

THE OCTAGON NEWS

Volume XXXII No.5

MARCH 2000

CAR SHOWS

From the President

Skip Peterson

Ah, Mother nature is messing with us again. Sunny warm days in the middle of the week, then the threat of rain and snow. We want to get those cars out, but maybe it's just a little early. However, the past two weeks have been pretty active in my garage. I held an informal club meeting on Saturday the 19th, and about 9 of the Faithful showed up and the body came off my MGA in just over two minutes. It's pretty amazing how 6 people can lift it clear so easily. It was also nice to see that the hidden parts of the chassis were not rotted away with rust. Two new battery brackets and we're ready. The body is now safely in storage, and newsletter editor Ron joined me back at the garage for a couple hours. The rearend and springs were stripped off, a few bolts drilled out, and the chassis is now at the blasters getting cleaned for painting.



Photos By Ron Parks

HAPPY ST. PATRICK'S DAY



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 March 22, 2000

MG Car Club Officers

| | |
|--------------------------|---|
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| MG News Hotline..... | 434-1287 |
| British Car BBS..... | 434-1655 |
| WebPage..... | |
| | http://www.car-list.com/carclub/mgbskip.html |
| Online Club..... | |
| | http://clubs.yahoo.com/clubs/mgcarclub |

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- 5 Tech. Tips & Tricks
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Upcoming Events**March 2000**21 **BCD Meeting** at Marions Pizza T&C 7:30pm22 **MGCC Meeting** at K of C Hall**April 2000**1 **Fish Fry** at K of C Hall 6:30pm26 **MGCC Meeting** at K of C Hall29 **Tune-up Clinic** at Matt Schneider's**May 2000**20 **Germantown Cruise-In** 5:00pm - 10:00pm24 **MGCC Meeting** at K of C Hall**June 2000**9-11 **MG T Register 30th Anniv. GOF** Cherry Valley Lodge, Newark/Granville, Ohio15-18 **Cleveland Rocks, MG Roll Caravan** Thurs Morning
9TH Annual NAMGB Register International Convention.23-25 **Mid-Ohio** Vintage races28 **MGCC Meeting** at K of C Hall**July 2000**7-8 **Arthritis Foundation Classic Auto Show** Dublin, OH16 **Cincinnati Car Show** at Edgewater Park17-22 **MGA Register** at Morgantown W. Virginia.26 **MGCC Meeting** at K of C Hall**August 2000**5 **BCD2000** at Eastwood Park17-20 **Abington Summer Party** Chicagoland MG Club23 **MGCC Meeting** at K of C Hall**September 2000**10 **Concours d 'Elegance**TBA **Summer picnic at Dick Goodman's****Pres. (Cont'd)**

Within the next two weeks or so it should be back in the garage, and we'll begin to slowly reassemble it. I'm starting to get excited! Part of my point here is to remind you, call on your fellow members to help. There's a world of knowledge and experience in this club, and the volunteers are eager to help.

More good news— The club window decals should be available at the April meeting. Rallye has the art work and everything is moving along. They are pretty busy right

now, so the 4-5 weeks delivery time should put them in our hands before the April meeting.

I won't be at the March meeting (I have to cover Reds/Dragons spring training in Florida. I tried to explain that I had an important car club meeting and couldn't go, but I was forced. Damn, this job is really tough sometimes.)

Phil Johnson will be running the meeting. We also have a BCD meeting scheduled for Tuesday, March 21 at Marions in Town and Country at 7:30. I'll drop a report by

e-mail to the Triumph club folks for that meeting. We have the paperwork done for the park, listed the event on tons of websites and are listed in lots of calendars of publications so I think we're on the way.

After last month's meeting, we have a pretty busy summer ahead of us. We can go to Cleveland in June for the MGB register meet, Mid-Ohio vintage in late June, head to Morgantown in July for the MGA register gathering, also visit Cincinnati in July, our own BCD in August, the concours in September, plus our own weekend tours. With all of that on the agenda, you should start gathering parts and such for the April spring tune-up at Matt Schneider's. That should be a pretty busy day getting our ears ready for the driving season. One of things I do is sit down and make a list of things to check on the car. The first time I did it a number of years ago, I thought I was being kind of nerdy about it, until I covered a NASCAR race, and found that on race morning, there are two crew members who each have a full page check list. They both go over the car, checking off nearly every little detail, then they compare notes to make sure everything is ready. Now it's become kind of spring ritual that I really enjoy. It takes the better part of an afternoon, but getting the car on jackstands and checking all of the fittings and nuts and bolts on the suspension and such makes sure that you're ready for a fast cruise with a safe car. It won't be long, so make your list, order your parts, and get ready for spring.



