

MG Car Club Officers

President.....	Dan Wagner, 667-6286
Vice President.....	Paul Wehner, 252-0026
Secretary.....	Vicky Wagner, 667-6286
Treasurer.....	Linda Wolfe, 429-0847
Member at Large.....	Eddie Hill, 461-6688
President Emeritus.....	Skip Peterson, 293-2819
Activities Chairperson.....	Tim Oricko, 434-5928
Membership Chairperson.....	Karen Hill, 461-6688
Octagon News Editors.....	Mark & Julie Dodd, 228-4789
Librarian.....	John Wolfe, 429-0847
Historian & DIXMYTH.....	Dick Smith, 434-1750
MG News Hotline.....	434-1287
British Cars BBS.....	434-1655

MG Car Club Monthly Meeting

The Southwestern Ohio Center of the MG Car Club meets on the third Wednesday of every month at the Lithuanian Social Club, 922 Valley Street, Dayton, at 8:00 pm. The next meeting will be:

November 15, 1995

Club Membership Information

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

Upcoming Events

November 15: **MGCC Meeting** at the Lithuanian Social Club, 8:00. Jim Pesto from Auto Graphics will be there at 7:30 with T-shirts, hats, etc. Plan on arriving early.

December 9: **MGCC Christmas Party** at the Petersons, 4400 Wingview Lane, 7:30. Don't forget a gag gift, B.Y.O.B., and hors d'oeuvres!

December 20: **No MGCC Meeting**, Hapy Holidays!

January 17: **MGCC Meeting** at the Lithuanian Social Club, 8:00.

June 27-30, 1996: **MG International**, Indianapolis, Indiana.

August 3, 1996: **BCCD 96**, location TBD.



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MG History, Part One

By
Dan Wagner

This is the first article in a series that I will write outlining the history of the MG car company. Part one covers from January 1922 through 1934. The first MGs were developed by Cecil Kimber, manager of Morris Garages in Oxford. The first cars that would be attributed to Kimber and Morris Garages were built in 1922.

At first these cars were produced in Oxford at the Longwall Street depot of Morris Garages and were known as the Morris Street Chummies.

One of the Foreman, Cecil Cousins and two other men worked 80 hours a week collecting chassis from the main Morris works at Cowley, near Oxford, modifying them at a new workshop in Alfred Lane, Oxford, delivered the chassis to the coachbuilders, car bodies, and furnished them off back at Alfred Lane. Production was as many as 20 cars a week.

In 1923, Kimber was the gold medal in the classic London-to-Lands End Trail. As a result of the victory Kimber had six cars built, 2 seaters, from bodies from Ramorth of Oxford on Cowley chassis. These were the first cars produced to be known as MGs. Kimber thought the name Morris Garage was cumbersome. The actual First car to be advertised as an MG was a Saloon body on the Oxford chassis.

Old Number One (1925).

In 1925, Alfred Fane built 160 cars mostly tourers. Morris was making about 54,000 vehicles per year at this time.

Sales continued to rise and forced another move to a brand new facility in Echmund Road, Oxford in 1927. The process of establishing the cars on its own marque was carried to its logical conclusion when the MG Car Company was formed in 1928. The MG car company was owned by William Morris. The MG midget

made its debut at the 1928 London Motor Show. In 1927 MG production number tripled to around 1000 and in 1930 was again forced to move to the famous Abingdon Whids in 6 months from Oxford. This site, next to the obscured Pavlova Leather Works, was to become the worlds largest sports car factory, astonished by its brown and cream flour scheme and octagonal embellishments. It was also at his time the enduring MG slogan *Safety Fast* was coined.

It was in 1930 that a young accountant, John Thornley, helped to form the MG Car Club. In 1932 a new Midget was introduced called the J2 which was the styling for sports cars for years and form the distinctive shape that took MG into the 1950s. The J2 produced 36 Bhp at no less than 5500 RPM. One weakness of the J2 was the 2 bearing crankshaft which was replaced by a 3 bearing crankshaft in 1934.

