, newsletter requests to Doug at deppich@waterflowconsultants.com.

Rob Dixon and Ed Wunderlich have volunteered to be co-chairmen of the newly created office of technical advisor. As anyone who has been to the tech sessions knows, these two men are some of the best nuts and bolts fix it experts in the club and we are glad to have them in this position. They are contributing to the Oil Spot this issue and will continue with the technical articles in the future as well as being responsible for the tech session schedules.

Rick Ingram is continuing as membership chairman, Exchequer, and Guiding Light of POMGC. Rick's duties with NAMGBR keep him plenty busy but he manages to find time to fill in the gaps for us and notice the gaps before we are aware of problems.

Events chairman in POMGC are voluntary. If you want to sponsor an event, great, just let us know and we'll put it in the newsletter. Our club's long standing annual events include the CBCF car show, the fall color tour and the Harvest Moon Drive In cruise. We appreciate the time that Dick and Carol Brown spend organizing the Color Tour, and the effort Mary Eppich has made organizing the Harvest Moon Drive In events.

More events make a more active club – so please volunteer your ideas and energy to an event.

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

CURRENT RESTORATIONS

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

Rick's 1974½ MGB/GT V8

Rick Ingram

Since my last update, the GT has taken on a completely different look! I trailered the car down to the body shoppe in St. Louis in early February of 2002. It was a completely stripped shell, including removal of the front wings. The only glass I left in the car was the windscreen and rear hatch glass. Complete new sills accompanied the GT to Stylus; other panels that needed replaced were ordered as needed by the body shoppe.

John Mangles of HiTech Collision did the paint and bodywork for me. This included any modification of the engine bay and transmission tunnel that was required prior to installing the Rover block and Borg-Warner T5 transmission. I had already received the RV8 headers back from Alabama where I had them Jet-Hot coated and took them down to Stylus so that the positioning of the exit holes could be cut into the

fender wells. Minor alteration was required to the transmission tunnel in order for the T5 to fit and the shifter located appropriately. I had seen an MGB/GT with a third brake light mounted above the hatch and really liked the look and additional safety that the brake light provided. I visited several car dealerships in Champaign-Urbana before finding the perfect assembly – one from a 2002 "small" Chevrolet Blazer.

I spent a long time looking at paint chips at the local Dupont dealer before deciding on shades of silver and purple that both my wife and I liked. I e-mailed the code numbers to John. It was only a couple of weeks later that I received a rather panicked call from John. "Did I want to see a sample of the paints on a larger scale?" He sent me a 10" x 15" sample painted on cardboard. I have to admit, I was somewhat shocked at the tone of silver. It was more of lavender when viewed next to the purple. I high tailed it back to the Dupont dealer and picked a less "flamboyant" tone of silver. I was pleased when I drove to Stylus in October to pick up the "finished" GT. It is now a very sharp silver over purple. The engine bay is purple; the valve covers painted to match. The interior is silver.

I have ordered a set of leather seat covers for the Fiero seats I found at a "local" salvage yard. My wife, Jean, ordered a parcel shelf for the rear deck from the MG Owners Club. I still need to find a set of wheels, order an ignition module, as well as a few sundry items before my collection of parts will be complete. Amazingly, I am still within my self-imposed budget!

One thing I learned several years ago as to clean and/or refurbish parts as they are removed from the car during disassembly. Oh, how I wish I had done this for the GT! Now that the car is home, I could be working more on reassembly instead of cleaning parts. I need to install the new wiring harness, run new brake and fuel lines, remove the MGB differential and replace it with the Ford diff currently that currently resides in my sunroom, and upgrade the front suspension and the springs on all four corners. But…..

I still intend to have the V8 roadworthy the end of the 2003 driving season. Who knows? She may even make an appearance at MG 2003 in Stylus! Wish me luck and energy!

Dick's MGB -GT Restoration

Dick Brown

Dick has nearly completed the body restoration of his GT and it looks pretty good. He reports that the equipment available at the Parkland car restoration course made keeping the body parts aligned during the welding operations much easier and resulted in a better product. The door skins that he installed look like new and the rocker panels replacement was done with perfect door gaps resulting (if you've tried this, you know how hard it is to do). He's now resting from his labor for a while and waiting for spring to continue.

