



## MG80 BIRTHDAY BASH

*Safety* **MG** *Fast!*



This year marks the 80th anniversary of the founding of the MG Car Club in the UK. To commemorate the event, a worldwide celebration was organized by the UK club via the internet. The St. Louis MG80 Birthday Bash, held on Saturday October 16, 2010, was a great success by all measures. We had at 20 cars participate in our venue at the arch followed by a spirited drive to the season's last Saturday Cars and Coffee at the Manchester-Rock Hill Plaza. Thanks goes to all who participated and to Robert Rushing for organizing this stellar event. Our own chairman Bob is featured in a great YouTube flag running event: <http://www.youtube.com/watch?v=OjpmT0C1jY8> Full details of the worldwide event are provided by the report from the MG Car Club (pg. 10). Additional pictures from the St. Louis celebration are on the back page.

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# OCTOBER MEETING MINUTES

BY STEPHANIE BARNES, CLUB SECRETARY

Called to order by Chairman Bentzinger at 7:20pm.

**Officers Present:** Bob Bentzinger, Janel Demick, Stefanie Barnes

**Attendees:** Mike Barnes, John Mangles, Chris Kresser, Kathy Kresser, Robert Rushing, Simon Dix, Rich Griffin, Lee Fox, Morris Uhles, Steve Watson, Cindy Moll, Peter Moll, Chuck Demick, Don Gatheman, Bud Colvin, Sterling Ellis, Kathie Hoelzer, Bill Hoelzer, Gary Hayes, Kim Gillis, Michelle Gillis, Floyd Jochimsen, Rich Berger, Bruce Hamper, Fred Houser, Mike Tutass, Frank Laurysen, John Rau, Todd Brown, Steve Taylor, Rhich Rhyner, Bill Fox.

**Treasury Report:**

Janel Demick collected dues in Byron's absence.

Events Account Balance: \$3,341.95.

Simon prepared a general expense/profit spreadsheet for review. If anyone would like a copy, contact Bob Bentzinger or Simon Dix.

**Guests/Visitors/New Members:**

Morris Uhles: 1978 MGB

Steve Watson: 1974.5 MGB, purchased from California in 1986. This is the third time he's joined the club.

Cindy & Peter Moll: 1958 MGA, bought from her brother

**Minutes of the previous meeting:** Not mentioned, proving that nobody actually reads them.

**Projects:**

- Todd Brown: Generator blew - \$2 part to repair – a wire fell off a brush
- Bob Bentzinger: Working on a positive-earth Morgan
- Steve Watson: Repaired his fuel pump
- Bob Bentzinger: Repaired the hole in his roadster; about ready for paint.
- Mike Tutass: The fuel-injected V6 is on the road. Still a few problems to work out.
- Steve Taylor: Working on a 1969 Sprite. Engine at the machine shop for a rebuild.
- Bob Bentzinger: Showed a sheepskin armrest cover. Lots of lewd comments followed.

Rich Rhyner: Asked about undercoatings. Many suggestions and recommendations.

**Old Business:**

- Memphis Car Show: Attendees – Janel and Chuck Demick – 1<sup>st</sup> place, Chris & Kathy Kresser – 1<sup>st</sup> place, Rich Berger – Had a great time; Walt Murphy
- SIR Brit: Attendees – Janel and Chuck Demick – Award of Excellence, Robert Rushing, Chris & Kathy Kresser – 1<sup>st</sup> place, Simon Dix – 1<sup>st</sup> place, Keith Mangles, Award of Excellence, John and Carol Mangles
- Sporting Clay Shoot: John Mangles reported that about a dozen people took part in the event at Blackhawk Farms. Bob Bridges hit the most clays. Everyone had fun.
- By Laws: Chairman Bentzinger gave highlights of the changes and recommended that the club approve the By-Laws as amended. These by-laws will become the basis for future changes.
  - o Motion to accept By-laws as amended: Lee Fox
  - o Second: Chuck Demick

- Approved unanimously.
- ✦ Simon Dix's efforts were greeted with a round of applause.
- ✦ Officer Elections:
- Nominations:
- ✦ Pre-war Registrar:
  - Bob Horzmann
- Elected by acclamation
- T-Series Registrar:
  - Charlie Key (from September meeting)
  - Mike Barnes (nominated by Robert Rushing)
- Elected by vote: Mike Barnes
- MGA/Magnette Registrar:
  - John Mangles
- John Mangles elected by acclamation
- MGB/MGC Registrar:
  - Simon Dix (declined)
  - Robert Rushing (nominated by Simon Dix)
- Robert Rushing elected by acclamation
- Spridget Registrar:
  - Bruce Hamper (declined)
  - Lee Fox
- Lee Fox elected by acclamation
- Cars in Boxes:
  - Mike Barnes
- Mike Barnes elected by acclamation
- Other Marques:
  - Ranney Dohogne
  - Chris Kresser (declined)
- Ranney Dohogne elected by acclamation
- Events Chairperson:
  - Bob Horzmann
  - Stefanie Barnes (declined)
  - Simon Dix (nominated by Stefanie Barnes)

