

THE OCTAGON NEWS

Volume XXXII No.3

January 2000

HAPPY NEW YEAR

From the President

Skip Peterson

We're all reading this because we all survived the Y2K deal, and the world continues as we knew it, just a year older.

First off, THANK YOU to John and Linda Wolfe, and past Prez Eddie Hill for a great Christmas party. Good crowd, lots of fun, and the gifts get better and better.

My Christmas was spectacular. An MG embroidered twill shirt, deerskin driving gloves and---an MG Watch! Thanks Santa(read that thanks Jennifer!).

Now lets move on to the pressing things at hand. I have two possible decal designs to be presented at the meeting for approval, and also there will likely be a new newsletter cover design.

We also need to look into getting a banner for our newly acquired club tent. We should get some use out of it at the MG Cleveland gathering, BCD, and other selected events.

Terry Looft has launched a club site on Yahoo! which is a great way for members to communicate with each other. Let's work with Terry to make this a useful tool for everyone. It's another way we can share ideas,



Southwestern Ohio Centre of the MG Car Club

Club Membership Information

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

MG Car Club Monthly Meeting

The Southwestern Ohio Centre of the MG Car Club meets on the fourth Wednesday of each month at the K of C Hall, downtown Dayton, on bainbridge Street, at 8:00pm. The next meeting will be:

Wednesday January 26, 2000

TECH. TIPS & TRICKS

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Upcoming Events

January 2000

26 **MGCC Meeting** at K of C Hall

28 **Fish Fry** at K of C Hall 6:30pm

February 2000

19 Valentine's Party at Gribler's

23 **MGCC Meeting** at K of C Hall

March 2000

22 **MGCC Meeting** at K of C Hall

April 2000

1 **Fish Fry** at K of C Hall 6:30pm

26 **MGCC Meeting** at K of C Hall

29 Tune-up Clinic at Matt Schneider's

May 2000

24 **MGCC Meeting** at K of C Hall

June 2000

15-18 **Cleveland Rocks, MG Roll**
9TH Annual NAMGB Register International Convention

28 **MGCC Meeting** at K of C Hall

July 2000

19-22 **MGA Register** at Morgantown W. Virginia

26 **MGCC Meeting** at K of C Hall

August 2000

5 **BCD2000** at Eastwood Park

23 **MGCC Meeting** at K of C Hall

TBA **Summer picnic at Dick Goodman's**

Pres. (Cont'd)

tech tips, parts, and advice. That's the name of the game with this club.

On another note with another marque, The Mini was named number 2 in the world wide search for the car of the century. The Model T was first, but hey, the Mini is an icon. Congrats to the little cruiser. Also, if you haven't caught Austin Powers yet, do so.... There are quite a few British cars in the early scenes, including the XKE with the Union Jack paint scheme. Another TV note. Sometime during December I was watching Nash Bridges on CBS, and his daughter was picked up for a

date in a scene near the end of the show. The guy showed up in a beautiful BRG MGA 1500. Very COOL!

On Speedvision, there is a show called Legends of Motorsports. If you see the title Winning Ways, be sure to tape it. It's a half hour show about the BMC competition department with films of races featuring Big Healeys, Mini's, MG's, etc. I couldn't get a tape fast enough to get it on tape but we should. It would be a great addition to our library.

A couple of final thoughts- Our sympathy to Dan and Barb Inlow on the loss of Dan's father just after New

Years. Dan and Barb, you're in our thoughts and prayers. And also, our good friend John Clark, from the Triumph Club, is battling a serious illness. Take a minute and say a prayer for John. We expect to see him at the car shows in the spring.

See you later this month.

Member Featured Car of the Month

"My Little Tin Can"

By Mike Oricko as interviewed by Ron Parks

I was working at Wright Patterson Air Force Base and I had my time in, think it was 23 years combined, civilian and military time; I looked out the window and it was such a beautiful day, I put my overcoat on, because it was colder that "H;" I walked over to personnel and says, "tomorrow's my last day." "I'm retiring!" So, next day I went over and signed the papers and went home. I walked in the house and told my wife that I'd just quit working, and that was it.

