

# THE OCTAGON NEWS



Volume XXXVIII No. 7

May 2009

Pictures

...and More Pictures



## From the President

Skip Peterson

I was busy working, covering the British Meet at the Market for Wheels, when I got the message. Ron Parks told me that my other editor, Steve Markman, needed my column. Talk about pressure, photos to shoot, interviews to do, and now, I need to hammer out a column on deadline.

It is good to know that Steve was diligently working on the newsletter instead of showing his MG TD at the 2<sup>nd</sup> Street Market show. Weather did prove to be a factor on the turnout for the show, which drew 52 cars. However, the

good news was the MGCC, SWOC really kicked some a\*\*, taking most of the awards.

We had 31 members attending the show, most of whom brought a car. Dar Planeaux, Mike Maloney, Larry Youngblood and yours truly took first place awards while



North American MGB Register

Southwestern Ohio Centre of the MG Car Club  
P.O. Box 20032, Dabel Branch  
Dayton, OH 45420-0032

### 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 *Carole Looft* 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 7:30pm. The next meeting will be:

Wed, May 27, 2009

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## Upcoming MGCC Events

### May:

16 – British Car Show at 2<sup>nd</sup> St. Market  
27 – Meeting (K of C Hall)

### Jun:

7 – British Return to Fort Meigs  
24 – Meeting (K of C Hall)

### Jul:

22 – Meeting (K of C Hall)

### Aug:

2 – British Car Day  
16 – Picnic at the Goodman's

Ron Parks, Phil Johnson, Charlie McCamey and Terry and Carole Looft took awards of excellence.

One of the neat things that took place was the winner of the 50/50 raffle donated the money back to the British Transportation Museum. The other cool happening was the arrival of a 1960 Vauxhall Victor. Jake Boories, who restored the car with his father over the past four years, drove the freshly restored blue sedan. It won it's class, but was beaten for Best of Show by a 1957 Aston Martin DB 2/4 Mk. III. Two very fine examples of very different British machines, celebrating the diversity of the British Transportation Museum.

A big thank you to Linda and John Wolfe for a fun drive on May 3<sup>rd</sup>. The weather turned out perfect, the roads were excellent, and the gathering at Barleycorn's was a fine end to the day.

The driving season has started, so let's keep 'em on the road.

## Member Featured Car of the Month...

## Larry Baygents' 1963/64 MGB

### Larry Baygents

**M**y experience with LBC's in general started in 1972 when I graduated from college. My dad volunteered to make the payments on a new car for a year as a graduation present. I almost bought a Barracuda; however, the salesman reneged on the deal 48 hours after putting the deal on paper. My dad did not like the attitude of the Porsche dealer and the Datsun 240 just, well, didn't do it for me. So I purchased a 1972 MGB GT. The first night on a show off run the coil fried. On a new car! Was that a Herald of things to come? When I was transferred to Idaho in 1977, I sold my MGB GT to buy a truck. You had to be there to understand.

In 1980 my dear wife, Dianne, came to live with me in St. Louis, my hometown; without a car. So obviously, I needed another LBC for her. I assume she may be considered an enabler? This brought the 1977 Spitfire purchased from a friend who had purchase it after driving my B. The Spit has lived in the garage for the last 29 years in one state of repair or another. I have learned many lessons from that car. U joints in an unheated garage during a snowstorm that



Larry Baygents' 63/64 MGB

were not needed. Carburetor rebuilds and the list goes on forever.

In 2001 I decided I wanted another B. So in typical male fashion I talked to my then office mate who had a 1967 MGB, for which he did not have time, setting in a garage,. There were rats to be smelled here; however, I didn't. I was blinded by the red paint and wire wheel disease. This car turned out to be a rusted out POS which I tried to drive for a year. Then one day, my kids told me about EBay and the deals. Eyes lighting up!!!! Finally I had found something to do with the computer.

