

THE OCTAGON NEWS

Volume XXXII No.7

MAY 2000

SPRING TOUR (LONDON/BRIGHTON)

Club Run Fun London to Brighton

By Bill Hammond and Phil Johnson

Can you believe it! Karl Sparklin came from Belgium for Saturday's May 13'th afternoon tour? So he easily won the "Came The Farthest" award.

The morning showers cleared and noon saw a dozen MGs (and two other cars) begin the run from Young's dairy. Six miles later at Clifton Mill our first wanderer went astray but if Tim won't tell, neither will we. Charlie and Priscilla Avery tore themselves away from a Square Dance Festival and drove from Marion to meet us (at precisely the forecast time) at the Garage MaHol. This how MG heaven must be! Except that Dave Jackman, our great host, doesn't have any MGC's amongst his 21 or so MG's (proving his superior intellect).

Then we got stopped by the police! As London's Chief of Police, Mike Creamer, said (while wearing his authentic Bobby hat) "This is the only time you'll smile while getting a ticket.!

Then an hour relaxing in shops and in a deli so new it had it's grand opening just for us! And London's police supervised reserved parking for our gang! Then came a bit of

GERMANTOWN CRUISE-IN

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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 May 24, 2000

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- 3 Vancouver NAMGBR
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Upcoming Events**May 2000**

- 13 **London to Brighton Run** Spring Tour W/ Bill & Phil
 20 **Germantown Cruise-In** 5:00pm - 10:00pm
 24 **MGCC Meeting** at K of C Hall

June 2000

- 9-11 **MG T Register 30th Anniv. GOF** Cherry Valley Lodge,
 Newark/Granville, Ohio
 15-18 **Cleveland Rocks, MG Roll** Caravan Thurs Morning
 9TH Annual NAMGB Register International Convention
 23-25 **Mid-Ohio** Vintage races
 28 **MGCC Meeting** at K of C Hall

July 2000

- 7-8 **Arthritis Foundation Classic Auto Show** Dublin, OH
 16 **Cincinnati Car Show** at Edgewater Park
 17-22 **MGA Register** at Morgantown W. Virginia
 26 **MGCC Meeting** at K of C Hall

August 2000

- 5 **BCD2000** at Eastwood Park
 17-20 **Abington Summer Party** Chicagoland MG Club
 23 **MGCC Meeting** at K of C Hall

September 2000

- 10 **Concours d 'Elegance**
 17 **Picnic at Dick Goodman's**

London to Brighton (Cont'd)
 confusion (standard fair) since some visited Dave's MG "junkyard" and others tried to. Dave and three other London MGr's joined us on the return leg with a 'stretch and photo' at Brighton (don't blink or you'll miss Brighton.)

Bows and curtsies to all for such precision in arriving spot-on at 5:45 PM at the 'FINISH' at Ye Olde Trail Tavern in Yellow Springs. Along with pub grub and beer, we had some fun dispensing 'valuable' awards:

- only one wrong answer to route questions: Gribblers
- -"Most Frequently Lost": Tim
- -"Noisiest car": John Wolfe
- -"Unswiftest": Joe Hooker
- -"The MG patch protection from addiction": Terry Looft

- - and of course 'The Farthest' to Karl.

Home again before sunset!
 Photos and lies will be rampant at the next regular club meeting.

Germantown Cruise-in (Reprint)

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



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downtown area.

A number of folks at the meeting last month said they prefer to arrive in Germantown as a group so that we can park together as a Club. Refer to the map, which shows us meeting under the large parking lot sign at the Miamisburg Plaza Shopping Center located 2 1/2 miles west of I-75 on State Route 725. We will gather there at 4:00pm and plan to convoy on to Germantown at about 4:15pm. I will talk to the organizers of the Germantown event and ask for assigned (preferred) parking for members of The MG Car Club.

Please plan to attend!

Vancouver NAMGBR

(Part 1)

