
THE OCTAGON NEWS

Volume XXXIV No.5

March 2001

NEW MG'S FROM ROVER

From the President

Phil Johnson

With each passing day, the weather gets warmer and the days get longer - sure signs that Spring is "just around the corner." My car activities have been quite limited this Winter due to the fact that Nancy and I have been gone so much of the time. Our travels are not yet over as we still have a trip to Florida coming up later this month to join a bunch of our "camping friends" in Tallahassee for our annual Spring Rally. Pulling our trailer down to Florida for a week is not my idea of fun - but we do look forward to visiting with our many old friends from all over the eastern part of the USA. We will return just in time to make the next MG Car Club meeting; then four weeks later we're off to Hawaii (again!) for a couple of weeks to check up on our recently purchased condo (our web site for the condo was incorrectly stated in last month's newsletter. The correct address is vacationspot.com then enter Kona Makai and GO!).

One of the unfortunate results of our travel schedule is that we'll miss the Club's Tune up Clinic, to be held on Saturday April 28th at Matt Schneider's house. In case you don't already know, this annual event is more than just a place to go to tune up your MG.



Southwestern Ohio Centre of the MG Car Club

Club Membership Information

Membership dues of the Southwestern Ohio Centre of the MG Car Club are eighteen (\$18.00) per year, payable during September and October. On January 1st, the names of delinquent members are removed from the roster. See Linda Wolfe for further membership information.

MG Car Club Monthly Meeting

The Southwestern Ohio Centre of the MG Car Club meets on the fourth Wednesday of each month at the K of C Hall, downtown Dayton, on Bainbridge Street, at 8:00pm. The next meeting will be:

Wednesday March 28, 2001

SEAT BELTS IN A TD?

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Upcoming Events**March 2001**

- 18 **Autocross Test & Tune** at KilKare (Weather Permitting)
 27 **BCD-2001 Meeting** 7:30pm at Poelking Lanes Kings Ridge Dr.
 28 **MGCC Meeting** at K of C Hall
 31 **Fish Fry** at K of C Hall

April 2001

- 25 **MGCC Meeting** at K of C Hall
 8 **Autocross Fun Event** at Dayton VA Center (Weather Permitting)
 28 **Autocross Drivers' School** at Dayton VA Center *BCD meeting*
 28 **Tune-up Clinic** at Matt Schneider's 9:00am until?
 29 **Autocross Points Event #1** at Dayton VA Center

May 2001

- 6 **British Swap Meet & Car Show** in Wadsworth, OH
 13 **Autocross Points Event #2** at Dayton VA Center
 19 **Germantown** Tour and Cruise-in (Tentative Date May 19)
 23 **MGCC Meeting** at K of C Hall
 27 **Autocross Points Event #3** at Dayton VA Center

June 2001

- 10 **Autocross Points Event #4** at KilKare
 27 **MGCC Meeting** at K of C Hall

July 2001

- 1-4 **MG International Minneapolis** Caravan W/Terry & Carole Looft
 15 **Autocross Points Event #5** at Dayton VA Center
 22 **BCD 2001** Cincinnati OH
 25 **MGCC Meeting** at K of C Hall

August 2001

- 4 **BCD 2001** Dayton OH (MG Car Club & Miami Valley TR)
 5 **Autocross Points Event #6** at Dayton VA Center
 22 **MGCC Meeting** at K of C Hall
 26 **MGCC Summer Picnic & 35th Anniv.** at Dick Goodman's

September 2001

- 16 **Autocross Points Event #7** at Dayton VA Center
 26 **MGCC Meeting** at K of C Hall

October 2001

- 14 **Autocross Points Event #8** at KilKare
 24 **MGCC Meeting** at K of C Hall

November 2001

- 11 **Autocross Fun Event** (Snow if we're lucky) at Dayton VA Center
 28 **MGCC Meeting** at K of C Hall

December 2001

- ? **Christmas Party**

Pres. (Continued)

It is an opportunity to do all sorts of work on your car, be it brake work, front end alignment, packing wheel bearings, installing seat belts, etc. Here you will be able to find help with some of those jobs you may feel uneasy about starting on your own. You can count on there being friendly souls there to offer advice and a helping hand to their fellow Club members. You might even find that someone has "just the right tool" to tackle that job you've been putting off for so long. I encourage you to attend even if you have a "perfect car" which needs no work done on it (ha!), come anyway to advise and assist others who may have some challenging tasks that could use your strong back or _____ mind.

