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Rumblings Newsletter
February 18th, 2023

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RUMBLINGS

on the road again...

President's Report...

It was great to see so many of you at the February MBCG meeting. However, we sure missed you 'snowbirds' that were enjoying some 'fun in the sun'. Please bring some of that warm sunny weather back with you!

In case you're wondering, yes, this is the second Rumblings Newsletter this month. The first newsletter I sent out the first week of February, was a trial newsletter :) In

the future I hope to send out the Rumblings newsletter in the middle of each month, so you can be sure to calendar and plan ahead for any upcoming events mentioned in the past month's meeting and included in the Rumblings newsletter.

Speaking of which, be sure to calendar the next 3 meetings as we have some outstanding upcoming MBCG members that will be speaking and presenting at our meetings --see 'MBCG Guest Speaker' schedule listed below in newsletter.

Jay Johnson is back in Madison from his 3 month stay in Antarctica and has graciously accepted our invitation to be our March MBCG Guest Speaker for the evening --see additional information below on Jay's presentation in March. Not to be missed for sure!

Arrive early and enjoy dinner and drinks and some fun conversations with your fellow MBCG members!

At the Breakwater, we have our own private side room and when you combine that with some really great menu items to choose from --along with some fun socializing (before and after our meeting), it makes for a great evening to look forward to every month!

Looking forward to seeing you at next month's MBCG meeting :)

-Debbie



Next MBCG Meeting...

Where: Breakwater Restaurant

When: Wednesday, March 8th, 2023

Time: 6:30pm

**If you plan on enjoying dinner, you may want to arrive early ☺

Hope to see you there!

Road Trippings...

We are so fortunate to have a fabulous celebrity couple in our MBCG midst... who are none other than our very own, Dennis & Crystal Klemm!!

Dennis & Crystal were recently interviewed by Steve from 'This Week with Cars' --it is absolutely one fantastic interview where Dennis and Crystal showcase some of their Pre-War MG Collection --see link below.

To see some of the Klemm's British car collection for yourself...

Dennis & Crystal have graciously invited us, once again, to their country house, Saturday, May 20th where you can see their extensive car collection in person :) and also enjoy merriment in the company of other British car enthusiasts in a beautiful serene setting located in tranquil Orfordville.
It is a beautiful drive that we can caravan together.

I have also added to the Rumbings Newsletter a 'Guest Column'.
This month features another fun and exciting story by Chris Beebe --his personal experiences are again shared with us!
Thank you Chris!!

This month's 'Winter Project' is featuring Steve Lea's preliminary installation of his MGB dead pedal --see write up and images below.
Thank you Steve!

A friend of Dennis & Crystal Klemm, from their Boots & Bonnets Car Club, Rockford, IL is selling their 1960 Austin Healy 3000 BT7
--see description and images below

Hint hint... It would make a wonderful birthday gift for some lucky lady.
See Debbie for help with a BIG red bow!

Send us your 'Winter Projects' --big or small, or some tips and tricks in dealing with car issues or just plain questions that need answering.

Stay warm --and safe out there,

-Debbie



Spring is just around the corner... let's discuss some fun drives!
Send us your ideas

Madison British Car Group

Meeting Minutes from February 8th, 2023

The meeting was brought to order at 6:30 pm by President Debbie Lea. The meeting was again held at the new location, Breakwater 6308 Inland Way,

Monona.

Thanks to Steve who ran to Walmart for the HDMI cables.

There were about thirty people in attendance, and the majority of attendees ate and drank their dinner in this fine establishment.

Judy and Gene Davis were still in Mexico, as was Steve and Karen Tobison. Kaye Gmur was celebrating her birthday with family. Dave Nordby was reportedly in Colorado skiing.

The Secretaries Report Will Daehler motioned that the minutes of the January meeting be accepted. This vote was unanimous in the affirmative..

Vice Presidents Report: Dave Griffith reported there was nothing new.