Member Featured Car of the Month

My 1968 MGB-GT

By George Bauer

I was fascinated with British automobiles when in England during WWII and the racy MG was one of my favorites. Soon after arriving back in the states and getting married we noted the number of MG-TDs being imported so my wife and I began to look for one. We found one in Batavia, a 1952 MG-TD and we bought it. It was a TDC, a MarkII which as you know, had some modifications which gave it more power and some additional equipment, extra adjustable friction dampers which were supposed to give an added handling advantage. It was a competition model and the Mark II could keep up with almost anything on the road in those days. There were not many high performance cars then but such is not the case today. Now most modern cars are capable of great speed, have fast steering and good roadability, so today for touring the TD is put to a severe disadvantage. After driving the car for about eight years and with three children we had to part with it reluctantly for more practical transportation.



George Bauer won 3rd place with his 1968 MGB-GT at the British Motoring Club Car show in Montgomery Alabama, September 27, 1997.

Some years have elapsed and now I have what I think is about the ultimate for drivability, pure driving pleasure of all the MGB-series. It was produced under John Thornley's direction as the MGB-GT. He called it the "poor man's Aston Martin". It was introduced in October of 1965 for the 1966 model year.

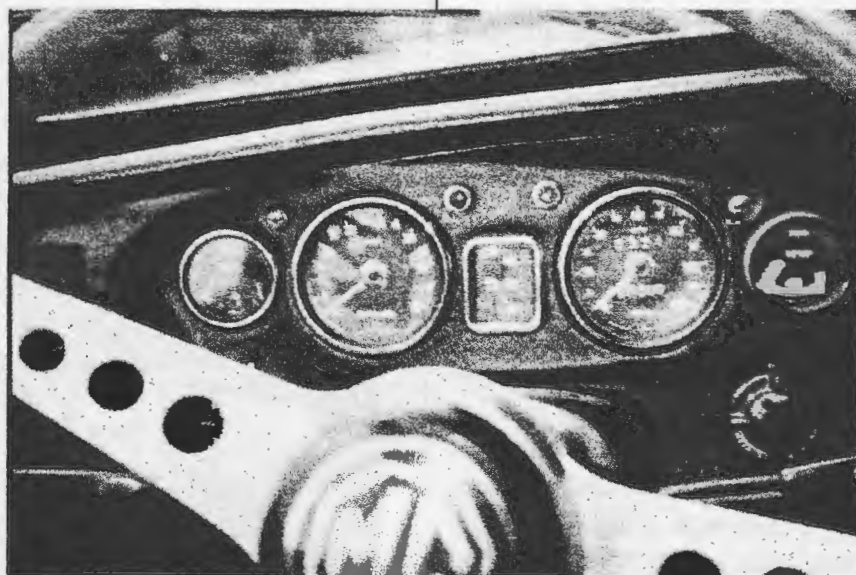
It was with great foresight that Thornley developed the MGB-GT which when driven under capable hands can hold its own under most conditions. It is a medium-priced grand touring automobile considerably more than just a "B" with a coupe body. The heater, although adequate for the English climate, is not up to the North American winters so the cars are usually garaged for several months in the IJS. So, for the enthusiast looking for a little more refinement in his automobile the GT is indeed the ticket.

The interior of the GT is more airtight and more solid-proofed for a car of this type. Road and wind noises are effectively damped at all but flat-out speeds. The transmission tunnel is well-insulated, blocking out some heat and noise. Although much is desired by way of rear suspension, having leaf springs, it was pretty much the state of the art when the car was introduced. Seating and adjustability of the seating is very good. Driving position is good. I



have driven the car as far as 600 miles in one day without undue fatigue.

The '68 MGB-GT was my second GT. The first was a '72MGB-GT. I much preferred the '68. I think due to the special requirements imposed by the US mainly in environmental restrictions the earlier cars were the best. I learned about the car through Steve Miller of MG Automotive who saw the car at a Dayton car show. It was located in West Milton, 011 and I followed up an ad in the paper and bought the car from the original owner's widow. It had 78,000 miles on the odometer. The car had sat idle for some time and you know MGs like to be driven. On a trip to Montgomery, AL the engine failed about 100 miles short of the destination. Thanks to the AAA, the car and I arrived in Montgomery the same day. I looked in my copy of the North American MGB Register and found several names of MG owners.



