

JANUARY 2010 ... VOLUME XXIX : ISSUE I



OCTAGON



Cattle Point
Gathering location for the New Year's Day Burn 2010



Membership in the Victoria MG Club is open to anyone who has an interest in British Cars. Ownership of an MG is not a requirement.

Just bring your enthusiasm and let us nourish your interest in British sports cars in general and the amazing MG in particular.

VICTORIA MG CLUB

MAILING ADDRESS : P.O. 5428, STN. B, VICTORIA, BC V8R 6S4

INTERNET ADDRESS : <http://www.victoriامجclub.com>

CLUB EXECUTIVE

President:	Chris Wignall	(704-6421)
Vice-President:	Jim Sandwith	(656-2725)
Secretary:	Glenn Jasechko	(727-2381)
Treasurer:	Rick Mosher	(652-3502)
Events:	Susan Chapple	(590-5858)
Newsletter Editor:	Dave Morton	(598-5516)
Director (Motor Sports) :	Jim Mills	(655-4604)



Founding Member:	Jackie Beaudoin	
Directors:	Wayne Watkins	
	Jim Mills	
	Bob Hughes	
Registration:	Dave Morton	(598-5516)
Newsletter Production:	Dave Morton	(598-5516)
Webmaster	Dave Morton	(598-5516)
	e-mail: dl.morton@shawcable.com	
Historian	Armande Morton	(598-5516)

LOCATION AND TIME

Meetings are held on the second Monday of each month (with the exception of the October meeting which is on the first Monday of the month) at the Salvation Army Citadel (4030 Douglas Street) at 8:00 PM.

Annual membership fee (\$25.00) is due January 1st of each year. Any change in information will be announced in the newsletter.

CLUB DISCLAIMER

All parts, services and advice provided is presented in good faith. No liability will be assumed by the Victoria MG Club.

Opinions expressed are not necessarily those of the editor, nor of the Victoria MG Club and/or its executive.

PRESIDENT'S MESSAGE

Now that the January general meeting has passed, our club has turned a corner. Just as the days start to get longer from here on, so does the coming events calendar.

This means that, all of those tidying up projects that everyone started months ago, "because winter's coming" need to be finished quickly before you start missing events! Put your carbs back on and bolt in your seats, because the car season is almost upon us! The warm weather and sunshine is already outside on some days now and, before you know it, spring will ACTUALLY be here!

We do have some hearty souls in our club that keep the top off for 365 days a year, but for everyone else, the time for top down touring is almost here!

Chris



Laguna Seca Tour ... Foggy Stop at Port Orford, Oregon

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EDITOR'S MESSAGE

The latest in transportation has three wheels and is known as a 'trike'. The enclosed scooter, manufactured by the AutoMoto Corporation is not quite what one might expect of a 'trike'!! The vehicle provides a compromise between an automobile and a motorcycle ... with the added luxury of a roof for protection from the elements.

Due to the three wheel design the Trike has much greater stability than a scooter and yet provides the fuel economy of a scooter. Unlike most similar designs of a 'trike', which have the seat and handlebars locked to the frame, the AutoMoto's design incorporates a tilting mechanism which allows the rider to take turns, as if they were on a two wheeled machine ... without compromising stability!!

As a result ,the AutoMoto Trike is highly maneuverable, easy to operate and most importantly, easy to park, which makes the vehicle ideal for city transportation. The Trike includes comfortable seating for two, a lockable trunk, four speakers with a MP3 connection, a carbon fiber dashboard and metallic paint.

As an added bonus, the Trike achieves an estimated 83 mpg with a high performance 150cc GY6 engine giving reliability, fuel economy, low emissions and low maintenance. Specifications include a maximum speed of

60 miles per hour, anti-lock disc brakes and a fuel capacity of 2.1 gallons ... with a price tag of approximately \$3,800.

Unfortunately, it appears that the AutoMoto Trike is not yet available in Canada ... the nearest dealerships are in Vancouver, Washington. Also, it is not known yet as to the legal issues of owning such a vehicle in Canada.

Dave



GENERAL MEETING ... JANUARY 11, 2010

Called to Order: 8:00 PM

Executive Present:

Chris Wignall, Glenn Jasechko, Russ Cape, Susan Chapple and Ian Sparks.