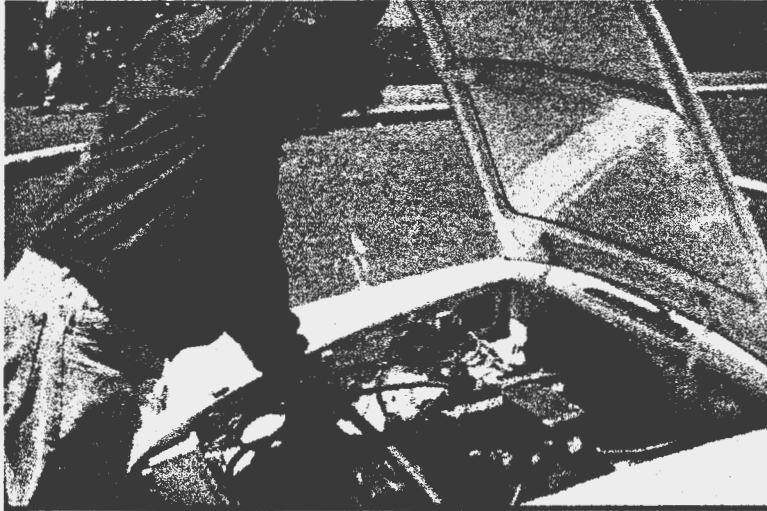
By Dave McCann

This past summer a friend of mine from Berkeley, CA, Earl Pierce, and I went to Vancouver, British Columbia for the NAMGBR convention.

So there I was, getting up three hours before the crack of dawn (or three hours before when the crack of dawn would be if this were a rational universe). It turns out that there was light coming from somewhere that day at 6 in the morning, but I'm still not convinced that dawn had occurred.

I got everything packed up quick and headed over to Earl Pierce's house to

wake him up. He was already up (amazing) and getting his car packed and I took that opportunity to see if I could get the 12v outlet (i.e. the cigar lighter) hooked back up so I could



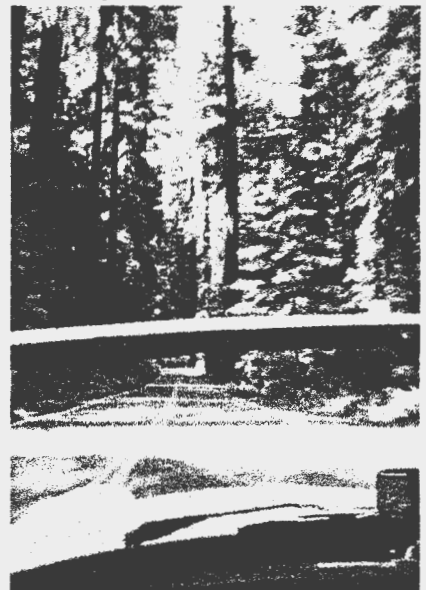
use it to power the computer. There was either some major technology conflict there, or the lighter was so corroded that it didn't conduct anymore. In any event, it didn't work. Unfortunately the touching of several wire connectors was to come back to haunt me later that day when the car shut down in transit around a bend on US101. Several minutes with a meter pinpointed the problem and after I scavenged a connector from somewhere else everything was back to normal (or what passes for normal on my car).

This had all started a month or so prior, when Earl mentioned since I wasn't shy about driving long distances in my MG I might like to go to the NAMGBR convention in Vancouver, BC. He had talked to several others and thought we might end up with three cars if I went. At that point he was talking about three days to make the trip up there, and as I was feeling poor at the time I suggested that it might be done in two. Several days later, after looking

at the map, I was ready to talk him and the others into doing it over four days. So much for the budget. I figured with four days we could amble up the coast and then spend a day in Victoria, before getting to Vancouver. This ended up being the plan as Earl had no objection, and we never did manage to talk anyone else into coming along.

So there we were driving across the San Rafael Bridge (there's another bridge around there somewhere called the Richmond Bridge, but I haven't yet managed to find it) after paying the \$2 fee

to be let out of the bay area. It was a bit trafficy until we got up north of Santa Rosa, and after that it was just fine. Not too hot, and not too cold. I'm in the habit of stopping for all kinds of touristy things when I don't have to be anywhere anytime soon. But since Earl had mentioned that he didn't enjoy doing that sort of thing, I



was willing to forgo the 'World Famous Tree House' and the 'Trees of Mystery Park'. However, you just have to see some things and so when we got to the 'Avenue of the Giants' I figured that it would be worthwhile. It was spectacular. If you've ever seen the speeder chase scene in the third Star Wars, it was like that slowed down only a little because of other traffic. If you ever get the opportunity, it is well worth it. In some places the road snakes right between massive redwoods and sequoias. Its about 35 miles long and runs roughly parallel to US101 through Humbolt Redwood State Park, south of Eureka.

We had figured on driving for about 9 or 10 hours and had made reservations in Grants Pass, Oregon, after not being able to get a room on the coast. That worked out just fine as US199 was a nice drive with the first 5 miles similar to the Avenue of the Giants, except twistier. I had been driving with the top down and planned to continue that way as much as possible. The forecast was favorable, but you just never know with Oregon. Sure enough right as we were getting close to Oregon it started to sprinkle. I had high hopes it was just on the coast side of the mountains, and figured it might go away after we passed through the tunnel on US199. No such luck. I was forced to pull into a gas station to put up the top after the inside of the windshield and my glasses got too blurry to see through. It was just as well, as it rained pretty hard and then rained that night also.

