

## MG Car Club Officers

President.....	Dan Wagner, 667-6286
Vice President.....	Paul Wehner, 252-0026
Secretary.....	Vickie Wagner, 667-6286
Treasurer.....	Linda Wolfe, 429-0847
Member at Large.....	Eddie Hill, 461-6688
President Emeritus.....	Skip Peterson, 293-2819
Activities Chairperson.....	Tim Oricko, 434-5928
Membership Chairperson.....	Karen Hill, 461-6688
Octagon News Editors.....	Mark & Julie Dodd, 228-4789
Librarian.....	John Wolfe, 429-0847
Historian & DIXMYTH.....	Dick Smith, 434-1750
MG News Hotline.....	434-1287
British Cars BBS.....	434-1655

### 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:

**February 21, 1996**

### 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 Karen Hill for further membership information.

*Southwestern Ohio Centre of the MG Car Club*

## Upcoming Events

- February 16: **Fish Fry** at the Lithuanian Social Club.
- February 17: **Valentine's Day Party** at the Wolfe's, 8:00.
- February 21: **MGCC Meeting** at the Lithuanian Social Club, 8:00.
- March 8-10: **SCCA Car Show** at Fairfield Mall.  
*DOUG MICHE 477-1592*
- March 9: **BCCD Planning Meeting** at Marion's Piazza, North Dixie, 1:00.
- Q3 sign dishes donated*
- March 16: **Progressive Wrenching III with a St. Patrick's Day Party** at Gribbler's that evening.
- March 21: **MGCC Meeting** at the Lithuanian Social Club, 8:00. *MARCH 29 Fish Frye*
- June 27-30, 1996: **MG International**, Indianapolis, Indiana.
- August 3, 1996: **BCCD 96**, location TBD.

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*Southwestern Ohio Centre of the MG Car Club*

## My First Away Game

By

Ron Parks

Before describing my first away game, I should clarify my frame of reference by describing my first home game. The first British car show I had ever attended, was what I call Hurricane Morris, referred to by most of you as Dayton BCCD 1995. That was the first time my MG had been out in real rain in the two years I had owned it, Oh, it had been sprinkled on a time or two, but not so's water would pour in under the dash. It pointed up some deficiencies such as the rubber seal around the windscreen, is that right, not windshield, that needs replaced, etc. Anyway I did enjoy the show in spite of the rain, but it was not what I had envisioned.

My first away game was more like it! It started out appropriately with my morning coffee. I have to have my coffee in the morning. I slipped into my MG slid the traveling coffee cup into the black clip affixed to the center console. It was a top- up, cool crisp fall morning. I sipped a little coffee as I turned onto I-70. Yes, this morning was going great!

We were to meet at Glen's house and caravan to Indy. It was easy to know I had arrived. Just look at all the MG's. I thought, "Wow! I've got to get a picture of this." There were two MGA'S, both red; one MG midget, orange; the rest MGB's; Two red, a white, a burgundy and my BRG. It was a pretty sight lining the street in front of Glen's beautiful lawn and home.

Glen had said he would have coffee and donuts for us and sure enough. Boy did he have donuts! These big round cinnamon things that were wonderful and more coffee! Alright! This is what a car show should be! I got a picture of the host and hostess and their donuts. met some members whom I hadn't met before. We chatted some; used the facility, all that coffee has to go somewhere you know; thanked Glen & his wife and were off. Well after a fashion, we were off. Tim's Midget provided another of many photo-ops to follow that day, when it required a little push to get going. He had a pesky little red light that wouldn't go out. Well, it is a British sportscar isn't it? This was a

portent of things to come!

We were on our way, cruising West on I-70 at about 60 mph, MG's in front of me and MG's behind me. I thought, "Isn't this great!" "Hey, I thought we were going on Route 40? Humph?" We passed Brookville, Richmond Indiana headed for New Castle when I realized something was wrong. I became very uncomfortable. Here comes another exit. Are they going to stop? Oh, no they're passing it up! Do these people have Ten gallon bladders or what? Here comes another exit. Aahhh! Good, we're stopping none-too-soon either. We took care of business, some gassed up, no one put their top down and we were soon back on the road.

