

THE OCTAGON NEWS

March, 1996

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
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Membership Chairperson.....	Jennifer Peterson,	293-2819
Octagon News Editor.....	Ron Parks,	322-0717
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:

March 20, 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 Jennifer Peterson for further membership information.

Southwestern Ohio Centre of the MG Car Club

Upcoming Events

March:

- 20 **MGCC Meeting** at Lithuania Club
- 23 **St. Patrick's Day Party** at Gribbler's
- 29 **Fish Fry** at the Lithuanian Social Club
- 30 **BCCD 96 Planning Meeting** 1:00pm at Marians Pizza on North Dixie at the traffic circle.

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
- 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 British Car Show**

August:

- 2 **Courthouse Square** (pre BCCD)
- 3 **BCCD 96** at Eastwood Park
- 16-19 **University Motors Summer Picnic** in Grand Rapids, MI
- 21 **MGCC Meeting** at Lithuania Club

From the Editor:

Ron Parks

I decided to abuse my position power as Editor right off the bat, by featuring my own car, pictured below. Hey, I can do that! I'm the editor!

Seriously, I thought it might be nice to feature a car of a member each month. What do you think? If you have a nice picture of your car along with information similar to what I have included below, get it to me and we'll get your car featured one of these months. First come, first serve. I'm all ears for any other ideas for articles and information you would like to see on these pages in the coming months.




My car is a 1974 built in October of 1973, Commission Number G23N093351Z. It was originally an OD (olive drabbed) color called Tundra. Still is under the hood. An ugly color in my opinion, but then I saw enough OD in the Army to last a lifetime. It was painted British Racing Green by Mark Harper of Upper Valley Sales in Springfield, from whom I purchased it in September of 1993. Mark had sold the car 4 years earlier and took it as a trade-in just prior to my buying it. He said the prior owner hadn't put but about 400 miles on it during those 4 years. It had 58,000 miles on it when I bought it. It has about 68,000 miles on it now.

Here's what I've done to it so far: I had the rostyle wheels sand blasted, primed with epoxy primer and I painted them myself. Spent an evening masking the black insets. Had the lug nuts re-chromed at the same time. Replaced the MG medallions in the center of the hubcaps. Cleaned up the luggage rack. Installed a dash overlay to cover some cracks and holes. Installed new sun visors, it had none when I bought it. Had a seat and the top repaired. Installed a new radio and center console. My daughter gave me a new walnut MG gearshift knob for Christmas last year. Steve Miller Installed pollution equipment to pass E-Check.

My near-term, pre-Indy, plans include: Removing the seats and stabilizing the rust on the rest of the floor. Did under the mats last year. Replace the bent front bumper overriders. Remove dents from or replace the grill assembly and replace leaf springs.

Long range plans call for leather interior, chrome wire wheels, bare metal restoration, new tires, a tan top, I could go on and on. Whadda-ya-mean *could*? OK! You're right. Enough's enough! I'm outta here!

S T F) C T L Y



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Upcoming Events (Continued)

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

October:

- 16 **MGCC Meeting** in Lithuania Club

Upcoming Events (Continued)

September:

- 16-17 **KilKare** Kruse '96

November:

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

December:

- 7 **Christmas Party** at Wagner's

FBD Events:

- Fall Leaf Tour
- Hayride

Minutes of the February Meeting

By
Paula Wehner

Meeting started at 8:10pm. *Minutes* read by Paula Wehner were approved on a motion by Jennifer Peterson, seconded by Joe Hooker.

The Treasurers report was read by Linda Wolfe indicating a starting balance of \$ 1,821.67, Income of \$ 25.62, expenses of \$ 69.60 and a final balance of \$ 1,777.69. The Treasurer's report was approved on a motion by John Wolfe, seconded by Mike Oriko.

Jennifer Peterson reported that George Chase, a new member was among us. He has a 1970 MG Midget roadster and he's from West Chester.

Old Business:

- *Fish-Fry*: Our club ran Showdown and got free food and beer. The next fish-fry the Lithuanians would like us to run showdown for is scheduled for March 29, 1996.

Valentine Party: Eighteen people showed. There was lots of good food, including Paula's yummy chocolate covered strawberries.