Old Business and also New Business

1. The new distribution of club **hats** has been delayed due to COVID. Debbie Lea reported that there has been a small tweak to the design, such as adding a smidge of space between the “B” and the Union Jack.
2. Our **Suggestion Box** has had its first submission This would be to substitute a monthly meeting with an earlier afternoon start, with a planned drive and destination.
3. Deb produced and distributed an electronic **Newsletter**. Did you get your copy? She taught herself how to use the “Constant Contact “ software, and she reported it was easy to use, using techniques as Drag and Drop. The results were stunning. The membership reported that they had all read the newsletter. Some doubting Thomas said if that was really true, then someone could answer the trivia question as to which lobe on **Dave Nordby’s** camshaft was warn below spec? Only **Pete Sala** was able to answer. Anyway it was a brilliant article that was jointly composed by Dave. And maybe some member’s first exposure to ZDDP and cam lobe wear.

Consider sending Deb material for future articles. She can help smooth out the rough edges of a Pulitzer prize story.

Dig deep!

4. **The Monthly Speaker Schedule.** We will continue to try to have a guest speaker as a part of our monthly meetings. We have **Gene Davis** firmly scheduled for April. Other suggestions are **Peter Egan**, renowned Auto and Bike journalist for Cycle World and Road and Track. It was suggested also Jane and Peter from **World Wide Import Auto**. Also suggested was **Dennis and Crystal Klemm** of pre-war MG fame.. Self-nomination is also encouraged, like **Steve Tobison** could talk about farming, topics not being restricted to just British Cars.

With encouragement on all sides, member **Ron Dennis volunteered to be the MAY speaker.**

This was in the closing moments of the meeting, and the President swinging the gavel repeatedly to restore order, may not have actually heard this.

Somebody announced that the SCCA runoffs will be at Road America this year, but this too was not heard by everyone present. So there will be more on this next month, the meeting is scheduled to be **March 8th**.

5. Please put the invitation from Crystal and Peter Klemm on your calendar. This year the picnic will be 1:00 pm on **May 20th**. More information can come later, so please just reserve the date now.

6. There was no mention of the Cambridge Winery tour. These plans will be developed by **Julie and Keith Baumgartner** when they get back from their vacation.

7. Some details of the Fall 2023 Tour planning were shared by **Shirley Smith**. Bernie Evans with the MG3 and Austin Healey Club will be the hosts and that a preliminary destination was being investigated, for instance Baraboo/Devils Lake or maybe Green Lake. Shirley's suggestion was the Fermentation Tour- based around Reedsburg. This may not match up with Bernie's proposed weekends of the 3rd or 4th last week of September. Stay tuned !

8. The President introduced a ten question quiz, All about British Cars. One of the correct answers was Winston Churchill. **Randy Otto** was given a prize, candy. This only served to encourage him, and he supplied the same answer to all succeeding questions, winning only on that first question.

9. Randy suggested that we as a British Car Club should do something for the Coronation of King Charles III, which starts on May 6th and continues into Sunday May 7th with **The Big Lunch**.

-Will Daehler

MBCG Guest Speaker Schedule

Invite a British Car enthusiast guest!

March 8th: Jay Johnson

What is the only continent a British car has never set tire on?
If you guessed Antarctica you are correct!

Ever wonder what it would be like to travel to Antarctica, live in a tent at a remote camp on over two miles of ice or what a piece of ice can tell us about our past climate?

At this month's meeting MBGC member Jay Johnson will answer all of these questions and more as he shares some stories from his expeditions

to the ice over the past 22 years.

April 12th: Gene Davis & Ron Dennis

Ron Dennis will interview Gene Davis about the history of Ocelot Racing.

This will cover the beginnings with Gene and Larrie Schneider through developments, including chassis design, various engines and bodies and their failures and successes.

May 10th: Ron Dennis

Ron Dennis will cover his racing career (21 tracks, 9 cars, 5 classes) from beginnings in go-karts to a national championship in sports racing cars and beyond.

He will concentrate on a variety of experiences and people met along the way.

Dennis & Crystal Klemm's Interview...