Why, I don't know; but I purchased a locked up 63/64 B. At that time I really did not know the differences between all of the years. I have learned the hard way it was made in summer of 63 but, was made during the changeover to 64 so that the blokes at the plant cleaned out the bins on this one. I have parts from both models on it. Yes I know what a crash starter is. However, this old car drives wonderfully. It, too, lives in the garage most of the time. It is a daily driver. Between the efforts of Steve Miller at MG Automotive and me, it runs as well as any B I have driven.

I have had all the typical issues: Tires, wire wheels, tops, HS4's, brakes, clutches stuff, interior, bushings, and bent axles. How do you bend an early B axle? In fact I have gotten so brave about these cars I no longer own a normal car. Between the Spit and the B that is all I have. My wife however, sensibly, has a Chevrolet Tahoe. That is my ace in the hole as you can tow anything. Although, in 37 years of LBC ownership; the only time I was towed was the day I bought the new one. I am either lucky, or good? This works as I am sort of retired waiting for my wife to retire from Teaching.

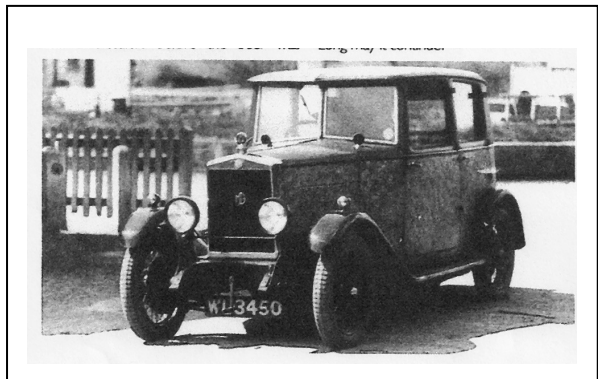
My B currently runs like crazy, however, looks pretty shoddy. We have had to live through layoffs and two kids in engineering school, which does not really leave room in the budget for a \$5,000 paint job. So, ugly it is, however it runs really well. I suspect I will always own one. I save the Spit for rainy weather and snow.

If anyone needs help with Hydraulics, after 37 years I am really good; fair with carbs and ignitions but willing to help.

## The Story of Old Speckled Hen

W.T. Mellor  
Head Brewer  
Morland & Co, 1982-94

In 1979, the MG Car Company celebrated the 50<sup>th</sup> anniversary of its move from Edmund Road, Cowley, Oxford, to Abingdon. They asked Morland & Co. to brew a special commemorative beer for the occasion, for which they would suggest the name, and they would also design the label. The name chosen was Old Speckled Hen, which took its name from a strange car which was brought to Abingdon when the factory moved. The vehicle, originally built as an experimental car in 1927, was called the MG Featherlight Saloon and was made from cellulosed fabric stretched over a wooden frame, and was black speckled with gold. There is no record to explain whether this finish was accidental or intentional! It became the factory's general runabout, and as it chugged around the



factory, people would say in their Berkshire tones “There gus the owd speck’ld un...”.



The MG Company held competition amongst its employees for the design of a suitable label, and the winning entry bore the MG marque linked by a length of chain to the Borough of Abingdon Coat of Arms and was printed in the MG colors of cream and brown. The bottle dressing was finished with a green foil capsule to match the background colour of the Borough Arms. The beer, an amber-coloured pale ale, was brewed at a gravity of 1.050 to denote the 50<sup>th</sup> anniversary. 25 barrels, 1,200 dozen half-pint bottles, were produced, mostly for the promotional activities at MG, but also for limited distribution to Morland houses in the Abingdon area. What had been produced as a one-off celebration brew, proved so popular that a second batch had to be brewed in time for the main celebrations which were to be held in Abingdon over the weekend of the actual anniversary.

The highlight of the weekend's events was a grand parade through the town, in which an example of every MG model produced in the factory since 1929 was driven through the main streets of the town, joined by a large number of decorated floats entered by local businesses and community clubs and associations. The Morland Brewery float consisted of a mock-up of a bottling line producing Old Speckled Hen, and a cage containing live Plymouth Rock chickens, the only speckled hens available! After a most spectacular and greatly enjoyed weekend of festivities, on the following Monday, the news was broken to the staff of MG that the factory was to be closed. The plant ceased production early in 1980 and the factory was demolished. However, the Old Speckled Hen continued to enjoy local support and was sold throughout the Morland estate in the same bottled form for the next ten years.