- Chuck Demick (declined, nominated by Robert Rushing)
- Elected by vote: Simon Dix
- Secretary:
  - Stefanie Barnes
  - Janel Demick (declined)
- Stefanie Barnes elected by acclamation
- Treasurer:
  - Byron Golfin
- Byron Golfin elected by acclamation
- Chairman:
  - Bob Bentzinger
- Bob Bentzinger elected by acclamation
- ✦ Other positions:
  - Club Historian (an appointed office, per the by-laws)
  - Bob Bentzinger
- ✦ Selection tabled
- ✦ Newsletter Editor: Todd Brown resigned
  - Bruce Hamper volunteered to take over the newsletter; asked each registrar to submit three articles over the next year, offering bribes – er, prizes – for contributors.
  - Club Hotline phone number/recording
  - Motion to eliminate due to lack of use by general membership: Janel Demick
  - Second: Don Gatheman
  - ✦ Motion to eliminate amended by Rich Berger to request new business cards and window decals with club website on them for publicity.
  - ✦ Motion further amended by Don Gatheman to allow the executive board to design window decals and business cards.
- Passed by acclamation

**New Business:**

- MG80, October 16: Robert Rushing asked everyone to meet at the Soldiers' Memorial on 14<sup>th</sup> & Chestnut for a con-



voy across the river to the St. Louis overlook park for group photos, then to participate in Cars-and-Coffee at Starbucks on Manchester at McKnight to celebrate the MG Car Club's 80<sup>th</sup> Anniversary.

- Upcoming events:

- o Route 66 Tour, October 17: Sponsored by the Jaguar Club

- o British Invasion October 24: Meet at 9:30 at the Donut Stop, 1101 Lemay Ferry Road; convoy to the fly-in at Sackman Field

- o Halloween Rallye & Party, October 30: Meet at 1:30 at the Flying J Truck Stop at IL-15 at I-255 (Street Address: 140 Racehorse Drive Alorton, IL 62207), first car off at 2:00. Poker-run style rallye, ending at the Mangles' house for cookout/party. Bring a side dish. John & Carol will meet everyone at the starting point to take side dishes to their house.

- o Lucas Day (we don't need no stinkin' lights) Rally, November – watch the newsletter and club website for details.

- o Triumph Club Holiday Party December 4: Feasting Fox, Meramec & Grand, South City.

Holiday Lights Tour December 8: Meet at Starbucks at Kingshighway & Chippewa, South City. Dinner to follow at Uncle Bill's.

**For Sale/Want to Buy:**

- MGB Windblocker - \$100. Contact Janel Demick.
- 1980 MGB LE for sale. Contact Rich Berger.
- Folding Frame for MGB Top (For Sale? Want?). Contact Morris Uhles

2 SU Carbs (For Sale? Want?). Contact Steve Watson

**Next Meeting: November 8**

Bob Bentzinger is looking for a place to hold the meeting. Watch email and the website for location! (ed: the Nov. 8th meeting will be held at 'The Corner Pub' at the corner of Dougherty Ferry and Big Bend at 7pm. )

**Door Prize winners:** Bill Hoelzer, Mike Tutass, Kathy Kresser

Meeting adjourned at 8:35pm.

## SATURDAY CARS AND COFFEE



The last 2010 Saturday Cars and Coffee was held at the Manchester-Rock Hill Plaza on Oct. 16th. These monthly events attract cars of all kinds and had an excellent showing from the MG club following MG80 at the arch.



# WHAT MG NUTS DO ON VACATION

BY STEFANIE BARNES

In April 2010, a friend in Maryland emailed to tell us he had a line on an overdrive transmission for his 1971 MGB, Elsie. He asked a bunch of questions, sent a bunch of photos, and finally decided to buy it...

But only after I told him "Yeah, we'll help you install it. How about 4<sup>th</sup> of July weekend?" More emails and phone calls ensued as Mike and I talked him through the purchase of all the bits he'd need to complete the transmission swap so we'd hopefully not need to make any Advance/AutoZone runs during the process (you're laughing, right? Yeah, we made more than a few trips, anyway).