You'll be pleased to know that we are once again officially affiliated with the North American MGB Register. I received the Certificate just this past week. You can find out all kinds of information on NAMGBR by looking them up on their web site at www.namgbr.org/namgbr.

Also in my mail was an invitation from the Sterling British Motoring Society inviting us to attend their Bluegrass British Bash to be held in Lexington, Kentucky on May 4.5 and 6, 2001. According to their promotional material "A leisurely drive through the scenic Bluegrass, auction and Derby party are planned." You are invited to access their web site at : <http://206.28.56.243/bash/index>.

Phil Johnson

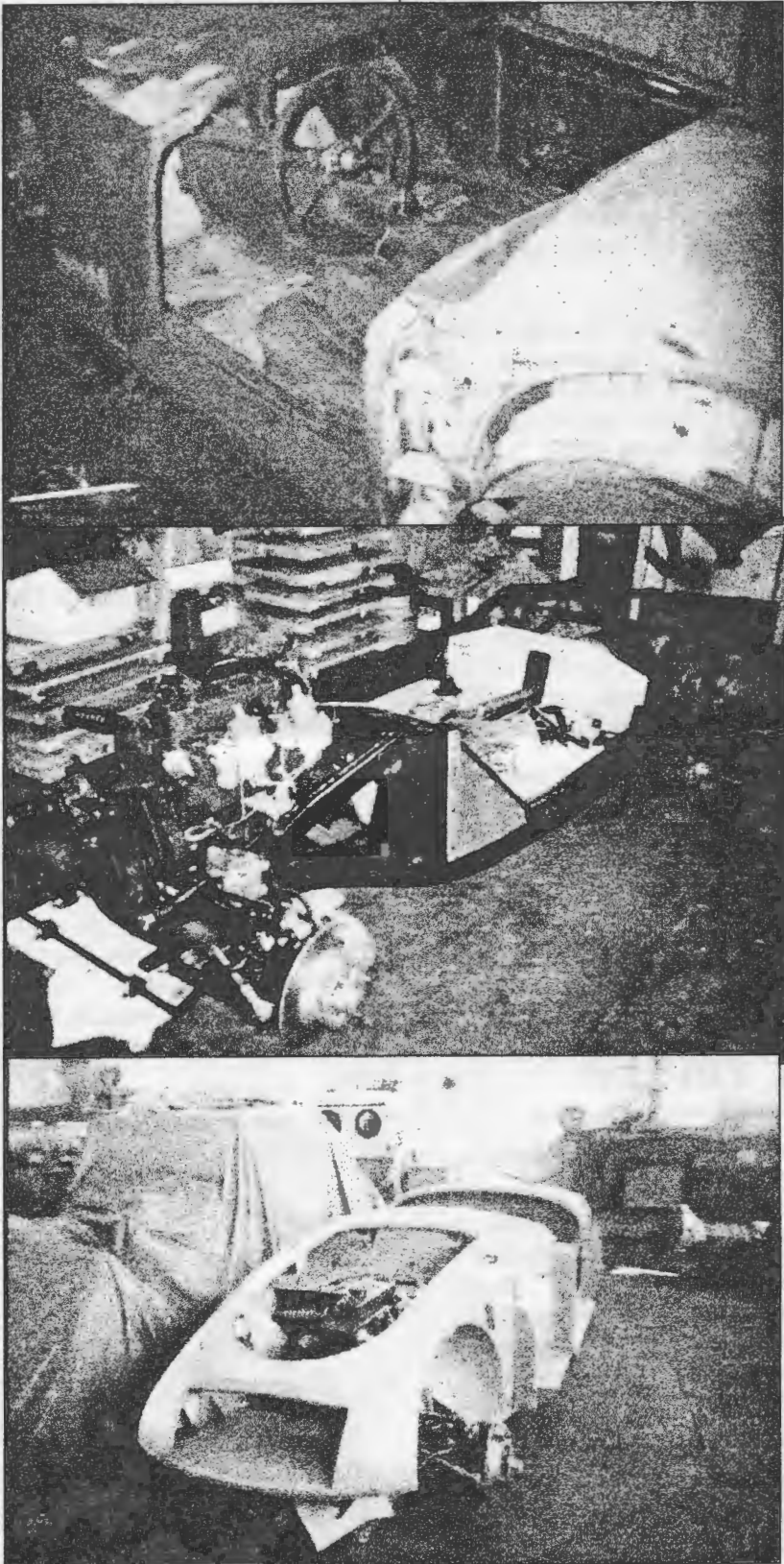
Member Featured Car of the Month

By Louie DiPasquele as interviewed by Ron Parks with contributions and Photos from Steve Miller

It all started at the Sons of Italy club, when Tim Oricko was talking about a Triumph Spitfire for sale. A fellow member wanted to buy it, but couldn't afford it. So, Tim told me where it was, gave me the phone number and I went over to look at it and bought it.

It needed a little work done so I took it over to MG Automotive. I walked in there and saw this MGA that Steve Miller was restoring. I immediately fell in love with the car and had to have it. I asked Steve if it would be for sale and he said it would be for sale when they finished the restoration. I said, "When it's finished, I'd like to have first crack at it." So, when the restoration was complete, I bought it.