In 1990, in order to fill a gap in the product range, it was decided to test-market Old Speckled Hen in draught form, since high-gravity, cask-conditioned beers were very much in demand. A number of tied houses across the Morland estate were selected, and 50 firkins of Old Speckled Hen were racked off and distributed to those houses with instructions to the licensees to offer the beer to their regulars at a prearranged price and monitor reactions. The results from this exercise were extremely positive, and further tests were carried out over an extended area. One house reported that it had auctioned the contents of the drip tray! Draught Old Speckled Hen was launched into the tied trade in the spring of 1990 and became an immediate success. The next few months were spent developing a national distribution network through a host of other brewers and wholesalers before the beer was released for sale across the country on October 1, 1990. The bottled variety was also repackaged and a canned version introduced. The demand for the beer became so great that additional brewhouse capacity was required, with the result that the decision was taken to withdraw from lager production in order to make more capacity available for brewing Old Speckled Hen. Eventually, in 1994, the brewhouse was operating at maximum capacity, and plans were drawn up for a new brewhouse to be built adjoining the old 1911 tower brewhouse. The new plant was officially opened in June 1996 and, with additional capacity, it was now possible to venture into the export market.

The story of Old Speckled Hen and its remarkable growth from small beginnings to international recognition is very impressive and its popularity grows. Long may it continue.

*Editor's note – this article was lifted from the January 2009 issue of **Safety Fast** without permission. I trust they don't mind.*



## Tune-Up Clinic Photos

Photos by Steve Markman and Ron Parks



As always, a special “Thank You” to Steve Miller and MG Automotive for hosting us again this year. And, thanks also, for not getting angry when sometimes I have to reduce his add size to make everything fit.



# Spring Tour Photos

Photos by Ron Parks



Assembling at K-Mart



Scheduled break



Unscheduled break?



Supply trailer back in action



MGs lined up at Barleycorn's



Enjoying dinner with friends



## British Meet at 2<sup>nd</sup> Street Market

Photos by Ron Parks



British cars everywhere!



Graham Cooper and his MGB



Dave and Dave McCann and Mike Maloney



Yes, Virginia, they *did* make other British cars



Winning cars



Car show babes

## Remembering Carl Edwards 6/29/36 - 5/3/09

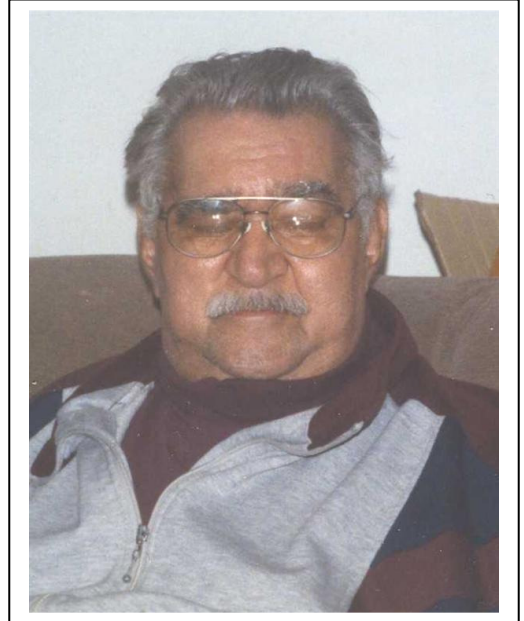
Mike Sonderman

**C**arl Edwards, my Father in Law and Debbie's Dad; was past president of the MG Car Club Southwestern Ohio Centre in the 80's. He probably was best remembered for playing Santa at all the Christmas parties. He raced an MG Midget in SCCA road races for several years.

Carl had a Masters degree from Wright State University. He worked most of his life in child care, working with disadvantaged children. He also spent several years working on the East Dayton Priority Board.

In 1998 Carl received a lung transplant. This turned out to be a blessing and a burden. It gave him 10 extra years of life, but having no immune system left he had to quit the club and board activities that he loved so much. He missed all his friends and coworkers deeply.

