

THE OCTAGON NEWS

Volume XXXII No.10

AUGUST 2000

IN MEMORY OF JOHN LUCENTE

A Dancing Horse

By Bill Hammond

Ferrari? No it's not Maranello, it's British Car Day 2000 in Dayton Ohio.

With perfect weather and the largest entry ever (223) and greatest number of vendors (13), and with enough great door prizes for almost every second entry (six valued at \$100.00 or more) what more could be expected?

Yes, a horse that dances to Rock and Roll, that's what!

Before Sergeant Pam Whiteman and 'Sam' (her horse) awarded the MetroPark's Mounted Patrol Choice to Jack Price's (of Esther Price Chocolates) 1951 Jaguar Mark V Drop Head Saloon, they then delighted they crowd with a 'Rock and Roll' musical ride.

Sergeant Pam attended the Royal Canadian Mounted Police training center at Ottawa in February, and got to ride the instructor's horse in a display of the RCMP's world famous Musical Ride.

But back to BCD2000, many of the vendors told me they had never had such good food at such reasonable prices at any other car show. No wonder it was a sell out!

What do we do to top this next year? A Lady Godiva ride?



North American MGB 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 August 23, 2000

MG Car Club Officers

President.....	Skip Peterson
phone.....	293-2819
email.....	MGBSkip@aol.com
Vice-president.....	Phil Johnson
phone.....	866-1050
email.....	pjohn1158@cs.com
Secretary.....	Tony Pareaseau
phone.....	849-0132
email.....	BrooklynTony1@Juno.com
Treasurer.....	Matt Schneider
phone.....	427-0074
email.....	mgschne@atiglobal.net
Member at Large.....	Ron Parks
phone.....	322-0717
email.....	MGDRIVER@prodigy.net
President Emeritus.....	Eddie Hill
phone.....	461-6688
email.....	EHILLMGB@AOL.COM
Activities Chair.....	Tim Oricko
phone.....	434-5928
Membership Chair.....	Linda Wolfe
phone.....	429-3292
email.....	bvcl_wolfe@k12server.mveca.org
Octagon News Editor.....	Ron Parks
phone.....	322-0717
email.....	MGDRIVER@prodigy.net
Librarian.....	John Wolfe
phone.....	429-3292
Historian & DIXMYTH.....	Dick Smith
phone.....	434-1750
email.....	rsmithomo@aol.com
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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2 Upcoming Events/From The Pres.

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Upcoming Events**August 2000**

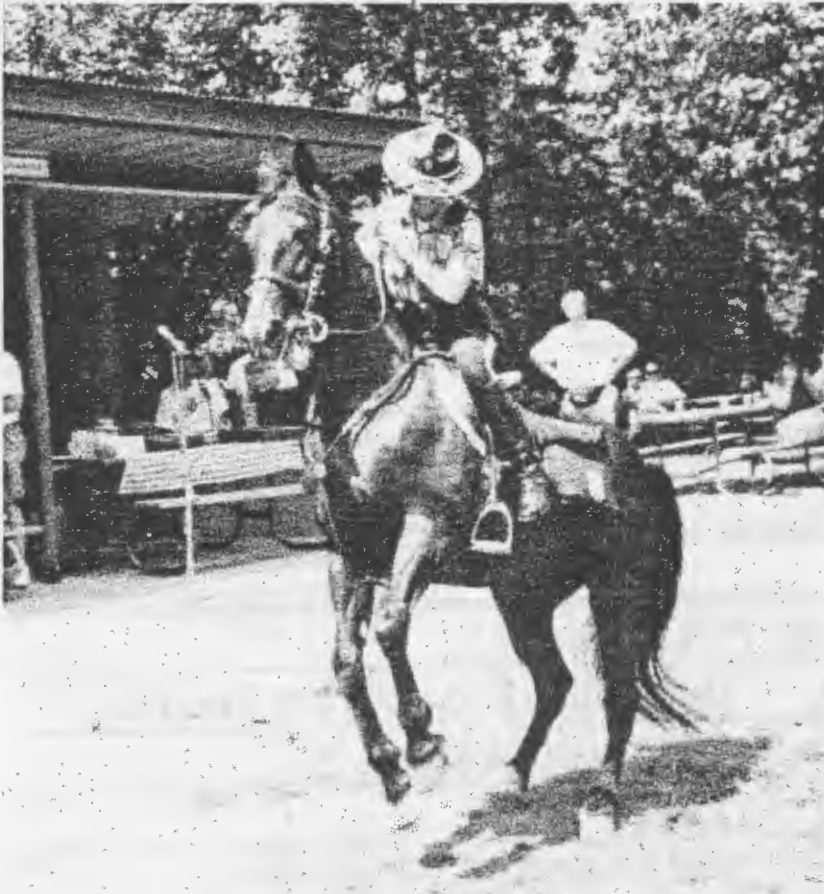
- 5 **BCD2000** at Eastwood Park
 17-20 **Abington Summer Party** Chicagoland MG Club
 19-20 **Kentucky Tour Overnight** Bardstown, with John & Joann Zeno
 23 **MGCC Meeting** at K of C Hall
 25 **Jimmy Buffet Night Impromptu Car Show** at K of C Hall