Treasurer's Report:

The Checking Account balance = \$1110.80, the Savings Account balance = \$2746.96 and the Slalom Reserve = \$3625.28.

Russ discussed profits from last year's events. Slaloms generated \$2200.00 dollars, the Christmas party resulted in a profit of \$65.00 and the anniversary meet made a profit of \$1.46.

Vice-President's Report:

Glen asked the club for ideas for regalia ... no response so far. For guest speakers, Glen has asked Russ Hollin (not sure on spelling) from the J.B. Machine Shop

to do a presentation for the club ... it seems he will oblige.

Secretary's report:

As of just before the meeting, there were 18 paid up members for 2010.

Motor Sport Report:

Jim Mills was not present, but Glen was able to provide a report. So far, no word from Western Speedway this year on dates, however, we do have dates for the slaloms at the Camosun Interurban Campus.

It was mentioned that the slaloms now require a CACC licence at the cost of \$10 annually. The response from the club membership seemed positive.

(Continued on page 4)

(Continued from page 3)

President's Report:

All of Chris' cars are working, therefore he had nothing to report.

Note:

Dave Morton asked for a volunteer to help with the website.

Meeting Adjourned: 9:00 PM

PAST EVENTS

New Year's Day Burn ... January 1st, 2010

As we had hoped, the wind was not blowing and the clouds parted to let the sunshine come out for us to meet at Cattle Point for the first run of 2010.

We took our famous Victoria scenic route, which passes by the Oak Bay Marina, Victoria Golf Club, Ross Bay Cemetery, log strewn beaches, Clover Point, Beacon Hill Park, Emily Carr House, Fort Street, Save On Foods Memorial Arena, Blenkinsop farm land, and many other Victorian places of interest. Aren't we fortunate to live here and see so many interesting sights in a short 45 minute drive!

A quick loop from Blenkinsop onto Mt. Douglas Cross Road to Cedar Hill Road and a jog over to Shelbourne, brought us to University Heights where we parked our cars and invaded the J.J. Morgan restaurant to enjoy the buffet. Forty-one MG fans sat down for lunch, conversation, and good wishes for the New Year.

The Shepherd team won first prize for having the most quiz answers correct. Congratulations Dave, Lesley and crew. The most imaginative answers came from Scott Watkins a great sense of humour!

Bonnie and Len Smith from Qualicum, traveled the furthest to join the run. You two are such adventurers and deserve a round of applause.

Mark the date, January 1st, on your 2011 calendar and we'll do it again!

Thanks to everyone for coming out and making the first run of 2010 so much fun!

Susan

Club Brunch ... January 3rd, 2010

Over the Malahat and down the road a bit to Maple Bay or, if you live up there, you just had to go down the road a bit, to meet for Brunch.

Fourteen diners had lots of time for more great conversation and laughter.

Malcolm and Lucille, thanks for organizing the Brunches on the first Sunday of the month ... every month!

Susan

FUTURE EVENTS

Valentines' Day Run ... February 14th, 2010

Bring your favourite person (and car) or come solo and meet at the Tim Hortons parking lot at Save-On-Foods at 1:00 PM for a 1:30 PM departure.

Following a leisurely, but mentally stimulating drive, we will be meeting for refreshments and Valentine goodies at a member's home.

If you would like to help with a plate of treats, please give me a call.

With Thanks

Ian (250-704-9911)

March Meeting Mini Swap Meet ... March 8th, 2010

It is coming - just what we have been waiting for - the **Mini Swap Meet** at our **March monthly meeting** (Monday, March 8th). This will be a chance to clear off a shelf or two in the garage and help out a fellow club member looking for some bits to finish off that project. We will have some extra tables set up at the meeting. We will not have room for transmissions and engine blocks - but - there will be lots of room for headlights, mirrors, chrome parts, door handles, taillights, luggage racks, ignition parts for a car you sold five years ago, workshop manuals for that same car and maybe even a roll bar for an MGA!

(Continued on page 5)

(Continued from page 4)

Usually someone brings some SU carbs as well. (Oops, make sure all the gas is drained out!)