Denny's MGA Restoration

Dennis Elimon

Denny has gotten the A completely back together and given it a test run. However, he had a little overheating problem and low oil pressure. So, he has completely disassembled the engine again and had Doug Kennedy boil the block, check all the clearances and Denny reports that he's put the thing back together, ordered a replacement starter, and is trying to get his courage up to start the engine after his major rebuild.

Pete's 1969 MGB V8

Pete Mantell

Well since the last newsletter I've been quite busy. I have painted the engine bay and did the final test fitting of the 302. It fits like a glove. As you can see from the picture, I had to cut out holes in the inner fenders to accommodate the exhaust headers. This actually serves 2 purposes, the obvious one being to plum the pipes under the car and the second is to remove heat from the engine compartment. Inside the wheel wells is a negative pressure zone, so in effect the excess heat is drawn out and away from the engine.

I have also prepped and painted the car ready for final assembly. The colors are snow white and Ford LeMans Blue (stripes). The hood is from a MGC with functional hood scoop for cool air induction. The rear axle and suspension have also been rebuilt and lowered one inch. Bushings used are Energy Suspension Polyurethane for less flexing. I have

converted the rear lever arm shocks over to Gas Telescopic Monroe shocks for better handling. The front suspension is currently in progress with uprated lever arms shocks and 550 pound springs also lowered one inch and 7/8 sway bar with Polyurethane bushings.

Stopping the monster will be accomplished with drilled and slotted rotors with competition pads. Rear shoes will be stock for now. I also have boat anchor available to hoist out the back if needed !!!!!!

The Painless wiring harness fuse block is place, and the basic wiring has been laid out. I decided to position the block on the passenger side in between the center console and glove compartment. This should give me good access to all fuses and relays.

I am planning to have the car roadworthy by April, so, fingers crossed you should see it at the CBCF 2003.

See you all in the coming year and Happy Motoring !

Pete

Doug's 1974 MGB Restoration

Doug Eppich

Doug reports that the purple people eater now has a windshield, new dash, doors and new Minilite replica wheels (no tires yet though). Remaining tasks include engine installation, seat restoration, and carpet installation.

Rob's 1974 MGB Restoration

Rob Dixon

Rob has been overwhelmed with family events and work this winter has is planning on getting back on his B in early spring. He'll probably have something cooking by the tech session.

Chris and Deb's 74 E-Type Jaguar Restoration

Chris Schroeder

Last spring, Jim Kakouska of JK Jaguar Restorations told me that they would be ready to begin work on painting the body around mid December. Well, true to his word, he called me in mid December and told me that he was ready to take delivery (let's hope that his cost estimate is equally as accurate!).

Given the holiday family commitments, I did not get a chance to deliver the body tub until January 4. My Dad gave me a hand and with a little ingenuity, the two of us were able to get her loaded on the trailer. After letting her sit out in the snow for a couple of days we hauled her up to Oswego where she will be primped and pampered for the next 4-5 months.

In the mean time, I will continue doing rebuilds of the various bits. Items completed include the engine/trans (see picture), front suspension, all hydraulics, and wiper motor. Currently I'm in the middle of cleaning up and refreshing the rear suspension. After that, I will continue with rebuilding the power steering rack, air conditioning components (a new adventure for this chap), mounting the fans to the new radiator, purchasing various new parts--tyres, hood, interior, battery, etc.

Perhaps the biggest chore will be making a decision about the colour. I was set on going back with silver. The Jag paint expert says that the only silver colours available today have a heavy metallic look to them that will look odd on a vehicle of this vintage. He has been trying to locate a good silver color, but it sounds like a number of paint colours were recently discontinued. As I look at new cars with silver metallic, I can see exactly what he means. So, I'm back to other options. Currently my leading choice is dark British Racing Green. But that raises some interesting challenges with interior colors, which is currently blue!

CBCF UPDATE

The registration forms have been mailed and the events are set. John Walgren, Mark Joslyn, Dane Lay and Greg Petrolati are the co-chairpersons for this year's event with Denny Elimon keeping the books, Gary Brown in charge of publicity and Dick Brown heading the registration.