The car, a 1961 MGA 1600, came from New Mexico and was originally painted "Alamo Beige," a color sold only in the southwest. It was purchased at Mid-Ohio in 1985 by an Ohio man who began restoration. He took it to a body shop where the car was stripped and left outside to rust. After some negotiation and hassles, the man got the car back from the body shop in sad condition. When the car was purchased by Bob Mason of MG Automotive, it was a basket case. The body was completely covered with rust and the restoration, although not worked on full time, was four years in the making. See photos of each step of the process.



MG Automotive did the mechanical work on the restoration and the paint and body work was done at a body shop in Clayton OH.

The car had been raced in New Mexico and at Mid-Ohio, in the Vintage class, but is now a concours show car. I do, however, drive it on the street to car shows and club events.

I added wide whitewall tires to the car and since I've owned it. I thoroughly enjoy owning and driving the car. The car has won several awards at various car shows: Second place at Cleveland Rocks MGs Roll, First place in Holiday at Home Car show, First place at BCD2000 in Dayton, OH and Second place at a Langs Chevrolet car show. I drove the car to Cincinnati for British Car Day. I have applied to Concours de Elegance in Cincinnati.

While this is the first MG I've owned, it's not the first one I've driven. I was stationed in England for three years during the war and drove MG TDs over there. I've wanted a British sports car ever since and now I do.

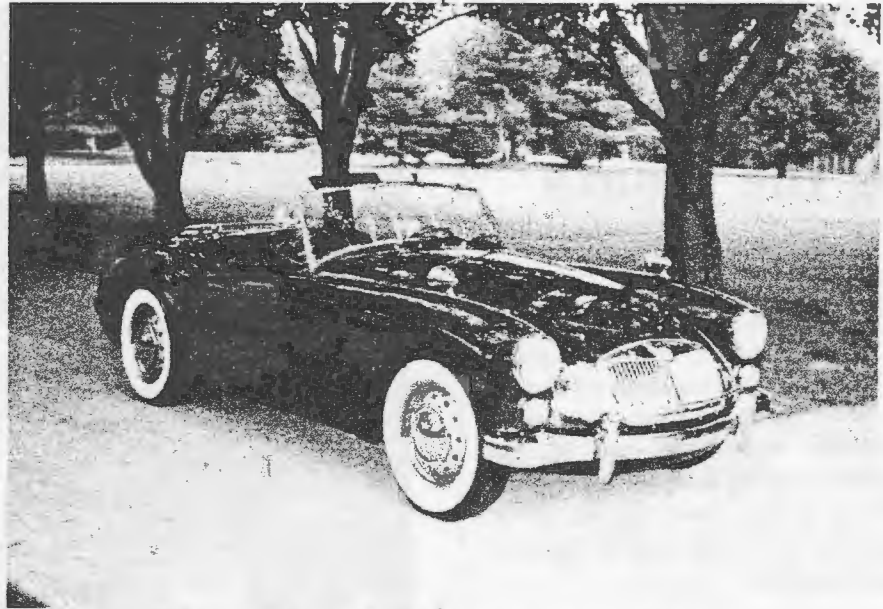
MG's ready for return

Submitted By Tim Oricko

Reprinted from Dayton Daily News article by Richard Truett, The Orlando Sentinel.