Our friend, Gerry LaFemina, is a poet, author, and professor of English at Frostburg State University in Frostburg, Maryland. He's also an excellent cook. In exchange for our work on the car, he said he'd provide every meal for us – and he did, in a most excellent way. Good food on top of a hard day's work is always appreciated.

So, early on the morning of July 3 we hit the road, driving across I-64 to Charleston, WV, then I-79 to Morgantown, WV, then I-68 into Frostburg, Maryland. We made good time, covering 726 miles in just over 11 hours, hauling quite a load of tools, bits, and spares so we'd have multiples of everything – more hands, quicker work. We opted to take the Benz just for the air conditioning, as it was so hot that weekend. We found out that the MGs are much more comfortable roadtrip cars. Lesson learned. Dinner that night was authentic Italian pasta with bread and a fabulous red wine.



Continental Divide, Eastern style



Following Gerry through Frostburg

The next morning, we had breakfast at Gerry's then got right to work, as Gerry had asked his friend Jenn for use of her roomy 2-car garage for our adventures. She happily provided the space – but said we only had 48 hours because she needed the garage on Tuesday morning at 8:00.

With all tools and equipment in place, we had the engine & transmission out in short order, with Jenn providing copious amounts of coffee and water to keep us going. We tested the switches on the transmission and found the OD lockout switch didn't work, so we used the backup light switch from his old transmission in its place.

So this is where the "while we're at it" bug took over. Gerry also needed to replace the tubing for his windshield washer, he wanted to swap out the dashboard for a non-pillow dash with an idea he and Mike had been discussing to use the dash vents for heat, swap out the speedometer, change the electrical oil pressure gauge for a mechanical one, and add some relays and an electric fan. Did I mention it was HOT?

At the end of Sunday, the engine was out, the new transmission was attached to the lump, the old dash was out, the washer tubing was completed, and we'd had Jenn run to Advance at least four times. Did I mention it was the 4<sup>th</sup> of July? We had another excellent dinner at Jenn's house – Gerry cooked on the grill – and then we had fireworks.



## WHAT MG NUTS DO ON VACATION (cont)



The next morning we sat and planned the rest of the day – knowing that the clock was ticking... Of course, this is where things started going just a bit haywire, but by noon the engine & transmission were back in the car.

Gerry and I then spent quite a bit of time working to get the dash installed and all components hooked back up, the new speedometer attached to the transmission, but the cable was too short, so he put a new cable on his “to order” list.

Fabricating the heater box and hose system to use the center vents for additional heat was a really frustrating, necessitating Jenn make further trips to Lowe’s for heater tubing and sheet aluminum. Interestingly, sump pump hoses were exactly what we needed. Jenn rocks! Amazingly, we didn’t really take that many photographs of the process, so you’ll have to use your imagination...

After the box had been constructed and all hoses assembled, we realized that maybe the box wasn’t the best way to do this (remember – we’re doing this on-the-fly, with no real plan other than mental images and a few fleeting discussions). We think when we do this on other cars we’ll just use the hoses. Should be far simpler, and we’d be less likely to offer blood offerings during the process. Plus it was hot. Have I mentioned that?

At the end of the second day, everything was reinstalled and ready to go. Gerry hopped into the car, turned the key, and.... The engine turned over but wouldn’t start. This began a couple of hours of bug-chasing, which we finally traced to an issue with wiring – we had mistakenly hooked the old oil pressure wire to the negative side of the coil. Hey. We were tired. VERY tired. Once that was rectified, Gerry took off (sans speedometer) for a quick test-run, and came back very happy with the results!

That night, Gerry and Jenn took us into Cumberland for dinner at the Baltimore Street Grill – we highly recommend this place if you’re ever in the area.

Early the next morning, we had coffee with Gerry and Jenn, said goodbye to Tiberius (Gerry’s HUGE cat) then jumped in the car to head home. But as we drove away, we thought – hmmm... We’re only a couple of hours from Washington, DC. Let’s go! So, at about 8:30am we headed east.

After taking a wrong turn across the Mall, we ended up looping around the George Washington Parkway again but soon found an open parking meter on C Street NW, plugged it with about \$75 to pay for 90 minutes (not really, but it was stupid-expensive), then walked down to the Mall, where we saw as much as possible in an hour.