'Uncovering a Rare Automotive Treasure:

The Klemm Pre-War MG Collection!



Sit back, relax and enjoy...

<https://www.youtube.com/watch?v=XqgOUR2LGPs>



Upcoming Events...

Saturday, May 20th:

Dennis & Crystal Klemm's
Country House
2702 S. Wyatt Rd
Orfordville, WI
Details forthcoming :)

GUEST COLUMN...

Another great story from Chris Beebe...

Here, Debbie,

another submitted to the Lotus Club ... and please offer it to the Brit Club for me. Thanks, Chris

This writing is overlooked in the series of 6 I wrote over the unusual events that surrounded my driving the Can-Am Lola T-163 raced one season. The first writing covered my introduction to the car on the test day at Grattan, Mi. After 5 hours on the track, the crew and car owner felt I adjusted well enough to be allowed to race it at Atlanta. I was unaware of the up-coming race, the 1st of the season and first of the Can-Am historic series. It was Wednesday and the race was Sunday. There was the unusual trip to Detroit, then the trip to Atlanta where I shared the driving of the transporter delivering 6 Can-Am cars. I had never driven a semi-tractor! It offered terrific clutch-less shifting practice through all 16 forward gears. Then there was the race itself, the last was finding a ride home after. This is the **seat belt incident**.

This Lola had a six-point seat belt system, all secured belts meet at a central 'pod' that is permanently attached to one of the lap belt halves. The remaining 5 belts must enter their specific opening in the pod, each have their own, attached steel probe. The attached pictures show the 6-point belt system but not the additional arm-restraints, making it an 8-point system.

Meeting this car in Michigan on a test day, I took only practice equipment, the bare minimum, ... didn't have my best suit, helmet, or gloves. The surprise of being offered going on to Atlanta caught me ill-prepared. Once there I got a quick medical, updated my helmet (illegally), duct-taped my suit so it didn't flap-in-the-wind too much but needed to borrow the required arm restraints from a willing driver, someone not in my race. I borrowed the restraints after his session was over and return them after I was finished, switching them back and forth for the 4 practices, two qualifying sessions and the race, like the script two actors shared so as to read

their lines.

I was desperate for sleep most all week. Due to worrying of how I might manage this powerful car at Grattan, then the trip to Detroit, staying up all night helping swap a huge V8 engine in a customer's car, the inability to sleep or rest on a very uncomfortable seat-pod in the transporter across Ohio, Kentucky, then driving the big-rig across Tennessee and into Georgia. Finally, I was in a motel near Flowery Branch, but the on-going noisy night-time party made for a blurred and grainy background from what was going on, as opposed to what I ought to have been thinking about. In the morning I'll be facing the bold reality of practicing and qualifying a car I was just getting to know and was not comfortable with. I'd be on this very clever track with others who would likely be much more compatible with their cars, likely more used to the extreme loads and inputs these cars produce, then there is the frightening fact of the history of 'potato-chipping' this track is known for, and in this class of race car. Adding to the fear was the winds were predicted to be strong and from the dreaded Northerly direction, a perfect formula to fear. My mind was swimming between whatever was going on down the motel hallway and my mental check-list of what concerns I ought to prepare for, if I was capable of preparing. At least I felt I knew the track well enough to feel at-ease at some level, although the greater speeds and G-loads experienced due to the rapid elevation changes will be something to try and be ready for, but these are all mental as I could do nothing lying there. I was so desperate for sleep.

I was still nursing my festering and blistered butt-crack and could only lie on my side. That damn tractor seat was SO jarring. With every bump we hit, I had to prepare to be slammed in the back by the seat-back and chaffed on my hinder.

After the practice and qualifying sessions were over and evening set in, the adrenalin was wearing off and my mental check list was exhausted, couldn't even muster up the ability to jot down things to prepare for Sunday's early afternoon race. I would replace the spark plugs in hopes to cure an engine mis-fire, this was easy enough. I had again broken the rear anti-sway bar in qualifying as I had in practice, the severity of the gully at the end of the 'back straight' was a terrific strain on the undercarriage and suspension. I felt lucky to have found someone to weld the broken bar, sleeving it and joining the two parts. The same fix was needed for Sunday's event. It was told to us our large field of Can Am cars were the main attraction of the weekend so we'll give the spectators **two** pace laps.