The new management of Great Britain's dismembered Rover Group has revealed plans for the company's future—and one of the most loved names in auto history will play a big part in the company's planned revival.

In a recent interview with *The Times* of London, Rover boss Kevin Howe



said there will be several new MG sports cars and sports sedans in the coming years. He expects MG to account for up to 25 percent of Rover's total sales.

"The shackles are now off for what we can do in sports cars," he said, referring to BMW's sale of Rover in May to private investors. Rover, which used to sell MG, Triumph, Austin-Healey and several other brands of vehicles, now has just MG and Rover in its stable. BMW retained the rights to Triumph, Riley and others, while Ford bought Land Rover.

The first new MGs are due out next year Howe said.



MG 2001 Minneapolis

By Terry Loof

We're still planning. A few more people have said they are going. Over 250 rooms had been blocked at the five host hotels. Things are progressing and plans are being made. I have reserved rooms at the Ramada Inn, which is the host hotel for the North American MGA Register. I will be bringing applications with me to the March meeting or you can give me a call if you would like one (937) 382-1520. We're still planning to start out on Saturday morning, June 30th and will be arriving in Minneapolis on Monday the 2nd. I will be making room reservations for along the way. We'll start back on Friday the 6th and arrive home early Sunday afternoon. Give it some thought, there's safety AND fun in numbers. If you want to drop me an e-mail its: terry@loof.net. Terry

TECH. TIPS & TRICKS

Increase Your MGA, MGB Blower Motor Power

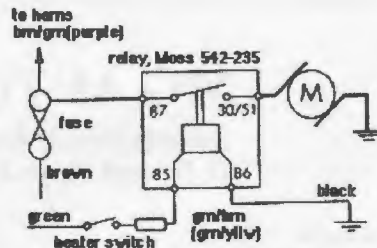
On many cold winter days, I have wished that the blower motor on my MG would run at a higher speed to keep up with the air being sucked out through the many cracks and crevices in the cockpit.

While replacing the fan, I noticed that the motor ran much faster being connected directly to the brown circuit at the fusebox. I decided to do some voltage and current measurements on the factory wiring harness and found that the original wires are of insufficient size to carry the necessary current to the fan motor. With the motor in operation, voltage fell from 12 volts to 9.7 volts and current was only 2.6 amps. Hooking the motor directly to the brown circuit at the fusebox and bypassing the smaller gauge wires resulted in a voltage drop of only one volt and a higher current supply to the motor of 3.5 amps.

To remedy the problem of the slow running fan motor, I installed a relay (Moss #542-235) in the fan motor circuit, and tapped voltage from the purple (fused) side of the fusebox. On the MGA, I used the same method, but tapped fan motor voltage from the brown/green (horn) side of the fusebox.

The relay, along with 12 gauge wire, supplies the motor with the current it needs, without the large voltage drop associated with the smaller wires, and greatly increases the amount of air delivered by the heater.

Reprinted by permission Moss Motors, Ltd. Website



MG 5 Speed Conversions

By Stuart McDonald

While looking on the internet I have come across your MG club. I notice that your members have a wide range of MGs, including MG MGA's, B's, C's, TD's and TF's. I myself run a company called Classic Conversions. We specialize in the sale of transmissions and conversion kits to convert classic cars to 5 speed transmissions. Kits available include kit's to convert MGA, B, C, TD and TF. The kits use a 5 speed Ford transmission together with a new alloy bellhousing.

All details of the kits are on our website: www.classicconversions.co.uk and kit's and transmission can be shipped worldwide. Please feel free

to take a look, ask questions and pass information on to your members. If you would like a full brochure of the MGA and MGB kit then please email me and I will send them to you by email.

