

THE OCTAGON NEWS

Volume XXXII No.9

JULY 2000

BCD 2000

From The President

Skip Peterson

Get your calendars out and start making check marks, we've got lots coming up for the MG'ers in the Miami Valley. The preview car show for BCD will be Friday, August 4th at the Courthouse Square from 11 am to 1 pm. Things will be a bit cramped since they will again be setting up for the concert that night, but we'll work it out. Be sure you're there by 11 am. Get a nap in the afternoon since we'll gather at Eastwood MetroPark again at 6:30 pm to lay out the show field and stuff the goodie bags. Saturday is BCD and we'll start gathering at Eastwood shortly after 7 am. We need volunteers to help park cars and to staff the concession stand, and we could also use some help at the registration area. We'll have a pre-registered lane this year so we should move cars in faster. One of the strong points of our event is our volunteers who make things work well for the participants. We want to keep up our good image on that front.

John Zeno has an overnight trip to Bardstown, Ky, planned for August 19-20. He has rooms held at the Old Kentucky Home Motel. Call them at 800-772-1174 or 502-348-5979 to hold your room. It should be a fun cruise. Final Details at the meeting.



North American MG Register

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 July 26, 2000

KENTUCKY TOUR

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Upcoming Events**July 2000**17-22 **MGA Register** at Morgantown W. Virginia26 **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 Hall26 **Jimmy Buffet Night Impromptu Car Show** at K of C Hall**September 2000**9 **Meeting at Museum of Discovery** 10am Concours d'Elegance10 **Concours d'Elegance**17 **Picnic at Dick Goodman's****October 2000**1 **All British Car Show** Miami Valley Austin Healey Club15 **British Transportation Museum Tour** (Fundraiser)**Pres. (Cont'd)**

The Knights of Columbus is holding a Jimmy Buffett party on Friday, August 25th and they have invited us to hold a mini-car show in the parking lot in conjunction with the party. I'm sure we'll find 10 or 12 cars to show that night, maybe more. Party starts about 6:30.

This brings me to the upcoming Discovery Concours d'Elegance.

Once again, our club is going to be the class marshals. We have some marshals from previous years who will return, but since we added a few classes, we will again need about 15 volunteers. Again, you'll receive a shirt, we'll give you lunch, and we'll ask you to work most of the day, starting about 7:30 am on Sunday, September 10. We'll have a brief meeting on Saturday, September 9th at the museum at 10 am to go over the procedures and hand out your



MG Car Club Southwestern Ohio Centre at Cincinnati British Car Day 2000

supplies.

In recent news, we had a strong caravan of 11 cars heading to BCD in Cincinnati this past weekend. Phil Johnson knocked down a first place award in the T series class, and Ernie Streifhau bagged the award for the Best Example of the Featured Marque with his 1950 MG YA. Congratulations to both Phil and Ernie.

My little tech tip for this month: Do your headlights seem pretty dim? Mine did, and while I was looking for replacement headlights, I discovered that they make halogen headlights in the 7 in. size for our cars. Put a couple of those on your MG and you'll be amazed at the things you can see in the dark. You can pick them up at AutoZone for \$8.99 each, about \$3 cheaper than any other place I checked.

See you Wednesday evening.

Vancouver NAMGBR

(Part 3)

By Dave McCann

Part two ended after the second of three days at MG99 in Vancouver, British Columbia.

