

THE OCTAGON NEWS

Volume XXXIV No.7

May 2001

DRIVE YOUR BRITISH CAR - WEEK

SPRING TOUR & CRUISE-IN

From the President

Phil Johnson

Several months ago I bought a used laptop computer for the primary purpose of keeping in touch with the "folks back home" via e-mail while Nancy and I are out and about on our frequent travels. That arrangement has worked out just great! While in Florida in March and Hawaii in April/May, I was able to send and receive messages from friends and acquaintances from around the world - but mostly from members of the MG Car Club and The Miamisburg Historical Society of which I serve as Vice President. Through the magic of e-mail, I've not lost touch with all that is going on back here in south-western Ohio. I received a nice note from Steve Markman who informed me about the Spring Tune up Clinic held at Matt Schneider's garage. A special "thanks" to Matt for hosting this event each year. Unfortunately, I've been gone each of the times that this event has been held, but am planning ahead to be able to make it next year. I also received several messages from "outsiders" who had something to sell or promote to the Club. These were promptly forwarded to Linda Wolfe or Ron Parks. One shortcoming (of having a lap top with me) I did discover, was the fact that my Address Book for e-mail



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 23, 2001

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WebPage.....	
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.....	http://clubs.yahoo.com/clubs/mgcarclub

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Upcoming Events**May 2001**

- 6 **British Swap Meet & Car Show** in Wadsworth, OH
 13 **Autocross Points Event #2** at Dayton VA Center
 19 **Germantown Tour and Cruise-in** (Tentative Date May 19)
 23 **MGCC Meeting** at K of C Hall
 27 **Autocross Points Event #3** at Dayton VA Center

June 2001

- 10 **Autocross Points Event #4** at KilKare
 22-24 **Sprint Vintage Grande Prix** at Mid-Ohio Sports car Course
 19-27 **Drive your British Car Week 5th Annual**
 27 **MGCC Meeting** at K of C Hall

July 2001

- 1-4 **MG International Minneapolis Caravan** W/Terry & Carole Looft
 15 **Autocross Points Event #5** at Dayton VA Center
 21 **London to Brighton Run** sponsored by Indiana British Car Union.
 22 **BCD 2001** Cincinnati OH
 25 **MGCC Meeting** at K of C Hall
 26-29 **French Lick GOF T-Series Gathering of the Faithful**

August 2001

- 4 **BCD 2001** Dayton OH (MG Car Club & Miami Valley TR)
 5 **Autocross Points Event #6** at Dayton VA Center
 22 **MGCC Meeting** at K of C Hall
 26 **MGCC Summer Picnic & 35th Anniv.** at Dick Goodman's

September 2001

- 16 **Autocross Points Event #7** at Dayton VA Center
 21-23 **Indy British Motor Days** Indianapolis Raceway Park Don Haynam 317-887-3867 or email mgdr@Quiknet.net
 26 **MGCC Meeting** at K of C Hall

October 2001

- 6-7 **Easley Vintage Grand Prix**, Indianapolis Raceway Park contact Brett Johnson 356drb@Indy.com
 14 **Autocross Points Event #8** at KilKare
 24 **MGCC Meeting** at K of C Hall

November 2001

- 11 **Autocross Fun Event** (Snow if we're lucky) at Dayton VA Center
 28 **MGCC Meeting** at K of C Hall

December 2001

- ? **Christmas Party**

Pres. (Continued)

was stored "back home" on my desk top computer and was not accessible from my lap top. Some of you more computer literate members may have known this but it came as an unwelcome surprise to me. A big THANK YOU goes also to VP Terry Looft for presiding at the April meeting while I was gone. It's great to have so many able and willing members whom you can count on regardless of the leader's absence. Back home again, we've had some great weather to get the TD out on the road and I'm pleased to report that all is well with the car after its winter hibernation. I'm looking forward to our Spring road tour on Saturday, May 19th when we take to the back roads of Germantown with a "rest stop" at MC Cabe's Pub in Eaton. We'll return to downtown Germantown in time to line up on Main Street for the first G'Town Cruise-In of 2001 - with British Cars as the featured marque. Thanks to Ernie Streifthou for setting this up. It should be fun for all - and an appropriate beginning to The 5th Annual Drive Your British Car Week. Plan to join us as we meet at 12:00 Noon at the Miamisburg Plaza Shopping Center before taking off on the tour.

