

THE OCTAGON NEWS

Volume XXXII No.11

SEPTEMBER 2000

IN MEMORY OF MIKE ORICKO

A Farewell

By Ron Parks

Mike Oricko wasn't one of the founding members of the MG Car Club Southwestern Ohio Centre, like Dick Smith is, but he had been in the club for almost as long.

When I interviewed Mike last year to capture his article featuring his or Tim's, depending on which one you talked to, MG Midget, his eyes sparkled as he talked about an earlier time, taking his wife Mary for rides in the MG around the neighborhood. In later years he enjoyed riding with his son Tim to MG events too, but I know it was taking his sweetheart for rides that made-up his fondest MG memories.

The people of the MG Car Club were very special to Mike. He told me so. In spite of his difficulty getting around, Mike always enjoyed club events, especially the Christmas party. We will miss him!

You might want to reread "My Little Tin Can" by Mike Oricko in the January issue of the Octagon News. It truly tells the story in his own words.



Photo By Linda Parks

ELECTION OF OFFICERS

MG Car Club Officers

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Online Club..... http://clubs.yahoo.com/clubs/mgcarclub



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 September 27, 2000

Inside This Issue

- | | |
|-----|--|
| 2 | Upcoming Events/From The Pres. |
| 3 | Kentucky Tour |
| 5 | Autocross |
| 7 | Tech Tips |
| 8-9 | Election/Patty/Minutes/Editor/Classified |

Upcoming Events**September 2000**

- 9 **Meeting at Museum of Discovery** 10am Concours d'Elegance
 10 **Concours d'Elegance**
 17 **Picnic at Dick Goodman's**
 27 **MGCC Meeting** at K of C Hall

October 2000

- 15 **British Transportation Museum Tour** (Fundraiser)
 15 **Red Brick Rally** In Oxford, OH
 25 **MGCC Meeting** at K of C Hall

November 2000

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

December 2000

- ? **Christmas Party**

one of the last I know of. While the rest of us use the phone or send an e-mail, John would sit down and write a letter. I regularly receive one after BCD with his thoughts. His penmanship was beautiful, and he was truly a wordsmith. Over the years I received many letters from John, who only lived 5 blocks from me. It always brought a smile to my face as I sat down to read over his thoughts. I'll miss the letters, and the bright yellow Triumph Spitfire, and John's smile.

Obviously this is my last column as President, and I want to thank all of you for the honor it has been to serve you and the club. We've done some pretty neat things this year, developed a new logo, redesigned the newsletter cover, got windows decals, purchased a banner and club tent,

From The President

Skip Peterson

I do hope that if I ever get to write another column for this car club, that I can start it out on a lighter note than the past few. More bad news hit us this month. As I arrived at the club picnic last Sunday, we had just gotten word that Mike Oricko had died. Great way to start a party. Mike had been dealing with some health problems recently, but had just undergone surgery on his knee a few days earlier and was watching the Olympics at home when he was stricken. We'll all remember Mike at the meetings for his opinions, always clear and concise, there was very little gray in Mike Oricko's life. A true fanatic about cars, it was passed on to his son Tim, who has more little known facts about cars stored in his mind than most anyone I know. Tim and Mary, our thoughts and prayers are with you during this trying curve on the road of life.

Our good friend, John Clark of the Triumph Club, also lost his battle

with cancer earlier this month. We'll all miss John at the car shows and cruise-ins, but there is something very special about John that I'll miss the most. John was a letter writer,

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Mike Barton

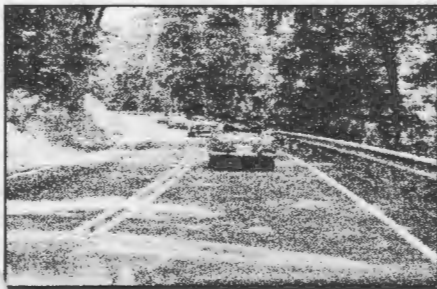
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e-mail: MgAutomotive@netscape.net

cruised to the national B register convention, held another successful BCD, and bought enough club stationery to last a lifetime (little joke there.) I do believe that we are growing our club each year, with more activities, recruiting new members and having trips and programs that the membership enjoys. I've had a lot fun this year and I appreciate your support and volunteerism. Now, it's time for someone new to step up and bring new ideas and enthusiasm to the MGCC, SW Ohio Centre. Don't be shy, it's fun, rewarding, and it really isn't all that much work. Let the campaign begin.