September 2000

- 9 **Meeting at Museum of Discovery** 10am Concours d'Elegance
 10 **Concours d'Elegance**
 17 **Picnic at Dick Goodman's**

October 2000

- 15 **British Transportation Museum Tour** (Fundraiser)
 15 **Red Brick Rally** In Oxford, OH



Sergeant Pam Whiteman and her horse 'Sam' Photo By Ron Parks

From the President

Skip Peterson

BCD

edition number 16, is history, and it certainly was historic. We finally hit 200 cars, actually, we had 223. We had a dancing horse with a park ranger mounted, cars from 10 states, more vendors than we've ever had, we sold out of food by 2:30, and the grill chef really looked like a chef! I won't go into BCD much further, there are other articles in this issue regarding that. My brief comments go like this; having a preregistered line really smoothed up the entrance, our parking volunteers did a bang up job of getting the people parked, we had no "problems" during the day, at least none that I was aware of, and the main reason for all of that is YOU! We had tremendous support of the club members who literally jump in wherever needed and get things done. This club has a lot of "DOERS" as members, and because of that, we have a car show that is growing each year, making the participants happy, an event that we can all be proud of. It appears that we are now becoming one of "THE" events to attend. Thank you all very much, a truly dedicated and hard working group. I guess we should do it again next year, and I don't know about you, but I can hardly wait!

PS, as if BCD wasn't enough, we could still use some volunteers to serve as class marshals at the Conours d' Elegance on Sept. 10th.

See you at the meeting.

BCD-2000 Award Winners

Submitted By Skip Peterson

BCD 2000 winners

MGCC members in **BOLD>**

MGT 1. **Steve Powell**
AE. **Joe Hooker**
AE. **John Lucente**

MGA
1. **Louie DiPasquale**
AE. **John Lucente**
AE. **Dick Newman**

MGB Chrome
1. **Skip Peterson**
AE. **Mike Moor**
AE. **Tom Davis**
AE. **Earl Falter**
AE. **Dexter Douglas**
AE. **Rick Feedback**
AE. **Mike Maloney**

MGB Rubber
1. **Jim Fisher**
AE. **Dick Smith**
AE. **Scott Rodriguez**
AE. **Charley McCamey**
AE. **Gary Kendall**
AE. **Tony Paraseau**
AE. **Ryan Loofft**

Midget/Sprite
1. **Ed Schubert**
AE. **Larry Youngblood**
AE. **Tim Adam**
AE. **Eddy Cole**

TR 2 & 3
1. **Bill Varnum**
AE. **Richard Windisch**
AE. **Roy Gay**



Best of Show Pat Pinkston, '76 Triumph TR 6 Photo By Ron Parks

TR 4 & 250
1. **Mike Sheehan**
AE. **Tom Fremont**

TR 6
1. **Pat Pinkston**
AE. **Vic Snivley**
AE. **Thomas McCann**
AE. **James Washburn**
AE. **Pete Badas**


TR 7 & 8
1. **Clay Brown**
AE. **Bruce Clough**

Spitfire & GT 6
1. **Bill Brown**
AE. **Roy Owens**
AE. **Louie DiPasquale**
AE. **Jim & Val Green**
AE. **Bernie Jergens**