Shameless Plea for Articles

By
Those Editors

Many thanks for all the contributions this month. A series by Dan on the history of the MG Car Company will be a nice addition. After just a few months of bothering him, Bill Hammond finally got his turn signal article together. And inclusion of the meeting minutes will help update those who did not make it to the last meeting.

But, there is room for more! The easiest way (for me) to receive your submissions is via email to me at work (dodd@el.wpafb.af.mil). The next route is through Dick Smith's BBS. Files on disk will also be gratefully accepted. I can use almost any format since I have a PC and have access to Apples. And lastly, if you scrawl it in crayon on a napkin, I will have my daughters help me read it.

Just keep them coming!

Specialty Tools

By
Dick Smith


Specialty automotive tools, do I need them? If I am not going to use a special tool all the time, why should I buy one? Think about it. Basically a specialty hand tool is designed to solve a specific problem, helps you do the job better, faster, and without damaging your knuckles, and without the frustration of knowing there is a better way. It makes that job a whole lot more pleasant!! Believe me, all of the above is true.

As an MG owner, many of the special tools can work on projects for other cars. Yes, specialty tools may seem to cost a lot of money, money you do not want to part with. But let me tell you, I have seen the money some of you put into your MGs, and you cannot tell me you cannot afford a few specialty tools!

If you want to make your MG wrenching much easier and enjoyable, breakdown and get a few of those specialty tools. I have listed a few that are very useful in maintaining your autos. The List:

- * Brake bleed and adjustment wrench
- * Colortune
- * SU adjusting wrench
- * UniSyn carburetor synchronizing tool
- * Valve spring compressor
- * Hub puller
- * Ball joint separator, large lever type
- * Piston ring compressor

So as you can see from the list, many tools can be used for maintenance on your other cars too. Let me tell you, the time saved and the ease of getting the job done are well worth the cost. Many of these tools go on sale at your MG parts supplier making the price easier to take. The first time you use the tool, you will say to yourself, "what a fool I was for trying to get along without it."

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Winter Battery Storage Problems?

or

Will Zehring's Atmospheric Conductivity Theory

By

Will Zehring

In a word: Humidity. All of you must remember from your high school meteorology class (not to be confused with your meteorology class) that humid air is heavy air and therefore it sinks to the floor. Now, most of us have a concrete floor in our garage. You following this? Concrete is a porous material and it holds a lot of water and further contributes to the heavy humid air that hovers around all our garage floors. Be thankful you don't breath out of your ankles or you'd catch your death of a cold every time you stepped into that horrid place. Anyway, getting back to the point: I'm sure we all remember from our high school aquatic ballet class that water conducts electricity. What, after all, is a battery but a box of electricity? Okay, fine. Now put that box of electricity into a humid atmosphere and what happens? Electricity conducts into the humid atmosphere, bouncing from water droplet to water droplet, and then falling to the concrete floor and finally to "earth," negative or otherwise. Out of the battery that is, forever. Solution: put the battery on your wooden work bench (at least four feet above the garage floor where the air is as dry as in the Gobi desert) and you'll have a healthy battery waiting for you next spring so you can crank the patooties out of your engine to build up oil pressure.

) **Now You See'em ... Now You Don't**

or

Can Flashers Benefit Society?

By

Bill Hammond

Ever feel nervous in an MG after dark? At your age? Well at least your memory or imagination hasn't failed yet! MG lights are not very big (like the cars), nor very bright (like me)! And to try to remedy this, I installed MG Side Marker units from a 70's MG on my '63 (side marker lights weren't on MG's until '70). I connected the front and rear side markers to flash along with the turn signals, to increase the chances of getting the attention of other drivers.

With only minor fixes on my car, the side markers flash as additional turn signals (example ...only left side markers flash when the left turn signals flash). At night, when the headlights, taillights parking lights and side marker lights are on, then the side markers flash off and on when the turn signals flash on and off (alternately) but during the day, when head/tail/parking/side lights are not in use, then the side markers flash on and off with the turn signals (in unison).

Here's all that's required:

1. Each side marker has a separate connection for ground. To be sure that the light bulb socket won't ground through a mounting screw, use a very short snip of windscreen washer plastic tubing as an insulating sleeve where each of the two mounting screws pass through the fender, and also fit a flat rubber or plastic washer under the steel washer that the lock washer and nut tighten onto.