On a final note, The Discovery Concours committee and I would like to thank all of you for your help as class marshals this year. Sorry about the weather, but once again, we wouldn't have been able to pull it off without your help. I hope we can count on some of you again next year. Our best of show winner, Thomas Brumley from Findlay, will likely join us at BCD next year. Seems he has a MG TF along with his Pierce-Arrow. I actually suggested that he join our club, and who knows, he just might!

Skip Peterson



Great MG road in Ky Photo By Lucia Hooker

Bardstown Kentucky Tour

by Phil Johnson

The weather was great, the cars were ready and the timing was (almost) ideal! Six cars and their 11 occupants met bright and early (7:30am!) at J.C. Penny's parking lot at the Dayton Mall on Saturday morning, August 16th for the "grand tour to Kentucky". The field consisted of two "Bs" one "A", one "TD", a 2-wheeled "B hybrid" (trailer) and a British? Volvo. Two additional cars had been scheduled to be a part of the tour but last minute problems (mechanical and personal) resulted in their being "scratched". Our "Wagonmaster" John Zeno had laid out a route which took us south on I-75 to I-275 where we proceeded

west to Indiana where we picked up SR-50 and followed it and along the beautiful Ohio River to Rising Sun. There we picked up Route 56 and continued along The Ohio until we reached Markland Dam where we crossed the river into Kentucky. This was our first (and much needed!) rest stop. A short drive into Warsaw (Kentucky - not Poland) and we were soon on Scenic Route 127. Up to this time, traffic had been light and we had made good time on the highways and byways of Ohio, Indiana and Kentucky. That changed a bit, however, as we discovered this was the week (and route!) of "The World's Longest Garage Sale" This is an annual event which invites residents living along route 127 (from Covington? to Chattanooga?) to display a wide array of "stuff" in front of their properties in the hopes that someone will stop by and haul it away (for a price)! As a result of these 'wall-to-wall' garage sales traffic slowed down a bit as we dodged cars stopping suddenly in



MG Car Club was truly welcome in Bardstown

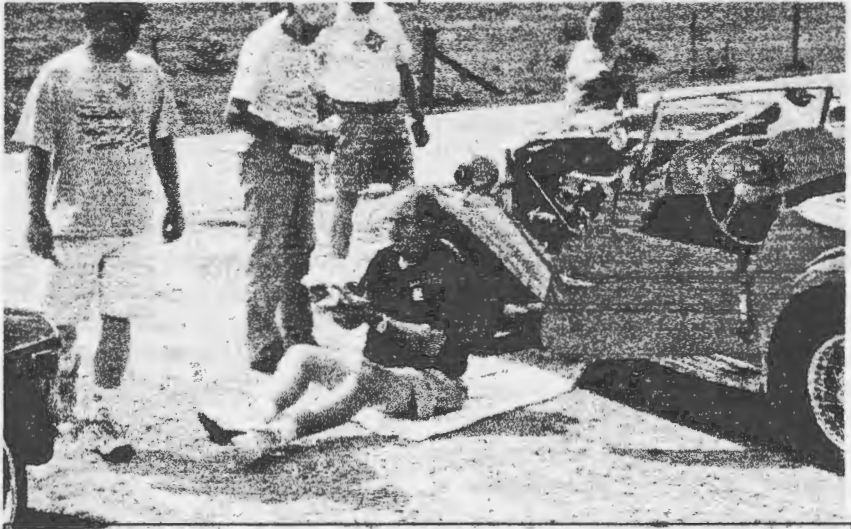
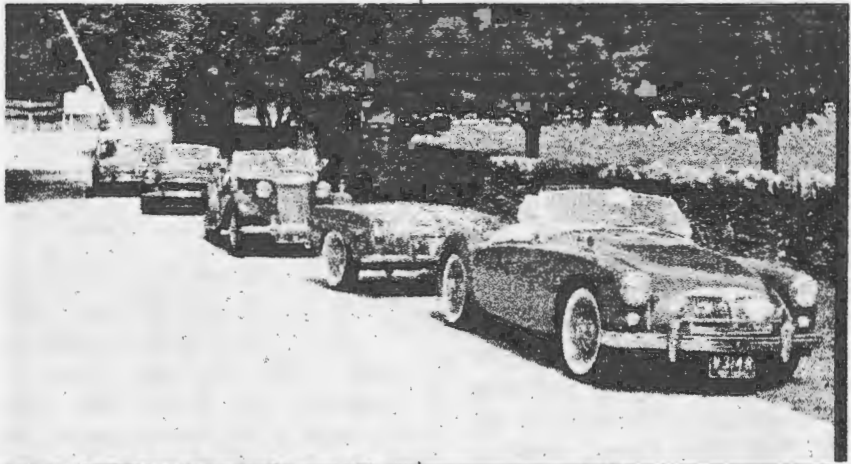
Photo by Steve Zeno