I sat in the big Lola in the 'false grid' about 25 minutes before the opening of the track, had qualified 3rd and was quite nervous placed in front of so many. The Brit, Brian Redman, was directly in front of me, his masterly driving talents so renown and in such a famous, capable car, the Chevron in which he raced and won so many events. How could I be so near this man and this car, I wondered? We were close to being escorted onto the race track to begin the pace laps. The pace lap is a slow outing allowing the cars to warm a multitude of components, the engine and transmission oil, the coolant and tires, and to get a look at the track surface should there be an oil spill or debris from a

previous race.

An inspector walked up to each car to ensure the belts were in place and cinched. He stopped at me, pointed out I didn't have the required arm restraints. A hard and tense sweat came over me. The 'pit crew' fella (Fred) that had offered his help ran back to the garage and came running back just when the grid marshal directed the two pace cars, Brian and the rows of cars lined-up behind, through the gate and onto the track. In a panic, Fred helped me get the big-end over my gloved-hands, wrists and to my elbows while the inspector was leaving, seeing I was about to comply, walking on to check the cars behind me. Then Fred, knowing the loose ends of the restraints had to attach to the belts at the center pod, reached into the cockpit and **twisted** the seat-belt system's release-toggle! It was like the kennel doors opened and the race dogs explode from behind the gate, but the chase bunny wasn't yet released. As I had drawn them so tightly, the 6 belts blew apart in a comedic eruption ! I looked up at him in disbelief, depressed the clutch, put the car into 1st gear, revved the huge engine a bit and away I went, following those in front of me onto the track.

I knew we had two slow laps before the race began and took-in what I must do before the race starts. It was evident what had to happen in Fred's mind, and he was right in tripping the release. Thinking back, I might have known it had to be tripped too, but was probably thinking I MIGHT just not attach the restraints in hopes no one noticed, ... but I was now committed.

Earlier, when I was in the pits, ... I, alone, had spent quite a while and somehow managed (with my helmet removed) to get all 6 parts of the belt system into this main, centered pod, then cinched them down so as to keep me tight into the seat. When Fred twisted the release toggle, all the taught belts blew out in different directions. I knew I might not be able to find all six belts, most difficult would be the two that come up between ones legs and wrap over the thighs, the "anti-submarine belts". The arm restraints need to loop over the shoulder belts right where they enter the center pod, both have a small off-set steel piece that is intended to make the attachment easy. This job is usually done by someone else, often requiring an assistant. I knew I had to try and locate then gather all of the loose ends, fit them into the center release-pod one at a time, and somehow get the arm restraints onto the shoulder belts, ... but this takes two hands and the ability to see all of belts, usually only able to be accomplished without wearing a helmet.

On the pace lap, we usually weave in a zig-zag manner, steering heavily on the track, giving throttle to the engine while using the brakes hard. Beside warming the engine and brakes, this is done to produce friction into the tires, thereby warming them which makes them considerably stickier than when cooler. The weaving covers most of the width of the track so we stagger our positions so as to use as much of the track as possible. Because I was needing both hands to locate each belt I might have been the only one rolling along straight and at a steady-slow pace, driving without weaving, trying to stay on the track steering with my knees ! Frequently nearing the edge of the curving track and making jerking, late corrections, ... all the while hoping no one

detected my situation.

By turn seven I finally got the side (lap) belts together, then along the back 'straight' the anti-submarine belts were clicked into the pod requiring wriggling around and finding that certain angle. One needs to look down to see the pod over the stomach, and to be able to see this area with a helmet, balaclava and glasses secured to ones head is extremely difficult, if not impossible. With my gloves on I used Braille-like abilities and an occasional strained glance to find one shoulder belt loop. But, I had to loosen each one before the attachment and find the correct arm restraint, again requiring two hands. My driving was erratic and slow, all over the course, ... often found I was two wheels off, would veer back on course in stupid-looking jerks, didn't Zig-Zag but was often probably daft-looking. I noticed the cars behind me offered a greater distance as they were likely wondering just what was going on in this car.