So, anyway, that last day at work, I got a telephone call from a friend of mine who used to work out at the base. I didn't even know that he had left the base, but he called me and he wanted to borrow some manuals I had from participating in a tri-service project with the Army and Navy. "Yes," I said, "but this is my last day. I'm retiring". Well, he said, "I don't work out there either." I said, "Well, I'll drop them off on my way home, where do you work?" It happened he worked at that office complex at

Linden and Woodman. Well, on the way home I dropped off my manuals and while I was there he asked, "What are you going to do now that you're retired?" And, I said, "I don't know, probably loaf, why?" He said "How would you like to come to work?" I said, "Yah, I'll come to work, when do I start?" He says, "Tomorrow!" I said, "Hey, we've got to have some rules about this workin business." "I don't come in before 9:30 and I'm gone by 3:30, is that all right with you?" He said, "Sure, I don't care, whenever you want to work, you work." So, that was our deal and I went back to work.

So, I'd been working there a few weeks when one day he drove this little MG Midget in. Now, the first time I ever saw an MG, I hated the driver and the car, both, cause it was on old Route 40 going to Indiana and I'm coming from Pennsylvania, and I'm trying to pass this semi and sitting between us is this toy automobile. I cussed that guy for an hour. I really had to put the gas on to pass them both at the same time. So, anyway, that was the first time I ever saw an MG, although there were MGs in my hometown I guess, because Joe Hooker bought his first MG in my hometown of Bethlehem Pennsylvania and I had never seen one before. So, to get back to my car, my boss, who was 6'2" by the way, drove this little car in to the office one day. You know where his head was. He couldn't even drive it with the top up. So he said, "How would you like to buy that car?" I said, "How much do you want for it?" He said, "\$1400." I said, "No way!" The next day he came in he said, "How about \$1300?" I said, "No way!" This went on every day until the day he dropped it to \$700 and I said, "OK, I'll take it."

Well, I came driving it home and there was Mary and Timmy out there in the driveway, it was a nice warm day. I'm trying to get out of this automobile and they thought it was the funniest thing they'd ever seen, me trying to get out of that Midget. Mary ran into the house and came back with a can opener and said, "Here, do you need this to get out of that car?" Then the neighbor came over and joined in the laughter. Unbelievable!

It looked like heck, it needed painted, I don't think it had ever been repainted. He had just spent \$1400 on the engine rebuild. It had set so long in his garage that the engine had frozen up. Steve Miller did the rebuild at his former garage on Gateway Circle. Carl, now of Carl's body shop, had a shop next door to Steve's Garage back then and he painted the car for us. Steve did some of the body prep work and I had someone else weld sheet metal in one

<p>S T R I C T L Y</p>  <p>BRITISH</p> <p>RESTORATION & PARTS</p>	<p>RANDY BALOGH</p> <p>226 Kirby Road Lebanon, Ohio 45036</p> <p>(513) 934-1296 MGBay@AOL.COM</p>
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Mike & Tim Oricko's 1971 MG Midget

Photos by Tim Oricko



spot that was rusted. Tim took the front fenders off to make sure they weren't rusted. They were not, so he put them back on the car. Then he took the seats and everything out, painted and sprayed several coats of sound proofing, then put padding down and then carpet. I bought the carpet kit from J. C. Whitney in Chicago. Steve Miller said, that that carpet kit fit better than any he had seen. I made a template out of cardboard pizza circles, and painted the wheels myself. Tim read somewhere that those wheels are the original for that year and they were only made that one year. He says they're worth more than wire wheels. I paid \$20 for the steering wheel which is the correct optional steering wheel for that model year. I also replaced the top.

Tim has won some awards with the car. The first three years that the MG Car Club co-sponsored British Car Day with the Triumph Club, the car

won first place. After that too many cars started showing up, then the Midget and Austin Healey Sprite categories were combined making it harder to win. Too much competition! He won first place at the Austin Healey Club's "Vintage British Car Show," twice. Of course some of you remember the car breaking down on the way home from Indianapolis. That wasn't the only time. We had to have it towed two other times.