Carl will be missed by all who knew him for his sincerity and hard work, and for the kindness he shared with his family and friends.



## Classifieds

**For Sale:** 1974 MGB GT, 130,000 miles (I think). Driven very little in last 5 years, but kept in garage. New paint (Jaguar green), clutch, radiator, electric gas pump, leaf springs, and front brakes and rotors. 2 rebuilt SU carbs. . Electronic overdrive works. No significant rust. Runs well. Problems: windshield wiper switch won't work (but motor works), clutch pedal does not come all the way back (needs adjustment). Located in London Ohio. Asking \$4,500.00. Leave message for Richard Woemdle at 614-256-1259. (3/09)

**For Sale:** 1970 Triumph Spitfire. It's been sitting in a garage for about thirty years. A bit rough, but appears complete, plus some extras, including a removable hard top. Probably a bit much for a restoration, but good parts car. \$650. Eric, 937-307-5227. (2/09)

**For Sale:** 81 TR-7 Convertible. No Motor/tranz but have a title. Small rust in drivers floor (convertible) otherwise clean NM western shell. \$1000.00 plus delivery- ask Jeff Fields for photo. 440.315.6380 (2/09)

**For Sale:** Roll bar and black tonneau cover for MG Midget. All for \$75. Ask for Bob, 937-253-9935 (2/09)



**For Sale:** 1980 AUSTIN MINI COOPER S. Excellent condition; bright metallic green; 2 extra 998cc engines, one ready to go and one for parts. Lotsa carb sets, steering wheel, sub frame, tyres, alternator, fan, radiator, etc etc ! New pr of inside door panels in vinyl, In-dash CD, 13" alloys, custom Zeemax ground effects skirting all around, alarm system, books'n'manuals; a lot of fun & looks for \$9000. FIRM. Get ready for auto-crossing, rallying etc 513-310-0313 anytime (1/09)

**For Sale:** 1970 JAGUAR XKE OTS. Very Dark Navy Blue with red interior & white top. New SS exhaust system, battery, books, WSW, chrome wires \$32,500. FIRM. 513-310-0313 anytime (1/09)

**For Sale:** 56 MGA 1500 roadster. Factory glacier blue with disk wheels, newer black interior with glacier blue piping, tonneau, side curtains, top, burl wood dash - wood steering wheel, 77 B motor B overdrive trans, new floor boards, nice chrome SS exhaust, luggage rack, radio with cassette. This MGA has been DRIVEN from Cleveland to Twist's, Watkins Glen, West Virginia. \$12k obo. Pictures on request. Contact Les Bari, 440-988-4008. (1/09)

**For Sale:** 1980 MGB Limited Edition. Good condition, \$3800.00. For more information please call Dave Buzzard at Buzzards Shoes in Loudonville Ohio 800-298-3826 or home 419-994-3484 or Cell 419-606-4442. (1/09)

## MG Car Club Minutes, April 22<sup>nd</sup> Meeting

Sam Hodges

The meeting is called to order for the second time at 7:39 once Secretary Diana Hodges arrives (*Yes, I'm throwing her under the bus...*). Skip [*to the Secretary*] "Do you know what kind of pressure that you're under?"

Ron Parks was the Master of Ceremonies for the annual Tune-Up clinic since Bill Hammond, the man who set it up, was off antiquing (*a.k.a at a garage sale*). Skip and Jennifer missed the Tune-Up Clinic as well because they were in the Siesta Key/St. Petersburg area.

Louie, "I understand that Jennifer had to put blinders on you at the beach?" Jennifer P., "He saw a lot of hard bodies down there." Skip, "There was this one couple at the condo, a European couple, and while at the pool, the woman decided to change suits right there at the pool. She just got up and changed." Louie, "Did you get excited?" Ron, "Was this more of the stimulus package you were talking about?"