search of "bargains". I'm pleased to note that no one in our caravan made any such stops - but one or two were "tempted".

Lunch break was at Frisch's in Frankfort - right on schedule! We continued south on 127 until we hit The Blue Grass Parkway then continued on into Bardstown. . As we approached the town, a light airplane kept circling over us and I surmised that he "must be an MG owner". Shortly after our arrival at The Old Kentucky Home Motel a guy in a beat up van pulled in and introduced himself as the pilot who had followed us into town! He just wanted a closer look at our cars!

The beer was cold and the lounge chairs on the front lawn of the motel were comfortable as we relaxed in the shade of a large oak(?) tree after our scenic (but long!) days journey. Dinner "across the street" consisted of a buffet with lots of everything - including cherry cobbler with soft ice-cream (mine got "stolen") After a couple more beers we boarded a yellow school bus and headed off to the theater to see "Stephen Foster, The Musical". The show was great and featured lots of glamorous folks in period dress singing a variety of Stephen Foster songs. Back to the motel there was time for a couple more beers before "hitting the hay".

Wagonmaster John had us up early



Top: MGs at Shaker Village. Bottom: Joe Hooker works his magic. Photos By Joe & Lucia Hooker

Sunday morning for a quick breakfast and a fuel stop across the street before leaving at about 8:30am to start our trek home. Our first stop of the morning was a tour of Old Fort Harrod in Harrodsburg located about an hour south east of Bardstown. The tour of the Fort was interesting and gave us another chance to relax under the shade of a huge osage orange tree before heading out for The Shaker Village of Pleasant Hill. Shaker Village is the largest community of its kind in America and covers some 2,800 acres with 33 original 19th century buildings. The Shakers as a unique sect have largely died out (probably as a result of their

belief in a celibate life!) We toured a number of the buildings before getting down to the serious business of eating lunch. The food was great! and lots of it! Moreover, it was served with alacrity.

Following our leisurely lunch we departed Shaker Village about 2:30pm and headed for home. Our trip home was basically a retracing of our earlier route across Kentucky on route 127. Up until this time we had had no mechanical or electrical problems with any of the cars and were beginning to think those stories of reliability problems with British cars were just a bunch of "old wive's tales. Then it happened! as we were

driving down a long hill on route 68 in preparation to cross the Kentucky River, I discovered that I didn't have any clutch on my "TD"! "Fast Eddie", behind me, commented over the two-way (make that 5-way) radio "Grind me a Pound" as I attempted to downshift in preparation for the uphill drive ahead of us. Since I had only 4th gear, I kept urging John Z. to "keep it moving" along with some other words which do not bear repeating in this "family publication". But the next uphill was more than my 54 horses could handle so we pulled over to the side of the road in front of a "Good Samaritan's" house. Without being asked, Joe Hooker crawled under the car and diagnosed the problem with alacrity. It seems we had lost a woodruff key that connects the clutch pedal linkage to the clutch cross shaft in the bell housing. Our "Good Samaritan" homeowner had no suitable replacement on hand but did tell us that there was a Tractor Supply Store "just 5-6 miles down the road". A quick trip and 92 cents later we returned with the replacement key and a couple of cotter pins. Again Joe went to work under the car and the necessary repairs were accomplished with alacrity. A Big Thanks to Joe for his experience and willingness to step in when a "brother" Club Member was in need of help.

The rest of the trip home was without incidence and we thoroughly enjoyed the fantastic beauty of the Kentucky countryside as well as our trip alongside the Beautiful Ohio River. We arrived back in the Dayton area just after dark - tired but happy we had been able to see and drive some great "MG roads" on a fantastic August weekend.



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NOTE: If you don't know the meaning of "alacrity", just ask Betty or Fred or Eddie or Joe or Lucia, or John or JoAnn or Phil or Nancy. Otherwise, you could always look it up in the dictionary!