Regards

Stuart McDonald
Classic Conversions
www.classicconversions.co.uk

Seat Belts— Not Quite by the Book

By Steve Markman

When I bought my 1950 TD last September, the first thing I decided was that it needed seat belts. I asked around and I learned that Horst Schachs' book on T-series restoration had an entire section devoted to seat belts. I liked the design because it tied into primary structural elements on the car. The procedure seemed simple enough and required minimal modification to the car itself. Schachs even gave patterns for



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making special brackets, one to be welded to the floor support under the propeller shaft tunnel, and two to tie into existing bolts that hold structural elements together. The biggest headache (I thought) would be removing the seats and floor.


While I originally wanted a three point system, I finally decided to go with only a two-point. One of my friends out here at Wright-Patterson who used to fly his own homebuilt aircraft told me about an Air Force study of safety restraints. It reported cases of serious spinal compression from shoulder straps that were attached to the structure below the pilot's shoulders. After hitting the ground in a survivable, shallow, crash and then sliding into a fixed object, pilots suffered back injuries because the shoulder straps pulled down on the pilot's shoulders as his body pivoted forward in the sudden stop. While I never tracked down the report, the findings seemed intuitive. In fact, if you look at recent-year convertibles, you'll notice the front-seat shoulder harnesses are mounted to an assembly that sticks up behind the door...so the harness will pull straight back, not down, in a crash!

A machinist friend made the brackets. The inside brackets have to be welded to the frame. I can't do welding, but the friend with the homebuilt aircraft does, and offered to weld them in when I was ready. The bracket design requires that a 7/16" nut be welded to each bracket so that a bolt could secure the belt-ends to the brackets. When we took a close look at the brackets, we realized that my friend made them out of stainless steel, and stainless cannot be welded to regular steel. Not wanting to bother him again to remake the brackets, I went out and bought stainless nuts, found a welder who could weld stainless, and figured

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that I'd just bolt the brackets in place. Schachs says that this would work just as well, but that he chose to weld them. I drilled three 1/4" holes in the support structure, something that I wasn't happy about doing. One of my ground rules with the car had been that I would never drill through any original metal. But, for the seat belts, I was willing to do this.

The inside bracket installation looked sharp, but when I put the floor board back in place, there was not enough clearance to insert the 7/16" bolt that would hold the seat-belt end. I would have to raise the bracket. I still didn't want to bother my friend to make new, longer, brackets and then have to get nuts welded to them again. I figured the best way to do this was by making a short bracket extension that picked up the same three 1/4" mounting holes already

drilled. This installation also looked sharp, but now the three bolt heads that secured the two bracket pieces together interfered with placing the tunnel back in place. I replaced the three 1/4" bolts with counter-sunk, flush-head screws. I checked with another friend who is an aircraft structural designer and he assured me that the screws still would provide adequate strength (each can take over 3000 pounds). This final configuration worked, but I recommend making the brackets longer to avoid a lot of hassle. Don't forget to measure and record the location of the nut welded to the bracket relative to the floor rail and the aft bulkhead, since you'll need to drill a hole through the tunnel in order to insert the 7/16" bolt once the tunnel and carpet are in place.

Now, moving to the outside brackets. Schachs picks up an existing structural bolt that secures a cross-member to the longitudinal frame. He says to replace the existing bolt with a longer one that will go through the new bracket and wood floor and then continue through the original hole. I didn't like this because I didn't want to tighten this bolt through a layer of crushable wood, since the same bolt also secured a main structural junction. Instead, I inserted the bolt through the bottom and tightened a nut to secure the structural elements as before. The remaining length of bolt then went up through the wood floor. The only problem I had at this point was that the bracket was a bit short, causing a slight clearance problem when I tried to insert 7/16" the bolt that holds the seat belt end. I had to leave off the washer and grind off the remaining top of the bolt that came up through the floor. I'll have to remember to check this bolt from time to time to make sure that it remains secure. I recommend making the outside bracket about a half inch taller to avoid the clearance problem, and also make the base a little bigger to spread the load over a bigger area of the crushable wood floor.