Crossing the start/finish line after the first pace lap had me wave an acknowledging gesture to the 'starter' up on the bridge as he looked hard and directly down at me, as if into my cockpit to see just what was going on in there. He probably learned I had been driving in a goofy manner, called in by corner workers. "They were on to me", I thought to myself! I have yet to find both shoulder and arm restraints and tie me all together in a very short time, and the four of them were flailing around, whipping in the tornadic winds in the cockpit. I finally snagged one of them. I then had to try and determine what I caught, figure where it belonged and would have to find the mating restraint to it, then somehow loop the little steel lariat-like hoop around the male counterpart (with one hand mind you, trying to shift and steer with the other) and find just the right angle to insert it into the correct hole in the center-pod. By turn 5 (about 2/3rds of a lap to go) I had just one more shoulder belt-set to go and I knew I had to do it before we sped up on the back straight where no steering pressure was upon me. I saw the cars behind me were now upon me, awaiting to pounce on my faltering ways and maybe move up a position. I was sweating profusely.

I somehow nipped the last loose restraint loop clacking around my face mask, nabbed the loop with my Left hand. I tried to force my head (helmet actually) into my chest in hopes of getting a look downward at the piece in my hand but the eye-opening was just too constrictive and no matter how hard I pressed my 'chin' into my chest, the opening was always too high to allow the central pod to be seen. I was just barely able to hold the end of the belt-piece up enough to recognize it and found the belt-end by pinching it in my arm pit. With my other hand, I mated the two, then bumbled around until I found the tiny hole to stuff the last prong into the awaiting socket. I felt the anxiously waited-for 'click', ... it was finally home. I cheered in my helmet, a loud "All Right!"

We were not far from the end of the straight. After pulling up and out of 'the gully', I let go of the steering wheel to show my tethered arms to the corner workers staring and pointing at me, stationed at the last corner not very far from the start/finish. He waved back a big ol 'Thumbs Up', ... he probably called ahead to start/finish to let the race begin.

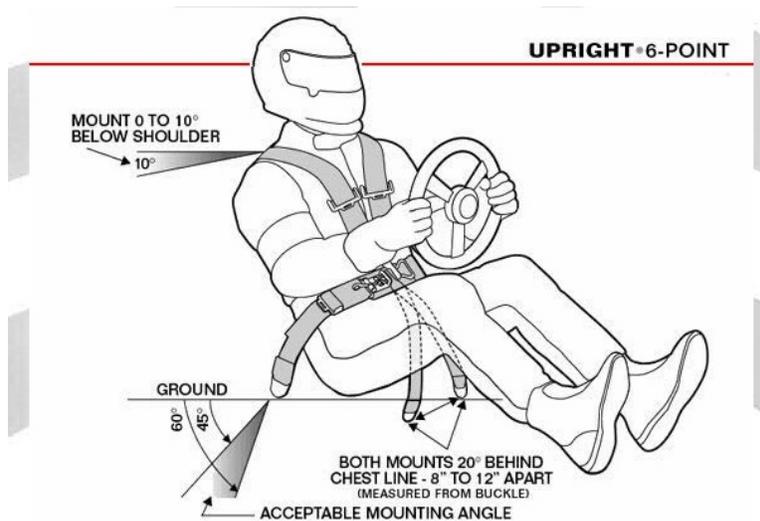
I wasn't able to cinch myself into the seat as tightly as wished, but did what

I could to seem legal enough to the watchful officials.

I have done some foolish things in racing before, but this was one of the most distracting, unrealistic, foolish and frightening experiences I had never prepared for. This was my first race in this capable car, on an amazing track, in with such marvelous and capable company, and here I was mentally detached from reality. It was pure luck we were offered two pace laps to let the spectators see the cars and drivers, unaware what problems can (and do) occur, ... bazaar things happen even to prepared race drivers.

