

THE OCTAGON NEWS

Volume XXXV No.1

October 2001

DAM TOUR RESCHEDULED FOR OCTOBER 21ST

LISTING OF NEW OFFICERS

From the President

Terry Looft

As we now know I missed the September meeting and once again I find myself in a position of service to the MG Car Club. I have learned my lesson and will never again miss an election meeting again. Plans are ongoing for the Christmas Party in Wilmington next year.

I do thank all that have confidence in me to head the Club in the coming year. Phil did a great job and we all thank him for all the hard work. Also having Skip as my safety net makes me feel much better. The big reason not to have this job is the number of meeting I will miss because of work. (Maybe that's why I was picked)

Anyway to all who voted for me I will seek out each and every one of you and get even!

As of this time the dam tour has been postponed until next week for rain. A definition of rain or shine is forthcoming from Ron and Steve.

See all at the meeting.

Terry



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:

Wed. October 24, 2001

MG Car Club Officers

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Upcoming Events

October 2001

- 14 **Dam Tour** Fall Tour of 5 area dams with Steve & Jayne Powell & Ron and Linda Parks
 24 **MGCC Meeting** at K of C Hall

November 2001

- 2 **Fish Fry** at K of C Hall
 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**

January 2001

- 25 **Fish Fry** at K of C Hall

April 2001

- 5 **Fish Fry** at K of C Hall

From the New Editors

Steve Markman & Erin Moore

Remember any and all contributions to the newsletter are always welcome. You can mail them to Steve Markman at 4528 Rean Meadow Dr., Kettering, OH 45440 or Erin Moore 630 Van Eaton Rd., Xenia, OH 45385. Or if you prefer the information super highway, Steve's E-Mail address is: stmarkman@aol.com and Erin's is ebmoore1@aol.com. Either of those methods will work fine or you can call Steve Markman at (937-434-2908) or Erin Moore at (937-372-2349) and arrangements can be made

to meet and transfer materials or conduct an interview.

More BCD Wrapup

Skip Peterson

We wrapped up BCD last night. Phil Daye of the Triumph Club will be the general chairman next year. All other committee heads will continue. Regsitratio cost will be the same, the date is Sat. Aug. 3, 2002, and the pre-registration cut off will be about 2 weeks before the show. We'll plan for about 300 cars this coming year. The final bit of business was the financial report. We had great news:

each club received a check for \$1400, and we still have \$1775 in the BCD checking account. There will be a planning meeting sometime in January. Until then, thanks again for the hard work.

Fish Fry

Linda Wolfe

Don't forget the next Fish Fry! The date is November 2nd. We usually get there at 6:00 p.m. so that we can eat first. You do not have to pay at the door. Just tell them that you are working with the MG Car Club. We'll start working about 7:00. It looks like we will be running the Show Down game for the first Fish Fry. This is what we really wanted to do as we are all together. We'll also be participating in the January 25th and April 5th Fish Fries.

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Drive Your MG and Enjoy...but Remember Others

Steve Markman

In the weeks since Sept 11, I've only had my TD out once, and it was little more than a quick trip around to block to stir up the oil. It had nothing to do with feeling unsafe or guilty about having a good time, I just didn't feel like driving it.

A few days ago, I stumbled upon an interesting article about a book titled If Men Could Talk: Here's What They'd Say, by Israeli psychologist Dr. Alon Gratch. The Israelis probably know more about living with terrorism on a daily basis than any other nationality. Dr. Gratch explains how to live with continue living despite ongoing acts of terrorism and fear of terrorism. "Israelis go through a period of mourning...and then return to normalcy. Terrorism is a fact of life, not a way of life."

He goes on to advise:

- don't let your emotions develop into phobias
- resume your routine
- be part of your community at large

Most importantly, he advises "Don't feel ashamed or guilty that life goes on - that you have to make money, that you want to have fun. This is part of being human. Don't let



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yourself be so consumed by fear or anger that you take it out on others. Use this tragedy to connect with what you value most."

I guess the message is to continue to enjoy your life, but don't forget those whose lives suddenly were cut short. Still haven't taken my TD out since reading this, but now I'm waiting for a nice fall day.

Octagon News Needs Your Input!

Steve Markman

If you noticed that an lot of this month's articles have my name on them, its because MG Club members didn't send many to me and I wanted the first issue that I edited to be more than two pages. If you force me to provide all the input, I just about always can come up with something to say. But, be forewarned that I'm somewhere to the left of Rush and to the right of Teddy.

Also, my knowledge of MGs is limited, but everything I do know pertains to TDs. If you want to see diversity, please help!

* Classified *

"76 MG Midget" 65244 Actual miles on the car, 200 on engine since rebuild. New clutch. British Racing Green. \$3,900. Call Harold Hart 1743 Walnut Terrace in Springfield, OH, (937) 399-8454. (See Photo)

Numerous vehicles, varying conditions, for sale. Have been in storage indoors since 1985. Two London Taxis (1 black, 1 maroon), 2 Bugatti replicas (1 black, 1 red), 1967 Bentley, and green 1953 MGTD. For details: Call 937-898-2874.

* Personals *

Ron,

What's with the BS about taking only one hour to assemble this newsletter?

Steve

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Don't Forget Dues are Due

If you haven't yet paid your dues for the upcoming year, you should have found a reminder note stuck to this copy of The Octagon News. We don't want to embarrass anyone by printing a delinquent list, but also don't want to lose anyone. Remember, delinquent members will be removed from the roster on January 1st. Please see Linda Wolfe at the next meeting or mail your payment to her.

Dam Tour Rescheduled

Ron Parks

Steve Posell & I decided to call it off for today. It's raining hard and is not forecast to let up any time soon. We decided it would be more fun to try for next Sunday. The silver lining might be that it will be cool enough next week, that we can all wear our new sweatshirts?

Hope this caught you in time and hope to see you next Sunday October 21, 2001 same time, same place. Germantown Dam, but decided we can meet at a more reasonable time of 9:00am.

We'll be handing out revised driving directions on the morning of the tour.

Tech Tips

(Reprinted from American MGB Association eOctagon)

MGB Overdrive Repair

Art Isaacs

Remove the gearshift from inside the car by taking off the gearshift boot and removing the 3 bolts to release the shifter. Jack the car up on stands fairly high - rear higher than front. The car should be at least high enough for you to get under and work easily. Remove the propeller (drive) shaft from the car (4 bolts at each end). Mark the flanges for alignment so they go back in exactly the same position. Support the transmission with a jack and remove the rear transmission support and brace, if equipped. Lower the transmission to

rest on the forward (fixed) crossmember. Remove solenoid wires (mark locations or photograph, as dirt and grime hide wire colors). Remove the (8) nuts from the studs that secure the overdrive to the transmission housing and ease it off the mainshaft. If you still have clearance problems, you might have to undo the motor mounts and pick the front of the engine up slightly, but I do not believe this will be necessary.

The fun part is having the patience to line the internal splines of the OD unit back up to the mainshaft. This will take some doing (even with the unit out of the car, standing on end and trying to line everything up vertically, this is a chore), but don't force it or try to pull it in with the studs by force or you could jam the internals or crack the housing at the flange. All else goes back as removed.

Of course its is both more work and at the same time easier with the unit out of the car. This just does not require a hoist or the dismantling of the engine's ancillary equipment to do. Hope that helps.