At past mini swap meets, members have brought a lot of goodies which are priced "free" or "very reasonable". The bonus is some extra shelf space in your garage and a chance to pick up some missing pieces for your project for free or low priced. As an example, I have put a box together for our mini swap meet and I have: seat belt hardware, driving lights, leather steering wheel cover, battery hold downs, MG taillight lenses and surrounds, 'B' bumper guards, mirrors, MGA grill for the cowl and a new old stock 'original in the Lucas box' early 'B' regulator. So let's get all these bits back into use and not have them in boxes in our garages for another ten years. The ultimate recycling.

It will be a good idea to arrive with your bits by 7:30 PM and claim some good table space. The meeting will start at 8:00 PM as usual. President Chris says there will be a longer break than usual to allow for Mini Swap Meet browsing. A couple of points ... print your name and your asking price (free or \$__) on a piece of masking tape and stick it on each item. That way, fellow club members can search you out and talk to you about the item and/or the price. Oh yes, please note that if any of the things you bring are still on the table at the end of the meeting, you must cart them back home. At the last Mini Swap Meet, I was the last one there after everyone left, so it was me who took home a MG Midget door, a steering wheel and a small socket set ... Bonus!

We will talk more at the February meeting, but in the meantime, start organizing those valuable bits for the March 8th meeting so they can go to a good home and you will have space in your garage for - well - who knows?

Wayne

***Victoria MG Club Slalom Driver Training
April 24th & 25th, 2010***

With the driving season rapidly coming up, the Victoria MG Club will be offering a Slalom Driver training session on April 24th & 25th, 2010.

The session will be similar to past years, with the emphasis on the novice level. If space permits, experienced drivers may use this as a review on a first come, first in basis.

The fee for the two sessions will probably be \$20.00 per driver to cover room rental, parking lot rental and insurance, etc.

The Saturday session will be held at Esquimalt Secondary School between 1:00 PM and 3:00 PM. The Sunday session will be held at Camosun College - Interurban Campus from 9:00 AM to 1:00 PM.

The sign up sheet is available at the monthly meetings, or you can give me a call after March 30th at 250-655-4604, or e-mail me at jmmills@shaw.ca.

Jim Mills

THANK YOU TO ALL

Events over the past year were made so enjoyable because of the super participation by a lot of club members. I thank every person who attended, for coming to events to make them so successful.

I also wish to thank everyone who took the plunge and stepped forward to organize an event, some for the first time, others back for more fun! You did a fantastic job planning and hosting.

A new year is upon us now and there are lots of free dates on the calendar, at the moment. If you have an idea that you would like to become reality ... let me know.

If you need help, we can arrange that. Or if you want to do it on your own, just let me know the date.

**Thanks in advance for helping with future events
for 2010! ... Susan**



**Club Brunch at Catrina's in Mill Bay
Featuring (for the most) the 'Over the Malahat'
contingent of the Victoria MG Club!!**

BRITISH AS A THIRD LANGUAGE

Shortly after landing on these shores. I got a job in a body shop. On the first morning I enquired if the overalls were supplied or did we have to supply our own? The reply had me foxed for some time --- "What are you, some kind of a redneck?" I took it as a negative and donned the ones I had brought with me.

Later on that morning, I was asked to "Fix that Chev". Looking round, all I could find to my eye was a Vauxhall Cavalier with a badly shunted front end, so I settled for it. The work sheet said 'Supply and fit new Hood and Grill'.

The rudiments of the Canadian language had been disclosed to me even before leaving the UK, television is a great teacher. So dropping the new hood in position I checked the fit, it was dreadful, the whole front end of the car was off to one side, there was nothing listed on the worksheet about frame straightening. Seeking further instruction I ventured into the office. My hurried explanation of "The bonnet is parallel with the front wings but the scuttle is way out of line to the off side" was met with glazed expressions. Fortunately the shop owner and I found some common ground for communication; I was there for three years.

We all take the tongue we were brought up with to be the correct one and so using a totally different word in place of the one we were brought up with is sometimes easier if the country's accent is also used. For example 'aluminum'. Although the word is not entirely different the accent changes it entirely. I knew I was getting acclimatized when I recognized my name as if spelled with a 'D' in it.

From a logical point of view there are words used here that fit the subject far better than 'British' ones. An exhaust muffler is far more appropriate than 'silencer'.