Ok, we're cruising again. I look in my driver-side rear view mirror. The MGA following me is perfectly framed. Oh, man, another photo-op! Can I do it? I think I can! I fumble with the fastener on my camera case. It's one of those that you have to squeeze both sides and then it slips out. Got it! So, I get the camera out, set it down and with my one free hand, remove the lens cap; remember, I'm driving an MGB on a freeway at 60 mph with the other hand. I lift the camera to position the autofocus rectangle on the mirror while glancing back and forth between the road ahead of me and my viewfinder. Beep! It's in focus. Click, whurrrr! Got it!

We arrived at the car show, paid our entry fees and drove past more British sports cars than I had ever seen in one place at one time. I was given a card to display on my car and directed to the far end of a line of chrome bumper MGB's. Rubber bumpers on my left, chrome bumpers on my right parked side by side, it must have been a quarter mile to the other end of the line. I could hardly wait to get parked and walk among these beauties and talk to other MG maniacs.

By the time I got parked, Skip and a few others were in the process of putting their tops down. It had warmed up considerably. It turned out to be a beautiful afternoon for the car show! I put my top down, dusted of the car a little and asked Skip to take a picture of me with my car. I tell people, "a professional photographer took this picture!"

At first, I just walked around to see everything. I was surprised to see

al Metropolitans there. I knew they were British made, but it hadn't occurred to me that they would appear in a car show. Photos abounded. My dad had several Nash Ramblers when I was a kid so I took a picture of one of a Metropolitans to show him. There were the two powder blue Bug-eyed Sprites I had to photograph for a friend who has one scattered all over his garage. There was the 63 TR almost like the 64 I had owned; the owner was gracious enough to take my picture with it.

Well, enough of this frivolity, I had to get down to business. The ballots had to be placed in the large cans at the end of each row by 2:00pm. I looked at my watch, it was approaching 1:00pm. I got busy. One category at a time. It was hard. I wanted to be fair, but there were so many nice cars. I'll admit that I did vote for some of our club's cars and they were deserving of votes! Some others must have agreed, because Dick, Randy and Skip came home with awards. The voting done, I stood in line to get a brat and a Pepsi, walked around with Ray looking at the museum items, Ray knew what several of the tanks were regardless of country of origin. There were some really interesting things in some of the buildings. There was a big pile of radios that I supposed had been removed from the tanks, trucks planes and jeeps that were on display there. There were old 1940's cars, a corvair, just a very interest collection of everything.

I hit the vendors. Did some shopping for myself, a new MG ball cap, key ring and I did some Christmas shopping for my wife Linda. She'll be thrilled to own and wear MG earrings!?

I noticed at almost 3:00pm that they hadn't collected the ballots yet. That's when I remembered that they were an hour behind Dayton time. Oh well, I got my voting done early.

One of my goals was to see an installation of Victoria British Limited's leather interior kit. I think the biscuit color would look very nice in my car! I achieved that goal twice at this show and I got to talk to the owner of one of the cars. He said the only problem he had was with some of the carpeted pieces. He had put aluminium foiled bubble wrap insulation on his floor and on the center transmission cover to keep down the noise and heat. He said he's glad he did it, but it did cause

some of the carpet pieces to come up short. He said that if you follow the instructions and take your time you won't have any trouble installing the kit. My wife Linda's comment when I told her this was "Those are two things you have difficulty with!"

After presentation of the awards it was time to head home. Some people put their tops up. I thought it was still too nice and we were going to stop to eat anyway. Maybe I'd put it up then? We hadn't gone far when we found a Shonies. After a nice dinner we left the restaurant and the bulk of us got separated from a few, Tim and his MG Midget included, who found Route 40 on the first try. We eventually got back on track and proceeded eastward. Shortly after getting back on I-70 near Richmond, we saw Tim pulled over with his hood up. That pesky little red light came back to haunt him. He said that everything was fine until he turned on his lights. Then it just died. Randy was looking at it when we arrive. It was decided that all we could do was have it towed some where. Since I was the only one with an empty seat, Tim got in my car and we went to a station at the interchange to call his Dad to check on his AAA coverage. Mr. & Mrs Hammond went with us. We called AAA for a flat bed truck to take Tim and his midget back to Dayton. I put my top up then we went back to the exit ramp to wait. We had told everyone else to go on, since there was nothing we could do but wait. I stayed with Tim until they had his car loaded on the truck. I drove up the exit ramp, down the other side and was on my way home. The tow truck must have just pulled out into traffic rather than continuing up the exit ramp, because I passed it a little later, flashed my lights and went on. My original plan was to take Route 40 all the way home, but it was dark and late. I set my manual cruise control, that would be my right foot, on 65 mph and moved on down I-70 toward home.