George Bauer's MGB-GT turned over 100,000. See the zeros? Photo by George Bauer

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The first one I called said, "I know just the man you need, He is Mr. Hamer Phillips, who is president of

the British Motoring Club of Montgomery Alabama. He also is in the business of repairing and restoring British cars". Hamer rebuilt the engine and installed a lot of new parts such as clutch, water pump, timing gear and changing the oil filter to the inverted spin-on type. The rebuild made a huge difference in the operation of the car. Since that time many other improvements have been made. New leather seat covers were installed on the front seats. New carpeting was installed throughout by Steve Miller. A center console armrest was installed between the seats. The rear dampers were changed to SPAX telescopic gas-filled units. This improved the ride

considerably. Ernie Streifhau helped me replace the original radio with a JENSON sound system. Other than these two improvements, authenticity has been the rule.

I live at 8256 Thomas Road, Middletown, OH 45042. My phone number is (513)423-6010. My E-mail address is [glbauer @AOL.com](mailto:glbauer@AOL.com). When I am home the MG is serviced regularly by Steve Miller, owner of MG Automotive, 3733 Wilmington Pike, Kettering, OH. I drive the car frequently to MG events and British Car events. The last event I attended was at the Shenandoah British Car Festival at Owensboro, VA, with Ernie Streifhau on Oct.1, 1999. I frequently attend car events with Ernie and Holly Streifhau, Larry McCartt, Terry and Carol Looft. The car is garaged at my address and is not driven in bad weather.

S T R I C T L Y



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MGBay@AOL.COM

TECH. TIPS & TRICKS

C hanging Points By Tom Davis. I always dreaded changing points with the distributor in the car because it is so difficult to get to and extremely hard to make tiny adjustments. Besides that, in order to get my bi-focals focused, I have to stand with my butt stuck high in the air, back curved like a snake and my head thrown back until it touches my shoulders. Removing the unit and working on the bench is much easier but that luxury is normally offset by having to set the timing again as there are a few degrees play in the mounting plate. Last summer I mounted the distributor at the extreme clockwise position and set the timing at that position using the adjustable band. Now when I want to change or adjust the points I just remove the whole unit, wrap the

shaft in a shop rag to avoid damage and set it in an open vice (snug but not tight) under a bright light. Then replacing it in the full CW position finishes the job and the timing remains. For me, I get it done as quick or quicker, and with more confidence in the settings, than fooling with it in the car. Tom Davis

Bumper Beautification

My heart skipped a beat just over a year ago when I got my first look at the deep red 1974 MGB in a garage outside Cleveland. The ad said it was in 'excellent condition' and that it was stored winters and run only on dry summer Sundays. The owner said he didn't know how badly the top leaked, since he'd never had it out in the rain! I knew I'd buy it the moment I saw it I also immediately knew that some day soon I'd have to replace those beautyless big black bumper blocks which stuck out at me like battering rams. Having previously owned a 1969 'B, I knew what any self-respecting MGB bumper should look like.



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So I studied the Moss catalog and looked at several other 'Bs around town and concluded that the old style bumper overriders would replace the rubber blocks just fine. And now, having completed the project, I thought I'd share my know-how with other '74 MGB owners who long for the more traditional look. Not only do the older chrome overriders look better, but you get rid of a lot of weight hanging out in perhaps the worst possible spots for snappy handling.

The most important tip is to order four front overriders (#454-310). The rear overriders have fittings for the license plate lights, but the '74 MGB has lights fitted to the license plate holder. The front overriders fit fine on the rear as well as the front bumper. Another tip is to replace the overrider bolts as the originals will be too long (#322-095).

Removal and installation are easy if the bolts come free. Soak them first with a penetrant and if they break instead of turn as my rear bolts did, just remove the bumper. Bumpers come off easily and can make the process simpler.

If you don't remove the bumper, you may have to hacksaw the bolts after removing the overrider because they are too long to push out - the head hits the body first. I grabbed the bolts with a pair of vise-grips to hold them while sawing them shorter.

Don't forget to order a packing set (#400-418). The little rubber gaskets make the overrider-to-bumper fit smooth and neat.

The whole process took only a little over an hour and the car looks infinitely better. The only disappointing part is that you really don't notice the change much because the new parts blend in so well. And no one walks up to you and says, "Hey, that's a nice looking car, but where are the big ugly black things

that usually stick out from the bumper?"

So, maybe you'll have to do what I've been doing and point out to everyone I corner saying, "Hey, did I show you my new bumper overriders yet?"

