

THE OCTAGON NEWS

Volume XXXV No.2

November 2001

DAM TOUR REPORT - MEMBER SURVEY

PREPARING YOUR MG FOR WINTER STORAGE

From the President

Terry Looft

Well here we are well into November and still MG weather. I hope all the cars have not been put away just yet. But the time to winterize can't be far off.

We all had a good time at the Fish Fry. We had a great turn out, that is, from the people attending, not from the MG Car Club! I know everyone can't make every fish fry but please try to make these events. It's our meeting place we get in return and it's only a few times a year. And after all we get free food, beer, and have a great time as well. Thanks to all who came out and helped.

I am including a short survey to help me understand what you expect of the club and if there could be any additions in our direction. (I said I would get even with you for voting for me!) You can reply via email at terry@looft.net or mail.

I want to add a special thanks to Ron Parks for all his hard work on the newsletter. I am as bad as the next guy for not sending in articles for the newsletter, but we need to work a little harder at sending in articles for printing. Welcome Steve Markman

(continued on page 2)



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. November 28, 2001

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Upcoming Events

November 2001

28 **MGCC Meeting** at K of C Hall

December 2001

8 **Christmas Party** at Phil and Nancy Johnson's

January 2002

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

26 **MGCC Meeting** at K of C Hall

February 2002

9 **Valentine Party** at Dave and Lois Gribler's April 2001

April 2002

20 **Tune-up Clinic** at Matt Schneider's

Hill, Joe Hooker, Phil & Nancy Johnson, Carole and Ryan Looft, Jeff Opt, [alone] Ron & Linda Parks, Skip & Jennifer Peterson, Steve & Jayne Powell, Beuben & Patricia Wasserman and Larry, Jeanie Youngblood and John and Linda Wolfe) all driving MGs as well as those driving American Iron, (Dick & Barbara Smith with guest and John and JoAnn Zeno}.

Before leaving on the tour I read a short passage from the book I purchased at the Miami Conservancy District titled "Keeping the Promise, a pictorial history of the Miami Conservancy District by Carl M. Becker and Patrick B. Nolan (\$7.50). This is a very interesting book about the development of the flood control dams following the devastating Dayton flood of 1913. Anyone who has driven by the dams in the area has seen the concrete shoots below the spillways, but perhaps did not fully appreciate their role in flood control. It is explained in the book that these are hydraulic jumps. The concept was built and tested in the swimming pool at Col. Deeds Moraine Farm estate. "Engineers designed the conduits of the dams to feed water down an inclined plane over a weir, or low dam, into a "stilling pool." Backwater from below tended to pile on top of the pool and created a standing wave, thus destroying the kinetic energy by internal friction. Anyone who has ridden a whitewater raft down the New River or through the Grand Canyon will recognize the effect of standing waves." Steve Powell also related some interesting facts: Englewood is the biggest dam, Germantown is the smallest, Lockington the only curved dam is longest and each of the five dams are on separate flood planes. The

From the President (cont'd)

and Erin Moore as new co-editors and thanks for taking over the newsletter from Ron. Lets all help them out with anything you can write (or steal) for our club newsletter.

Please try to attend the next meeting, lots to talk about and don't forget the upcoming Christmas Party and Valentine Party.

Terry



Dam Tour a Darn Success

Ron Parks

The Dam tour began at about 9:20am on Sunday morning October 21, 2001 at Germantown Dam; with five MGBs, one MGC GT, one Midget, two MG TDs and was joined by a third MG TD at the lunch stop at Bullies Sports Bar in Tipp City. We're told there was another midget out there looking for us, but we never linked up. I suspect the tour was on it's first rest stop at the top of the Germantown Dam when Jeff Opt went racing by in his 71 Midget, trying to find us. Or, we may have been deeper in Englewood reserve, than he ventured. In any case, Jeff said he had a good time touring too, so I guess you could say we had eleven British cars along with two others (American Iron) on the Dam tour. Participants were: (Ed

educational phase concluded, the tour began.