2. Each front side marker is powered from a connection to the parking light feed. So connect a wire from the ground clip on the front side marker to the wire that feeds the power to the front turn signal light. Each rear side marker is powered from a connection to the tail light feed. So connect a wire from the ground clip on rear side marker to the wire that feeds the rear turn signal light (not to the stop light or tail light).

That's it! Now, during the day, voltage in a turn signal circuit causes

) current to pass through the side marker bulb and ground through the parking or tail light bulbs. At night the side marker bulb has its operating voltage nullified whenever the turn signal circuit is receiving it's "on" voltage. In both cases, the side markers flash due to the turn signal!

But you will probably want to change the flasher unit. There are two types of flasher units, and although the kind made in little aluminum canisters look similar, there is a basic difference between the simple turn signal flasher and the heavy duty one which is usually recommended when trailer turn signal lights are connected to your car.

A standard duty flasher changes to slow flashing when a bulb is burned out, or to really fast flashing if there is a short circuit in the turn signal circuit. This is because all the current to the turn signal lamps passes through the flasher heater that causes the flasher contacts to open and close. This noticeable change in flashing speed gives immediate warning that something needs to be fixed.

The heater in a heavy duty flasher does not carry the current that goes to the turn signal lamps, and so it flashes at a fixed rate whether more bulbs are added to the system (like adding the side markers to the turn signal system, or adding trailer turn signals). But a heavy duty flasher doesn't give the warning mentioned previously. However, it's a good safety practice to visually check all the lighting periodically anyway!

For even more safety, the stop light from a late model LeBaron convertible (from an auto wrecker) painted to match your car looks good installed near the front of the MGB trunk lid. Connect it to the brake light wire.

Happy Motoring Safety Fast!

I/M 240 Emissions Testing

I came across this on the internet and thought it might explain some of what we will be facing come emissions check time. Note: This is not the official position of the MG Car Club. It is intended solely for the reader's enjoyment. The original poster even remained anonymous.

I/M 240 = Inspection & Maintenance program 240 second test via the EPA.

Most states currently test using an idle and a 2500-3000 RPM unloaded test. They run your engine in the shop bay and measure emissions output in % or parts per million of the exhaust stream. This done with a 4 or 5 gas analyzer. The states set these specs.

Car makers don't do this kind of test when they certify your new car. Instead, they put the car in a shed on a chassis dynamometer (rollers) with a big bag on the tailpipe and they catch all the exhaust as a trained driver runs the car through a selected routine. Then they select a sample, and measure -- grams per mile -- of hydrocarbons, carbon monoxide, oxides of nitrogen, NOx. The spec your car meets is usually printed on a sticker on your window or under the hood. The EPA sets these specs.

QUESTION: Is there any correlation between the state test and the federal test? No, not really. You can't measure grams per mile and translate to ppm.

QUESTION: Do the grams per mile emissions of a Cadillac Eldorado 8.2 liter engine have to meet the same standard as the output of a Geo Metro .9 liter engine? Yes.

QUESTION: Does the amount of air coming from the Cadillac engine equal the amount of air coming from the Geo? No.

QUESTION: Does the amount of gasoline going into the Cadillac equal that of the Metro for the same miles traveled? No.

QUESTION: Did the Cadillac engineers have to work harder to clean the air coming from their engine? Dunno

QUESTION: Can the states jerk around their specs to adjust the amount of failures to suit themselves? Yes.

QUESTION: Is this fair? This is American justice... State tests are easy to pass, easy to fake, and don't always find the dirty cars. QUESTION: Ever heard this one (SU carb owners raise your hands) "We'll just lean it out a bit for the test, then you can set it back when you get home."

So the EPA was asked by the US Congress and the Clean Air Act Amendment of 1990 (or CAAA90) to get us clean air for a cheap price as measured in \$ per ton of emission reduction. They came up with the I/M 240 test plan. If you want names I can supply them. Eventually this is going to read like the Chapman/DeLorean scam.