Skip, "I was contacted by Nathan Griffiths of 'The Pub' and they're doing a British car promotion through June 7." If you take your British car keys, you can get half priced appetizers. Additionally, they're going to be one of the sponsors at BCD this year and they're going to have a British car Cruise-In on June 7<sup>th</sup>. They'll also have special patio seating and parking and free wings and other appetizers if you bring your British car. The Vintage Grand Prix at Mid-Ohio is doing a special \$40 car club ticket package that's good for the entire weekend. For \$70, you can get two tickets. The Vintage Grand Prix is scheduled for June 26<sup>th</sup> – 28<sup>th</sup>.

At this point in the proceedings, Skip's phone goes off. It's Dave Gribler from the annual Key West gathering. Dave Gribler, secondhand through Skip, reports that the kegs in Florida apparently don't fit the supplies trailer and as a result, they're out of supplies. Jennifer, "You're losing the meeting here..."

(Ya' know. she's definitely your toughest critic around here. I say as President you should exile her to another room!). Joe Hooker, "Put it on speaker phone." Skip, "I'm having a very nice conversation here... and I don't know how to put it on speaker." Ryan Looft, "Push the red button." Terry Looft, "Can you hear me now?" Louie, "My babysitter's waiting." Linda Wolfe, "Ethyl?"

Getting back to the phone call, apparently the Gribblers' burned a piston in the MGA on the way down, got it to Richmond, VA before they had to turn around and come back. He limped it home on 3 cylinders and then, once they got home, swapped the MGA out for the MGB and ended up driving straight through in about 24 hours." Terry Looft, "You know, MGA's were never really designed to be run at 7,000 RPM for 24 hours anyway... This is the first one of these that car's missed in years." The McCanns' however have had no trouble at all – except for running out of 'supplies'.

Skip, "We got a letter from the Salvation Army thanking us for the donation that we recently made."

**Vice President's Report** is next. Skip, "Would you like to phone a friend?" Ryan, "I was trying to dial your number to get you off the phone. I actually do have a couple of things to talk about. We have registrations for the Fort Meigs show being held on June 7<sup>th</sup>. Breckenridge, Colorado is also coming up this summer. There's a small group making that trek. We plan on leaving on the 21<sup>st</sup>." Skip, "That's more than you've done in a long time." Terry Looft, "That's more than he did as President."

**Minutes** were next on the block. Dick Goodman motioned to accept the Minutes as reported. Reuben Wasserman seconded. Minutes approved as reported.

**Treasurer's Report** was next. Glen phoned in this one...We had Total Income of: Membership Dues (\$36.00) + Sweatshirt Sales (\$12.00) = **A Total Income of \$48.00.** Total Expenses: Hall Rental Fees (\$45.00) + Gumball Rallye (\$5.00) + Supplies Trailer (\$154.72) = **A Total Expense of \$204.72. Total Loss to the MGCC was \$156.72**, that when subtracted from our existing Treasury balance of \$2,575.56 equals a new **Treasury Balance of \$2,418.84.** Linda Wolfe, "Our post office box is due. Do I have permission to pay? The Peanut Gallery, "Aye" Skip, "Also, our insurance is coming due. It will be \$248 for May 2009 through May 2010. After a brief discussion about insurance and the merits to the club, Linda Wolfe motions to pay the bill. Jennifer P. seconds. Eddie Hill and John Zeno in abstentia object. Motion passes – we'll pay the bill. Bill Hammond moves that the report be accepted as read. Joe Hooker seconds the motion. Treasurer's Report approved.

**Membership** was next on the docket. Carole Looft reports that we have no new members so we're stuck at 88. Skip, "I think that it's economic." Carole, "Maybe you could get some stimulus money. We sold nothing, we've got no new members..." Skip, "So you took the month off?"



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**Newsletter** was next. For some reason, the e-mail address in the newsletter was Steve's old email even though Steve's the Newsletter editor. Terry L., "You need to send an e-mail to the editor, call it a 'note-to-self'." Steve checked on the T-Register affiliation and after talking to some big-wig at the T-Register, it was pointed out that the T-Register doesn't have clubs as members, only individuals. Thus, we'll continue to show the MGA and MGB Register logos on our front page (does anyone know if we're paid-up members of these clubs?).