After getting the top up and my informing Earl that this (the rain) was the official welcome to Oregon, we proceeded on to Grants Pass. We stumbled around town trying to find the place we had a room reserved, and then stumbled around town again

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after checking in to find some place to eat. We found a pizza place, which I thought was fine except for the service. Earl thought it was ok, but he apparently isn't up on the finer points of pizza. (I'm munching on cold pizza as I sit here and write this)

The next morning after getting Earl jump-started with several cups of coffee, we headed out up I-5. (Don't let me give you the impression I'm a morning person, I just had the advantage of being on Central Time after spending several weeks in Austin, TX. I'm back there right now, eating that pizza I just mentioned.) The disadvantage of staying in Grants Pass is the lack of access to the US101. Unless we wanted to backtrack down US199, we didn't have too many good choices.

We ended up taking I-5 halfway across Oregon to US20 and then took that out to Newport, Oregon. As far as interstates go, I-5 in southern Oregon is not too bad.

This left us back on US101 and from there we continued up the coast. We were mostly driving straight through, with the occasional stops to admire the scenery. We were on US101 most of the time, but headed up a couple of side roads when the opportunity presented itself to travel closer to the coast. When we got to Astoria, we headed inland along US30 with the intention of spending the night in Kelso (near Longview) where the Columbia heads west again. I was the navigator and had not been paying close enough attention, and this is one place we

narrowly dodged a bullet. My routing software had us going across the Columbia on a ferry, and I was looking for a bridge. Fortunately, there was a bridge at Longview and it just left us briefly confused about which direction Kelso was in from there.

This was the Fourth of July, and when we went looking for a place to eat after checking in at the motel the first couple places we tried were closed. We'd passed a Red Lobster on the way in, and although I was looking for a place with more local flavor, Red Lobster was open and other places weren't. Red Lobster is always good for a good meal, it's just not much for local flavor.

This is the end of part 1 of 3. Please return again next month for more of the adventures of Dave and Earl

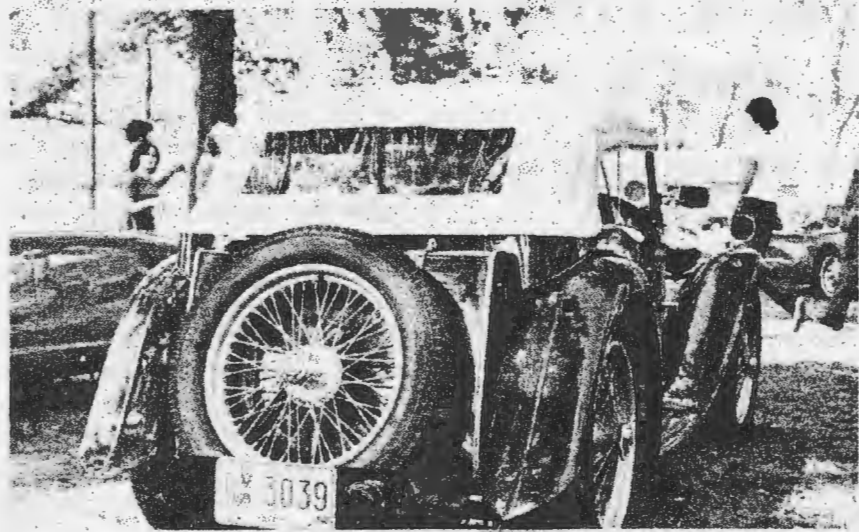
[END OF PART ONE]

Member Featured Car of the Month

My 1948 MG TC

By Steve Powell

The saga of the TC began about 1965. I purchased a TC in West Carrolton for \$500. The car was partially apart. My friend Art MacArthur had driven a TC for many years as his 2nd car. Together we bought a TC in Milford Ohio and another in Utica New York. The plan was to build two good TCs. Time went by and in the early 70s Jayne and I bought property and needed down payment money, so 2 TCs were sold along with many MG parts. Art kept the parts he needed and the rest were sold.



Art began restoration of his driver TC and finished this car in 1974. Art was a machinist and very particular. The car turned out to be very nice and he won many prizes with it. I had always told him that if ever he wanted to part with the car, to please consider me first. In February of 1999 he was in my office and said that he would be interested in selling the car by Christmas of 1999. We later arrived at a price. Jayne and I talked and decided to buy the car.