Phil



Member Featured Car of the Month

"It was Worth the Wait"

By Kent Hamilton

It is the dream that many fathers have. To be able to work with your son on a project that you can enjoy together, both as you are completing the project and long after. Back in the fall of 1995 that was the dream of my son, Kyle, and I. We decided that we would find a car to restore so that when Kyle turned 16 we would be able to enjoy taking rides together and celebrate our achievement. With Kyle being 13 at the time, that would give us 3 years to complete the project. Sounds pretty good, huh?

So, in January of 1996 we searched and found a 1976 MGB. It was the perfect size car and everyone that I talked to said they were very easy to work on. We were all excited as we drove it home in freezing weather from Huber Heights to West Alexandria. We didn't mind the cold so much. We also didn't mind some of the rust and general highly used condition of the car. We were too excited to have our "project".



My father has a very large building and we convinced him to loan us a corner to work on the MG. We started to look it over and take inventory of the things that would have to be fixed or replaced in order to get the car in better shape for cruising around. Eagerly we started to take things off the car in order to get it ready for restoration. By the time we got done, all that was left was the sheet metal and the engine. The engine, transmission, and rear end had sounded pretty good when we brought it home, so I didn't plan to do much to the power plant.

I learned that it can be very hard to maintain enthusiasm for a project if it is not located at your residence. That became very evident to me when two years went by and we still had a stripped down car and nothing more. My father was starting asking about getting the corner of his barn back, so we got busy and arranged to take the car to the body shop to have a little bit of the rust taken out. That little bit of rust turned into some new sheet metal. After replacing both front quarter panels, hood, rocker panels, door skins, and lower rear

quarter panels we were certainly happy about one thing – there was no more rust on the car. Kyle and I settled on Mulberry as the color of choice, and on Thanksgiving weekend of 1998 we brought the new rebuilt and painted car back to our house for completion of the restoration. I can't tell you how excited we were to get things done and get our project on the road.

As we started to take a look at the parts that we had taken off the car to prepare it for the body shop, it became apparent to us that we needed to put some newer parts back on the car to keep with the awesome body work that we now had. That meant I had to come up with something very important called money to get it done.

Three years, lots of new parts, and many many many hours later our dream has finally come true. What kind of parts do you ask? How about fuel pump, ignition switch, dash pad, running lights, headlamp assemblies, body trim, brake system, clutch cylinders, light bulbs, sun visors, convertible top, exhaust system,

seals, screws, nuts and bolts, just to name a few. In addition, we purchased a complete interior kit and re-upholstered the interior, including rebuilding the seats from the frames. For Christmas 2000, my wife, Brenda, and children gave me a solid mahogany steering wheel to give the project that final touch of class. A friend helped me put a set of wheels on the car that are truly "one of a kind" and a whole story unto themselves.

As I stated, our dream finally had come true. We held our breath, and after nearly 5 years we attempted to restart the engine having only put in new spark plugs and oil. It fired as if it had only been sitting a week and ran great! I knew that I needed to have the engine checked, and I came across the name of Steve Miller from MG Automotive. It was great to meet someone who really knows what they are doing! I learned more from him in about 10 minutes than I had learned in 5 years! He took care of some additional problems and gave me back a car that is running really well.

A few details yet remain, but I can tell you that we are having a great time with the car. I am looking forward to warm summer days so that Brenda and I can take some "Sunday" drives and just enjoy what has been a real project. Kyle is becoming more comfortable with driving a standard shift car. We didn't make his 16th birthday (he is now 18 and will be graduating from High School at the end of May), but it is good to seem him get the chance to enjoy the finished product as well.

I am looking forward to some of the activities that are planned. It will be fun to show the car and learn more about MG's from the rest of you.

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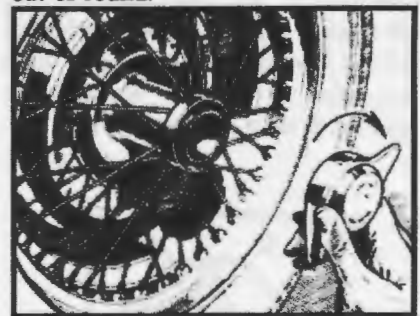
And I must say. it was
certainly worth the wait.

TECH. TIPS & TRICKS

About Wire Wheels

One of the less popular aspects of wire wheels is that they tend to go "out-of tune" and need occasional straightening (or "truing"). This is caused by the spokes stretching and by the spoke holes wearing, both of which result in a change in spoke

tension. This causes the rim to run out-of-round.