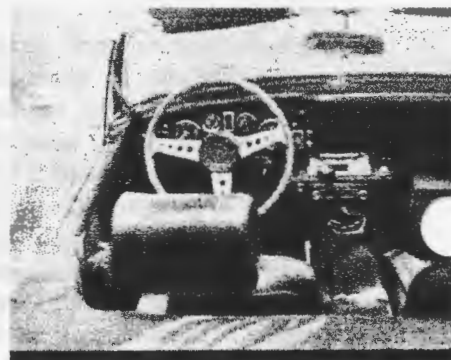
I enjoyed driving the car before I had my stroke. I still enjoy riding in it with Tim. I used to take Mary to church in it. And, we would take rides around the neighborhood and here and there.

As far as plans for restoring it further, I asked Steve Miller about detailing the car and he said it's not worth the effort and cost. It's basically an original car. I don't have any plans to restore it further,

but Tim might have it completely restored at some point in the future.

One of the nicest side-benefits of owning the car is all the nice people we've met in the MG Car Club. It's just the nicest bunch of people. We really enjoy getting together with everyone at club events.

That's pretty much the story of how I acquired my 1971, chrome bumper, 1250cc, MG Midget. Of course if you talk to Tim, he'll tell you the car is his, but, hey, "my name is on the title!"



Mechanic's Tool Guide

Submitted By Terry Looft

(Some of you may have seen this list before. Karl Sparklin E-mailed it to some of us a couple of years ago, but it didn't get into the newsletter. If anyone knows who the author is, we'll give credit. Ron Parks)

HAMMER: Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate expensive parts not far from the object we are trying to hit.

MECHANIC'S KNIFE: Used to open and slice through the contents of cardboard cartons delivered to your

front door, works particularly well on boxes containing seats and motorcycle jackets.

ELECTRIC HAND DRILL: Normally used for spinning steel Pop rivets in their holes until you die of old age, but it also works great for drilling mounting holes in fenders just above the brake line that goes to the rear wheel.

PLIERS: Used to round off bolt heads.

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.

WISE-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 garage on fire. Also handy for igniting the grease inside a brake drum you're trying to get the bearing race out of. In a pinch, may be used as a nifty hand-warmer.

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.

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 part you were drying.

WIRE WHEEL: Cleans rust off old bolts and then throws them somewhere under the workbench with the speed of light. Also removes

new front disk brake setup, trapping the jack handle firmly under the front fender.

EIGHT-FOOT LONG DOUGLAS FIR 2X4: Used for levering a motorcycle upward off a hydraulic jack.

TWEEZERS: A tool for removing wood splinters.

PHONE: Tool for calling your neighbor to see if he has another hydraulic floor jack.

SNAP-ON GASKET SCRAPER: Theoretically useful as a sandwich tool for spreading mayonnaise; used mainly for getting dog-doo off your boot.

E-Z OUT BOLT AND STUD EXTRACTOR: A tool that snaps off in bolt holes and is ten times harder than any known drill bit.

TIMING LIGHT: A stroboscopic instrument for illuminating grease buildup.

TWO-TON HYDRAULIC ENGINE HOIST: A handy tool for testing the tensile strength of ground straps and brake lines you may have forgotten to disconnect.

CRAFTSMAN 1/2 x 16-INCH

SCREWDRIVER: A large motor mount prying tool that inexplicably has an accurately machined screwdriver tip on the end without the handle.



This Christmas party picture speaks for itself. photo by Linda Parks

fingerprint whorls and hard-earned guitar calluses in about the time it takes you to say, "Ouch...."

HYDRAULIC FLOOR JACK: Used for lowering a motorcycle to the ground after you have installed your

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BATTERY ELECTROLYTE TESTER: A handy tool for transferring sulfuric acid from a car battery to the inside of your toolbox after determining that your battery is dead as a doornail, just as you thought.

AVIATION METAL SNIPS: See hacksaw.

TROUBLE LIGHT: The 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 motorcycles at night. Health benefits aside, its 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; can also be used, as the name implies, to round off 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 tightened 60 years ago by someone in Springfield, and rounds them off.



Thank you MGCC for my covered bridge. My MG will be on there soon, via balsa wood. Thank you! Ron Parks. Photo by Terry Looft

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.

HOSE CUTTER: A tool used to cut hoses 1/2 inch too short.