Planned events are the dinner and dance on Friday night "Aston & Martin Laugh-In" theme from the 60's if anyone's head was clear enough during the 60's to remember Laugh-In, you will have a real head start on the costume party. Our good buddy, Greg, from last year will remove his Elvis wig and move forward 10 years to make the music again.

Saturday, the cruise will end up at Homer Lake with a picnic and Saturday night the well-received street dance will again be featured, this time with several bands (but without the Doowap girls from Stanpart High).

Sunday, the Dawn Patrol will be headed by survivors of Saturday night and everyone else will try to rouse themselves for the car show.

Call Dick Brown (309-662-3020) for show information and John (217-485-3338), Mark (217-359-6792), Dane (217-415-2911) or Greg (217-355-1944) to help with the events.

THE OIL SPOT

Doug Eppich, Rob Dixon and Ed Wunderlich

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.

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This month, we'll talk about replacing the MGB windshield. This is needed if the windshield is broken or the seals are leaking. Since most windshield repair shops won't touch a MGB (especially if they have done the job before) Rob Dixon hosted a tech session last year to educate several members of POMGC on the art of MGB windshield replacement and Doug Eppich replaced the windshield on his '74 over the winter using the knowledge obtained from the tech session.

First, a good reference to have at hand is Lindsay Porter's MGB Restoration Manual published by Haynes and available from Moss or Victoria British. This book covers in good detail the procedures involved in windshield removal, disassembly of the windshield unit, replacement of the required parts and windshield unit reassembly and reinstallation onto the car. Get a copy and read the part about windshield installation before starting the project.

Next, before you start, get the parts that you will need. Obviously, obtain a windshield glass if the windshield is broken. But, you'll need the seal (glazing rubber) between the glass and the windshield frame (Moss 282-420, Victoria British 9-9312), the seal between the frame and the body frame (Moss 282-410, Victoria British 9-9313), and the outside frame seals frame (Moss 282-400, Victoria British 9-9315). Also there are angles at each bottom corner of the windshield frame and straight bracket at the top corners and probably several of the attachment screws will break off from rust when you try to disassemble these brackets from the frame. So, either be prepared to sandblast the angles and brackets, drill out the broken screws and re-tap the holes or buy new angles and brackets before starting. Rob and Doug both used stainless steel replacement screws (purchased from local hardware stores) in the reassembly process and sand blasted the original angles and brackets. Rob painted and Doug powder coated the angles after sand blasting (make sure and include rust preventative at the bottom of the frame when doing the reassembly to minimize the rust problem in the future.

When installing the seal between the frame and the glass, lubricate the rubber with plenty of dish soap or Goop, both work fine, to help ease the rubber into the frame. Reinserting the windshield with the gasket into the frame assembly is a task for which you should call in the chips your friends owe you (or sponsor a tech session). The more hands that are involved in this the better as the frame assembly is four pieces that are all put together at once. Rob's tech session used about six POMGC members to push the frame pieces together and a couple of other members to fasten the screws. The process took about a half hour. Doug used his wife, niece and several strap clamps with a rubber mallet occasionally used as a persuader and tension reliever. The assembly took about two hours (not counting the supper that Doug had to provide for both after the job was done for payment). Both Rob and Doug made sure that all parts were clean and everything needed for reassembly was present before starting the job.

The bottom seal (between the windshield assembly and the body) needs to be installed in the frame. It is possible to do this after the windshield is installed in the frame by sliding the seal in the frame starting from a point a couple of inches from the end and then carefully tucking these first couple of inches of seal into the frame with a popsicle stick.

When bolting the windshield assembly onto the car (two bolts on each side), you will probably find that the amount of force needed to compress the seal to get the frame holes to align with the mating holes in the body is more than you can muster. We came up with a couple of solutions. Rob found some elongated GM bolts with tapered ends which allowed him to start the bolts and then use the bolt tightening process to compress the seal. Doug used very small C-clamps to draw the assembly to the mounting holes so that the standard bolts could be screwed into the holes. Others have suggested using plastic seat webbing from outdoor chairs to pull the bottom sealing rubber forward and upwards to make the installation of the two main bolts on each side easier. Make sure and put the original seal between the aluminum frame and the steel car body to prevent corrosion.