It shows we're just people. We put our pants on just like everyone else, one leg at a time. Sometimes when the pressure is too great, you find the zipper's in the back.

-Chris Beebe





Steve Lea's mini 'Winter Project'

MGB Dead Pedal

This small project is the result of me not being able to keep my left foot away from the clutch pedal. I don't ride the clutch, but I find my left foot looking for a place to rest when driving.

All my other vehicles have a "dead pedal" or at least an angled shelf to rest your left foot when driving, even with an automatic. At the risk of my foot causing early wear on my throw-out bearing, I decided to install a Dead Pedal.

After looking at many articles and comments on MG Experience, I decided to buy rather than make one. I looked at the Ceres Motorsports one at MOSS Motors. It is made from aluminum, with a brushed aluminum face attached to the body with stainless steel Allen head countersunk screws. It is also made in the USA. I liked the looks of the pedal, but at \$109.99, it seemed a little pricey. After thinking about it, I decided to buy it as it was made in the USA, and not China as many of MOSS's products seem to be. With the use of a Christmas gift certificate from my son from MOSS Motors, I ordered the pedal.

Upon receiving the pedal a few days later, I started trying to figure out where this pedal was going to mount. It is pure personal preference. Moss Motors recommends positioning the pedal 3" to 3.5" past the clutch pedal, or roughly 5" to 5.5" from the firewall, but it comes down to what feels good. I first tried using masking tape to hold into position while testing. Masking tape did not hold the pedal up. I then resorted to duct tape. That held it, but was a pain to untape and retape.

There are 3 #12 Phil Pan Screws securing the pedal to the kick panel and inner sill. After reading several stories of people mounting and having to change placement, I decided that I didn't want to take the chance of having to drill multiple holes.

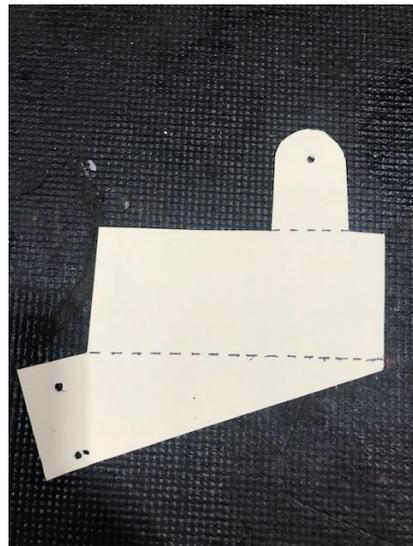
This required taking on an additional project to the Dead Pedal Project. After conversation with my go-to MG expert, Dave Nordby, he suggested using Velcro to be able to move the pedal and reposition it after actually driving. That sounded like a good

idea. Unfortunately, I found that I was going to need more surface area for the Velcro.

I decided that I was going to make a wooden Fixture/Jig (haven't decided which it is) to attached to the pedal and give me enough surface area to attach Velcro strips. After gluing two short, 2 X 4 blocks together, and with the use of a table and miter saw, I fashioned the Jig into the shape below. I removed 2 of the countersunk screws and with smaller wood screws, mounted the pedal to the jig as seen below. This will allow plenty of surface area to attach Velcro to the dead pedal as well as the kick panel and adjust the pedal between drives. I can also attached Velcro to the sill as mine are rubber and not carpeted. After finding the most comfortable position, I'll then drill the 3 holes for the mounting screws. As soon as the roads are clear and salt-free, I start the positioning process of the pedal.

I have made a template of the pedal and have the dimensions of the jig for anyone interested in making their own pedal. After I finally get the pedal installed without the jig, it will be available if anyone wants to borrow it.





British car fun...

Q: Know why the British don't make computers?

A: They couldn't figure out how to make them leak oil!

-Bill Hancock

FYI...

In case some of you are also members...

Steve & I are/were members of the AMGB Association.

A few days ago, we received an email with the following letter attached.
The Website has been removed.