When it finally was time to install the belts, the 7/16" bolts that secured the seat belt ends to the newly-installed brackets seemed much too loose and there was no way to use any type of locking nut. I pulled out my roll of Teflon plumbing tape and wrapped a liberal amount around the bolts. They seem plenty snug and I doubt they'll back out from normal vibration. Also, I put a rubber fender washer on each side to the seat belt end to muffle any rattle (not that it would be noticeable, anyway!).

I quickly got the carpeting and seats back in place, fired up the engine, and took the TD out for a spin through the neighborhood with the top down, despite the sub-freezing temperature (not a cloud in the sky that day and the roads hadn't been salted since the last heavy rain...thus a good MG day).

Some personal thoughts on how much safety the seat belts really add. Many TD owners drive without them, but I never felt comfortable, especially in traffic. Consider that that the car probably never was crash-tested, there is no roll-over protection, and that the doors probably provide no added protection in a side impact. I don't think anyone doubts that a TD crash certainly would be less survivable than an identical crash in a modern car. In my opinion, the belts will help the occupants to survive a survivable crash by keeping them in the car. Because of the limited amount of external packaging, I limit my risk by keeping my speed down (I've never noticed anyone get angry when they got stuck behind me), avoiding busy roads wherever possible, keep extra distance to the car ahead, and maintain constant vigilance of all traffic near me.

Happy motoring!

Sam Hodges Found Alive and Well

By Sam Hodges

This message is in response to a phone call that my parents received from Linda Wolfe wondering about my whereabouts. I just wanted to drop the club members

who do not know where I went a note letting them know that I should be returning to Dayton and club activities shortly. Since August of 2000, I've been living Chicago maintaining my status as a "Professional Student." I'm currently going to school full time at the John Marshall Law School where I should be graduating in May with an LL.M. in ERISA Taxation /Employee Benefits. I'm running out of degrees, so my status as a professional student might be in jeopardy... Although, there's always a Ph.D. out there in something that I can get.

Anyway, I just wanted to let the club members know that I'm looking forward to returning to the Dayton area and terrorizing not only my own neighborhood, but hopefully some of your neighborhoods as well with my newly completed restoration of my '77 B. I only had a chance to put some 250 miles on it before I had to come up here to Chicago, and I'm looking forward to it's debut.

I was upset at having to miss BCD 2000 and I'm also probably going to have to miss tune-up clinic, as well as anything planned before mid May. Oh well, that's life.

Sincerely, Sam Hodges

BCD 2001 Meeting Set

By Skip Peterson

The Triumph club is available on Tuesday, March 27th. Lets meet at Poelking Lanes on Kings Ridge Dr behind the Dayton Mall at 7:30 pm. We'll meet in the lounge there. It should be a brief meeting to coordinate the committee chairs and make sure we are all on

the same page. We should discuss the final class lists, t-shirts, door prizes, awards, site changes and any other items that you suggest. Meeting will last no more than 1 hour. If you can't attend but have items for discussion, forward them to me.

See you then.,

Skip.

Cincinnati British Car Day-2001

By Bob & Marion Merten

Cincinnati Ohio, Sun, July 22nd: 9am-4pm, 15th Annual British Car and Motorcycle Show co-sponsored by The Ohio Valley Austin Healey Club and The British Car Club of Greater Cincinnati at Edgewater Sports Park at 4819 River Rd. The featured marque is the E-type Jaguar. Door prizes, vendors, shade, 70 Trophies, 25 Classes based on Popular Judging. Cost \$10.00 per car, pre-registration by July 7th or \$15.00 the day of the show, \$4.00 admission for spectators. Drag racing for registered cars plus \$20.00.

Info Dale Ballinger (859) 384-1345 or web site

<http://members.aol.com/bccgc>

Sincerely:

Bob & Marion Merten

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Minutes of February Meeting

By Ed Hill

The meeting was called to order at approx. 8PM by much traveled President Phil Johnson. As an opening comment he explained his recent absence from club events, namely the last meeting and fish fry and his early exit from the Christmas party. Seems he was in Hawaii and upon arriving home, he had to make a quick trip to Florida. Oh those carefree retirement years..... And since he made a quick retreat from the Christmas party, he felt it necessary to wait until this meeting to open his gag gift from the party. So let it be noted in the official club records that the President, or his wife, received a squeezable pig (use your imagination) and the spouse received a backwards key chain.

