

MG Car Club Officers

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MG News Hotline.....	434-1287
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MG Car Club Monthly Meeting

The Southwestern Ohio Center of the MG Car Club meets on the third Wednesday of every month at the Lithuanian Social Club, 922 Valley Street, Dayton, at 8:00 pm. The next meeting will be:

October 18, 1995

Club Membership Information

Membership dues of the Southwestern Ohio Centre of the MG Car Club are eighteen (\$18.00) dollars per year, payable during September and **October**. On January 1st, the names of delinquent members are removed from the roster. See Glenn Marin or his replacement for further membership information.

Upcoming Events

October 9-15: **Valvoline Runoffs**, SCCA national finals at the Mid-Ohio Sports Car Course.

October 13: **Lithuanian Club Fish Fry** at the Lithuanian Social Club, 6:00 to ?, \$8 at the door.

October 18: **MGCC Meeting** at the Lithuanian Social Club, 8:00.

November 4: **MGCC Clean-up**, McDonalds in Vandalia, 9:00.

November 15: **MGCC Meeting** at the Lithuanian Social Club, 8:00.

December 9: **MGCC Christmas Party** at the Petersons, 4400 Wingview Lane, 7:30. Don't forget a gag gift!

June 27-30, 1996: **MG International**, Indianapolis, Indiana.



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handle like a pig compared to the Miata.

5a) That may be true. But if you ever drove an MG Midget, you would find that MG knew how to design a car that handles. Midget handling has been likened to near Lotus handling, and certainly the best of any mass produced car by an internet car group. And yes, there are a number of Miata owners on that group.

6) The MGB has non-power "fast" steering, which means I have to turn the wheel much faster to make a turn.

6a) Do I have to apologize if Muffy the Miata driver breaks a sweat driving an MGB? If you are worried about using a little energy turning the wheel, get a Lincoln Towncar with its over-boosted power steering.

7) There is no challenge to the Miata from Lucas electrics, which on the MGB can keep you amused for hours.

7a) Please keep in mind that the newest MG electrical system is at least 15 years old. Must Lucas electric fun is due to poor connections. Are all Miata connectors gold plated, or will they corrode in 15 years? And I would rather have the alternator rebuilt on my MG than on a Miata, \$60 versus \$105. I guess if you pay three times as much for the car, paying close to twice as much for an alternator rebuild is a bargain!

8) You save money with an MGB because you can't put headrest speakers in them (like I had to with the Miata).

8a) I seriously doubt you HAD to put them in your Miata. Of course I can understand the need for a nice stereo. On an MG you have such wonderful exhaust sounds you don't want to cover them up. On a Miata? Let me quote from another portion of the Miata club's newsletter: "He now has for sale a Walker DynaMax TurboFlow muffler with stainless steel tip..... Sound is a very mellow low pitched note reminiscent of old English sports cars." It would be far cheaper to buy an MGB than a Miata and then put in an aftermarket exhaust. If you want the sound, get the original!

9) I can spend a whole day balancing the SU carbs on the MGB, and still have it running rough. The Miata has that darned fuel injection which has nothing to play with.

9a) If it takes all day and it still runs rough you have a problem. There was probably nothing wrong with the SUs in the first place. And if there was, a \$20 rebuild kit would solve the problem. Those fuel injectors. Mazda recommended cleaning every 15,000 miles with a

) cost of \$100 (straight from the Miata newsletter).)other disadvantage of those SUs is that you can change the needles in them to optimize them for your driving. Install a new fuel injection system optimized for your style? I don't think so!

10) I love pulling into a full service gas station in the MGB and asking them to check the oil level in the carburetors! Can't do that with the Miata.

10a) Must be more of that Muffy and Uncle Biff deal. Full service gas station? Poor Muffy can't get her hands dirty, and Uncle Biff is headed to the yacht club and can't smell like gas? Again, the oil in the carbs allows one to further tune the MG to the owner's driving style. So what does a Miata owner do to tweak their car to their own driving style? Don't know, but I'll bet it isn't cheap!

11) The MGB has a much larger "boot" than the Miata, and you can put stuff in it, the Miata "boot" only holds the soft top. :(

11a) May have to go easy on this one since you already know ours is bigger. :-)

12) If caught in the rain, there is much more challenge to raising the top on the MGB, and, when it is up, you still get wet from all the leaks. The Miata top is merely an example of Japanese manufacture of a British design, and rarely lets one enjoy the elements when raised.

12a) I think most of the answer is in 3a above. Since the Miata owner hardly ever has the top down, of course they don't get to enjoy the elements. A person I work with has had the top down on his 91 Miata exactly once in the nearly five years he has owned the car. And that was when I as an MG owner, showed him how to put it down. Must be just a difference in character between MG and Miata owners.

At least one other item of interest was noted in the Miata newsletter. They have a nice article on torque, horsepower, and optimal shift points with some accompanying tables. The item that caught my eye was that the Miata is the only car that I know of that takes at least 0.6 seconds longer to reach 60 mph from 5 mph than from a dead stop. If a Miata wants to race, be nice to him and let him have a rolling start, it will kill his time!

Next time the Miata club wants to pick on somebody, maybe it should be someone their own size. Guess which car club has the largest

membership worldwide? Hint: The car wasn't made in Japan. It should also be noted that Mazda's soon-to-be parent company is also the parent company of Jaguar and Aston Martin. Two other fine British marques. Maybe that will be the push Miata owners need :-)

The above article is strictly for your reading pleasure. If I have offended anyone, go join the Miata club and the yacht club, the country club, and the polo club ;-) :-) :-O Sorry, PC to me is what I am typing on. Politically correct is not in my vocabulary....