By putting all cars onto a dyno, you can get a true measurement, eliminate much of the fakery, quit worrying about headers, open air cleaners, cams, etc. and just measure the output. If clean, pass. If dirty, fail. One catch -- you have to have a competent and high capacity test facility to take people at times when it is convenient for them. The facility testing equipment costs about \$250k per lane plus labor. Assuming the car doesn't fly off, or have full time 4WD, and so on.

If the car fails, you send it out to be fixed at a different shop, so there is less collusion between the tester and the technician. Since the shop can't tell if the car is really going to pass the next time, they guess, follow the book, pray, do the best they can, and wait. You take the car back and retest. If you pass, great. If you fail, back to the shop. Welcome to PING PONG. This is not an acronym, it's a game. Back forth back forth back forth.

Ah, said the EPA. We will run multi-dimensional traces of the emissions output and give the trace printout to the technician. In fact, we'll do a database of traces and figure out what's going on. But then the EPA couldn't figure out what trace to show and what units of measure to use. And mechanics can't understand the traces (I can't either).

For example, a lonely Ex-EPA engineer in San Jose has collected 3.5 gigabytes of tabular data analyzing just 90 day's test results of a single lane facility. Imagine the possibilities of all lanes in the USA for a

couple cars! We could use artificial intelligence to figure this all out! We use all our computing power to store the data...

QUESTION: Does the car emit the same grams per mile at 1000 RPM and 0 mph as it does at 1000 RPM and 45 mph? Trick question. No.

QUESTION: Does the car emit the same grams per minute under both conditions? Yes. Maybe.

QUESTION: Do we care about grams per minute, grams per mile, parts per million, or what. We dunno.

For many reasons, this has turned into a mess for everyone. The EPA got sued for implementing it (by car companies and owners) California said nah nah na na nah. We won't play. Our 9000 shops will go bust. The EPA got sued for not implementing it (by Sierra Club, Greenpeace, etc) Lotus owners hated it. This gorilla test my car? Fail me? Overheat on the dyno? Land speculators love it. Buy land, sell to build a facility. Zoning and residents hated it. Not in my backyard, all those cars! Oil companies love it. Buy back old junkers, crush them, get cheap credits. Big test companies loved it. Mr. Senator, want to go to lunch? Dom Perignon? Paris? Mechanics hated it. All my testing revenue will leave. I won't be able to help them pass. Testing companies invested millions. And are going out of business as we speak. Bureaucrats waffled. They approved then canceled their programs.

Consumers are just confused.

And that's what I/M 240 means.

October Meeting Minutes

By
Vickie Wagner

Treasurers Report:

Beginning Balance	908.16
Incoming	355.00
Expenses	
Ending Balance	

Introduction of new officers:

Dan Wagner	President
Paul Wehner	Vice President
Linda Wolfe	Treasurer
Vickie Wagner	Secretary
Ed Hill	Member at Large
Tim Oriko	Activities
Karen Hill	Membership
Mark & Julie Dodd	Newsletter Editors

Membership is only 1/2 paid for 1996. *Lets get those squared away!*

BCCD - August 3rd, Petersons can't make it due to their obligation at the Olympics. Skip Peterson is the head photographer for the Dayton Daily News.

Christmas Party at Peterson's - December 9th. Remember to bring a gag gift, b.y.o.b. and hors d'oeuvres.

Lithuania Club - Fish Fry, unfortunately no one attended. Suggestions: Help the Lithuanian Club with a fish fry, picnic, Christmas party, etc.

MG Hotline - remember to leave message after the beep, if you are calling from the club, so that Dick Smith will know who the call came was from.

1st Officers Meeting held, October 19th. Suggested having a Sunshine Committee in the event someone is ill. Name tags for

meetings * enable everyone to learn each others names.

MG Library - Publish a list of materials so that everyone in the club would be aware of the books available.

Newsletter Ideas discussed: President - would publish a historical time-line.

Card was received from Joanne thanking everyone for the gift basket.