**Sunshine Committee.** Jennifer, "Carole told us that they talked to Dick Smith and Barb had a spot on her lung and she was operated on but she's at home recuperating now. Apparently it was pretty major surgery, so we'll have to keep an eye on it." Terry Looft is also recovering from his 'shoulder episode.'

**Webmaster** Parks was next. There are some changes to the calendar of events. The new pictures will also be going up A.S.A.P.

**Activities with Eddie** is next. *A bunch of things that have already happened by now were talked about, so I'm shortcutting that step...*

May 16<sup>th</sup> is the Second Street Market car show.

May 17<sup>th</sup> is a gathering at the Columbus Quaker Steak & Lube.

June 12-13<sup>th</sup> is the Cincinnati Concours d'Elegance.

Dick Goodman, "August 16<sup>th</sup> is the club picnic this year. Same time, same stuff, same bat channel. You all know the drill."

**Beer Break** called for at 8:10!

Back from Beer Break 8:26! *Just because we start the meeting a half hour earlier – doesn't mean that the meeting should end at the normal time...*

Joe Hooker, "We're out of the Second Street Market Show registration forms. Go to the Museum of British Transportation website and you can get them there." Phil, "My computer's sick right now."

The **Spring Drive** was next. John Wolfe, "The drive will start is at 1:00 and will end up at Barleycorns by Cub Foods on Wilmington." Louie, "Can I bring Ethyl?" Terry Looft, "As long as we all get to pump her." Louie, "Take that out of the minutes – you're going to get me in trouble." *OOPS! Sorry Louie. I'll be sure to print a retraction next month to clarify that I should have left this out to begin with...*


**Supply Trailer** update. Ron's laptop has pictures of the last work-party and they got the whole thing together. They talked about reversing the lids, i.e. putting the Union Jack lid on the back of the trailer, and it looked great on the back, but neither lid would latch (*Apparently this is a Triumph part...MG's NEVER have these problems*) *Note: Sam and I are*

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*bickering over formatting issues, even though I am the Secretary – apparently I need to actually SHOW UP ~ Diana.* So they switched them back and they work just fine now. Dick Goodman was at the Ziebart in Xenia and apparently the manager would like to take a shot at doing a protective plastic covering. He'd need to see the trailer to give us an estimate, but he thinks it can be done. Steve Powell, "Just go down to Truck Paradise and get some chromed lady mud flaps to put on the tow-car."

Carole, "Remember when we had the decals made?" Skip, "You have them?!?" Carole, "I've got them here tonight." Skip, "I thought we just priced them." Terry, "Don't argue with her, she's usually right." Eddie Hill, "That's presidential material there." Carole, "I think that we should we have some sort of formal ceremony where we actually put them on with John there." Skip, "I have no recollection of having them made." *Somehow I don't think he has ANY problems recalling the lady by the pool.* Dick Goodman, "Skip you're going to have to be very careful. The way you're going you're going to catch up to me and Louie any day now."

**New Business.** Carole Looft reports that Sam's Club has a stainless, 8-burner, folding gas grille that the club could buy and use for future BCD's. Terry Happensack motioned that we at least take a look, Linda seconds. Jennifer, "Graham is going to take a look..." Terry Looft, "I motion that Graham buys it." *In a scene eerily reminiscent of the annual elections, the entire room seconds the nomination, votes and approved the motion.* Sorry Graham, but you've got to go buy the grill now. .

Skip, "This is technically a decision that the BCD committee needs to look into." *Someone at the back table – probably Terry,* "We'll get stickers, 'Donated by Graham'..."

**British Museum.** Dick's not here and they're working on the Lotus. Every day! Always!

**Tech Tips:** No one has anything. Eddie Hill, "MGB lever shocks. Whitworth. Fill." Carl Sparklin, "Why are you speaking in code? Use a verb!"

Carl, "I have my own tip. You should wait until both of your teenage boys move away from home before you replace your socket sets."

**For Sale:** Other than Camwow (Cam Shield Oil Additive) and the shirts? Nothing.

**Trivia?** Do the words MG Maestro mean anything to you? A story about the Maestro followed...

**Gumball Rallye** was won by Pat Wasserman

Meeting's over at 8:58.

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