I think we won my first away game! I know I came away a winner just from the fun I'd had and the knowledge I'd gained, but then it was probably more exciting to a rookie like me, than to most of you seasoned car show veterans? It's not old hat to me yet! I'm very much looking forward to Indy, and Dayton this summer!



## Move to Abingdon

By  
Dan Wagner

The three main cars offered by the Abingdon-based MG Car Company in January, 1930 were the Midget, the Magna, and the Magnette. During the early 1930s, there was a huge effort put forth by Cecil Kimber in racing. MG prices began to creep up.

In 1934, MGs went from a single ladder style frame to a frame wider at the rear, than the front. Recall, the first MGs were made on Crowley frames. Now, specialty coach builders, such as Allingham, Cresta, and University Motors were producing their own bodies, now on MG chassis.

Racing was always a passion of Cecil Kimber's and from the beginning, continually helped add credibility to the MG marque. In 1929 and 1930, MG Midgets made numerous, impressive, showings on the race track. Midgets won races and hill climbs, all over the world. What MGs lacked in horsepower, they gained in revs.

In 1930, MGs broke four records. Including, the one for 5km at 103.13 miles per hour with a 750cc engine. These MGs had superchargers in place.

This was a startling achievement that shook the world and did wonders for the reputation of the MG Car Company. Major competition to the super Midgets were Austin Sevens and Riley Nines. One of the greatest moments in MG racing history, was when the top five finishes at Brooklyns in 1931, were MG Midgets.

In 1932, MG Midgets with superchargers took class records in standing start miles, 12 hour races, and 24 hour races. The only achievement goal of Kimber's that was not reached that year was breaking 120 miles per hour.

MG racing successes were rewarding for morale at Abingdon, as well, as providing record sales in 1932, when other small manufacturers were going under.

The next issue of this series, will review the greatest MG, and move into the 1950s.

### August cont.

- 16-19 University Motors Summer Picnic in Grand Rapids, MI
- 21 MGCC Meeting at Lithuania Club

### September:

- 16-17 KilKare Kruise '96
- 18 MGCC Meeting at Lithuania Club
- 28 Highway Cleanup at McD's in Vandalia

### October:

- 16 MGCC Meeting in Lithuania Club

### November:

- 2 Highway Cleanup at McD's in Vandalia
- 20 MGCC Meeting in Lithuania Club

### December:

- 7 Christmas Party at Wagner's

### TBD Events:

- Fall Leaf Tour
- Hayride
- Indy British Car Days
- Cincinnati British Car Show

## 1996 Upcoming Events

### February:

- 16 Fish Fry at Lithuania Club
- 17 Valentine's Party at Wolfe's
- 21 MGCC Meeting at Lithuania Club

### March:

- 8-10 SCCA Car Show at Fairfield Mall
- 9 BCCD Planning Meeting at Marion's Piazza *9:00 AM N. DIXIE*
- ~~16~~ *23* Progressive Wrenching III at a garage near you
- ~~16~~ *23* St. Patrick's Day Party at Gribbler's
- 21 MGCC Meeting at Lithuania Club

### April:

- 13 '96 Ragtops and Roadsters
- 17 MGCC Meeting at Lithuania Club
- 20 Highway Cleanup at McD's in Vandalia

### May:

- 5 Richfield Car Show
- 11 Tune-up Clinic at Danny Calahan's - *AUSTIN HEALY*
- 15 MGCC Meeting at Lithuania Club
- 19 Continent Car Show in Columbus

### June:

- 8 Cheese Tour through Millersburg, OH
- 19 MGCC Meeting at Lithuania Club
- 26-30 Indy 96 in Indianapolis, IN

### July:

- 17 MGCC Meeting at Lithuania Club
- 20 Highway Cleanup at McD's in Vandalia
- 28 Cincinnati MG show*

### August:

- 2 Courthouse Square (pre BCCD)
- 3 BCCD at Eastwood Park

## Minutes of the January Meeting

By  
Vickie Wagner

Dan Stork from Crazy about Cars presented information regarding their 2nd annual car show inside the Fairfield Mall, February 9, 10, and 11th.