Consider that the weight of the car is suspended on the few spokes that are uppermost in each wheel and that they are constantly moving into and out of this

weight-bearing position when the car is moving. Add side loads from

cornering and you can understand the stresses that cause the spokes to stretch and move around.

A wheel which is tuned to run true may be kept this way by a monthly checking of spoke tension. Run a pencil around the spokes and note whether any make a sound which is markedly lower in pitch than the others. Tighten these "flat" ones with a Moss spoke wrench (#385-800) and you will maintain the wheel in a nice, round condition.

Old Wheels

If your wheels have not been trued for some time, simply tightening the "flat" spokes will not necessarily make them run true. You might just tighten them permanently into their buckled condition! An old wheel should be properly trued to eliminate radial and lateral run out before being put on the monthly maintenance program.

New Wheels


When the wheels are assembled at the factory, they are laced so as to be within factory tolerance for radial and lateral run out. Since the hubs, rims, and spokes are new, this tolerance can be achieved without the spokes necessarily being tensioned evenly! Result? When a new wheel is subjected to a load, it may go slightly out of round. Even when the spoke tension is correct, some settling will occur during the first couple of hundred miles, as the spokes and nipples bed into their seats. A good practice with new wheels, therefore, is:

- A) Check spoke tension before mounting new tires. Tighten any loose spokes, check for excessive run out and remedy by tightening appropriate spokes.
- B) Drive gently on new wheels at first, allowing them to settle in without severe stress.

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C) Re-check spoke tension and run out after new wheels have been used for a couple of hundred miles or so. Following this procedure, and remembering to clean and re-grease the hub splines every 4-6 months, will give you years of trouble-free life from your wire wheels.

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Drive your British Car Week

By Bill Hammond

The 5th annual "Drive Your British Car Week" is My19th to 27th.

See all of you on the road (or at the side of it??) Bill

BCD 2001 Report

BySkip Peterson

We had a productive meeting. I'll follow up with a note later, but we only have two more meetings planned, June 19th at marions at Town and Country, and one Aug. 3rd, at Eastwood MetroPark to layout the show field and stuff the goodie bags. We'll keep you posted.

Cheers
Skip

Spring Tour & Cruise-in

By Ernie Streifthau

Gather at noon on Saturday May 19th in the parking lot of Miamisburg Plaza strip mall in front of Odd Lots (see map). The group, whoever that ends up to be are to leave the Miamisburg Plaza by 12:10pm and proceed to Germantown. The group is to park in front of the Florentine Restaurant at 21 W. Market Street, where I, Ernie Streifthau, the tour leader will be waiting. At approximately 12:30pm the tour will begin winding 30 miles back and forth across Twin creek to Eaton, OH. Could be dubbed the Twin Creek Tour. The tour goes through one covered bridge and crosses Bantas Creek on an Iron Truss bridge.

Everyone will get a printed sheet handout of directions, so you needn't feel insecure about getting separated from the group.

Our destination in Eaton is McCabe's Pub on 127 North, just a few blocks north of the Court House. We have reserved the patio there for lunch.

I have driven the route in a T car and it is roughly 1 hour and over there and 1 hour back, traveling at a very leisurely T-car pace (30-40 mph).

We'll end up coming into Germantown from the West on Market Street and we can file right off into the parking area around 4:30pm just in time for the cruise-in which begins at 5:00pm.

MG 2001 Minneapolis

By Terry Looft

We're still planning. A few more people have said they are going. Over 250 rooms had been blocked at the five host hotels. Things are progressing and plans are being made. I have reserved rooms at the Ramada Inn, which is the host hotel for the North American MGA Register. I will be bringing applications with me to the May meeting or you can give me a call if you would like one (937) 382-1520. We're still planning to start out on Saturday morning, June 30th and will be arriving in Minneapolis on Monday the 2nd. I have made room reservations for along the way. We'll start back on Friday the 6th and arrive home early Sunday afternoon. Give it some thought, there's safety AND fun in numbers. If you want to drop me an e-mail its:

terry@looft.net. Terry

March Minutes

By Ed Hill, secretary

The March 2001 meeting of the southwestern Center of the MG Car Club was called to order by President Phil Johnson. The minutes were approved as published. The Treasurers report was approved as submitted. In the President's report it was noted that we currently have 57 paid members. Actually that figure is how many households receive the newsletter. Membership: New member Jeff Opt

owner of a 71(?) Midget was present; guest Errin Moore, and husband, own a 74 B, and also, from England thru Cincinnati, Graham Cooper. President Johnson then displayed a picture of a car that he would not identify. A mystery car! What was it? It was a 39 FORD that Henry Ford had built for his grandson's 16th birthday. Amazingly it looked a lot like a T series MG. Vice Presidents report: the MG Minnesota 2001 trip is set. Approximately 6 cars are going from our club. Nametags are still being investigated. One source wants \$5-6 for just the blanks.