Vice Presidents Wife Carol Loof reported that they have info sheets on MG 2001. Going to be a NICE event. And Terry was working on a supplier for name tag blanks.

Sunshine Committee found out JoAnn Zeno was down with pneumonia recently. She is feeling better and improving now.

Membership chair Linda Wolfe reported we have 57 members and families. She has called several members whose membership had lapsed and inquired about renewal. What she learned was forgetfulness was the main reason for not renewing. We should make it a point to call next year.

And we had two guests visiting the meeting, Ken Southern and Jeremy Taylor.

Editor Ron Parks reported that the Triumph pictured in the last newsletter was quite special and deserved to be in our publication. And if he doesn't get any material for the Car of the Month feature, he may put more Triumph pictures in the newsletter!! Ask Terry to see his stitches the next time you see him.

Activities Chair Tim Oricko reported for upcoming events that the SCCA is having a Test & Tune Autocross at Kil-Kare on March 18. Registration at 10ish and first car out at noonish.

The annual tune-up clinic is April 28 at Matt Schneider's garage, with attached house, in Beaver creek. Bring your own parts and hipwaders. All work is guaranteed, out the drive. But seriously, there's a world of MG knowledge in the club and it really pays off here. Regardless of what MG you may have, somebody has probably "been there, done that" before. Starts mid-morning and runs through the afternoon.

Under recent activities: approximately 35 people enjoyed the dinner at Dave and Lois Gribler's in February. The food was EXCELLENT!!! A lot of old friends and also new ones. It is always a wonderful evening. Thank you Dave and Lois and also JoAnn.

Old business: John Zeno has attempted to contact both NAMGBR and NAMGAR regarding insurance coverage of affiliated clubs. We did receive a certificate of insurance from NAMGAR written by J. C. Taylor. We have not heard back from NAMGBR. The club still wants to verify our coverage with NAMGAR and NAMGBR but we also want our existing policy renewed for roughly

\$228. And Louie DiPasquele will lend John some assistance gathering details.

BEER BREAK

The next fish fry will be Saturday March 31 here at the K of C hall. Again, this is our payment for the use of the facilities. Workers are needed for all areas. Please help support the club and sign up. Tech Tips: AutoZone has some booklets for car care that are quite informative. And John Wolfe has a copy of "A-antics" from the Michigan Rowdies with permission to reprint.

After short discussion it was decided to publish the updated membership list.

Dick Smith is still investigating if we are the oldest continuously active MGCC. Dick did say the Long Beach club is older but he's not sure about their affiliation. He'll keep checking.

Discussion continued about the clubs' 35th Anniversary Party. Dick Goodman is still offering to host the event. The cost of a pig roast was highly debated. Several people will make inquiries. The date is tentatively set for August 19.

The Spring Tour is set for Saturday May 19. Start will be around noon and will end in Germantown around 5 where we will take part in the cruise-in. The cruise-in runs from 5-10PM. The community of Germantown has cruise-in's all summer but they feature British cars for this month.

Plans for the Fall tour are still being made. Ron Parks and Steve Powell are working on a Dam Tour possibly run counter-clockwise.

Skip Peterson reported BCD 2001 is under control. There are new shelters at the park. More user

friendly. Skip thinks there will be a meeting in late March. Date and location TBD.

The subject of having long sleeve shirts printed for the club was discussed. What if we supply the shirts? Skip volunteered to work on it. He commented there are lots of options available. He will approach H&H.

Classifieds: Our guest Jeremy Taylor has a '70 Midget he's parting-out. And he also has a '62 MK X 4.2L Jaguar. Interior is shot but the body is decent.

Bill Hammond reported that the new publication "North American Classic MG" has a BIG tech section. And rumor has it that the club members interviewed at a recent party, will be featured in the magazine shortly.

The 15th annual Cincinnati British Car Day will be Sunday July 22 at Edgewater Park. Early registration is \$10 and day of show it's \$15. Featured marque this year is the E-type.

Next meeting will be March 28.