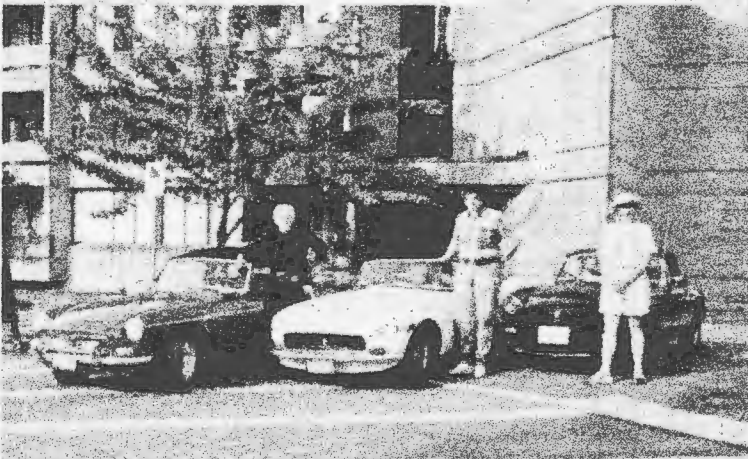
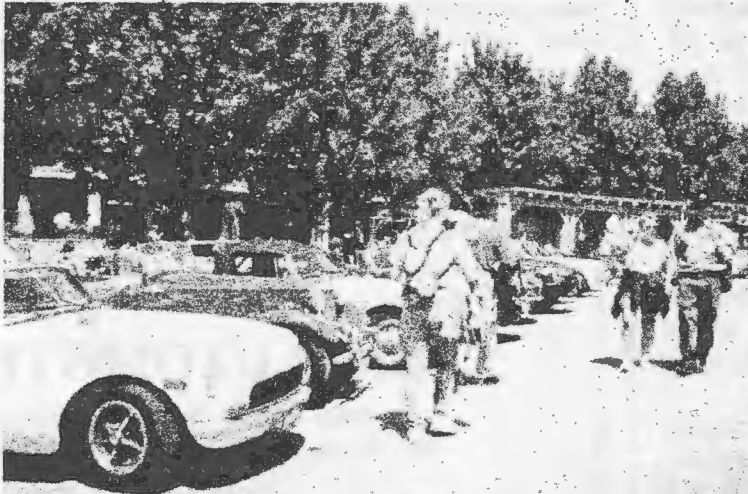
The last full day was devoted to the car show, a third tech session and then a bus tour leading to the final banquet. The car show was a bit of an anticlimax, especially after we worked out that my being number 411 did not mean there were over 400 cars there. They had special numbers to apply to the windshield, and they must have just used ones they had left over from some other event. The bus tour was aboard

and provided a nice tour of downtown Vancouver. Of course, many of us had already had a tour of rush hour in downtown Vancouver the day before, but at least this time we didn't have to drive ourselves. It was nice, with the driver providing commentary on what we were seeing.

The tour ended in Vancouver's Chinatown where the banquet was being held. The event coordinators had been mentioning a surprise, and when we got into the restaurant there was the MG liquid suspension racecar that was at the show and a 1930 MG M type boat-tail racer. There was also an original billboard advertising MGBs behind the stage. The restaurant was Chinese and served dinner family style with about 8 or 9 different courses. The presentation after dinner went on for a little too long, but not overly so (and that's

not too uncommon for these sorts of events). All in all, it was a good conclusion to a nice three days. Saturday morning included a goodbye breakfast of mostly donuts and some other things. We were intending to get off early, but while packing I discovered that I had left my jacket on the bus the night before and spent an hour or so tracking it down. At that point we headed out (to retrieve my jacket from the bus

company and then to go south). We were in for another shock when we had to spend an hour or so at the US



Top: Dave McCann's car at Vancouver NAMGBR Show.
Bottom: Dave, center and friends Earl Pierce, on left and JoAnn Adler

border in traffic. After that it was just a straight shot down I-5 to California (or that's what we thought at the time). We had briefly discussed stopping at the Boeing museum, but were running a bit late at that point and just headed on past. The troubles started a little later. I was having some trouble getting a handle on what the oil level was, so I went in to a quick lube place to get it changed. I figured this was a quick way to get a baseline. I had been

using a relatively high amount since I've owned the car (as much as 300 miles per quart), but after another couple of hours it became obvious that I was burning much more than that. After stopping at a roadside rest area, I had trouble restarting the car. It seemed the vent line was overloading the carb with oil. After cleaning the oil from the carb and rerouting the vent line the car started again, but it was using so much oil it didn't look good for getting home. One more stop at an auto parts store provided the suggestion of an oil thickener in an attempt to slow things down enough to get home. This turned out to cause more problems, when it caused the oil pressure to go away. At this point, my only option was to have it towed and stored until I could cart it home. We repacked everything in Earl's car and headed off that way. The car was a bit on the overloaded side. The passenger had to stretch his legs over one of my bags and stuff was packed in behind the seats

up to head level. Back when things weren't looking so bad we had made motel reservations in Salem, but that was still a couple of hours away and it was already midnight. We trudged on, and ended up getting in there about 2:30am. The place we had a reservation said they had one for the following night. We were quite upset to hear this, but the place across the street still showed a vacancy sign so we went over there.

we went over there.