Editor Ron Parks needs cars to feature in the newsletter, Got a picture and a story? Send it to Ron. Deadline is the 2nd Wednesday. Activities: Fish Fry here at the K of C hall on March 31. Help is needed. SCCA autocross at the VA on April 8.

Our club Tune-up clinic is April 28th at Matt Schneider's. Activities chair Tim Oricko has a list of upcoming car shows. Sons of Italy are having a Spaggeti dinner on March 29. The American MGB Assoc. is having their 24th annual gathering in Houston TX on June 1-2. Tech Tips: the President had correspondence from a friend with a TD who was inquiring about door repair. Seems the friend had a slight accident parking his T in the garage and now the door is way out. Also, several members received e-mail about a 5 speed transmission conversion kit. Turns out it is used in a euro-Ford. h m m m m Business: Insurance report; John Z and Louie diP did not have much new to report. After brief discussion it was decided that the club would sponsor an ad for the K of C hall in our newsletter. Club shirts; Skip is still pursuing .

H&H has a 3 dozen minimum. Tune-up clinic; Matt Schneider is hosting at his Beavercreek home on April 28. Starts in the morning sometime and lasts till whenever. Map will be in the next newsletter. Anniversary picnic; our 35th anniversary picnic will be August 26. Since this is a special year it is the general opinion of the club that we should have more than burgers and dogs. More along the lines of steaks , ribs or chops. To do this, more grill space will be needed. Louie diP volunteered to provide another grill for host Dick Goodman. Oldest club; Dick Smith had nothing further to report. Spring tour; Spring tour is set for May 19 We will end up in Germantown at the cruise-in. Fall tour; Ron Parks had nothing to report. BCD 2001; chairman Skip reported that Randy Wakefield will head up registration this year. There will be a meeting April 24.

There was nothing for sale in the classifieds.

Next meeting will be April 25.

Steve Veris won the gumball rallye.

Meeting adjourned.

April Minutes

By Ed Hill, secretary

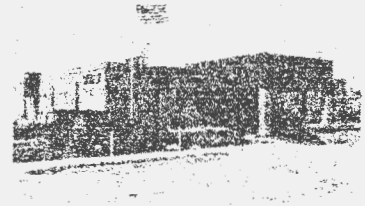
The April meeting of the Southwestern Centre of the MG Car Club was held on the 25th and was called to order by Vice President Terry Looft. The minutes were approved as read. In the Treasurer's report, we had an ending balance of \$2059.21 There was no Presidents report because he is in Hawaii, again. It was suggested that we call him. The Vice President had nothing new to report. Except the construction of a 90 x 48 storage building. Sunshine Cmt reported that JoAnne Zeno broke her leg in a fall. She is home and doing OK now. Membership reported we had several guests attending. Kent Hamilton, owner of a 76 B and also Judy and Dale Whitman, owners of a Midget. Editor Ron Parks said he needs articles for the newsletter. And regarding publishing an ad for the K of C hall, he had not received any info from the hall. Activities:
 April 28 SCCA autocross at the VA center
 April 28 club tune-up clinic
 April 29 SCCA autocross @ VA
 May 6 British car swap meet in Wadsworth OH

Business:

The club's annual tune-up clinic is Sat April 28 at Matt Schneider's house. Look in the newsletter for a map. This date of this years drive your british/classic car to work week is May 19-27. The fish Fry on March 31 had a good crowd. It was busy but we have seen bigger.

Skip Peterson presented a proposal for club shirts. It was discussed at length and the members present voted to drop T-shirts and look

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instead at embroidered polo shirts. The editor was asked to put an order blank in the next newsletter.