Although it was a cool crisp morning, one top came down at Englewood, the Wolf's. Several others, including ours, came down about an hour later at Lockington Dam. The drive from Englewood to Lockington was the longest leg, consisting mostly of straight roads with jogs around farm fields. Skip posed all the cars for a photo before leaving Lockington in search of lunch. It was a beautiful fall day as

evidenced by the full parking lot at Fulton's Farm Market Barn south of Troy. Before long we were in Tipp City at Bullies Sports Bar where Phil and Nancy Johnson joined the tour for lunch. The food was good and the service reasonable, considering a couple of people did not show up for work at the restaurant. A leisurely lunch is what we had in mind

anyway.

After lunch part of us got lost in the big city of Tipp. It seems canal street was closed for construction. Thanks to the club radios we got the pack together and proceeded onward. We toured past Aullwood center on our way to a short stop in the parking lot below the Taylorsville dam. Upon departing Taylorsville Dam, we lost the Midget, as Larry and Jeanie Youngblood headed on home instead of following us to Huffman Dam.

It's a shame, the Wright Brothers Memorial was closed for security reasons. The view of Huffman Dam and Wright Patterson AFB from the Memorial is spectacular. After a brief stop at the entrance to the Memorial, everyone said their good-byes, went their separate ways and the Dam tour was over. It was a beautiful day and very enjoyable day of camaraderie with fellow MGers.

Don't Forget Dues are Due

If you haven't yet paid your dues for the upcoming year, we're waiting to hear from you! 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.

Christmas Party!

The Christmas Party will be held at the home of Past President Phil Johnson and his wife Nancy. Their home is located at 830 East Linden Avenue and can be reached by entering Miamisburg on SR 725 from either



The Dam Tour group at Lockington Dam

the East or West (SR 725 becomes Central Avenue as you enter the town). Turn South on 7th Street and go 2 blocks to the STOP sign where you'll turn left on Linden Avenue. Park anywhere along the street and proceed about one block where you'll find their home on the right at the intersection of Viking Lane. Additional parking is available across the street from their house at Smith's Nursery & Landscaping or at the rear of their house off Viking Lane. (Tele: 937-866-1050)

Bring either a covered dish, munchie or desert and alcoholic (or other) drink of your choice. Most importantly! bring a "Gag Gift" (or two) for the traditional Gift Exchange

Tech Tips

Editors note - Our friends at the Emerald Necklace M.G. Register in Cleveland were kind enough to send me a copy of their excellent newsletter. I freely admit that I stole the following article from them, and give them our collective thanks for the great tips this article contains.

Winter Storage

By John Twist - University Motors Ltd

Ask a dozen MG owners how each of them stored his MG last year and you will receive a dozen different answers. Methods range from abandoning the MG under a tree in the front yard, to complex routines involving raising the MG off the ground and removing the seats.

There is not a proper method as each owner has slightly different considerations and requirements -- yet there are basic rules to follow in any storage procedure that will reduce the probability of damage during storage. In addition to the normal precautions for freezing temperatures, some thought must be given to location, access, traffic around the stored MG, humidity, rodents, etc. It is important to develop a plan that you can easily follow and that you implement before winter draws its icy Arctic fury.

DAMAGE WE HAVE SEEN!

Damage during storage results from neglect or abuse - and we've "seen it all!" Cars stored without antifreeze resulting in cracked blocks, burst radiators and heaters, old gasoline evaporated until all that's left are giant, hardened blocks of varnish knocking around inside the tank, gasoline lines, fuel pumps, and carburetors plugged with goeey aged petrol. Dented fenders, cracked glass, perforated soft-tops caused by carelessness or accidents from adults and children. Corroded chrome, frozen brakes, scaly undercarriages, and mildewed interiors from damp storage. But the damage from rodents is most pervasive - those nasty creatures burrow into the seats, the bonnet insulation, the interior - even the exhaust pipe. We have found nests in the boot, fender wells, pedal boxes, inside the heater boxes and air cleaners, in the folded tonneau...nearly everywhere. We disassembled an engine once to find a mouse nest INSIDE a cylinder. This past spring a baby mouse fell FROM the heater onto the

mechanic's foot during a test drive!!

BASIC RULES

Freezing temperatures require a 50/50 solution of antifreeze and water to prevent the coolant from freezing in the engine block, radiator, or heater. A full tank of gasoline reduces the amount of water that can be absorbed by the petrol and slows the rate at which the gasoline turns to varnish. Fresh oil in the sump reduces bearing etching caused by dirty, acidic, contaminated oil. Topped off master cylinders reduces water contamination in the hydraulic lines.