Not to mention when I referred to the rear wheel covers on a 3.8 Jaguar as 'spats'. Going off the automobile theme for a second --- how was I to know that 'a la mode' meant 'with ice cream'? Likewise a 'muffin' was something I only knew of in Nursery rimes, how would I have survived my first week without Tim Hortons?

I am always interested in finding logical answers to some of these typically British terms. There is a world of difference between 'split pins' and 'cotter pins', just as there is between a 'slotted' nut and a 'castellated' one.

Once more I return to the body shop. Having trouble removing an item, I asked if anyone had a 'single hexagon 5/8 socket'. More glazed looks was the only reply. Only after pulling a socket from some other tool box was I told it was a 'six point'. Later on, when pointing to some Stilsons and asking if I could borrow them I was told they were pipe wrenches --- how more logical could it be? However, the word wrench more accurately describes the action than the tool, an Allen key will remain a key in my mind. As will a tool resting in my tool box, a 3/8 Whitworth obstruction ring spanner specifically made for the injection pump on a Gardiner Diesel engine, remain a spanner and never a 'box end wrench'.

So at last I have the explanation for the 'spanner'. For this I have to take us back to the fifteenth century and armed warfare.

Early muskets were muzzle loading and required a match (usually a short length of smoldering rope) to fire them, called a 'match lock' this amounted to a match being held in a fork that lowered into a 'flash pan' when the trigger was pulled. This system evolved to a 'wheel lock', an abrasive wheel was wound up against a spring.

(Continued on page 7)

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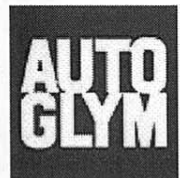
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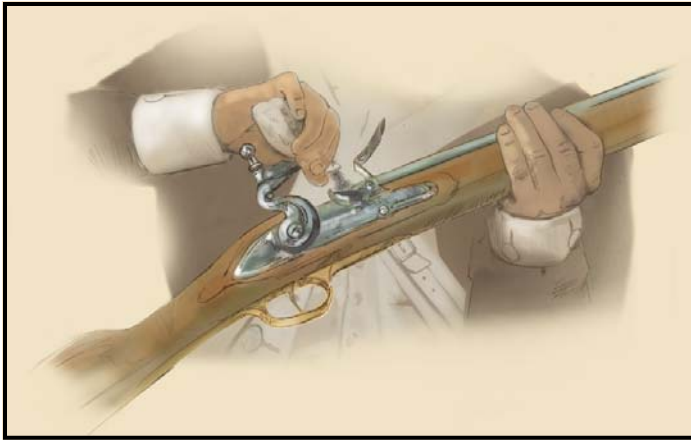
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(Continued from page 6)

When the trigger was pulled it turned rapidly against a piece of iron pyrites, producing a spark (the same

principle as a cigarette lighter). The spark ignited the priming powder in the flash pan and hopefully the gun fired.

The saying 'a flash in the pan' refers to the non discharge of a musket, it is now a universal term. The Musketeer would then reload, prime and re-wind the wheel. A separate tool was supplied for the last task, the re-winding was called 'spanning' and the tool logically was a 'spanner'. Eventually the 'wheel lock' would be superseded with the 'flint lock' and the spanner would be found obsolete for this purpose. Nevertheless it still manages to draw blood in the hands of the inexperienced, irrespective of nationality.

Peter A. Lee

WINTER STORAGE

Reprinted from *Enjoying MG* (December 1996)
Submitted by Russ Cape

Taking your MG off the road during the winter seems like an ideal way of preserving it in good condition. Unfortunately, storing your MG is not without problems. Cars are designed to be driven and taking them off the road for a long periods can create new difficulties. The worst of these problems is corrosion. Although the car will avoid being exposed to the salt-laced slush of winter roads, it will be subjected to the creeping damp that permeates most poorly ventilated garages. Sadly, few domestic garages are ideal for storage, therefore extra precautions will be necessary.