BEER

BREAK

During the break we watched a video of club member Mike Barton. He was in Detroit at the car show for the US premier of the new Mini where he, and his car, were spotlighted on a TV interview. Way to go Mike !!! The Spring tour will be May 19. Meet in front of the Odd Lots in Miamisburg at noon on Sat. We'll

stop in Eaton around 2PM and end in Germantown at the cruise-in. VP Terry reported on the upcoming trip to Minnesota. He still has approximately 6 cars that will be going. He has an itinerary that is based on driving 6 hours a day at 55 mph on 2 lane roads. Ron Parks had nothing to report on the Fall tour. There will be a BCD 2001 meeting on May 8. Contrary to what we had been told, there are no new shelter houses at Eastwood Park. We received a survey letter from the mother club in England. The Secretary was asked to complete the questionnaire and return. There was nothing offered in classifieds.

The annual Gathering of the Faithful will be July 26-29 in French Lick, IN.

The Sprint Vintage Grand Prix will be at Mid-Ohio on June 22-24. Graham Cooper won the Gumball Rallye.

The next meeting will be May 23.
Meeting adjourned.

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 *

"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!!

MGB Parts For Sale I've sold my '67" MGB and have a number of spare parts remaining around the house. Included are 2 fuel pumps, a master cylinder, a distributor (nice!) and an alternator. Call Paul Ewing at 897-1865.

58 MGA for sale

Well, it's time to lighten the inventory. I have too many cars! Two are LBCs and another is a Miata (need a winter beater). I have decided that the MGA has to go to pay bills. I'm asking \$6500. I am getting pictures digitized soon. What does it need? It needs a new top (new bows are included), the speedo needs a new

cable, and the gas gauge does not work (yard stick included =;^)). The windscreen has a crack in the lower right. The master cylinder needs rebuilding (leaks a bit).

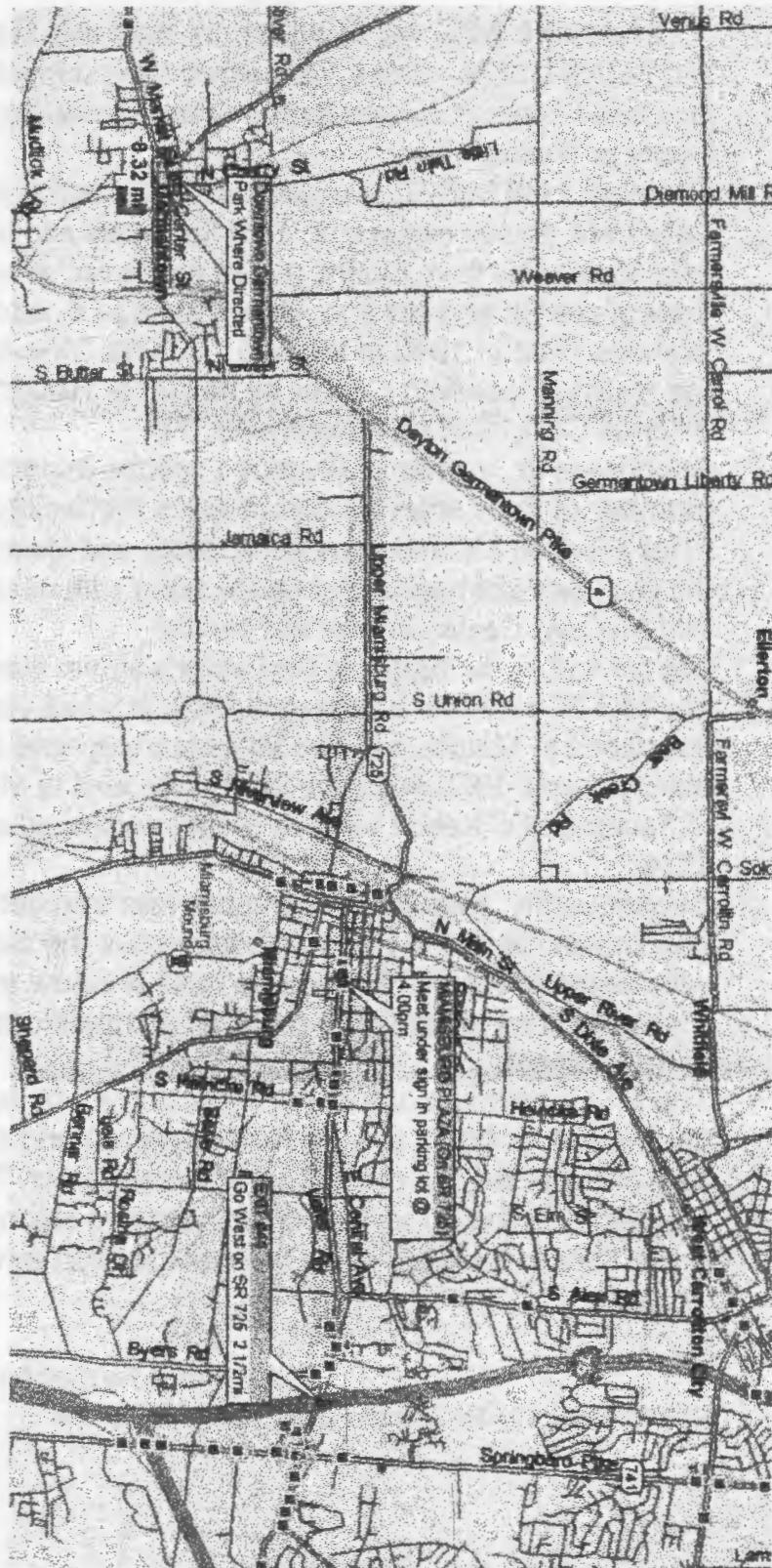
It is a 1958 MGA 1500, red with a black interior. The paint is good with a few scuffs. The engine runs great. New minilite wheels Interior is very good (little use since installed). The only gauges that work are the tach, oil pres, and water. Never saw the need for the rest anyway. It has a perfect wood dash. It has new shocks on the front and a set of new rear shocks comes with the car. A solid 20/20 car - from 20 feet at 20 MPH it looks showroom. However, I would rate it as a great driver and fun car. It won't win any show awards but will never embarrass you in a line up of LBCs. Never ceases to draw attention (the good kind). It is a looker.