We had one more day to get home. I had plane reservations the next day to return to Austin, Texas where I have been working this summer, so I couldn't easily take an extra day off. Salem, Oregon is about 600 miles from Oakland, so that made a rather long day. We were trading off driving now, so that made things easier. There were minor worries about keeping the temperature down on that hill south of Medford, Oregon, and then later keeping the passengers from melting around Redding. We ended up getting to my house around 10 or 11pm.

The follow up to this story is my trip two weeks later to retrieve my car. My travels to Austin, leave me with three day weekends at home every other week. I had arranged with Trevor Redman to borrow his trailer, and so I spent Friday getting a trailer hitch fitted to my truck and then dropped by Earl's where Trevor had left the trailer. The installer didn't know what wiring to attach, so I then proceeded to George Steneburg's so he could help me set that up. It was about 7pm when we finished that (nearly messing up the Steneburg night out, I hope I didn't screw that up for you George), but I had no time to spare so I left directly from there.

It was an uneventful evening with me getting in to Medford at around 2am. I didn't want to make reservations in advance as I didn't know how far I would be able to go. This left me in Medford with no place to stay. I remembered that two weeks before when we were in Grants Pass, there was a place still showing a vacancy well after every other place was booked up, so since I didn't have any choice anyway I headed there. Luck was with me, as they did indeed still have a room.

I got up early the next morning, still being mostly on Austin time, and

headed for Toledo, Washington, where I had left the car. I needed to try to get there before 6pm when the place closed. They told me I could make arrangements to pick it up after hours, but that would likely have been more complicated. I ended up getting there a little after 4pm, and it was a little before 6pm that I managed to get out of there. On the way into town, I had seen something that I needed to take a picture of and,

this area, as there are several used bookstores in Seattle, and a big one in Portland. I even considered going back to get a picture of that 47 foot pass outside of Hoquiam, but that was a three hour round trip from Toledo, and I was still 700 miles from home. I also didn't have any idea what kind of time I would make over the mountains, so I thought it best to just go straight home. I ended up getting back to Grants Pass at

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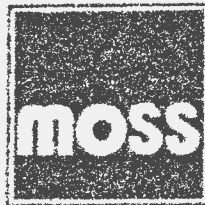
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having forgotten to bring my camera, I bought a disposable one in the grocery store there in Toledo. That taken care of, I headed back down I-5. It took a little time to get used to the extra weight. The unloaded trailer was hardly noticeable behind my truck, but adding the car to it changed things significantly.

I had several ideas of things to do in

about 1am and staying in the same motel as the previous night. I did pretty well over the mountains, rarely dropping below 50mph. The big hill had me down to 30mph, but the rest of the time I was able to do as much as 70mph while in Oregon and Washington. The next day I headed out about 10am and got back to Alameda before 6pm. 1400 miles in

under 48 hours.

I got the car stored back in its garage, risking running it briefly because the garage runs uphill. I returned the trailer, returned some stuff to Earl that we left in my car, had dinner and rearranged items in my luggage (it never got unpacked) for my flight back to Austin the next morning.

Kentucky Tour Plans

By John Zeno

F or those of you who did not attend the June MG Car Club meeting, we have set up an

overnight tour August 19th & 20th to Kentucky. If you would like to go, meet us at Dayton Mall 7:30am in front of Penney's on Saturday August 19, 2000. We will stay at a motel in Bardstown. The motel is the Old Kentucky Home, the cost is \$49.50 including tax. Call them at 800-772-1174 or 502-348-5979 to hold your room.

There is a lot to see and do there. We are planing to see the Stephen



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Foster Musical on Saturday night if you want. Sunday we will proceed to Shaker Village and then head home. Let me know as soon as possible, if you're planning to go, so I can give you the information and make your reservations for everything.

Thank you!

From JoAnn & John Zeno

I wish to thank the club for the planter and card I received when I was ill. It brightened my days and helped me through a difficult time. I

was able to thank many of you in person at the Cincinnati Car show, but wanted to publicly thank the entire club. I sincerely appreciate it!