Jaguar XK
1. **Ronald MacLean**

Jaguar XKE
1. **Gary Jenkins**
AE. **Dave & Debra Castle**

Jaguar XJ/Sedans
1. **Lane Myers**
AE. **Jack Price**



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Austin Healey 3000

1. John Steck
 AE. John Benkovic
 AE. Tim Coons

Austin Healey 100

1. Larry Beasley

Sunbeams

1. John Engle
 AE. Ian Spencer
 AE. Dave Tiettmeyer

Mini

1. Paul Strieby
 AE. Paul Strieby
 AE. Mike Barton

Open Class thru 1960

1. Ted Bernstein
 AE. Don Bigler

Open Class '61 and later

1. Gary Kinney
 AE. Scott Stout

Premier Class

1. **Phil Johnson**
 AE. Greg Sipe
 AE. Joh Clark
 AE. Chris Timpone
 AE. George Chase

Diamond in the Rough

1. **Terry Looft**

Longest Drive

Ron Cripps, MGB Chrome, Paris,
 Ontario, Canada

Rangers Choice

Jack Price, '51 Jaguar

Royal Air Force Award

Larry Beasley, '57 Austin Healey
 100/4

Best of Show

Pat Pinkston, '76 Triumph TR 6

TECH. TIPS & TRICKS

Adjusting Your MGA Choke

Mixture adjustment and synchronisation of SUs seem to be widely understood. Of equal importance is the adjustment of the choke mechanism. If set too rich, the choke will fill the cylinders with raw fuel and dilute the engine oil causing premature bearing, piston ring and cylinder wear. If set too lean, the car starts hard, which drains the battery and overheats the owner.

Of first consideration is the fit of the clevis pins in the choke levers. If these holds are worn larger than the pins, the chokes will not operate through their entire range. New levers and clevis pins are the cure for this problem.

Once the new parts are fitted, adjust the slack out of the choke linkage at the interconnector link. Slacken the top and bottom nut so the linkage is "relaxed", then tighten the bottom nut so that just a bit of pressure is brought to bear on the lever. Do not overcompensate, as this will "pre-load" the chokes and cause over-rich mixtures. Once set to your satisfaction, run the top nut down on the fitting to lock the adjustment. You may want to use an extra nut on the bottom as a lock nut. Now, hook up the choke cable. Give it a turn to the right to help the cable lock work, and don't get the cable too tight; leave a little slack.

The choke cam may be adjusted to suit weather conditions by moving the link rod to the appropriate hole. #1 opens the butterfly a small amount slowly, #3 opens it a large amount quickly. #3 is intended for colder

weather, #1 for warmer climates. Yours may be set at #2 where the majority were set to begin with. If so, you may want to leave it alone, as the #2 setting seems to work in just about any climate.

The choke adjusting screws should be set last of all, and should be backed off completely when setting the idle, and synchronizing the carburetors.

Set the screws equally so they are just shy of the cam, about 1/32". Smear a dab of light grease on the cam face. If the chokes and idle screws do not hold their settings, new tension springs may be in order.

MG T-Series Electrical Problem Familiarity Breeds Contempt



Have you ever had your TD or TF quit on you for no reason? A stupid question, I know, but after what I just discovered, a valid one...My TD would quit after about 3 days of normal driving. It appeared to be electrical, so I would check the distributor every time. After years of this, I would open the hood and move the tach drive out of the way to see the distributor better. Finding nothing wrong, I would check fuses, fuel level, etc. and then it would start right up again. After a number of these incidents, I finally got it through my thick head, saw what was happening, and reset the distributor so the tach drive box would not fall against the contact nut and short it out...again.

(Since T-series distributors incorporate a helical drive gear which meshes with the cam shaft, it is possible to have the distributor timed correctly in any of 4 different positions, 90° apart. Reference to any factory illustration will show that the distributor should be situated so that the ignition coil feed terminal is in the 4 o'clock position when viewed from above. This insures that the tach cable and or tach reduction gearbox can't ground out the terminal.-Ed.)

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

MG Magazine Calling it Quits

Submitted by Joe Hooker

Tuesday, July 25, 2000
For Immediate Release
For more information,
please contact:

PRN Communications, LLC., at
(219) 420-5415
(219) 420-5624 (fax)

MG Magazine to cease publication
after 22 years


After 22 years, MG's long, protracted withdrawal from North America is now complete. MG Magazine, the last remaining vestige of MG's presence in North America, has ceased publication.



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Ironically, it was not for a lack of readers. In fact, MG Magazine had more subscribers than it could comfortably maintain, said editor and publisher Gregory J. Perigo. "Sadly, no publication can survive for long on single issue and subscription sales," he noted. "Advertising is needed to offset the cost of production, and with MG having been gone from the US marketplace for over 20 years now, that is becoming harder to hold on to."