Autocross

by Ron Parks,
Technical advisor, Tom Davis

When I pulled into the VA parking lot, I saw groups of people standing around the parking lot amongst orange cones. What is it that's going on here? It's Autocross. I learned later, that participants take turns working the cones, being spotters, etc. so that each can experience 45 seconds, or less if things go really well, of pure exhilaration, when it's their turn to race!

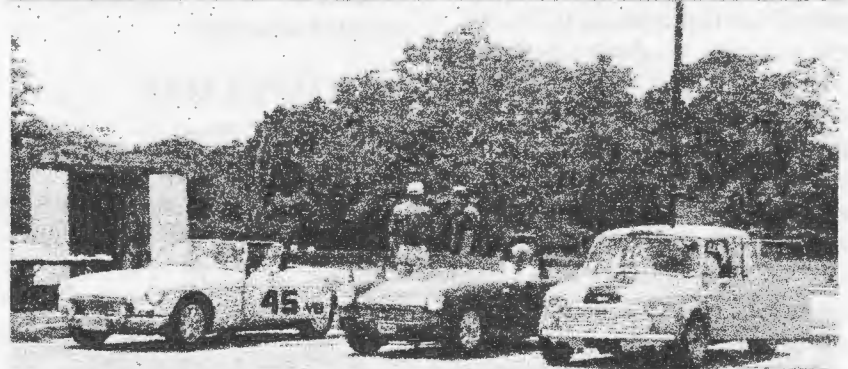
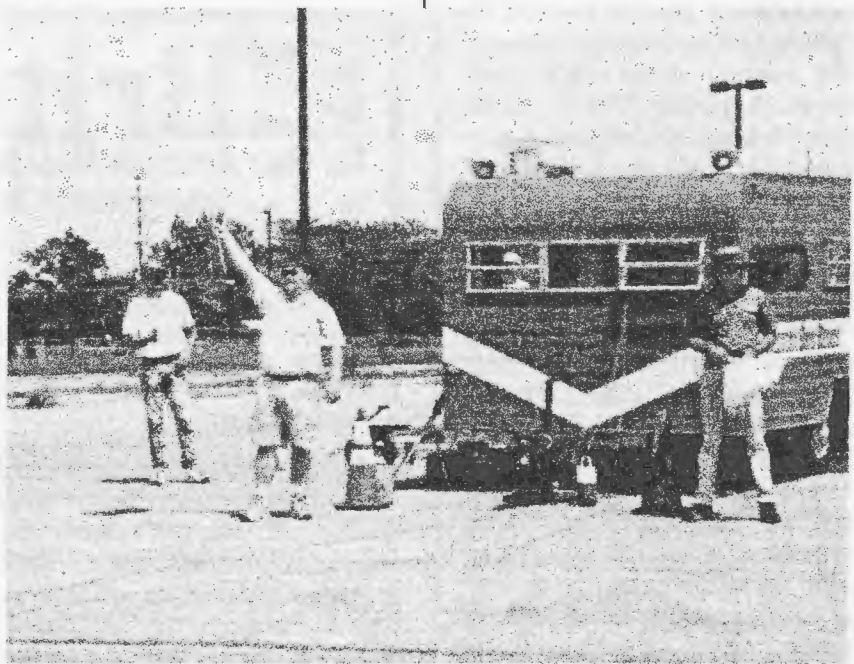
Last summer when I caravanned to Mid-Ohio with Tom Davis, he told me about driving Autocross, something which I knew nothing about. Tom and his friend Greg both drove Autocross and Greg's daughter was getting involved with the sport as well. I got to thinking that if I knew nothing about Autocross, then chances are good that many of you

may be uninformed about the sport too. So, I asked Tom to write an article about it for the Octagon News. Well, time passed, the 1999 Autocross season was over and still no article. About this time Tom did send me an article about his trip to The Netherlands, which was very interesting. I called Tom and suggested we wait until next summer (2000) to do an article on Autocross and told him that I would write the article, if I could ride with him in an Autocross event. The deal was struck. The payoff came on Sunday July 16, 2000 at the VA Hospital in Dayton.