Art had had health problems and said that he wanted to feel better before he sold the car. In July he called and said he was ready. I never understood why he wanted to feel better before selling the car. Later after I has the car at home, I noticed in his log that he had put in a new battery and had done some other work late in July. Art had driven the car approximately 2,400 miles in the 25 years since finishing the restoration. MG TC #6076 was built on July 16, 1948. Art died in December of 1999.

TECH. TIPS & TRICKS

Is Your MGB Idling Rough?

Check This Out!

From the time I purchased my '79 MGB (about two years ago), it did not have what I would consider a smooth idle compared to other cars. Having owned a '65 Spitfire along with a '58 TR3A, I just assumed that all British cars idled a little rough. Every once in a while I would adjust the fast idle adjustment on the carburetor, but it didn't seem to help much. This summer my MG started idling a little rougher than before. Once again I played with the carburetor, but with little improvement. By this fall, my MG was idling really rough, shaking the whole car. When I gave it a little gas, the engine would smooth right out. I was adjusting the carburetor and gunning the engine a little when I noticed the engine lifting as I gunned it. You guessed it, the motor mount was broken. The first thing you will discover when replacing motor mounts is that the books don't say much about that area.

After blocking up the front end of the car and placing a jack under the motor, I found that the steering assembly from the universal joint on down had to be removed before I could take off the old motor mount on the driver's side. After popping off the ball joints on the tie rod ends and removing the bolts that held the steering rack, I broke the vacuum hose going from the manifold to the brake servo unit while trying to pull the steering shaft out of the universal joint. At the time I didn't think much about it except that I would have to

repair the line. After removing the steering assembly I jacked up the engine and removed the old motor mounts. Installation of the new motor mounts and putting the steering assembly back together again was quite straightforward. I then tried to repair the vacuum line that I broke, but discovered that it was very hard and brittle. Upon checking the other vacuum lines, I found them to be in the same condition, along with some cracks. I replaced all of the vacuum lines and started the MG to see how it ran. The idle speed needed to be turned down a little, but I couldn't believe how smooth it was running. By looking at the parts I removed, (the one motor mount was in two pieces) and the vacuum hoses. I determined that the rough idle was caused by those items and had nothing to do with the carburetor. (Vacuum leaks are often the cause of rough idling and poor running, particularly on the pollution-equipped cars of the '70s. Terry's engine mount failure was probably aggravated by his rough running engine. Careful checks of vacuum hoses should be a part of regular preventative maintenance.-Ed.)

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Cleveland Rocks, MGs Roll

By Skip Peterson

The North American MGB Register "Cleveland Rocks, MGs Roll" convention is June 15-18 in Cleveland. The 10 rooms held in Skip Peterson's name for the nights of June 15th, 16th, and 17th at the host hotel are all taken. If you still want

to go contact reservations at the Cleveland (Independence) Holiday Inn, Phone (216) 524-8050 and give it a try. It's doubtful, but they may have some rooms left. There are other hotels in the area you might try also.

The current plans for the Caravan would be to leave Dayton early on Thursday morning, June 15, to arrive in Cleveland by 1 PM or so. We can decide as a group if we want to take the back way along Rte 42 up near Mid-Ohio and then catch I-71 on into Cleveland, or just hit the highway and cruise the highway all the way there. We will leave Cleveland on Sunday and head home. More discussion to follow at the May meeting.

From the Editor

Ron Parks

I wish to thank Joe and Lucia Hooker for mailing this month's newsletter.

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 (322-0717) and we can arrange to meet and transfer materials or conduct an interview.