Did I mention it was HOT??? It was 104°F while we were in DC. At 11:45am, we had made our way back to our car and headed home, this time through Pennsylvania to I-70, taking us through West Virginia, Ohio, Indiana & Illinois:

The trip home on July 5 was 996 miles, and we spent about 20 hours on the road – including playing tourist and various stops on the way home. It was great fun with great friends, and we have yet another OD-enhanced MGB on the road. Since our project, Gerry has taken many mountain-driving trips and loves Elsie even more:





# RUBBER BUMPER MIDGET REMOTE HEATER CONTROL

BY LEE FOX

It must be the temperate climate in the UK or the sturdy constitution of the British – or maybe it was the cheapness of BMC/BL, - but in many of our Little British Cars you must open the bonnet and turn a valve by hand to turn on the heat for the passenger compartment.

In the A-series Sprites and Midgets, The Healey 100s and 3000s and some other Marques, the heater is controlled by a miniature spigot similar to your garden hose faucet. These are very reliable and easily repaired, but don't lend themselves to remote control. Besides, they look quaint and old fashioned. At the other end of the spectrum are the remotely controlled heater valves in the MGB that are notorious for leaking. MGB heater valve repair and replacement is covered extensively on the web at MG Experience and other sites. I got 40,000 hits in a Google search for MGB heater valve.

What I didn't find was much in the way of solutions for the heater valve in the MKIV or "rubber-bumper" Midgets from 1975 – 1979. These cars have a lever that is thrown through about a 90 degree arc to control the flow of coolant through the heater core. Fortunately, a solution was easy and cheap.

Pick up a five foot universal push-pull control cable for about \$7.00 in the "Help" section of your neighborhood auto parts store. (You don't even have to explain what an MG is to the pimply-faced kid behind the counter.) Get a drill with a 3/8 inch and a 1/8 inch bit and you're ready to go.

I found a good spot for the inside control is below the dash at the far left hand side near the factory supplied air control valve and fan switch. (You would think if they went through the effort to add these components, they would finish the job.) Drill a 3/8 inch hole in the firewall near where the wiring loom passes through to the engine compartment. Thread the cable through the new hole and slip the retaining nut on the cable and secure to the firewall.



Next, drill a 1/8 inch hole in the end of the heater control lever. Now bring the cable around in as gentle a curve as reasonable behind the brake and clutch master cylinders and between the battery and heater box. It will help a lot if you disconnect and remove the battery for easier access. Make a little bracket to hold the outer sheath of the control cable in position along the back of the heater box, about even with the hole you just drilled in the arm when in the vertical position. I made an "L" bracket that attached to one of the screws holding the heater box to the body. If you drill into the heater box to secure the cable, be very careful not to drill into the heater core itself. The heater core is positioned in the heater box at an angle. Triple check what's behind your work anytime you drill into a panel.



## RUBBER BUMPER MIDGET REMOTE HEATER CONTROL (CONT)



Pull the inner cable completely out of the control cable assembly and clip the out sheath near the edge of the heater box being careful not to crush the sheath preventing the cable from freely moving. Reinsert the cable and clip it about an inch past the heater valve when in the off position. Make two small right angle bends in the end of the inner cable and feed it through the hole in the lever arm. If the heater valve doesn't line up nicely with the new cable it can be easily repositioned.

Viola! You should now be able to pull on the knob inside the car to turn on the heat and even regulate the amount of heat you let in. A push forward turns the heat off. Enjoy motoring the winter months. Summer will be here again before you know it.

## EVANSVILLE ALL BRITISH CAR SHOW

BY KATHY KRESSER



The Evansville car show organizers put on a great show (ed: held the weekend of Sept. 18th, 2010). It was a stunning day with British cars nestled into place along the Ohio River bank. The Friday evening party was a blast as well. Newburgh is literally within walking distance and many women enjoyed the shopping and dining in this little burgh.



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FOR A FULL LISTING OF UPCOMING EVENTS, CLASSIFIED ADDS, AND MUCH MORE GO BROWSE OUR *EXCELENT* WEB SITE AT:

<http://www.stlouismgclub.com/>

Just click on this link to go to the web site

"The St. Louis Metro Gazette (SLMG)" is a publication of the MG Club of St. Louis and remains the property of the club. It is published monthly and is provided free to members in good standing and to officers of other British car clubs upon request. "SLMG" solicits articles from members and other sources. Opinions expressed here are not necessarily those of the Club, Club Officers, or the staff of the newsletter. Technical information is believed accurate, however, any repairs or mechanical advise is attempted at the readers own risk. The Club, Officers, or newsletter staff will not be responsible for any misinterpreted or incorrect technical information. If in doubt, consult with a certified technician. Articles may be reprinted by other car clubs provided that credit is given to author and "SLMG"

# MG80

## A worldwide celebration of the founding of the MG Car Club

Bulletin 5

27 October 2010



# The Biggest Car Club Event Ever!

### Thank you!

Firstly, we would like to thank you, each and every club who participated in the event, for your enthusiasm, commitment and contribution. It is much appreciated and we are overwhelmed by the incredible world-wide response and humbled by the scale of the celebrations. We hope you enjoyed seeing the others' events as much as we did! Thank you all very much!