The Gumball Rallye winner, FOR THE SECOND MONTH IN A ROW, is Steve Powell.

Meeting adjourned 9:30.

From the Editor

Ron Parks

Remember any and all contributions to the newsletter are always welcome. You can mail them to me at 4101 Grossepoint Street, Springfield, OH 45502. Or if you prefer the information super highway, my E-Mail address is:

MGDRIVER@prodigy.net. Either of those methods will work fine or you can call me at (322-0717) and we can arrange to meet and transfer materials or conduct an interview.

* Classified *

"53 TD" All body parts except the tub and frame have been dipped, zinc chromated and primed. This is a complete car not a basket case!! I drove it home from Illinois where I purchased it. Price: \$8,500. Call me, Mark Maretko, for more details: (248) 641-7615 or email msquared@flash.net I have owned 3 TDs and this one is well on its way to being a very nice one!!

73 MGB, British Racing Green, overdrive, two sets of wheels - knock-off mini-lite's and painted wire. A very nice car! Reasonably priced at \$5,500. Call Tom Davis (937) 882-9606 email tkdavis@glasscity.net.

MGB Parts For Sale I've sold my "67" MGB and have a number of spare parts remaining around the house. Included are 2 fuel pumps, a master cylinder, a distributor (nice!) and an alternator. Call Paul Ewing at 897-1865.

58 MGA for sale

Well, it's time to lighten the inventory. I have too many cars! Two are LBCs and another is a Miata (need a winter beater). I have decided that the MGA has to go to pay bills. I'm asking \$6500. I am getting pictures digitized soon.

It is a 1958 MGA 1500, red with a black interior. The paint is good with a few scuffs. The engine runs great. New minilite wheels Interior is very good (little use since installed). The only gauges that work are the tach, oil pres, and water. Never saw the

need for the rest anyway. It has a perfect wood dash. It has new shocks on the front and a set of new rear shocks comes with the car. A solid 20/20 car - from 20 feet at 20 MPH it looks showroom. However, I would rate it as a great driver and fun car. It won't win any show awards but will never embarrass you in a line up of LBCs. Never ceases to draw attention (the good kind). It is a looker.

What does it need? It needs a new top (new bows are included), the speedo needs a new cable, and the gas gauge does not work (yard stick included =:^)). The windscreen has a crack in the lower right. The master cylinder needs rebuilding (leaks a bit).

I just want someone who knows and loves MGs to get this car as it is a nice one. I don't belong to any MG groups but thought I would offer it to MG people first. If the car doesn't sell over the net, it goes in Hemmings in the upcoming months.

Thanks
Bart Hamilton
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**PRESS RELEASE
FOR IMMEDIATE DISTRIBUTION**

The **Chicagoland MG Club** has set the dates of August 2-5 for their **ABINGDON SUMMER PARTY** event.

The **ABINGDON SUMMER PARTY** combines the best features of the club's traditional "Abingdon Weekend" with those of the well-known University Motors "Summer Party" for an outstanding weekend of MG fun.

The **ABINGDON SUMMER PARTY** is open to all MG enthusiasts regardless of MG model or club affiliation. Based from the small town of Abingdon, Illinois (how appropriate!) MG owners will participate in rallies, car shows, social events and - of course! - the **Famous Abingdon Gymkhana!** New this year is the **Natter 'n' Noggin**, a unique approach to hospitality activities to be held at the host hotel, Jumer's Continental Inn of Galesburg, Illinois.

Last year's inaugural **ABINGDON SUMMER PARTY** brought together over 125 MG owners to enjoy the scenic countryside of western Illinois while competing for a variety of trophies including the coveted Abingdon Sterling award. Keynote speaker John Twist made good on his assurance at the last University Motors Summer picnic that "I'll be there!" and many of those present echoed that thought regarding this year's **ABINGDON SUMMER PARTY**.

With over 300 members and a 25 year history, the **Chicagoland MG Club** is well known for conducting activities of this kind. The club can be reached through its website at www.chicagolandmgclub.com or at PO Box 455, Addison, IL 60101.

- Tune-up Clinic
9:00 AM

Coffee & Donuts
Lunch Snacks

- Wilson Dot 5