Store the MG with the hood (top) up, windows and vents closed. The folding hood (or soft top) can develop nasty creases when left folded throughout the winter. Closed vents and windows make it more difficult for small furry creatures to foul or

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devour parts of the MG. It's always nice to clean the MG's interior prior to storage -- discarded bottles and cigarette butts do not enhance the interior bouquet. Ensure that the boot (trunk) is dry. The boot seal is not always positive and some moisture can collect on the floor. Left to nature throughout the winter, this can rust the floor or inner fenders about the boot area. Discharging an entire can of WD-40 (or similar product) on all the engine components, especially the bright metal or al-mum parts (carbs, coil, anti run-on valve, etc) easily protects the underbonnet (engine bay). A large piece of plastic on the floor protects the underside of the MG from moisture rising up through the concrete.

Finally, take the MG on the last run of the season allowing it to heat up fully. A half-hour run is wonderful. This will evaporate all the moisture in the exhaust and engine. Park the car in its winter home and leave the handbrake OFF. If you will not see the MG until Spring, it is necessary to remove the battery to prevent freezing. Should the battery freeze and burst, sulphuric acid will cover everything around the battery area. If you cover the MG, use cloth, never plastic.

STORAGE CONSIDERATIONS

Consider the following questions and make your own storage plan from these concerns:

- 1) Location—Will the MG be stored close to home or in a barn forty miles distant? Will the MG be stored inside or outside?
- 2) Access - Will the MG be located

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in a building to which you will have little or no access, or will it be available every day? Will it be possible to drive your MG during the winter or will it be positioned in the corner of the garage?

3) Traffic -- Will the MG be isolated from movement, or will the family Vista Cruiser discharge four energetic, careless children who will open doors against it?

4) Humidity—Will the storage area be very dry or will there be a puddle of melting snow forever swilling under the MG?

Temperature - Will the storage temperature be room temp, just above freezing, or dead cold?

Animals -Will the family cat use the soft top as a springboard, will Fido jump against it, are there furry rodents which may use the MG as a hotel or find the leather seats tasty at mealtime?

Owner Maintenance - will you really have the opportunity, inclination, time, and resolve to visit your MG every week or month?

INSURANCE

Insurance is a MUST - even on your

stored MG! Always keep a theft/damage/vandalism/fire policy in effect on your MG. MGs are still stolen; garages collapse under the weight of snow; nasty neighborhood children may wish to redecorate your MG -or worse; and fire is always a possibility. This comprehensive insurance is very inexpensive and you simply cannot afford to be without it. Be certain to establish the value of your MG with the insurance agent before the loss!

SYSTEMS PROTECTION

1) ENGINE: Fresh oil will adequately protect the engine several months of relatively dry storage. If you are going to store the MG longer than the winter, or if the humidity is high, then start the engine at regular intervals and allow it to warm up (with the garage door open, please). If this is not possible, introduce oil into the cylinders (perhaps six squirts from a normal oil can). Turn the engine over slowly, before replacing the plugs - by the crank in the earlier models, or pushing while in fourth gear -- as this moves the oil throughout the head, pistons, and valves. Cover the tailpipe outlet with

duct tape to prevent moisture from entering the exhaust system. Cover the air inlets at the air cleaners) with tape to keep moisture from the carb internals and cylinder head.

2) **IGNITION:** Normally there are no preventive measures, but if you are going to store the MG for several years, oil the distributor cam.

3) **COOLING:** Ensure the cooling system is filled with a 50/50 solution of glycol antifreeze and water. Some owners suggest that Armorall or a similar product can extend the life of the radiator hoses.

4) **FUEL:** If you plan just a winter's storage, then a full tank of gasoline with the addition of a can of "dry gas" or "Stabil" is satisfactory. If you plan to store the MG for a year or more, then drain the float bowls to prevent a build-up of varnish and oxidation of the metering needle. Gasoline purchased years ago seems to last forever; gasoline purchased today goes bad after a year or so. Starting the MG with "old gas" or "bad gas" requires fresh gasoline in the carburetor just to get the engine to start running. Sometimes starting fluid (carburetor cleaner or ether) is necessary. Once warm, the engine will run on old gasoline.