TECH. TIPS & TRICKS

There is a product available, I found it at Autozone, I'm sure other car parts stores have it too. It's called Blue Magic and it does a great job of removing the yellow from convertible top rear windows. I was considering having a new window sewn into my top, although not too seriously, as I didn't think the top was worth it, but instead I got some blue magic and with quite a bit of elbow grease it looks almost like new. It certainly cleared up the view in my rearview mirror when I have the top up. Someone told me that McQuire's makes a similar product that also does a great job. (Submitted by Ron Parks)

MGB Windshield Installation

I would like to pass on a tip that might save some time and effort for others, as it has me. When replacing the windshield frame to the body on MGBs, the holes have to be in almost perfect alignment to install the four bolts that hold it in place. This is difficult (especially when the dash is in place) since

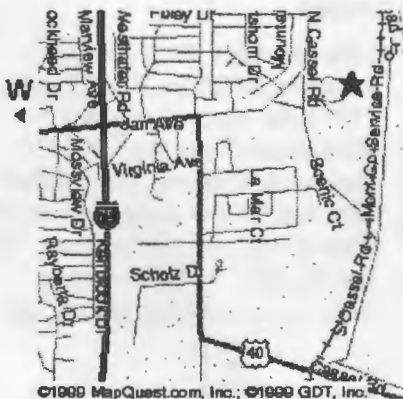
it has to be done by feel. I have found this is made much easier by substituting the regular bolts with tapered bolts. The holes need only be aligned enough to start the bolt, which will then pull the frame into alignment as it is tightened. Suitable bolts are General Motors # 39986997 or 14011722. These are easily found

in wrecking yards holding the hood hinges to the fender of may GM cars of the 1970s. (Reprinted with permission of Moss Motors Ltd. Web site)

Valentine Party at Gribler's

By Lois Gribler

First off—For you new members who may not know, it is a requirement for club membership that you attend this party. You can check the by-laws. Well, don't do that, but do come to the party! That said, here's the deal. We supply the soft drinks meat and lasagna. You bring a salad, dessert or snack item and alcoholic beverage if you'd like. Since it is a dinner party we will begin around 6:30pm. That would be on Saturday, February 19, 2000 at our house, 2228 Settlers Trail, Vandalia, Ohio, phone 898-9928. Check out the maps. Hope to see you here on the 19th! Happy Valentine's Day!



Minutes of November Meeting

By Tony Pareseau

The meeting was called to order at 8:07pm on Wednesday November 17, 1999. Skip asked for beer breaks at 8:23, 8:41 and 9:00pm! Motion to approve minutes of previous meeting, so approved. Treasurer's report: \$108 for

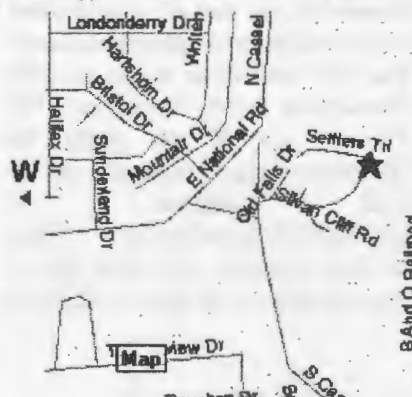
Motion to accept, so moved. President's report: Discussion of canopy poles. There was a commission formed of John Lucente and Tony Pareseau with backup support from John Zeno to cut and size poles to fit in small cars for ease of transportation to club events. A motion was made and passed to renew the club's subscription to MG Enthusiast magazine. Dues time for Mother club. \$79.21 is due. John Zeno moved to allow Matt Schneider to pay the dues with his charge card and be reimbursed by the club. John Wolfe seconded the motion, which passed. National MGB voting ballots arrived too close to voting time. We



Christmas Party

Photo by Ron Parks

Newsletter covers and paid for canopy. Balance of \$2,627.61.



will return the proxy, asking for more lead time in the future. We have rooms held in Skip Peterson's name in Cleveland for "Cleveland Rocks, MGs Roll" for the nights of June 15th, 16th, and 17th. You must call and ask for Tracy to make your reservations and arrange for payment or guarantee with your credit card. Ed Hill, host for the Christmas party is not present, but the party will be at John and Linda Wolfe's, Saturday