I just want someone who knows and loves MGs to get this car as it is a nice one. I don't belong to any MG groups but thought I would offer it to MG people first. If the car doesn't sell over the net, it goes in Hemmings in the upcoming months.

Thanks
 Bart Hamilton
 bartdude@cyberdude.com

Hi, I'm trying to find help on the net here so as to help my wonderful husband get our MGB on the road. Maybe you will have an idea to share. it's a 79, all original, everything works and runs.....except the damn turning signals! we've tried all we can think of to do to make them work. Flashers and break lights work fine. any thoughts? Hope you can help, can't wait to go for a ride!!
 Debbie dslusser@hfent.com

70 MGB Silver Metallic with wire wheels. Carbs rebuilt and new rear springs by Steve of MG Automotive this last year. Extra set of wire wheels and other parts.
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For immediate release**May 10, 2001****Historic MG on Display at Racing Research Center**

WATKINS GLEN – One of the earliest MGs shipped by the factory in England to the United States is now on display at the International Motor Racing Research Center at Watkins Glen.

The black 1948 MG TC was purchased from Inskip Motors on Long Island in early 1948. Elmira engineer R. Fred Snodgrass and his friend and fellow enthusiast John Riggs, also from Elmira, picked up the car, as well as an identical red one. Snodgrass Sr. and his son, Bob, then age 6, attended the first race at Watkins Glen in 1948 in the MG TC. This "one-family" classic is on loan to the Racing Research Center by its owner Robert F. Snodgrass Jr. and the Brumos Collection of Jacksonville, Fla.

Snodgrass Jr., owner of Brumos Porsche in Jacksonville, has been a member of the Center's Council since the facility opened in June 1999.

"This beautiful MG has immense aesthetic and historical value. It also represents the great care and respect that can be taken with memories and motorsports," said Phil McCray, Center director and curator.

The car will be on display in the Center's atrium through September.

The MG TC stayed in Elmira until 1962, at which time Snodgrass Sr. was transferred to Minden, La. The MG was transported to Louisiana, where it remained until 1978, when the family relocated to Muncy, Pa., upon the retirement of Snodgrass Sr. Robert Soars of Muncy completed a full, frame-off restoration in 1984.

Subsequently, ownership of the car was transferred to Snodgrass Jr., who has shown the car in many events across the Southeastern United States with fantastic results. Numerous Best of Show awards and countless First Place trophies in local and regional competitions have been won from 1985 to the present.

The MG is perhaps one of the most correct of its type in existence. Under the bonnet, or hood, is a perfectly detailed and sewing-machine-smooth four-cylinder engine producing 54 horsepower. Top speed of 72 mph, coupled with the huge 19-inch wheels and skinny Dunlop tires, made racing these cars in the early days of Watkins Glen a real challenge, Snodgrass Jr. says.

###**For more information:**

Phil McCray, Center Director and Curator 535-9044