5) **CLUTCH:** Two problems can occur in long term storage: the clutch hydraulics can leak, and the clutch disc can rust to the flywheel or pressure plate. Exercising the pedal on a regular basis can avoid these trouble spots. Damp storage is a real problem with the clutch and aggravates this rusting. Start the MG and drive it fore and aft- even a couple of feet-every so often!

6) **SUSPENSION:** Winter storage causes no problems with the suspension. Very few MG owners

place their MGs on *jacks* for the winter - but if this is done, place the stands under the outer portion of the front A Arms and under the leaf springs where the U bolts surrounds the axle and spring. This keeps the suspension from dropping away from the body and straining the shocks and the rebound rubbers/straps if you place the MG on stands, then reduce tire pressure to 10 - 15 lbs. Whether on stands or on the ground, be certain to move the wheels a couple of times during storage. Several rotations work well to prevent the bearings from rusting.

7) **BRAKES:** Rolling the MG back and forth prevents the brake pads from rusting to the rotors (just as the clutch disc can rust to the flywheel). Operate the brakes on a regular basis to prevent the cylinders from freezing. Some owners back off the adjustment on the brake drums so that there is no chance of the shoes rusting to the drums -this also allows the cylinders to move farther while exercising the pedal. Exercise the handbrake too! Rapidly work the handle, up and down, to keep the cable and linkages free. Store the MG with the handbrake OEF!

8) **BATTERIES:** No battery will hold its charge forever. If the battery charge is reduced far enough, the electrolyte freezes, the case cracks, and the battery is ruined. If you store the MG in freezing temperatures, then you must charge the batteries several times throughout the winter. Use a "trickle charger" or run the engine to recharge the battery(ies). Sometimes it is easier to remove the battery! On the 1977 and newer MGBs with the electric clock, remove the bottom fuse in the fusebox. This stops the drain (albeit

tiny) caused by the clock. Next to the coolant in the radiator, the batteries are one of the two most important considerations in winter storage.

9) **BODY:** To prevent oxidation or scratching, cover the MG with a cloth mitten. Plastic is NOT suitable. Plastic does not allow the MG to breathe, and can exacerbate oxidation and rusting. If you plan to store the MG in a heavy traffic zone (the family garage, for example), then additional protection is in order.

Thick cardboard, a suitably supported piece of wood, or even an old mattress suspended from the ceiling prevents damage from winter tools and car doors if the bonnet or boot lid will be used for a shelf (even if just to place groceries in transit), then more protection (such as a thick blanket) is in order. Humidity is the body's enemy. Make every effort to keep the floor dry!! If you plan to store the MG outside, then keep the car well ventilated and do not allow snow to pile up under and around the car. Park the MG on a large sheet of plastic to keep the MG dry. You can park your MG in a large, specially



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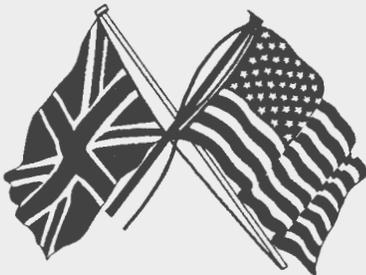
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prepared bag - a hermetically closed environment. This "bagging" is a wonderful solution for some enthusiasts!

10) INTERIOR: Low winter humidity dries leather seats, allowing them to contract and crack. Prepare the leather with LEXOL to keep the hide supple. Mice cause the greatest damage to interiors! They eat the seats, the foam, the carpeting, the wiring insulation-they eat EVERYTHING!! Close off access to the interior. Keep the vents tightly closed. Erect the hood (soft top). Close the windows. Some owners remove their seats prior to storage. Several dishes, filled with mothballs, in the footwells, on the battery compartment, in the boot and in the bonnet will repel most mice. Use the "Old Fashioned" mothballs - naphthalene.

Develop your plan and store your MG carefully! We'll see YOU and YOUR MG next summer!

John H Twist, Service Manager
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Minutes of the October Meeting

President Terry Looft called the meeting to order at 8:00 PM.