1. Bodywork

Never put a car away in the garage, even for a short time, with wet or damp bodywork. Always clean the car thoroughly before storage, especially the underside and then dry out all the areas where water gets trapped and the places where damp can persist. A old hair dryer can

be ideal for drying out the bodywork, inside wheel arches or under the wings and in the foot wells. Wheels need to be cleaned thoroughly on both sides to remove all traces of corrosive brake dust. Once you are satisfied that the car is completely dry, wax polish all the paint work and chrome. Clean the interior and treat leather trim with an application of hide food. To protect the underside and the wheel arches, either spray or brush on a good coat of Waxoyl to prevent any further corrosion.

Adequate ventilation is essential. A good flow of air circulating around the body will help to prevent condensation. If your garage is small and poorly ventilated, take every opportunity to open up the doors to allow a change of air.

Raise the hood on convertibles and lower windows slightly to allow air to circulate in the closed cockpit. Do the same for BGTs, also opening the rear side windows.

(Continued on page 8)



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(Continued from page 7)

To prevent the build up of stale air in the engine compartment, prop open the bonnet by a few inches. Use a block of wood so that the bonnet can rest squarely and does not distort.

Finally cover the bodywork with a good quality cotton dust sheet.

2. Batteries

Can be removed from the car, but it is important to periodically discharge and recharge them during the lay up period. If the car is off the road for less than six months, I would advise keeping the batteries in the car and regularly connecting them to turn over the engine with the HT supply lead disconnected to prevent firing up.

3. Brakes

When a vehicle is laid up for a long period, brakes are particularly vulnerable. Discs can rust, callipers and slave cylinders can seize, brake fluid and pipes may deteriorate. Silicone brake fluid should be ideal for use in a car that is regularly laid up. Do not leave the hand brake on for long periods because the cables will stretch. WD40 sprayed onto linkages and moving parts can help preserve them during storage.

4. Fuel Tank

Petrol will deteriorate in long term storage. If the car is off the road over winter for approximately six months, then the fuel will most likely still be suitable for use and it would not be necessary to drain the tank. Messing about with petrol is extremely unpleasant and hazardous. Petrol vapour can be ignited with a single spark and as an empty tank will still be full of vapour, it is still very dangerous. Should it be necessary to drain the tank, you will discover that most models do not have a drain plug and therefore the fuel must be pumped out through the



electric fuel pump or siphoned out from the tank. Petrol should only be stored in purpose built containers.

5. Coolant

Do not drain the radiator. Check that the anti-freeze is effective and renew if in any doubt. Alloy engines in particular need the constant protection of the correct anti-freeze.

6. Lubrication

A full oil change before storage is worthwhile, and a thorough application of grease to all greasing points. Use an appropriate lubricant on cables and linkages. Keep the engine in full working order and never store it with the plugs removed.

7. Wheels

The car can be supported on axle stands which makes it possible to periodically turn the wheels by hand. It may be more practical to keep the wheels on the ground and occasionally roll the car backwards and forwards in the garage.

(Continued on page 9)

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(Continued from page 8)

This will also help to prevent problems with the tyres and keep the brakes from seizing up. Keep tyres fully inflated at around 30 lbs of pressure.

Ideal Storage Solutions

The best solution, if you can afford to tax and insure the car during the lay up period, is to give it a run on the road every so often or whenever the weather is fine. If

you can do this, all systems are kept in running order and you can directly monitor the condition of the car.

The latest technology in vehicle storage is the Carcoon, which provides an ideal storage environment. It forms a bubble around the car which is kept inflated by a constant flow of air which dries out the car and prevents condensation forming.

Richard Ladds

WANTS AND FOR SALES

For Sale

Centre consul for 1974 MGB - \$15.00, luggage rack (trunk mounted) from a 1974 MGB - \$40.00, gas tank from a 1974 MGB (repairable leaks are marked) - \$10.00, parts washer - \$25.00, 1988 Ford E150 Van with 4-wheel drive conversion - \$5,000.00 ... Murray Maffey (Phone: 250-472-2720 or E-Mail: memaffey@shaw.ca).

Brand new LHD MGC steering rack - \$300, original used rack suitable for rebuild - \$50 ... Bernie (250-748-8476).

MGB studded snow Tires, MGB bonnet (hood), tube type rear end, MGB luggage rack and 5 main bearing MGB engine ... Harry (250-479-6650).

TRUE DEFINITION OF TOOLS

Drill Press: A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, splattering it against that freshly painted airplane part you were drying.

handy for igniting the grease inside the wheel hub you want the bearing race out of.

