

# MGCCSWOC at Cincy BCD

By Ron Parks

The MG is all cleaned up, the top is neatly folded and strapped under the boot cover; I'm just going to leave it down, even though it is a little cloudy. That was my thought process as I departed home on Sunday morning July 15, 2007, heading South on I-675 to meet up with the MG Car Club Southwestern Ohio Centre group at TGI Friday's near the Dayton Mall, where VP Dave McCann was to lead the group to the Cincinnati British Car show in Fairfield Ohio. And a very pleasant ride it was; temperature just right, wind in my face and MG exhaust note in my ear! I passed a couple of Triumphs, a TR6 and a TR4A, somewhere between the Wilmington and Rte 48 exits. They had their tops up. Upon arriving at TGI Friday's, where several MGs were already gathered, someone said that radar was showing thunderstorms to the Southwest; exactly where the group was headed. So, the collective decision to put our tops up was made. Although the tops went up, we didn't know at the time that this would actually be the first down of the many up's and down's of the day.

The trip to Fairfield was fairly uneventful, although we lost Bill Hammond when Ole Blue buzzed right on by our rest stop at the Shell station/mini-mart. Remember, we had put our tops up in Dayton fearing rain spoil our trip. Well, just barely a sprinkle on the trip down. We arrived at the show field to blue skys with a few puffy white clouds in the sky. Isn't this great, we said. We'll put our tops down for the show. This was another of the up's for the day, followed immediately by another of the down's, as Cathy and Dick Goodman's radiator boiled over on their MGB LE as they pulled into the show. It was determined that Mr. Lucas was to blame, as the electric fan and several gauges and lights were not working. Several theories were put forth during the afternoon. Dave McCann even called his son, Dave Jr. in Idaho or wherever he was at the time, to ask for help. He looked on a wiring diagram he had with him and suggested jumping power from somewhere and theorized that a relay was most likely the culprit. In the end it was decided that nothing would be done and that the Goodman's would follow Dave McCann home and I would lead the rest of the group separately. The thought was that, at highway speeds the car would run cool enough to get them home? More about the trip home later.

So, the cars are parked and on display. Tops are down, bonnets (hoods) are up, boots (trunks) are emptied and opened and we're walking around looking at all the cars and voting. This is definitely another of the up's of the day. However, it didn't last long. Dark clouds rolled in. It started to sprinkle then rain. We all ran back to our cars, quickly put the tops up and put everything back in the boots. Everything got wet. Most of us sat in our cars until the rain stopped, although some went to the registration tent or other shelter. It rained for maybe 15 – 20 minutes at the most. Another down! The rest of the afternoon was nice, but I wasn't about to put the top down, yet again; besides everything was wet.

There were some very unique cars at the show: A Diamler 2 seater, a 1936 AC 2door coupe with a rumble seat and a Jowett Jupiter. Most of us were unfamiliar with these cars, but Bill Hammond was aware of just how rare they are.

After the votes were tallied, our club had three first place awards and three awards of excellence to take home. Eddie Cole won first place in the MGB Rubber bumper class with his beautiful MGB LE. Louie DiPasquele took first place with his MGA and I won the first place award in the MGB Chrome Bumper class. Awards of excellence went to Larry Youngblood in the MGB Rubber bumper class, Kip Sloan in the MGB Chrome Bumper class and Jim Conrad in the MG Midget class. This segment of the day was definitely one of the up's. With the awards won and the pictures taken, we were ready to head home. Little did we know that another of the down's of the day was about to befall us.

Some left early and went home on their own. The rest were caravanning. As I mentioned earlier, Goodman's were to stay with Dave McCann for help in case their B over heated. They left first followed by the rest of the caravan lead by me. I saw Goodman's car pulled over on the side of the highway on I-275 and so pulled over to see what the problem was. Cathy had been driving and said the car was moving so erratically that she could barely control it to get parked off the highway. This was in a construction zone with narrow lanes and a cement barrier in the center; a very bad place to have to stop. We looked under Goodman's MGB to see if anything looked out of place, such as drive shaft or exhaust loose or something. After finding nothing, Dick Goodman got into the driver's seat and proceeded on, followed by me and the rest of the caravan. After a short time, I saw what I thought was a rock fly from beneath their car. I had to

swerve to miss it. Then I saw a lug nut fly off their left rear wheel and the wheel began wobbling. I called Cathy Goodman right away on the radio that I had borrowed from Bill Hammond on a whim, and told her that they were losing a wheel and to pull over NOW! They did and as you can see in the photo, not one single lug nut was on the wheel. That is how close we all came to tragedy. This is the last down of the day, but I think we can count it as an up, since we all made it home safely. I don't know if I believe in fate or not, but so much could have gone wrong and didn't, that I have to believe it just wasn't our time to go. Had the wheel come off, we all would have been involved in a multiple car pile up. But amazingly, the wheel didn't come off and we were able to get off the highway and call AAA. A police officer came by soon to block the lane while the car was loaded on the flatbed. We have a lot for which to be thankful!

Several lessons come to mind here:

1. Radios are immediate communication as opposed to cell phones, which would have taken too long in this particular situation.
2. If your car is handling erratically, check out everything, wheels, springs shocks, drive shaft; everything; before driving it again. It's doing it for a reason!
3. When you put your lug nuts on your wheels, check the threads inside to insure nothing is inside that could bind up. Even using a torque wrench may not indicate a true reading if the threads are bound up on rust or something else inside the lug nut.
4. Check the tightness of your lug nuts frequently.
5. Watch out for each other as we drive on our tours.

All in all, we had more up's than down's on the day, as we all made it home safely after enjoying a day doing what we love to do. That is looking at, driving and talking about British cars!