New Business:

Car show: Fairfield Commons - March 8-10. Roll in and set up 9pm March 7th. Doug McCabe is in charge and can be reached at 477-1592 if you have questions. There is a Rally on March 10th in conjunction with the show. Call Jeremy Mudd at 873-8115 for more information. We have 7 cars for the show as of this meeting.

St. Patty's Dinner: Gribler's - March 23rd. Appetizers at 6pm, dinner at 7pm. (No wrenching could be arranged at the meeting.)

Tune-up Clinic: Dan Calohan's May 11th. (More Later)

BCC Day 96: At Eastwood Park on Saturday August 3rd. There will be a Ranger's choice Trophy. The next meeting will be at Marians Pizza on North Dixie at 1pm. Contacts in our club are John and Linda Wolf.

Austin Healy Car show: At Carrillon Park on May 11th.

Break: 8:30pm - regrouped at 8:45pm.

Newsletter Editor: Ron Parks has accepted the newsletter position until September. He will get with Mark Dodd about it.

Reminder: 1st Spring Highway Clean-up: April 20, meet at McD's (More details later)

Dave Gribler Advised the club that the entrance to his place, The Falls, is under construction and that we should follow the detour to get to their place for St. Patty's Day party.

John Lucente advised anyone going to INDY "96" that the first 1,000 registrations have almost been taken.

Paul Wehner talked about prices from Dayton Stencil for name badges. Paul will reconnect to get a better idea of a whole club price.

Indy "96" T-shirts: The guys want to do their own.

Cincy-British car show: Date July 28th.

Paul Wehner summarized the mail bag.

Jennifer Peterson took over Membership committee for Karen Hill who reluctantly resigned for the rest of the year.

Gum Ball Rally Winner: Dave Gribler

Motion to adjourn was by John Lucente, seconded by Joe Hooker and the meeting was adjourned at 9:10pm.

Respectfully submitted by: Paula Wehner

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Southwestern Ohio Centre of the MG Car Club

INTERNET MG SERVICE TIP

Thanks to Dick Smith

>>I'm having problems with my '62 MG's brakes. I always have to pump 2 to 3 times to make the car stop. I replaced the master cylinder, hoses, shoes, and changed the single brake cylinder to duals in the front. It still needs a few pumps, I'd like to know too. My brakes need pumping to make them stop but I want brakes that stop when I press the pedal. Any thoughts out there?

Ahhh, let me see.....

There are really only two factors affecting brakes - good hydraulics and proper adjustment. If you have replaced everything, then let's assume the system is o.k. To get proper pressure the system has to be properly bled.

Start bleeding with the wheel farthest away from the master. The important distance is line length, Then work your way around getting closer and closer to the master, until you bleed the one closest last. If you start with a wheel cylinder that is closer, then you might trap air in the lines after the junction or in the valve block. Sometimes it doesn't hurt to bleed the master at the point where the line enters it. Some cars also have a bleeder on the valve block.

If, after you have done your "two pumps" there is a good, firm pedal, then chances are the system is properly bled. If the pedal is still spongy after the two pumps, then there is probably air somewhere in the lines.

Proper adjustment is needed to bring the pedal up. I usually have to readjust my twin leading shoe (twin cylinder front) brakes every 3000 miles or so, otherwise they become double pumpers.

Opinions vary, but with a twin front setup, the adjusters should be "tightened" in the direction of wheel rotation, and backed off in the opposite direction. Back both adjusters right off, and then tighten ONE of them until the wheel is frozen. Back off (gently) the adjuster until you get free rotation of the wheel, though

sometimes a little drag will 'be felt. Then adjust the second adjuster. Repeat for both front wheels.

The rears with the single adjuster on the top use a squared cam/screw to push the brake adjusters out. Once again, screw the adjuster in, IN STEPS, until the wheel is either frozen or very hard to turn. Then back the screw out until the wheel turns freely.

Worn drums will prevent proper adjustment since the cam does not have a lot of distance for travel. Sometimes welding a bead on the adjuster block face will give you back the adjustment.

Once they are adjusted, then one or possibly two pumps should put the wheel cylinder pistons in the proper place, and the pedal should be right. If air is somehow working its way into the system, then it will take a couple of applications before the pedal becomes spongy and drops down again.

Rob

GEECH

By Jerry Bittle