Wire Wheel: Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprint whorls and hard-earned guitar calluses in about the time it takes you to say, "Ouch ..."

Whitworth Sockets: Once used for working on older British cars and motorcycles, they are now used mainly for impersonating that 9/16 or 1/2 socket you've been searching for the last 15 minutes.

Electric Hand Drill: Normally used for spinning pop rivets in their holes until you die of old age.

Hydraulic Floor Jack: Used for lowering an automobile to the ground after you have installed your new brake shoes, trapping the jack handle firmly under the bumper.

Pliers: Used to round off bolt heads.

Eight-Foot Long Douglas Fir 2x4: Used for levering an automobile upward off a hydraulic jack handle.

(Continued on page 10)

Hacksaw: One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

Vise-Grips: Used to round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

Oxyacetylene Torch: Used almost entirely for lighting various flammable objects in your shop on fire. Also

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2010 Calendar

Events for the Victoria MG Club

Event	Meeting Place	Date	Time
Hot Chocolate Run	Valley Video in Shawnigan Lake	January 27 th	7:00 PM
Club Brunch	Quamichan Inn	February 7 th	11:00 AM
General Meeting	Salvation Army Citadel (4030 Douglas Street)	February 8 th	8:00 PM
Valentine's Day Run	Tim Hortons (Save-On-Foods)	February 14 th	1:00 PM
Hot Chocolate Run	Valley Video in Shawnigan Lake	February 24 th	7:00 PM
Club Brunch	Details to be Determined	March 7 th	11:00 AM
General Meeting	Salvation Army Citadel (4030 Douglas Street)	March 8 th	8:00 PM
Easter Egg Hunt	Details to be Determined	March 28 th	11:00 AM
Hot Chocolate Run	Valley Video in Shawnigan Lake	March 31 st	7:00 PM
Club Brunch	Details to be Determined	April 4 th	11:00 AM
General Meeting	Salvation Army Citadel (4030 Douglas Street)	April 12 th	8:00 PM
Driver Training	Esquimalt High School	April 24 th	1:00 PM
Driver Training	Camosun College - Interurban Campus	April 25 th	9:00 AM
Hot Chocolate Run	Valley Video in Shawnigan Lake	April 28 th	7:00 PM

All Victoria MG Club Events which have been confirmed can be seen on the 'Events Calendar' page of the club web site (www.victoriamgclub.com). Please note that the above is a partial, proposed schedule for the year ... although the dates are firm, the details regarding the meeting place and the time may change

As we receive more information the list will be updated. If you have any additions to make or questions to ask please contact Susan Chapple (Phone: 250-590-5858 or E-Mail: susan.chapple@shaw.ca). Please note that attendance at all Victoria MG Club events requires a current paid-up membership ... in order to maintain the club insurance policy.

(Continued from page 9)

Tweezers: A tool for removing wood splinters.

Phone: Tool for calling your neighbour to see if he has getting dog **** off your boot.

E-Z Out Bolt and Stud Extractor: A tool ten times harder than any known drill bit that snaps off in bolt holes you couldn't use anyway.

Two-Ton Engine Hoist: A tool for testing the tensile strength on everything you forgot to disconnect.

Craftsman 1/2 X 16 inch Screwdriver: A large pry bar that inexplicably has an accurately machined screwdriver tip on the end opposite the handle.

Aviation Metal Snips: See hacksaw.

Trouble Light: The home mechanic's own tanning booth. Sometimes called a drop light, it is a good source of vitamin D, "the sunshine vitamin," which is not otherwise found under cars at night. Health benefits aside,

it's main purpose is to consume 40-watt light bulbs at about the same rate that 105-mm howitzer shells might be used during, say, the first few hours of the Battle of the Bulge. More often dark than light, its name is somewhat misleading.

Phillips Screwdriver: Normally used to stab the lids of old-style paper-and-tin oil cans and splash oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads.

Air Compressor: A machine that takes energy produced in a coal-burning power plant 200 miles away and transforms it into compressed air that travels by hose to a Chicago pneumatic impact wrench that grips rusty bolts last over tightened 50 years ago by someone at Ford, and neatly rounds off their heads.

Pry Bar: A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 cent part.

Browsing the Internet