Reports:

Outgoing Secretary Ed Hill read the September minutes since they were not published in THE OCTAGON NEWS. No corrections or additions were requested and the minutes were approved by the membership as read. Outgoing Treasurer Betty Shaneyfelt presented the September treasurer's report. The MGCC closed its fiscal year with a balance of \$992.38 in the treasury. The treasurer's report was accepted and approved by the membership.

President Terry Looft had no formal report to present.

Vice-President Skip Peterson had no formal report to present.

The Sunshine Committee reported that all members are well.

Membership Chair Linda Wolfe reported that there were 46 paid members as of the meeting time. She introduced two guests. Terry Happensack is in pursuit of a Midget. Bob Hanseman is a former member who has a MGTD and a MGA.

THE OCTAGON NEWS co-Editors Erin Moore and Steve Markman were absent. There was no newsletter report.

Activities Chair Tim Oricko was not present. It was noted that no date

was printed in the newsletter for the annual Christmas party. This was confirmed to be December 8, 2001. Member-at-large Charlie Avery was not present.

President Looft called the beer break at 8:24 PM. President Looft recalled the meeting to order at 8:35 PM.

Old business:

British Car Day results were reported by Skip Peterson. \$1400.00 profit was realized by each of the sponsoring clubs. BCD retains \$1775.00 as operating capital for BCD 2002. Phil Daye of Miami Valley Triumphs will be general chairman.

Ron Parks reported on the Dam tour. President Looft asked for a clarification of the definition of "rain or shine." The tour was rescheduled to the following Sunday from its original start date of October 14, 2001. Ten or twelve British autos ran the event and participants enjoyed fine weather and an excellent meal.

New nametags are still under discussion. Terry Looft is still collecting information. Plans at this stage are to have blanks die cut and printed with the new MGCC logo. Terry will engrave member information. Cost for the minimum order of 100 pieces is around \$6.00 each for the blanks. There was general discussion that members will need to come to a meeting to order a new nametag. This matter was tabled to the next meeting for further discussion.

Antenna flags are still under discussion. It was decided the adding the wording "established 1966" would be appropriate. Current cost

estimate for a minimum order of 100 is \$3.30 each. This item was also tabled for further discussion.

New business:

Regalia Committee. President Looft initiated discussion of forming an ad hoc regalia committee and nominated Carole Looft to head this committee. The membership approved the formation of the committee and nomination by acclamation.

The K of C will hold a fish fry Friday November 2, 2000. The MGCC will operate the showdown poker table from 7-11 PM.

Dave Gribler announced that he and Lois are hosting the annual Valentine Dinner on February 9, 2002. Window decals.

The need to reorder window decals was discussed. The membership agreed that an increase in size was

desirable. A motion to purchase 100 pieces sized at 2.5"x2.5" with cost capped at \$250.00 was approved by the membership. Skip Peterson will place the order. The new window decals should be available at the November meeting.

John Wolfe announced that the British Museum will be sponsoring a fund raising tour in early May 2002. Members agreed that MGCC would not plan a competing spring event and would support the British Museum Tour.

The annual Spring tune up was scheduled for Saturday April 20, 2002 at Matt Schneider's in Beaver creek.

Classifieds.

Frank Crabtree (866-1191) is offering for sale a rear end assembly(wire wheels), front brakes and steering mechanicals.

Terry Payne(426-5600) is offering his "car collection"for sale.

The next meeting will be November 28, 2001.

The Gumball Rallye was won by Carole Looft.

Minutes of the Monthly Meeting held October 24, 2001

Southwestern Ohio Centre of the MG Car Club

Knights of Columbus Dayton council
500 Bainbridge Hall

Respectfully submitted by Matt Schneider, Secretary, on this date November 3, 2001.

* 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.

John Zeno is in need of an "original" MGA grille, or just the grille shroud. Read original as being made of real metal. Seems the current replacements are made of plastic and don't fit well. If you have one, or know of anyone who does, contact John at MGF^{FAST}@aol.com.

Skip still has a convertible top frame for an MG Midget available. Price is getting better for a real holiday deal!!!!



Steve Markman upholds the honor of the MGCC at the Kettering Holiday At Home on Labor Day by being the only MGTD on display. However, he probably tarnished the club's image by being seen drinking only diet soft drinks!