Joann Zeno

I want to thank those responsible for entering my Beer trailer in the other category, at the Car show in Cleveland. The first place award is very unique, made with old 45rpm record. I put it on display with the trailer at the Cincinnati car show last weekend (Photo by Skip Peterson). I'm very pleased with it! Thank you all very much!

John Zeno

TECH. TIPS & TRICKS

Changing Points Revisited

By Tom Davis, Photos By Ron Parks

Tom Davis and Ron Parks decided this Tech. Tip should be reprinted, along with some photos and additional explanation.

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. 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.

The adjustable band is the collar shown at the top of the photo with the bolt and nut that keeps the distributor from moving after the timing is set. The collar has elongated holes for the two bolts, one on either side, that fasten it to the engine block. The term clockwise, refers to the position of these elongated holes against the bolts. In other words, turn the distributor clockwise then tighten the two bolts. Adjust the timing by turning the distributor in the collar. Tighten the nut on the bolt at the top of the collar to keep the distributor from moving in the collar. If for any reason, you need to remove the distributor, do so by removing the two bolts that hold the collar to the engine block and remove the distributor, collar and all. When the distributor is reinstalled positioned in the fully clockwise position against the two bolts, the timing is still set since the distributor did not move in the collar and the collar is in the same position as before..

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 would like to pass on a tip that might save some time and effort for others, as it has me.

Changing Oil

Author unknown. Submitted by Terry Looft

Women:

1. Pull up to Jiffy Lube when the mileage reaches 3000 since the last oil change.
2. Drink a cup of coffee and read the newspaper.
3. 15 minutes later, write a check and leave with a properly maintained vehicle.

Men:

1. Go to the auto parts and write a check for 50 dollars for oil, filter, oil lift (AKA kitty litter), hand cleaner and scented tree air freshener.
2. Discover that the used oil container is full. Instead of taking back to the auto store to recycle, dump in hole in back yard.
3. Open a beer and drink it.
4. Jack car up. Spend 30 minutes looking for the jack stands.
5. Find jack stands under kid's pedal car.
6. In frustration, open another beer and drink it.
7. Place drain pan under engine.
8. Look for 9/16 box end wrench.
9. Give up and use crescent wrench.
10. Unscrew drain plug.
11. Drop drain plug in pan of hot oil; get mildly burned and get hot oil all over everything.
12. Clean up.
13. Have another beer while oil is draining.
14. Look for oil filter wrench.
15. Give up; poke oil filter with Phillips screwdriver and twist it off.
16. Beer.
17. Buddy shows up; finish case of beer with him. Finish oil change

tomorrow.

18. Next day, drag pan full of old oil out from underneath car.
19. Throw oil lift (AKA kitty litter) on oil spilled during step 18.
20. Beer. DAMN!, drank it all yesterday.
21. Walk to 7-11; buy more beer.
22. Install new oil filter making sure to apply thin coat of clean oil to gasket first.
23. Dump first quart of fresh oil into engine.
24. Remember drain plug from step 11?
25. Look for drain plug in pan of dirty oil.
26. Hurry to replace drain plug before the quart of fresh oil completely drains onto the garage floor.
27. Slip with wrench and bang knuckles on frame.
28. Bang head on floor board in reaction.
29. Begin swearing fit.
30. Throw wrench.
31. Swear for additional 10 minutes because wrench hit Miss December(1992) in the left breast.
32. Clean up; apply Band-Aid to knuckle.
33. Beer.
34. Beer.
35. Dump in additional 4 quarts of oil.
36. Beer.
37. Lower car from jack stands
38. Accidentally crush one of the jack stands.
39. Move car back to apply more oil lift (AKA kitty litter) to fresh oil spilled during step 23.
40. Drive car quart low for 7000 miles when it'll be time for another oil change.