December 11th at 7:30pm. Bring a gag gift and a covered dish or other goodie. Vice President's report: deferred to classified section. Membership: Will update membership list. Newsletter: Ron Parks apologized to VP Phil Johnson for misprinting his name in the photo caption. Ron ordered 500 covers rather than 300. There will be a slide show during beer break, to revisit the Covered Bridge tour. We need to take inventory of club tools and list these in the newsletter. There was a discussion of discounts on car parts. Steve Miller's MG Automotive is now a Moss distributor and as such will rebate 3% of purchases made by club members, into the MG Car Club's treasury. Steve Miller and Mike Barton may host tech sessions as was done for the Triumph club. Ron Parks will undertake an interview for next month's Member Featured Car of the month. Valentine party at Gribblers on February 19th at 7:30pm. Beer Break at 8:30pm.

Reconvened at 8:42pm. Bill Hammond made a motion to thank Ron Parks for the slide show of the Covered Bridge tour, so passed and so applauded. Discussion of the illusive window stickers was undertaken. Skip Peterson made mention of a distinct plan coming together. Fish Fry turnout was great. They made \$1,800. The club approved a donation of \$500 to the Dayton British Transportation museum and will receive a bronze plaque recognizing the contribution. New Business: The membership list will be updated with new members and descriptions of their cars. The canopy will be used to cover the beer trailer. The new banner will be in a bright color and ready for display at NMGBR in Cleveland. We will try to incorporate tech. sessions into

meeting and use tech. tips from Moss Motors literature. The cars and parts swap meet at the Clark County Fairgrounds last week had very little to peak the interest of British car owners. Maybe next spring. Classified: Don Gingrich is selling ten cars. All collectors. Prices range from \$12,000 to \$400,000. There is an MGA in Jennifer's garage for sale, but don't tell Skip. The next meeting is January 26, 2000. We received a thank you from St. Paul's Methodist Church for our donation from the picnic. The gum ball rally was won by Terry Looft—\$5. An apology was made by Tony and Peg Pareseau for not making it to the Fish Fry. Their daughter had an unscheduled pit stop, named Sidney Diane Richendollar, 6lbs 11.2oz. at 20 " long. The Grandparents are doing fine. Meeting adjourned at 9:08pm.

From the Editor

Ron Parks

The Tech. Tips column finally made it this month, albeit a little sparse. If you have some little tips, tricks or ideas for repairing MGs, please send them to me for inclusion in this column.

Remember any and all contributions to the newsletter are always welcome. You can mail them to me at 4101 Grossepoint Street, Springfield, OH 45502. Or if you prefer the information super highway, my E-Mail address is: MGDRIVER@prodigy.net. Either of those methods will work fine or you can call me at home (322-0717)

or at work (445-4623) and we can arrange to meet and transfer materials or conduct an interview.

* Classified *

1977 Rubber Bumper "B" Rubber bumpers are painted red to match the rest of the car. It has a total of 116,000 miles on it but only 10,000 since a rebuild of the engine. Has a Webber carb, a "mild" cam and headers. Previous owner installed a roll bar ("for safety reasons") and current owner indicates "the car has never been raced." The car is originally a "California car" and has no apparent rust. It needs a new soft top but has a nice fiberglass hardtop (black) which is textured to resemble a cloth top. It has after market mag wheels (Mangel) and a brand new catalytic converter (was required to pass a recent E-Check) Asking price (firm?) is \$5,500. Contact Pete Belue in Miamisburg @ 937-866-1565

1988 Jeep Wagoneer, Best Offer
Call Tim Oricko (937) 434-5928

Antique and Classic cars for sale. They belong to Don Gingrich of Red Lion, OH who is clearing out his building full of collectible cars. Each of the 10 cars are marked with a suggested price and "Make an Offer". After many years of collecting, he is liquidating his inventory and leasing out his building to another business venture.