Rather than riding to the event with Tom and spending the day, I followed Tom's suggestion to show up around 10:30am. He said they wouldn't start running until around 11:00am and then I could leave anytime I'd like and not have such a long day of it. Prior to my arrival, participants had arrived, registered their cars, prepared their cars and had them inspected. The tech. inspection checks for things like throttle return springs, loose king pins or other parts in the front end, loose wheels, things that could cause a crash. Also, the battery must be fastened down and there cannot be

anything loose inside the car. Even a floor mat could move around and is considered a safety hazard. Following the tech. inspections, everyone walks the course that has been laid out by the officials, memorizing the general layout and studying the technical aspects to determine the optimum racing lines. All of the official event workers are SCCA members, but everyone takes their turn at the other various jobs required to put on an Autocross event. All this effort, so that when it's their turn, they can hot rod around the course, like they can't do (legally) on the street. It's seems like a lot of work and a long day for a few seconds of racing, but everyone doing it, agrees that it's worth the effort.

To get back to the groups of people I saw milling around the parking lot. It's their job to replace any cones that may be knocked over by drivers running the course. They hold these cones in the air until a spotter near the scoring trailer raises a flag indicating that he has seen the cone. Two seconds are added to the driver's time for each cone he hits during the run. Mike Barton, of MG Automotive and Tom Davis, both members of the MG Car Club, were spotters for the first heat, working heats 1 & 3 and racing heats 2 & 4. They as well as Bob Mason, another MG Car Club member, were racing in the Vintage class. There are classes for virtually everything from the family sedan to full race prepared cars, including open wheel. The Vintage class is further broken down into A, B & C classes. These classes are based on engine displacement: A = larger than 1800cc, B = 1300cc to 1800cc, and C = under 1300cc. The number on the side of Tom's MGB, 45 VB, represents his identification number (45) within the Vintage class B (VB). Mike Barton's mini has the



Top: Mike Barton & Tom Davis work the flags at Autocross Bottom: Tom Davis confers with Steve Miller of MG Automotive, while Bob Mason in his Sprite and Mike Barton in his Mini, wait for the next heat. Photos By Ron Parks

same number (45) but is in Vintage class C (VC). Bob Mason in his Austin Healey Sprite is identified as (9VC).

As time drew near for Tom's first run, I selected a helmet from the box of loaners by the starting line. I got in and buckled up. A by-stander had agreed to photograph our run with my camera. I wanted to take the

camera with me on the run, but remember the rule: "No loose objects inside the car." This is strictly enforced. As you can see in the photo on the next page, Marty Miller got a good shot of Tom and I going into the hairpin turn Tom called the box. The acceleration coming out of the turns really got the adrenaline pumping. I was surprised at how much the car slid around as Tom

attempted to find the quickest way through the course. It was the most exciting 45 seconds of my day, for sure! Tom bettered that time by a couple of seconds in a later heat and without a passenger.

After watching and photographing the next two runs, I headed home. Tom tells me that at the end of the day, awards (Medallions) are awarded to the driver with the fastest time in each class. Tom did not win that day, but Mike Barton won the Vintage C class, beating Bob Mason who had beaten Mike the previous time out.

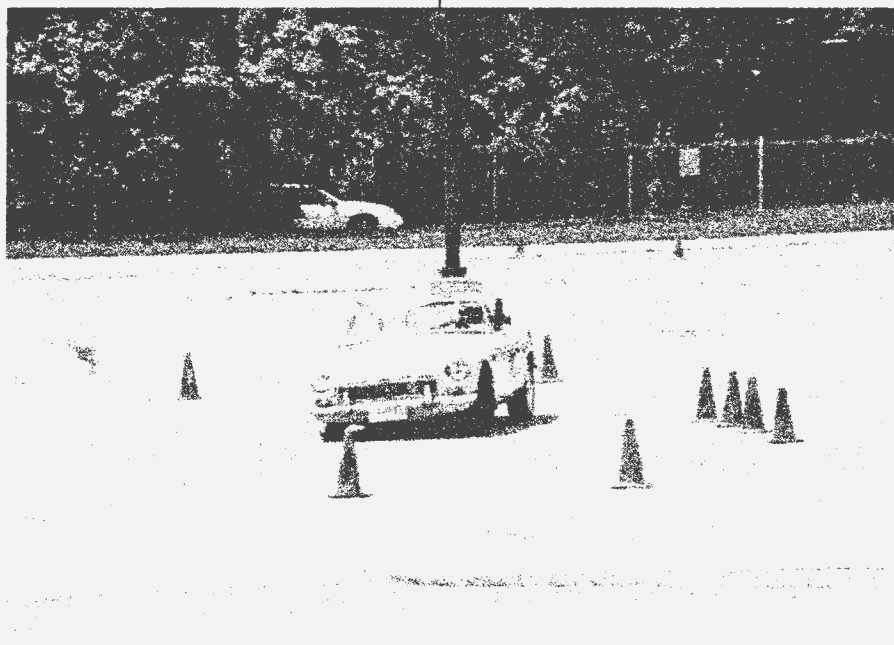
All in all it was a fun day. I learned something about Autocross and had an exciting ride. It's a fun sport to watch or participate in. And, the nice thing about it is that you don't need a race car in order to compete. Contact Tom, Mike or Bob if you're interested in going to watch. They can tell you when and where the next event will be held. Who knows, you may even catch a ride with one of them as I did?