Self-Starting MGB

By

Dale Osterndorf

One evening as it was starting to snow, I proceeded down the driveway with car cover in hand toward my B only to find no B to cover! After accusing everyone including the family dog of moving the car and receiving denials, I began to fear the worst. Before calling the police, I decided to check to see if it had rolled down the street, as we sit at the top of a hill. No car. As I proceeded back up the street, I happened to look in my neighbor's lawn only to see my B at the top of their lawn (their house sits on top of a fairly large hill) perched on top of their beloved Japanese cherry tree! (Luckily we were best of friends and still are. Good thing they had a sense of humor).

As there was snow on the ground from a previous snowfall, it was obvious that the car had been "driven" up the hill, struck the tree, knocked it down and spun the wheels until it finally died. Just wait until I get my hands on that lousy, no good, @\$% that did this! But how did he get away without leaving any footprints in the snow? A mystery befitting of Sherlock Holmes!

Not wishing to leave it on the lawn, I proceeded to start the B with no problem and drive it away. As I was moving it, the starter engaged several times resulting in teeth clenching, gear grinding noises. Upon inspecting the wiring, I also found the main battery cable and solenoid wiring had become brittle and cracked and shorted together causing the starter motor to engage. How this actually came about I have no clue as the car had been sitting on the street undisturbed (I think).

They say that truth is stranger than fiction, and in this case it seems to fit. Reflecting on this, I realize I was lucky that the car decided to drive off in that path following its locked steering position. Just ahead and to the right of the tree was the edge of the yard which sharply dropped off about 8 feet into the backyard of another house. To the right were my other neighbor's prized azaleas and shrubs, not to mention their new car. Down the street were cars and . . . well you get the idea. I can only imagine what it would be like to be an innocent bystander seeing this driverless car starting up and taking off!

I guess it probably didn't help the situation any that I left the B in first gear with the parking brake disengaged to prevent it from freezing. It may not have helped to have left the manual choke pulled after moving it out of the driveway. I don't now if it actually started, however when the starter engages, the ignition coil is energized which back energizes the electrical system. Hmmm. Starter, ignition, fuel . . . How many lessons can we learn from this? Can you say battery cut-off switch?

Self-Killing MGB

By

Russ Wilson

Upon pulling into the garage and turning off the ignition of my '63 B following a very normal commute home, I heard a faint "klink" sound. Given all the other noises the car and the wind had been making, the sound would have passed unnoticed by anyone less familiar with the car, but after driving it over 200,000 miles, I thought I knew its every nuance and klinking wasn't one of them.

I had one foot out the door when, wondering what the sound was, I glanced back at the dash. I had installed an ammeter 20 years earlier after the batteries had been discharged by a slipping fan belt without lighting the ignition idiot light. The ammeter needle was pegged on discharge. The "klink" was obviously from the needle hitting the inside of the meter housing with some force, so presumably the discharge was much greater than the indicated 30 amps. I assumed there was a dead short somewhere that could easily be pulling more than 100 amps; an imminent fire was then a real possibility.

For lack of any better ideas, I restarted the engine. The ammeter, mercifully, returned to normal. With the engine running, I disconnected the battery then shut off the ignition. Apparently the contacts in the cut-out relay (in the voltage regulator) had stuck closed, allowing the battery to discharge through the generator once the generator stopped turning and was no longer producing an opposing voltage. (When stationary, the generator winding looks like a long, *heavy* wire to ground - the cut-out relay opens this circuit when the ignition is turned off.) The resulting high current had welded the relay contacts together beyond repair.

Had I not installed the ammeter two decades earlier, the first indication of the problem would probably have been the smell of smoke several minutes later. This scared the H out of me. I promptly ordered a new voltage regulator and a battery cut-out switch. Installed behind the drivers seat on the vertical wall of the battery enclosure, the switch is very accessible and its use is now as automatic to me as setting the parking brake. I use it every time I shut off the engine. I recommend it. Later cars with alternators do not have cut-out relays and so couldn't have this exact mode of failure, but they are dependent upon an isolation diode to provide this protection. Diodes are not infallible either.

Get a battery switch and carry a fire extinguisher!

Ichabod

By

W. H. Charnock

At last the filthy thing is done,
So by the fire we sit
And talk about our future plans,
And never speak of it.

There's a baby in the Carry-cot,
Another on the stocks,
There are bills upon the mantelpiece
And me upon the rocks.

So now we shall not share with her
The roads of home again,
He is coming to collect her
On the early morning train.

The ally of her engine glows,
Her paintwork shines a mile;
When from these loving hands she goes,
By God she goes in style.

I've left the One-make badge in place,
He says he'll join the Club,
But I rather hope he doesn't
Lest we meet him in our pub.

Maybe we're sentimental fools
But too much pain we'd feel
To see that pair of clueless hands
On our familiar wheel.

I've taken off the fog lamp
And hidden it away,
To grace another classic front
Another distant day.

But it won't mean a lot by then
How prosperous we are,
For it's not by spending money
That you get to love a car.

Next week we'll have recovered
From this small domestic stir,
But to-night beside the fire we sit
And do not speak of her.