Compounding the problem, Perigo noted, is that unlike many other marques, MG is unique in that there are several distinct clubs, or "registers," serving the MG market. To those who support the MG hobby, that is an issue, he said. "Candidly, many of our advertisers are fighting

for their own survival, too," he noted.

"Most marques are served by one or two distinct clubs that cover the entire spectrum of ownership," Perigo noted. "Here in North America we have far more than that, and all are competing against each other for dwindling shares of advertising dollars. In the end, we are cannibalizing each other."

Perigo hopes to secure an arrangement with another publishing group to honor all outstanding subscriptions.

Enthusiastically supported by Cecil Kimber, the legendary general manager of MG Cars, the title originally appeared in 1933 as the MG MaGazine, and was underwritten in part by MG Cars,

Ltd. It debuted on a bi-monthly basis in 1933, and was the first magazine to be solely devoted to the marque. Publication ceased in 1935 with the advent of Safety Fast!, the official publication of the MG Car Club.

In the spring of 1979, the title was revived by British Leyland USA as MG Magazine, the Official Publication for MG Owners, and this new magazine quickly became a success, establishing a firm foundation among MG lovers. But in October, 1980, production of MG cars ceased at Abingdon-on-Thames, England, which meant that no more new MGs were being shipped to the US. As a result, publication of the magazine stopped.

Such was the outcry that British Leyland decided to revive the title yet again as MG Magazine, the official publication for MG enthusiasts, an independent, advertising supported publication devoted wholly to "...the Preservation of the MG Marque." This meant not only to help the thousands of MG owners maintain, preserve and restore their cars but also to advocate for the return of MG to the United States.

In the Spring of 1981 MG Magazine received British Motor Heritage Industry Trust approval for the use of the MG logo (ironically, that honor was renewed earlier this summer) and the new, expanded independent "Premier" issue was launched by the founder and editor, John Dugdale. In time, many of the most prominent automotive journalists would make contributions to its content. Included among them were David Ash; Anders Ditley, Clausager; Malcolm Green; David Knowles; Dick Knudson; John Dugdale; Phil Hill; Stirling Moss; Mike Allison; John Thornley; F. Wilson McComb; and F. Rivers Fletcher, among others.

"It is a testament to the enthusiasm of MG owners that MG Magazine was able to endure for 22 years without any corporate support whatsoever," Perigo noted. "This is a devastating blow to the momentum of the MG movement in North America."

Minutes of July Meeting

July 26, 2000

By Phil Johnson

The meeting was called to order at 8:09pm. In the absence of Secretary Tony Pareaseau, Phil Johnson was asked to record the minutes (hence the somewhat sketchy material that follows). The minutes of the prior meeting as stated in the July news letter were accept without discussion. The treasurer reported that the current balance was \$693.46. Motion to accept was passed. President Skip Peterson reported that the Club has renewed its membership for another year as an active chapter of The North American MGB Register. This provides \$1million liability coverage for non-competitive events sponsored by our Club but Skip recommends that we should also keep our own coverage of \$1 million. Vice President Phil advised the Club that he has brought a video of a vintage car race which will be shown during the beer Break. This race features a supercharged MG which won the race in the final seconds of the event. He also announced that he had received an invitation to attend The Red Brick Rally to be held in Oxford, Ohio on October 15th. 400-600 cars are expected to turn out for this event. Several (4-5) new members have been added to the Club as a result of recruiting efforts at the BCD Show in Cincinnati and

other contacts. (I didn't catch the names). Ron Parks announced that he did not have any article on a featured car this month and urged members to contact him to get these stories included in future issues of The Octagon News. Activities: BCD Pre-show at Courthouse Square on Friday, July 25th from 11:00am - 1:00pm. Need all willing helpers to fill "goody bags" and set up for BCD at Eastwood Lake Metropark - be there at 6:30pm Friday night. Kof C is planning a Jimmy Buffet Party here in the parking lot on August 25th. We are invited to attend and have an impromptu car show as a part of the festivities (be here at 5:30 - 6:00pm). Tim Oricko announced that there is a car show at Carillon Park on Sunday (August 7th?). John Zeno provided an update on the Club's tour to Bardstown, Kentucky on August 19-20. 17 people are already signed up but there is room for more! We will assemble in front of Penny's at the Dayton Mall at 7:30am. Saturday and take some interesting back roads on the way down to KY. Activities include attendance at the Stephen Foster Musical, Distillery Tour(s?), and many other optional attractions in the area. On our return home on Sunday, we'll stop at Pleasant Hill Shaker Village (for lunch?) before proceeding back to Dayton. Skip Peterson reported on the Cincinnati BCD Show held at Edgewater Park on July 16th. About 200 cars present; some problems with parking, he found a "bargain" in a top frame for his "B" but found that he'll have to shrink the car to make it fit - or find a more suitable frame. Anyone need a top for a Midget? The drive down was via pleasant back roads and was without incident. John Zeno reported that John Lucente was operated on Friday and has suffered from some serious complications. A