TECH. TIPS & TRICKS

Camshaft Upgrade

During a camshaft upgrade job on my 1972 MGB, I came across a real road block that threatened to stop the whole job.

I was slowly but successfully disassembling the engine which had been left in the car and felt I was on a roll after finally dropping the sump pan (aren't those numerous sump bolts a pain?) and pulling the oil pump.



Tom Davis and Ron Parks in the Box at Autocross

Photo By Marty Miller

I came around to the front of the car and decided the next thing was to remove the crankshaft pulley retaining bolt. No problem. I persuaded the folding washer back to be flush with the pulley and fitted the correct size socket onto my 1.5 breaker bar. Those of you who have been there will know what happens next. The engine turns over. Putting the car in gear and applying spirited high velocity impacts to the bar did nothing but rock the car. The bolt was ON there!

I have owned several MGBs over the years and the experience with them has taught me a great deal. One of the most useful lessons, and the hardest to follow, is just to walk away when you're beaten. It's far better to come back calm and prepared rather than get all worked up and eventually do some real damage.

After the calming effect of a couple of English beverages, I was graced with a plan. I ran down to the car and while looking into the engine bay

momentarily kicked over the starter motor, (after disconnecting the coil and returning the transmission to neutral). Sure enough, the pulley turned clockwise-I had a chance!

I placed the breaker bar back on the nut and laid the handle against the inner fender wall on the driver's side. Then with trembling hand I again blipped the starter. With a loud "CRACK" the bolt broke free and spun right out of the pulley!

I just leaned back in one of those solitary, pensive moments when you know you have mastered your machine. I suddenly had enough energy to work late into the night, sure that nothing could stop me.

The sound of that high-lift cam and the feel of the extra BHP has transformed my MGB into a tiger and I can highly recommend the cam upgrade kit from Moss, especially for later MGBs which suffered from "detuned" cams right from the moment they left the Abingdon Factory.

(While this works, we would advise anyone undertaking this operation to exercise extreme caution.)

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

Patty Wins Award/T-Bird

Submitted By Linda Wolfe

Patty Briley just took 1st place (The Head Kernel's Choice Award) for her 1955 Thunderbird Roadster that she and John Lucente restored.

A quote from the Beavercreek Newspaper: "This award will always be kept dear to me since this is the first time the car has been out since its restoration and the passing of my late husband, John Lucente."

Election of Officers

By Ron Parks

Nominations Submitted by Fred Shaneyfelt

Election of officers for next year will take place at the September meeting of the MG Car Club. Make sure your dues are paid, so you can participate in the election. Only members in good Standing are eligible to vote, submit nominations and run for office.

If you're interested in holding an office, let that be known so that your name can be put into nomination. If you're not interested in holding office yourself, then think of someone you might like to nominate. Oh, and if you're thinking about nominating me, Ron Parks, then be prepared to take over the duties of Newsletter

Editor yourself. That should take care of that.

These two nominations were emailed by Fred Shaneyfelt: Its that time of the year again, ELECTION TIME. I would like to place into nomination for President: Terry Looft and Treasurer: Betty Shaneyfelt.

August Meeting Minutes

August 23, 2000

By Tony Pareseau

The club received a thank you card from Patty. The minutes were moved to be accepted.

The treasures report: Income for August was \$37.66. Expenses were \$52.93 leaving a balance of \$678.34. We haven't received any funds from BCD as yet.

PRES REP- Skip would like to thank all who helped, we had great weather, 13 vendors. We sold out of all food, and rave reviews. Dick Goodman brought up idea of donation to charity. Discussion led to the consensus that this was a bad idea. There was some discussion on the Morgan Car O at BCD. We could have an open luxury class or a whiners class. We should try and have better signs leading to the show. The ones we had were too small and too few.