THE FEATURE ARTICLE -- THE HISTORY OF POMGC

Editor's note: Thanks to Rick for writing this article for us (especially the newer members) and sharing the history of the club.

The Prairie Octagon MG Club
Rick Ingram, Founder
POMGC # 91-001
NAMGBR # 91-134

During the late 1980's two MG enthusiasts from St. Joseph, IL (internationally known as "Frank & Ernie, MG Mechanics at Large") began having a late autumn cookout for local MG enthusiasts in the Champaign area. Held at the residence of Frank (Dik Sleeth), this picnic would draw a dozen or so MGs and their owners each year. The idea of forming a local MG club was first kicked around here.

But it was at a national MGB convention held in Atlanta, Georgia in June of 1990 that Frank and Ernie sat at the bar of the Holiday Inn with Jerome Rosenberger and Ken Smith and the pressure was applied to formally organize what would become the POMGC (and of course become an affiliate of the newest MG Register on the block, the NAMGBR).

An application form was designed and printed; placed under the windscreen wipers of MGs found in the parking lots of shopping centers; mailed or hand delivered to friends and strangers alike. The club quickly grew in numbers and also expanded outside of the boundaries of Champaign/Urbana, to include Decatur, Springfield, Bloomington, Danville, Peoria, and surrounding villages. The POMGC currently has approximately 100 family memberships on its roster of "members in good standing".

Contests were held to "officially" name the club, to design a logo for the club, and to name the club's newsletter. Justine Schoeplein, MGB Owner from Urbana, IL came up with the Prairie Octagon moniker that combined the prairie heritage of Illinois and the symbol of our beloved marque. Linda McCoy, MGA owner of Decatur, IL developed what would become our logo, a wire wheeled tyre next to the MG octagon standing on the shape of what had been the MG dealer signs of years past. John Schmale, MGPB owner from Mahomet, IL, won the "name the newsletter" contest with "*Morris Matters*".

Activities of the club have expanded to include tech sessions, caravans to British car shows, holiday parties, Sunday drives and "Natters n' Noggins", as well as "non-MG" related activities such as visits to productions of the Shakespeare Festival Theatre in Bloomington, visits to one of the few drive-in movies remaining in Illinois, trips to historical sites such as Lincoln's New Salem and Lincoln's Tomb in Springfield, or travels on "historic US 66" for the members to enjoy.

In the spring of 1992, the POMGC joined forces with the Central Illinois Triumph Owners Association to host the Champagne British Car Festival, an all British car weekend held in May of each year. The CBCF has become one of the more popular British car meets in the Midwest and draw enthusiasts from several surrounding states. Many of the activities

started by the CBCF such as “High Tea” and the “Pub Crawl” have found their way into the schedules of other British car events. (Imitation is one of the best compliments one can receive!)

The Prairie Octagon enjoys its relationship with other British car clubs in the Midwest; many friendships have developed over the years. . . all of this precipitated by the antics . . and friendship. . of two MG nuts . . Frank and Ernie.

The POMGC was recognized as an affiliated chapter of the North American MGB Register in the summer of 1992.

The Prairie Octagon MG Club

P.O.Box 746 -St.Joseph, IL 61873

mowog1@aol.com

UPCOMING EVENTS

SEVENTH ANNUAL ALL BRITISH SWAP MEET AND AUTO JUMBLE

February 23, 2003 - Wheaton, IL Seventh Annual All British Swap Meet and Auto Jumble AKA known as the Chicagoland MG Club Annual Swap Meet! Dupage County Fairgrounds with over 80 vendors. This event starts at 8AM sharp and is over at 3PM, but take it from me do NOT come late as the place is packed from 8AM till noon with little left after about 1:30PMish. For more information contact Jim Evans (630-858-8192) or Dave Mullis (630-916-7358) or visit their website at:

http://www.chicagolandmgclub.com/.