moment of silent prayer was offered on John's behalf. Beer Break at 8:34pm. The Kof C will have a raffle on Sept. 15 with a grand prize of \$1,500. Included in the cost of a ticket is an open bar and food. Dick Smith has been asked to write up the Club's history (35years) for a featured article in MGB Driver magazine (NAMGBR). No Tech Tips offered. Several cars including a 1957 MGA Fixed Head Coupe were mentioned as being for sale along with various and sundry MG parts (see Hooker). Terry Looft is planning on a 2 1/2 day drive to St. Paul, Minnesota to attend MGB 2001 in June of 2001. Anyone interested in joining him? Dave Gribbler reported on his attendance at NAMGAR GT25 held in Morgantown, West Virginia on July 18-21. Club Picnic will be held at Dick Goodman's on September 17th. A British Museum Fund Raiser tour is scheduled for October 15th. John Wolfe will handle the details. Next Club Meeting will be on August 23rd Elections are in September. Meeting adjourned approximately 9:30pm.

From the Editor

Ron Parks

W e will miss the advice about our cars and the good times that John Lucente freely offered. John always enjoyed our tours and other club events. At the end of each meeting after the Gumball Rally, we will all miss hearing that familiar wail: "I haven't won since Urban Suburban!" Of course we know he had won, but just the same it brought a smile to our faces and is something

about John that we will fondly remember.

I wish to thank Bill and Hazel Hammond for mailing the newsletter this month. I appreciate the support.

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

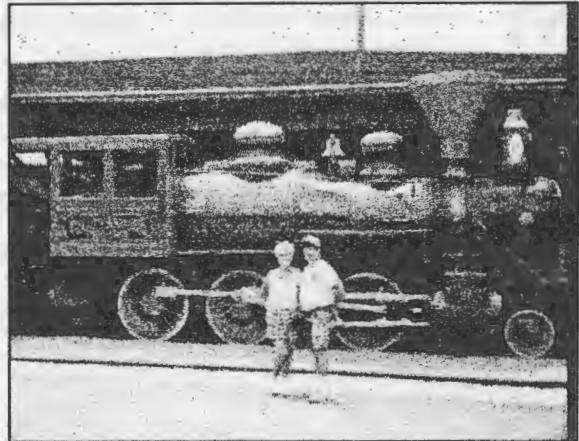
Wanted: Looking for an MG"TD" Good condition - no rust. Not necessarily show condition, but not looking for a rebuild project. Contact Steve Markman 937-434-2908 (h) or 937-255-8512 (w).



Once again this year, tragedy hits our ranks, and we are all forced again to deal with not only our own mortality, but the loss of a close friend. Whether you knew it or not, John Lucente was your friend. If you belonged to this club, John was your buddy. While John's life was far too short, we can all find peace in the happiness and fun he had along the way, and the thousands of smiles he shared with all of us. Take him to a car show, or go for a ride in the TD, the "A" or even the T-Bird, and he was smiling. Ask him for a hand with a part or something, he was smiling. Share a glass of wine or a cold beer at the Bella Villa Hall and John was smiling. Maybe throw a Jart or play some bocce with him, he was smiling. Anyone remember a club event that John wasn't at???

Somebody write that date down, because as near as I can tell, unless he was with Zeno at a N.A.M.G.A.P.G.T., he was wherever we were. Many of us last saw John at BGD in Cincinnati, another good day, cruising the back roads with the tops down, talking cars, and hoping and praying that John's upcoming surgery would give us new hope. Little did we know that we wouldn't be with John again, behind the wheel of a car or sharing a beer and another story. Yes, that Italian character won't be with us in person, but we'll certainly never forget him, or his spirit.

God Bless you John, and may all the roads ahead be smooth and sunny. Skip Peterson





John Lucente

1937 - 2000

British Car Day 2000 Photos By Skip Peterson