1960 Mercedes 190SL, 1976 Mercedes 450SL Roadster (2 tops), 1929 Rolls Royce Sedancia, 1969 Rolls Royce Silver Shadow, 1910 Hupmobile Roadster, 1980 Auburn Boat Tail Speedster (Replicar w/1974 Ford chassis and running gear), 1905 Reo Roadster, 1927 Reo 4 Door, 1914 Cartecar 4 door touring, and

1966 Mercury S55 Convertable (big engine). Don is located at 2316 SR122 just 1/4 mile west of Red Lion. He can be reached at (513) 746-4645

Wanted: 1962 MGA Mk II roadster. Prefer a nice original, but will look at others. I'm also interested in Mk II parts. I've owned MG's since 1967 and am located in northern California. Please call (707) 942-0546 or e-mail scottdon@napanet.net

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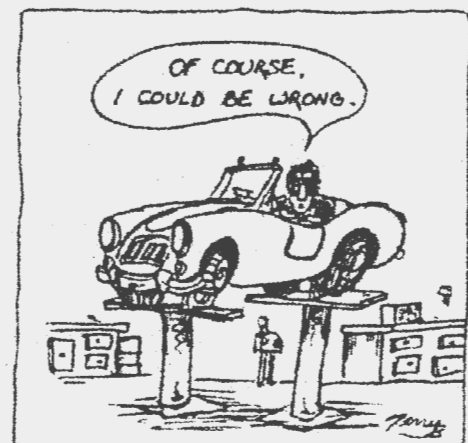
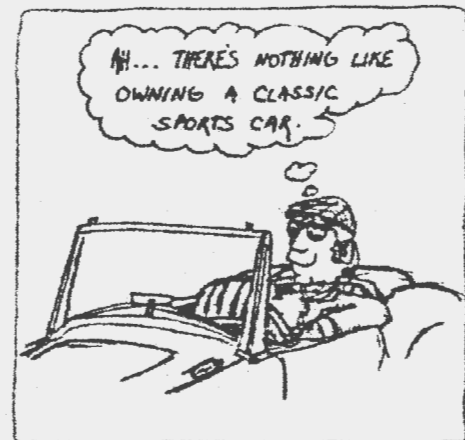
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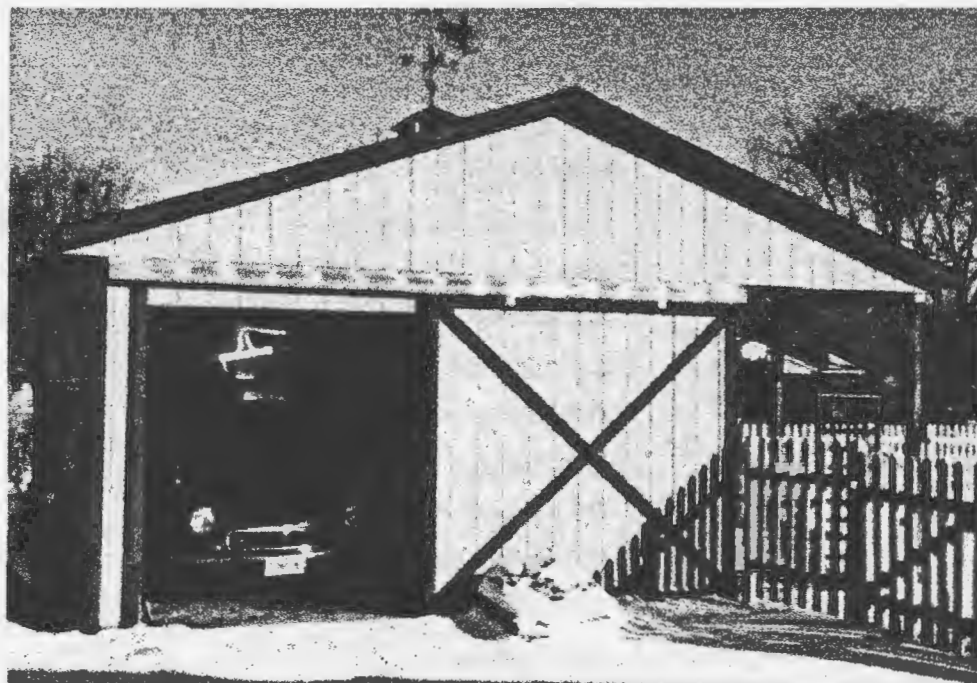
Linda Wolfe (during school year)

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John Zeno

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Winter home of RONS MG

Photo by Ron Parks



Christmas Party

Photos by Terry Looft