MGCC Wellington at sunrise on 16 October - most easterly point!

### Reports

A full report of the whole party will be featured in Safety Fast!, and we would like to include a short piece from every club describing their event. Can you please email your contributions to [chriseaward@mgcc.co.uk](mailto:chriseaward@mgcc.co.uk)

### Numbers

In the end we received 82 official entries plus several unofficial ones, together with a few 'hangers-on' which took us over the magic 100! Some clubs staged modest events, some had a turnout of over 200 cars, so we think that it's reasonable to assume that around 10,000 people took part in the event. This would undoubtedly make it, the largest MG gathering in the world, ever!

### Hits

The MG80 world-wide Google map and time-line has received over 23,000 hits since it was created, and the map will remain freely available and on-line until at least the end of the year.

### Amazing events and the wacky prize

We were truly amazed by the wide range of events that were staged by clubs around the world. We showed them on a large screen at the completion of the MGCC HQ run from the Roebuck to Kimber House and the members gathered there were completely taken aback by the enthusiasm shown.

### Technical update

#### Important news about editing the map

The map is now likely to receive a wider public audience due to the publicity generated by the event, and to keep it from unwanted additions and alterations, we will prevent editing from 9am Friday 29 October UK time. However you can still use the MG80 email address to request additions, changes etc and these will be done speedily.

#### You will still be able to upload your photos and videos yourself to the MGCC photo site.

If you feel at all apprehensive at uploading your photos, or for any club that has not yet made any uploads, can we encourage you to email them to [mg80@mgcc.co.uk](mailto:mg80@mgcc.co.uk) and we will do it for you.

We were gratified that so many clubs used the MG80 photo site we provided, so that we are looking to provide a more permanent addition to the MGCC's web site for clubs to display their photos.

More info on this development will be put on <http://www.mgcc.co.uk>

To highlight a few:

- MGCC South Australia - a human Happy Birthday message
- MGCC Canterbury, NZ - an MG80 fireworks display
- The two clubs in Denmark - 'baton' passed from member to member and onto Abingdon
- Maia Clube, Portugal - singing of 'Happy Birthday!'
- MG Trophy Championship - final race meeting of the year
- Houston MG Car Club – the sheer professionalism of their videos



**South Africa's Northern Centre official signed banner**

Bearing these in mind, the MG80 Team has decided to award the prize for the wackiest event to the two Danish Clubs - the MG Car Club Denmark and the MG Car Club Danish Centre.



The plaque from Denmark is handed over at Kimber House

Their event was a truly imaginative journey with a specially created octagonal plaque carried by members in their various different MGs from place to place around Denmark, culminating in a crossing of the North Sea from Esbjerg to Harwich, and then onto Kimber House in Abingdon. The event involved 23 different legs and a total of 1942km/1207 miles, and 54 cars! Have a look at the Denmark photos to see their journey.

Here in the UK, 18 various centres and registers organised a wide range of events. MGCC HQ organised a symbolic road run from the Roebuck Inn in Stevenage to Abingdon. It then travelled to the Lambert Arms for lunch, a venue for many of the 1930's trials involving MG teams such as the Cream Crackers and the Three Musketeers before continuing on to Kimber House in Abingdon where a ceremonial cutting of an octagonal birthday cake took place – and we sang 'Happy Birthday'!



**Ottawa MG Club make a car - and human! - MG80 logo**

**The MG family**

One of the reasons for staging this event was to bring together the far flung family of MG clubs around the world, and we sincerely hope that we will have sparked off a new and increased level of communications. Don't let it go!

Once again, we couldn't have done it without you, thank you very much!

**The MG80 team**

**The MG80 badge**

We have produced a souvenir pin badge to commemorate this special weekend. They have been produced as a limited run and the badges are available for sale at £5 each from

<http://www.mgcc.co.uk/mg-news/club-news/1187-mg80-pin-badge.html>



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# MG80 Celebration in St. Louis



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