Minutes of June Meeting

June 28, 2000

By Tony Pareaseau

alled to order at 8:04PM. The minutes of the previous meeting were accepted as stated in the news letter. The treasurer's report; \$776.79 bal. motion to accept-passed. We paid Westendorf's and we have our new Banner! Letters envelopes banner, decals news letter cover, all have been done this year which has depleted our account, we will have to pay closer attention in the future. We must try and space these Purchases. Vice Pres. There is a correction on the German town run, postings will update plans. News Letter; The cover on the letter is lighter weight paper so the cost of postage is less but we have been printing more pages. Ron Parks has done an excellent job gathering news and getting letters out in a timely manner, BRAVO to Ron for a job well done. Dick Smith has compiled a book on Carol and will pass it around at the meeting for all to enjoy. Activities: July Arthritis foundation show in Dublin, Oh July 16th Edgewater Caravan, to leave Dayton Mall in front of Penney's at 9:30am, July 17-22nd Morgantown, W. Va. July 4th car show Ron Rd. 9am in Centerville on Main St. also Greene County fair grounds. BCD July meeting on the 11th 7:30pm Polking Lanes. Frazee Pavilion July 12th be there at 6pm in place by 6:30pm Music by the Ohio Valley British Brass Band. Jimmy Buffet K of C Parking lot show starts at 5:30pm Friday August 25th. Sept 9th 10am meeting for Concours preparations. at de Weiss park. The Club

Insurance is paid and Stationary also. Caravan to Cleveland- Was a super trip with many happy memories; Louie got a 3rd place Loofit's got 3rd, Zeno got 1st. Tony, Ryan, Tori and Lois got 3rd in the MG Olympics. Barbie got put out of the race but not without a valiant fight! Beer Break 8:32pm Called to order 8:45pm. BCD update; court house square August 4th 11am to 1pm. Friday night East wood park set up. 6pm. John Zeno Speaks. Overnight to Bardstown August 19-20th. If you would like to go meet at Dayton Mall 7:30am in front of Penney's. The motel is the Old Kentucky Home cost \$49.50 including tax. The MG car club will leave on Sunday heading to Shaker village, Herrodsburg, Kentucky. GT25 Morgantown, Tenn. July 18th Meet at K-mart at Indian Ripple by 7am. Lets beat the heat. We will take US35 down and return on July 22nd. You do not need an MGA in order to go. Car show at the Nazarine church at 4pm on Sunday 2nd of July on Fairfield Rd. Items for sale: MG Watch collection, 59MGA, 67red Midget, 74MGB call Jerry Gross at 962-7017. Holly Mullins MGA 1600 \$7,000 399-3133 Springfield ,Oh. Gumball Rally was won by Skip Peterson. Elections are in September The meeting was adjourned at 9:58PM.

From the Editor

Ron Parks

You might have noticed we did not have a car featured this month. If you want to feature your car, let me know and we'll arrange to get the information to the editor.

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.

* Classified *

I am needing to sell my Midget, and I would like to find someone who would continue to take care of it and enjoy it.

It is a:

1976 Tahiti Blue Midget

It's beautiful! I bought it off of a man from Naples, Florida a couple years ago while I was down working for a church in St. Petersburg, Florida. It is a sharp looking car! Runs great! I haven't had to do anything with it except get a new battery. I have stored it the past two winters, and I know that it was always stored while he had it in Florida.

34K. It has no rust. New tires. It could probably stand to have a new muffler, although my brother thinks

it sounds pretty cool.

My Cincinnati Enquirer ad reads:

MG Midget, '76 Beautiful Tahiti Blue Conv. 34K, runs great, must sell, \$5400 /obo 522-8599

I wish that I could hang on to it, but my finances are as such that I need to sell.

67MGB Roadster For Sale \$5,000 OBO Red with black top, black interior, painted wire wheels. No rust, no dents, runs good. Was bought 2 years ago from Lebanon and was maintained by Randy Balogh "Strictly British." Reason for selling: new baby. Available for inspection at 369 Oakview, Kettering, OH. (937) 294-9317.

"53 TD" Hello: My name is Mark Maretka and I live in Troy, Michigan (northern suburb of Detroit). I have a "53 TD" that I am unable to finish restoring. All body parts except the tub and frame have been dipped, zinc chromated and primed. This is a complete car not a basket case!! I drove it home from Illinois where I purchased it. Perhaps you could share with any of your club members who may be interested. Price: \$8,500. Call me for more details: (248) 641-7615 or email msquared@flash.net I have owned 3 TDs and this one is well on its way to being a very nice one!! Thank you very much!

73 MGB, British Racing Green, overdrive, two sets of wheels - knock-off mini-lite's and painted wire. A very nice car! Reasonably priced at \$5,500. Call Tom Davis (937) 882-9606 email tkdavis@glasscity.net