(Reprinted with permission of Moss Motors Ltd. Web site)

Classic Auto Show in Dublin, OH

By Ron Parks

Jack Smittle of the Central Ohio MG Owners, contacted us regarding exchanging newsletters and to inform us of the Arthritis Foundation Classic Auto Show to be held in Dublin, Ohio on July 7-8. We have to believe, that with their involvement, British cars will be well represented. They have a cruise-in on Friday July 7 and the car show is on Saturday July 8. It is held in the Metro Park in Dublin. This is on the Northwest corner of the Columbus Area. From the Western leg of I-270 Outerbelt, exit Rt. 33 South and Rt. 161 East exit. Go to the first traffic signal and turn right into the Metro Center. Entry and registration is on the street. Jack recommends advanced registration. This saves a long wait in slow traffic and also saves money since the entry fee is reduced. You can obtain registration forms from:

The Arthritis Foundation
Central Ohio Chapter
3740 Ridge Mill Drive
Hilliard, OH 43026

Phone (614) 876-8200

T Fuel Plump

Submitted by Jon Hobbs

I found this article that is short and may be useful to the 'T' owners. Jon Hobbs

\$12.00 EMERGENCY FUEL PUMP
A solution to that pesky SU fuel pump problem.

By Stuart Locke

Would you like peace of mind, free from anxiety, when you take your MG touring? Sure, I carry a spare SU fuel pump. Even the after market fuel pumps can fail at the most inopportune time and place. Who wants to change or work on the fuel pump on a busy freeway in the blazing sun, while your wife (to put it mildly) is uneasy, standing there waving the eighteen wheelers around you.

Just insert one end of this trusty \$12.00 fuel pump in your gas tank opening, two pumps and away you go. No delays, no danger, you are a winner in the eyes of your wife.

Materials needed: Rubber stopper with a hole in the center. Check the yellow pages of your phone book for Laboratory Equipment and Supplies. Buy a #9 stopper. It is the right size and comes with a small hole in the center. Cost under two dollars.

Blood pressure bulb-pump from your pharmacy. It comes with a one way valve inside it. The one I bought was \$7.95, made by Marshall, model 21-125.

Piece of copper tubing 1/4" OD at your local hardware store about 1 1/4" long. Seven foot length of drip irrigation tubing 1/4" OD:4

Assembly: 1. Push one end of the copper tubing into the rubber stopper hole.

2. Dip one end of the hose in boiling water or heat it with a hair dryer. Now force it over the copper tube.
3. The blood pressure pump fits perfectly over the other end of the hose.

To see it work: Disconnect your fuel pump wire and try it in your T series MG. Couple of pumps every 10-15 minutes and you can drive forever. If your gas tank is 1/2 full, pump less often. If your tank is full pump more often. You only want 2 1/2 to 3 pounds pressure. More could cause flooding or the carbs to overflow. This is not a new idea for fuel delivery. Chris Nowlan, of Moss Motors, tells me the K type MG works on the same idea. My TC friend, Bill Phy tells me others work on this principal. Such as 1930-32 Cadillacs, 1928 Wills Ste. Claire. Also all early race cars used an air pump. Bill says he would pump it up to 3 pounds and take off. A Human Pneumatic fuel pump!

Bill Phy also tells me back in 1948 he and a friend drove from Lake Elsinore to Temple City, Ca. Taking turns hanging over the bed of his 1933 model C Ford pick-up. They had stuck a piece of wiper hose in the gas tank opening, wrapped with a rag to seal around it. Everytime the engine would start to sputter one of them would blow in the hose and then kink it.

Don Klein of the NAMGAR modified on the rag and hose trick by using a rubber stopper and hose. (better seal) I took it one step further and added the blood pressure pump that incorporates a one way valve, so I would not be breathing gas fumes.

You could add a small pressure gauge.

It is dependable. It's reliable. It's fun. Safety Fast
From: Octagon Topics, Vol. 29, Issue 11, Nov 24, 1999, Vintage MG Club of Southern California.

Germantown Cruise-in

By Phil Johnson

British Cars Featured
marque at Germantown
Cruise-In on May 20th
Germantown, Ohio
continues their highly successful series of Cruise-Ins with their first of the new year event on Saturday, May 20th from 5:00pm to 10:00pm. The featured marque for this event is Any British Car so the Germantown community has issued a special invitation to all of our Club members to come and enjoy the festivities. The British Car Club of Cincinnati is also encouraging their members to make the trip to Germantown to participate in this event. Several of the downtown streets will be closed off to allow ample parking for all of expected attendees and to facilitate lots of opportunities to meet and greet other persons attending this event.