Secretaries report was presented by Vickie Wagner. Review and approval of last meetings minutes. Motion to accept - Joe Hooker and second by Frank Crabtree.

Treasurer's Report - Linda Wolfe

Beginning Balance	\$1,232.51
Incoming	761.13
Expenses	170.97
Ending Balance	\$1,821.67

Motion to accept - Joe Hooker and second by Frank Crabtree.

Highlights of the Christmas Party - Skip Peterson

Sunshine Committee - thankfully, everyone is well this month. Nothing to report.

Membership Report - Karen Hill stated that there were no new members to report this month. However, Karen provided the most recent copy of the membership list to Mark Dodd and Dick Smith.

Insurance Policy -

1. Review policy for BCCD
2. Renew policy in May

Membership Book - Dan Wagner suggested that we update the latest book. A list was sent around during the meeting for people to make corrections/additions.

Old News:

T-shirts - unanimous vote to give one shirt a month to the gumball rally winner.

Fairgrounds - Skip Peterson had previously provided information on

this, but ~~has~~ nothing new to report.

**E-Check** - Ron Parks is the first member of our club to pass with a 74 MGB. Note: It was mentioned that they look for leaks around the gas tank. In addition, there has been an extension of 4 months for people with tags due January and February.

#### Correspondence:

1. **Drake Daum, Miata Club** - holding a rally for convertibles only. The entry fee would be \$20 - \$25 and given to a local undecided charity. No date has been set yet.

#### 2. **MG Indy 96**

June 26 - Reg., Parking lot parties

June 28 - Technical sessions, movies, etc.

June 29 - Breakfast, Track Tour for the first 1000 car entries (they have rec'd over 700 entries to date)

June 30 - Farewell Tour with coffee and doughnuts.

For a list of hotels and registration forms see Skip Peterson.

#### 3. **Kil-Kare Kruise-In** - Correspondence from John E. Clarie.

3rd Annual Show. No date has been set yet. However, last year it was held, September 16 - 18th. Presently they have 8 countries instead of classes. This year they would like to add a British Country to their show. There is not a requirement to be at the show both days. The drag-way is available for 3 hours and any registered car can use it as many times as they like.

#### 4. **The MG Car Club Ltd** - Correspondence from Alan Kingwell.

Mr. Kingwell was writing to the club to inform us that Phil Richer passed away in June of 95, after a long illness. Phil was responsible for formalizing the club's Overseas Operation. A fair amount of correspondence is still being sent to Phil's house. Please ensure all correspondence is directed to the appropriate Area Managers.

#### 5. **Ragtops & Roadsters, British Automobiles** - Correspondence from Mike Engard.

Article of caring for your British automobile and winter servicing. There is also an announcement about their spring open house.

6. **British Car Club A.S.B.L.** - Correspondence from He <sup>Simar Jr.</sup> Mr. Simar is the secretary of the British Car Club, the la. <sup>est</sup> old car club in Belgium. He is collecting MG car badges in metal for MG club or register and MG meeting or anniversary. He also collects MG toys, models, and sales literatures. He specifically is looking for an original or copy of an MG TF advertisement (white car, red interior and blond pin-up).

7. **The MG Car Club Ltd** - Correspondence from Alan Kingwell **Safety Fast!** - The MG Car Club magazine. Information on how to purchase a copy or a bulk supply depending on demand.

8. **The MG Car Club Ltd** - Correspondence from Ian Rendle. He is the Administrative Assistant at Club HQ. One of the tasks he is responsible for is compiling the club events calendar and arranging for it to be published in **Safety Fast!** He would like our club to forward him a copy of our schedule for 1996.

9. **The MG Car Club Ltd** - Correspondence from Nick Cox. Advising us that he has taken over the responsibility of being the Americas Coordinator of the MG Car Club U.K. He would also like a schedule of events for 1996. In addition, they will have a stand at the Indy 96 and invites everyone to stop by. He would also like to mention that he is responsible for writing America's article every month in **Safety Fast!** He encourages letters and phone calls.

#### New Business

Mg Enthusiast, \$39.00/year. Motion to accept - Dan Callahan, and second by Skip Peterson. Club then voted unanimously. Linda Wolfe will submit a check for a one year subscription.

**Cheese Tour** - June 8th. Millersburg, which is 170 miles north-east of Columbus. Approximately a 3 hour drive. Amish cheese making and an outdoor drama.