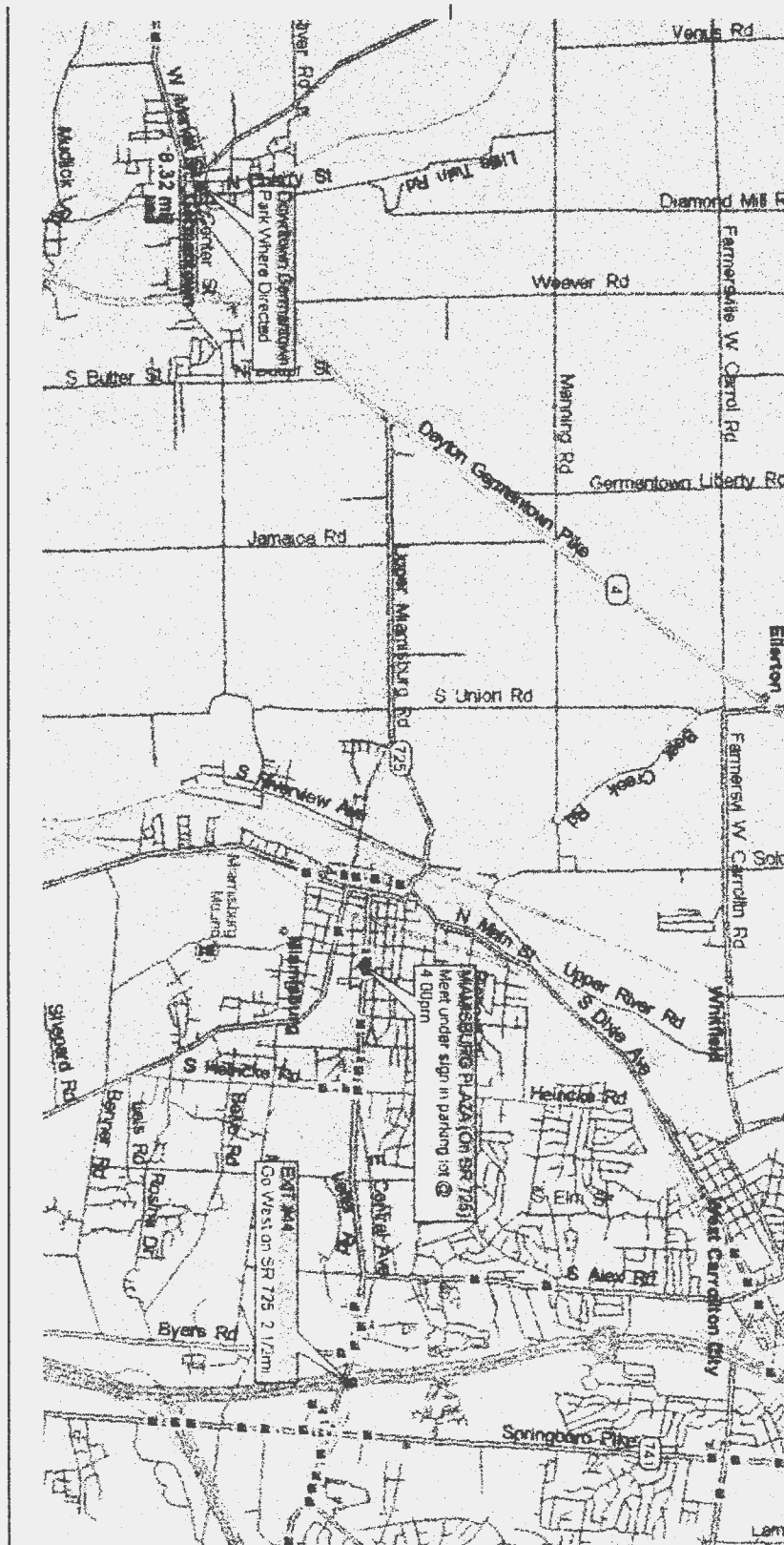
North American MGB Register

*** 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

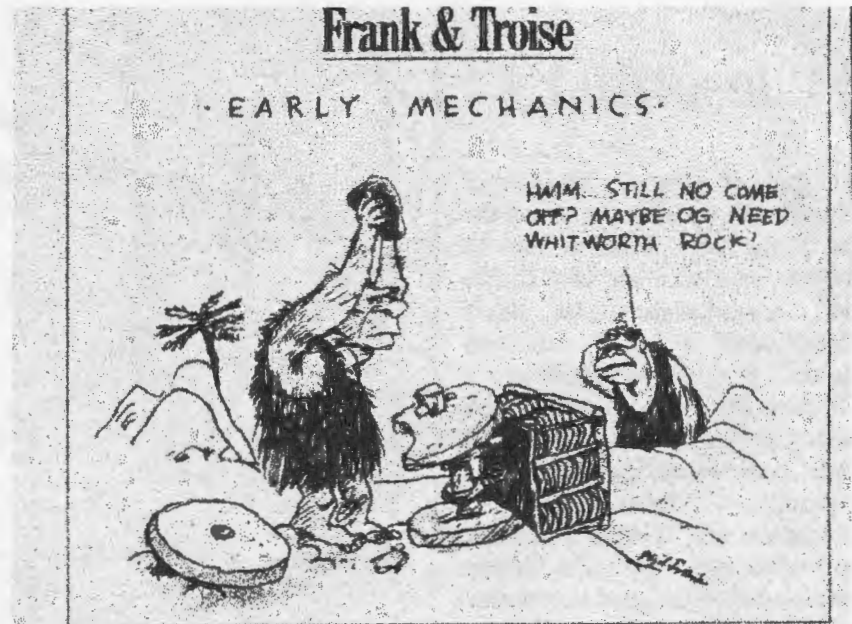
1970 MGBGT Black. Call Mike Skaggs (937) 431-0482

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

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ROAD & TRACK