VICE PRES-PHIL JOHNSON Report on the club's trip to Kentucky. There was a small problem with it being the same weekend as the Garage Sale Days, but other than that, the trip was wonderful. There was a great

outing at Fort Hanid and special clutch race. Thanks to Joe Hooker for "a plumb" and "Alacrity".

MEMBERSHIP: Linda Wolfe brought to out attention we have several new members gained through BCDays Craig & Michelle Anderson - 52TD, Ian & Kathy Cunningham- 63MGB & 75 MIDGET, Bob & Pamela Higgins - 57MGA, Gary Kinney- 61 ROLLS ROYCE SILVER CLOUD II, Steve & Helen Markman- looking for MGA, Jonathon Priest- 78 MIDGET and Reuben Wasserman - 53 MGTD. There will be six gumball ralleye drawings.

NEWSLETTER EDITOR: Ron Parks has asked for feature car please help him out!!

On BCDay, Jeff Zorn had to hire two tapis to get his goods to the show, now that is dedication.

ACTIVITIES CHAIRMAN: Tim Oricco mentioned the following events: Jimmy Buffet Show at the K of C August 25th. Be there before 6 p.m. Joe Hooker will be heading this up. There will be food, music and margarita's.

Sept. 9th at 10 a.m. Saturday there will be a rehearsal for the Concourse in the Museum parking lot. Sept 10th at 7a.m. be there ready to start and we will be done by 2:30p.m.

Sept. 17th Fall Pick-a-Nick at Dick Goodman's. Bring a covered dish. Meat and drinks are supplied by the club. Starts at 2p.m. eat at 5p.m. Sept 23rd Party in the Park 4-7 p.m. No trophies just a fun evening. (from Dayton) St Rt. 235 north to Martin Chevy dealer. Turn right at Styer. Travel one light, then one stop sign. Turn left on Weinland. go up one street, and park entrance will be on your left. Raynor Park.

Beer Break :-) 8:45 p.m. Beer Break over :- (9:05 p.m.

A suggestion was made to donate our magazine issues in our library, to the British Museum of Transportation. Also two BCD shirts. Tech. tip: From the little British Car Co. to extract pilot bearing, fill the center hold with grease, take a dowel rod the same diameter put in bearing hole and hit with hammer. The hydraulics of the grease will force the bearing out.

Oct. 15th, there will be a fund raiser for the British Museum. It will be in the form of a tour costing \$10.00. More will be brought up at the September meeting. There is a covered Bridge tour in Park County Indiana, Nov. 4th with Dick Brown, not much interest generated.

CLASSIFIED: John Wolfe: 79 MGB - 79k miles, presently under restoration. \$1200.00 negotiable. Tim Oricko has British Model Cars for sale Jack Smittle has a 1957 MGA asking \$7500.00 (614) 882-6191 MGTjack@aol.com. Sam Smyth Repair Shop Imported Car service in Cincinnati. Skip Peterson-convertible top frame for MG MIDGET.

There will be elections next month so bring dues to current. Sept 27th is the next meeting.

There will be the first annual meeting for the British Museum of Transportation with Dick Smith at Casano's on Stroop Rd. at 7p.m. There will be food & meeting starts at 8p.m. Wed. August 30th.

Bill Hammond will investigate the changes in license plate requirements and report back

GUMBALL RALLEYE:
Shirts: Dick Goodman
John Wolfe

Tony Pareseau
Joe Hooker
Louie DePasquelle
MEETING ADJOURNED
9:30 P.M.

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: 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 *

1976 Tahiti Blue Midget

Reduced Price \$3,700

Passed Ohio E-check!

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.

MG Midget, '76 Beautiful Tahiti Blue Conv. 34K, runs great, must sell, \$3,700 /obo (513) 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" 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. Price: \$8,500. Call me, Mark Maretka, 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!!

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

MGB Parts For Sale: Transmission and other assorted parts for cheap! Call Phil Keller (740) 881-1173

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).

Michael Anthony Oricko

*Age 83, passed away Sunday, September
17, 2000 in his home. Mike was born in
Bethlehem, PA, on October 27, 1916.*



Michael Anthony Oricko

October 27, 1916 - September 17, 2000

Autocross Photos By Ron Parks