Correspondence - Sales Literature
Sketches
MG Car Club Ltd. - calendars

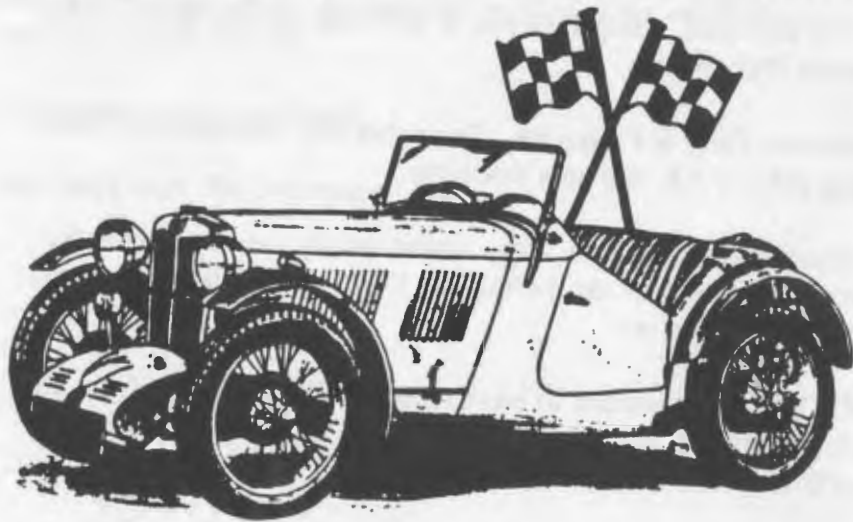
Jim Pesto - Auto Graphics (T-shirts, hats, etc. 7:30 next meeting)

International dues are due - club will use a money order for payment

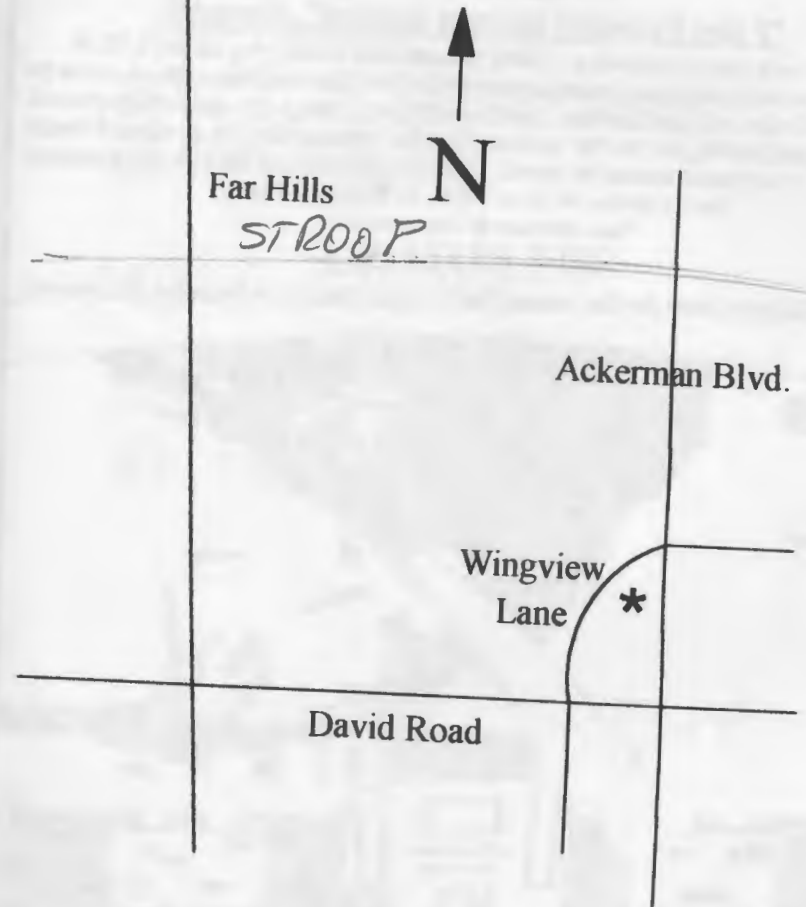
Karen Hill - Sprite for sale info

Beer Break at 8:30

Highway Clean Up - November 4th, meet at McDonald's, Vandalia



**MGCC Christmas Party
at the Peterson's
4400 Wingview Lane
December 9, 7:30**



Gag gift, BYOB, & hors d'oeuvres for admission!