A British Band called "Ticket To Ride" will provide the entertainment playing "Beatles-type" music. Members are also reminded that Germantown has a number of good eating (and drinking) places conveniently located in the historic downtown area. Please plan to attend!

February Minutes

By Tony Pareseau

2/23/2000

The meeting was called to order at 8:10 PM. Only income was from dues, bal. \$2,593.39. Pres. report, Pulled the shell off Skips A, and worked on the suspension. Thanks to all who helped. Classified articles do work! Items have sold due to the classified section of the news letter. Our Vice-President is back from India! He mentioned having close encounters with Montezuma revenge. Received a call from Germantown to participate on May 20th cruise-in. This is on a Saturday, more information in the news letter. It will be 5pm to 10pm. Carol Smith is in the hospital, she had surgery on Monday. A motion was made to send flowers to her house next week. She is in Kettering Memorial, room 543, bed 1. Jennifer has volunteered to take care of this. News Letter report: RON TAKES CONTROL. Requesting submission of any tech. tips, or articles. A warm thank you to the Gribblers for an enjoyable Valentines party. Decals are 2.5x2.5 inches costing \$1.71 @100 units. We will give the first decal for free. A motion was made to produce these units, motion carried. Stationary: A motion to produce this with letter head and envelopes, motion carried. Bill Hammond had a nervous breakdown, fell off his chair! Beer break 8:35pm. Reconvened at 8:41pm. President will not be here at the March meeting, but Phil will carry on for Skip. The fish fry on April 1st will start at 6:30pm and go to 10pm PLUS. The Yahoo web address is in the news letter. Please use this site it is very interesting. Skip has rooms reserved in his name for the MG Cleveland tour, June 14th for three nights. Ed Hill will be

leading the group to Vintage races at Mid-Ohio June 23-25th. John Zeno will take charge of the MGA Register at Morgantown West Virginia July 17-22nd. British Car Day is Saturday August 5th, with court house square Friday August 4th. Concourse will be September 10; (Happy Birthday Peggy & Tony). Terry Looft will be Wagon Master for the Abbington Ill. show. Cincinnati British Car show is July 16th at Edgewater Park. MG International in Minneapolis St. Paul, Minnesota "2001" July 2-6th. This is the equivalent of the one in Indy in 1996. Scheduled every five years. New Mail; Mike and Sandy Hickman. NAMGAR, request the club to send door prizes. Champagne Ill. July 26-28th contact Gary Brown. John Zeno may lead an overnighter in September to Kentucky for the fall tour. Bill Hammond and Phil Johnson are planning for sometime in May, a London to Brighton spring tour. BCD meeting, March 21st, at Marions Pizza at the Town and Country shopping center at 7:30pm. Next year is the 35th anniversary "2001." Gum ball rally won by Matt S., John Lucente was quoted as saying, "I have not won since Urban Suburban."

Meeting adjourned 9:15pm.

From the Editor

Ron Parks

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: MGDIVER@prodigy.net. Either of those methods will work fine or you can call me at (322-0717) 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.

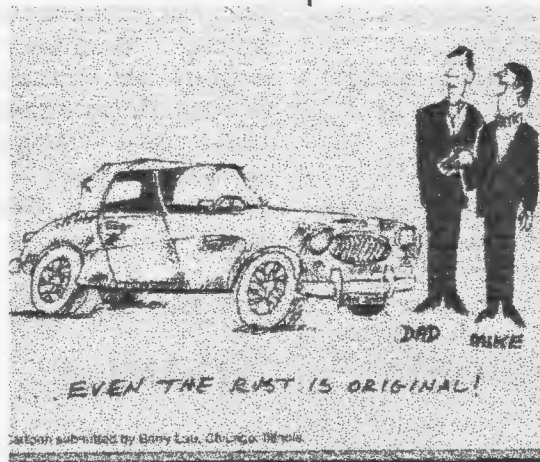
1960 Mercedes 190SL, 1976 Mercedes 450SL Roadster (2 tops), 1929 Rolls Royce Sedancia, 1969 Rolls Royce Silver Shadow, 1910 Hupmobile Roadster, 1980 Auburn Boat Tail Speedster (Replicar w/1974 Ford chassis and running gear), 1905 Reo Roadster, 1927 Reo 4 Door, 1914 Cartercar 4 door touring, and 1966 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

1970 MGBGT Black. Call Mike Skaggs (937) 431-0482

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

MGB Roadster. Call Mike Skaggs (937) 431-0482



Cartoon submitted by Barry Lau, Chicago, Illinois