SPRING TECH SESSION

Coordinator: Rob Dixon

The spring tech session provides an opportunity to get together and fix what broke over the winter and break what was fixed -- to get the British cars ready for another season of fun.

Rob has suggested April 27 as the date starting at 1:00. The topics are open, but Ed Wunderlich has volunteered to show how to install a seat upholstery replacement kit. Rob has recently done his MGB seats, so their combined expertise would be an interesting session.

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).*

NAMGBR ANNUAL CONVENTION

June 19-22, 2003 - MG-2003 - The North American MGB Register will be holding its annual convention in St Louis, Missouri hosted by the MG Club of St Louis. This year's theme is "Route 66: The Mother Road". Tours, tech sessions, an endurance rally, and various other events are scheduled, many of which will highlight St Louis area historic Route 66 sites. Saturday, June 22nd will be the main show at beautiful Creve Couer Lake with an awards banquet that night. For more information, see our website at www.MG2003.com or contact Robert Rushing at mgslime@swbell.net.

We’ll need to start planning the POMGC caravan to St. Louis pretty quick. Email Rick if interested.

THE 6th ANNUAL MACK-A-MOG

Coordinators: Ron and Michelle Davis

Well, Ron was hard at work last year, so much so that he didn’t have time to plan the 6th annual Mack-A-Mog. But, we’ve given him a one year dispensation and he is now planning this year’s Mack-A-Mog adventure.. He has suggested July 20 as the day (to allow him time to drive back to the Morgan convention back east in early July)

Ron and Michelle are thinking about focusing the event on a matinee at the Barn II Diner Theatre in Goodfield, IL, possibly beginning with a cruise starting in the Bloomington area.

THE HARVEST MOON DRIVE-IN

Coordinators: Doug/ Mary Eppich and Ron/Michelle Davis

This year we are planning two events at the Harvest Moon Drive-In, 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 events for Saturday nights on May 17 and August 23. Doug and Mary Eppich (217-352-4549) will coordinate the Champaign area caravans and Ron and Michelle Davis (309-359-8613) will coordinate the Peoria area caravans.

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 will plan the event for a late weekend in October . Call the Browns for information -- (309) 662-3020) around August or September.

FALL TECH SESSION

Coordinators Rob Dixon/Ed Wunderlich

Depending on who has broken what, we will have a tech session in November. This is tentatively scheduled for Rob Dixon's garage.

WHAT'S HAPPENED SINCE THE LAST ISSUE?

HARVEST MOON DRIVE-IN

Coordinator: Doug/Mary Eppich

A healthy group of British cars again invaded the Harvest Moon Drive-In in August and occupied the front row. This time, we decided to have a picnic supper at the drive-in rather than trying to convene at a restaurant and this seemed to work out quite a bit better. More time to talk before the show, opportunity to share foods and beverages and less stress trying to coordinate the restaurant and the drive-in activities with the trip to Gibson City.

one of these days, the editor will remember to take a picture before it gets dark instead of sampling the latest Ron Davis ale discovery!!

Ron and Michelle Davis led the Peoria area contingent over picking up the Bloomington crowd on the way and Doug and Mary Eppich convened the Champaign area group.

at least the wife got a picture of the crew!

THE FALL COLOR TOUR

Coordinators: Carol and Richard Brown

Carol and Dick put together an excellent trip this year starting at the I-55 Dixie Truck Stop in McLean and ending at a restaurant in Gibson City. The weather was rather brisk and only two of the 30 cars (including the editor) were brave enough to travel topless. After fortifying ourselves with coffee, we took off for a couple of hours of touring.

at the Dixie Truck Stop

It is always amazing that Carol and Dick manage to find some curvy and scenic roads in central Illinois, but once again they did and everyone had a great time. The Brown's had time the route perfectly to wind up at the restaurant just as sunlight was turning to dusk. No mechanical problems, although one MGB (who we won't name, but whose owner is retiring this year from Caterpillar) had a brief stop to replace an errant ignition wire.

.some of the beautiful country traveled on the tour

are there really woods and hills in central Illinois?

Ed. note, At the next tech session, the editor requests instruction on how to turn the heater valve on and close the outside air flap so his next feat of bravery won't leave him without a wife.