AMERICAN MGB ASSOCIATION

Established 1975

5433 N. Ashland Ave.
CHICAGO, IL 60640-1153 U.S.A.
phone/text: 773-789-7084

email: info@mgclub.org
website: mgclub.org or
www.americanmgbassociation.com
Facebook: American MGB Association
Instagram: [americanmgbassociation](https://www.instagram.com/americanmgbassociation)
Twitter: [amgba](https://twitter.com/amgba)

MEMBER NOTIFICATION

February, 2023

Dear Fellow MGB Members,

It is with great sadness that we inform you that Frank Ochal, President of the AMGBA Car Club, recently passed away. Frank poured his heart and soul into the running of this Club and loved every minute of it! He will be sorely missed. Unfortunately, with his passing, the Club will no longer exist.

As MG enthusiasts, feel free to reach out to other MG Clubs...We're sure that they will welcome you with open arms.

Sincerely,

D. Bruce Magers (dbmagers@yahoo.com)
Margie Springer (kayaks4capecod@gmail.com)
Fellow Members and
Former AMGBA Officers



FOR SALE: 1960 AUSTIN HEALEY 3000 BT7



VIN: SERIAL6902
Model Year: 1960
Original Colour: Healey blue
Current Colour: Healey blue over ivory
Odometer: 73,240 miles
Engine Type: 3 L
Transmission: 4 speed, overdrive
Last Updated: 2022-04-25 15:59:17

Purchased in 1998 from private owner. Complete rotisserie restoration. Down to frame. Fiberglass rear wings installed. Professional paint job. Rebuilt transmission. New blue upholstery. New blue vinyl top. Photos of restoration process available by contacting owner.



Before restoration



During restoration





Please contact Lynda with any questions:
oneinfour2002@gmail.com



MBCG Hat Order Update...

I hope to have our custom MBCG hats available for pick up at our March meeting.

We will have a few extra hats for sale in each of these colors...

Black: 4
Blue: 3
Red: 3
White: 4
Oyster: 2

Please contact me if you have a color selection you would like

Cost: \$15.00

I am also working with Madison Top

Company to set up a 'Company Store' where we can order a selected: Sweatshirt, short sleeve T Shirt, Long Sleeve Knit Shirt, Cotton Shirt and a Golf Shirt all with our MBCG logo.

Membership Dues Reminder...

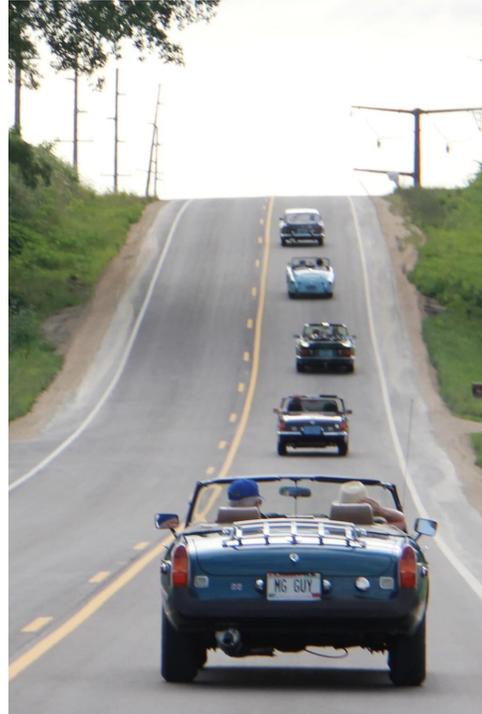
Please send your annual \$25.00 Membership Dues with check made out to:

Madison British Car Group
P.O. Box 14742
Madison, WI 53708-0742

Dave Nordby will be checking for dues in our P.O. Box just prior to next month's meeting.

Thank you in advance for remitting your annual dues!

We currently have approx 85 MBCG members.



President: Debbie Lea
Vice President: Dave Griffith
Secretary: Will Daehler & Kaye Gmur
Webmaster: Ray Teschke

www.madbrits.org



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