**Clean the Highway** - We need to establish 96 dates.

**Tune-Up Clinic** - TBD

Lithuania Social Club - Fish Fry, Friday, February 16th at 6:00.

Indy British Car Days - No one knows the date of this event.

Bill Hammond Tour - Suggested visiting historical sites in Yellow Springs and Xenia. In addition, suggestions were made to have a Fall leaf-tour, as well.

### British Car Days

Eastwood Park

Bicentennial Dayton Event

Park is free.

We need to list a one day event in our insurance policy. This will cost an additional \$10.00.

Awards of Excellence

Awards depend on number of cars in each category

Park Ranger gives an award

Ballot Procedure with coffee can

Next meeting with the Triumph Club, March 9th at 1:00.

Marion's Piazza, located at Wagoner Ford Road, Traffic Circle.

2nd annual event held at Courthouse Square the Friday before BCCD.

Valentine's Party - February 17th. Wolfe's: 4114 Middlebrook Drive, Beavercreek, ph 429-0847. B.Y.O.B. + bring an hors d'oeuvre.

Progressive Wrenching and then dinner at Gribblers - 2228 Settler Trail, Vandalia, ph 898-9928. March 16th.

Gumball Rally Winner - Jennifer Peterson.

Meeting Adjourned at 9:17 p.m.

S T R I C T L Y	
	
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## How I Passed E-Check

By  
Ron Parks

My 1974 MGB had no air pump nor did it have related belt, hoses, valves, etc. when I bought it a little over two years ago. It wasn't a problem then. However, the Ohio B-Check going into effect in 1996, meant that my MG had to pass the emissions test before March. Since I don't drive it during the winter months, it had to pass prior to being tucked away in the barn for the winter. Well, I thought, "Why not just take it in for a test. Maybe it'll pass as is?" Wrong!

On the first attempt it passed the loaded test where they run it up to 25 mph, but failed the idle test. Emissions of both carbon monoxide, CO, and hydrocarbons, HC, were high on the idle test. I then took it to Steve Miller at MG Automotive who installed an air pump, hoses, valves and belt to make the emission control system functional. He also leaned the carburetor mixture and installed a winter thermostat.

\$400 later, on my second attempt, it still failed the idle test. This time the CO emissions passed by a large margin, but the HC reading had gone up quite a lot. Lowering the CO emission drives the HC reading up and visa versa. Prior to my third attempt, Steve Miller enriched the mixture to the orange color in the spark plug visual indicator. This brought the CO up and the HC down enough to pass.

By the way, I learned that money spent replacing emission control equipment that was suppose to be there anyhow, does not count toward the minimum expenditure required to get a waiver. Also, any money spent for emission repair at a non-certified repair facility, such as MG Automotive, does not count towards getting a waiver if your car cannot pass. I did find one certified repair facility in the area who would work on MG's, the Japanese Connection in Springfield. They said they would have to have it for 4 days or more. I asked them if they keep the cars they're working on locked inside at night and they said no. Fat chance I'm going to leave my MG setting on East Main street in downtown Springfield for 4 days and nights. There would be nothing left but the frame if that?

I decided to take it to MG Automotive and gamble that we could make it pass. The gamble paid off since it passed on the third attempt. Oh yes, the first test costs you \$19.50; the second is free; and the third and subsequent tests cost you \$19.50 each.

Hopefully, my experience will help others pass within 2 attempts. If you chose to take your car to Steve Miller at MG Automotive for help in passing, go with the knowledge that he has copies my test results of all three attempts and knows exactly what was done between each attempt. I of course also have copies of my test results and will gladly share them. Good luck!

### "In a hurry are we, sir?"

Two members of the Lothian and Borders traffic police were out on the Berwickshire moors with a radar gun recently, happily engaged in apprehending speeding motorists, when their equipment suddenly locked-up completely with an unexpected reading of well over 300 mph. The mystery was explained seconds later as a low flying Harrier hurtled over their heads. The boys in blue, upset at the damage to their radar gun, put in a complaint to the RAF, but were somewhat chastened when the RAF pointed out that the damage might well have been more severe. The Harrier's target-seeker had locked on to the 'enemy' radar and triggered an automatic retaliatory air-to-surface missile attack. Luckily(?) the Harrier was operating unarmed.

Gee Officer, sorry about your patrol car.....