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# THE OCTAGON NEWS

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Volume XXIX No. 4

April 1996

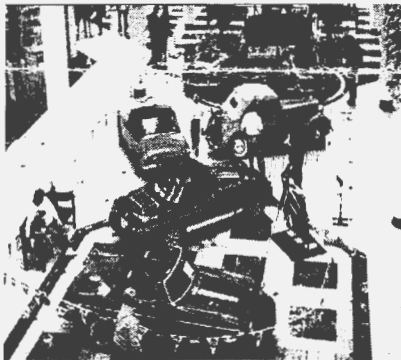
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## '96' RAGTOPS & ROADSTERS 13TH

### MG'S STEAL THE SHOW

The MG Car club was very well represented at the car show at Fairfield Commons on the weekend of March 8-10. There were more MG's there than any



other Marque.

Other British entries were a couple of minis, a Triumph Spitfire and a couple of nice Sumbeams. A lot of people stopped by to look at the Mg's and talk with the various club members who came and went during the event. The Dodge Viper also got a lot of attention.

There was a little excitement one night when a fire was detected in a planting just a few feet from John lucente's gas tank. Fortunately the fire was extinguished without incident.

## HIGHWAY CLEANUP 20TH

### MG Car Club Officers

President.....Dan Wagner 667-6286  
Vice-President...Paul Wehner 252-0026  
Secretary.....Vicki Wagner 667-6286  
Treasurer.....Linda Wolfe 429-0847  
Member at Large...Eddie Hill 461-6688  
Pres. Emeritus..Skip Peterson 293-2819  
Activities Chair....Tim Oricko  
434-5928  
Membership Chair.....Jennifer Peterson  
293-2819  
Oct. News Editor..Ron Parks 322-0717  
Librarian.....John Wolfe 429-0847  
Historian & DIXMYTH.....Dick Smith  
434-1750  
MG News Hotline..... 434-1287  
British Car BBS.....4341655  
**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*

### MG Car Club Monthly Meeting

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

**April 17, 1996**

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**Upcoming Events****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 Lithuanian Club

**September:**

- 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

**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

## From the Editor

Ron Parks

It occurred to me that maybe I should publish methods of submitting articles for the Occagon news. You can mail them to me at 4101 Grossepoint Street, Springfield, OH 45502. Or if you prefer the information super highway, my E-Mail address is: FKZS47A@prodigy.com I'm also on the British Cars BBS as Ron Parks. Any of those methods will work fine or you can call me at home (322-0717) or at work (445-4623) and we can arrange to meet and transfer materials or conduct an interview.

~~There were no takers this month on the offer to feature a member's car. Maybe next month?~~

Please join me in thanking the Gribblers for opening their beautiful home to us for the St. Patrick's Day party. The food was great and a good time was had by all!

Thank you Dave and Lois!

## MG AUTOMOTIVE

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## A Positive Approach

Thanks to Dick Smith

**C**hanging your positive ground system to a Negative Ground, by Norman Nock. (From *British Car*, April, 1993).

While strict originality is important to the concours entrant, even most fanatics won't notice that an old British positive earth car has been converted to negative. The only tell-tale is the battery cables; where they lead to and their size.

If you are using your car as a driver, and wish to fit a modern stereo or other accessory that is available only as a negative ground, your options are a

complex system of rubber washers and special fastening arrangements to isolate the unit, or simply converting the whole car to negative ground. It's really quite simple.

In general, generator-equipped models were positive ground, and if you're going further and converting a modern alternator, your already one step there.

The first thing to do is to disconnect and remove the battery or batteries from the car. If you have any special positive-ground electronic equipment in the car, which is doubtful, remove it now to have its polarity reversed.

Also, if you've replaced your original SU fuel pump within the last few years, it may one of the newer design with a diode across the points in place of a condenser. If so, reverse the diode or it will expire when power is run through it backwards.

Electronic tachometers will have to be reversed and sent out to an electrical shop for conversion to negative ground, then refitted with the white wire loop reversed.

Now, reconnect your battery (or batteries) in reverse of the way they were originally connected. The ground cable that originally went to the (larger) positive battery terminal will now be too large to fit securely on the smaller negative terminal, and visa versa. In this case, fit new cable ends. If you have the old-style Lucas "helmet" connectors, new ones are available to fit the cables as needed.

The residual magnetism of the field cores in your generator must be reversed, so disconnect the "D" and "F" terminal wires from the

generator, and temporarily connect a length of wire to the positive terminal of the battery and touch the other end of the wire several times to the small terminal "F" on the generator. This will depolarize the field windings. Replace the "D" and "F" wires to the generator as they were hooked up before.

No polarizing is required for the regulator, but the electricity will now, of course, flow through the points in the opposite direction. If the points are pitted from many years of use, they may stick. Either clean them, or replace the regulator.

Most ignition coils will work either way, but you can easily switch the "SW" (switch) and "CB" (contact breaker) wires to be sure. High tension coils marked +VE or -VE should have the -VE lead going to the distributor points.

The ammeter, if fitted, needs only to have the wires reversed to show the proper readings. Likewise, any permanent magnet motors (radiator fans, wipers, screen washers, etc.) will work properly with just reversing of the power and ground cables. Otherwise they will run backwards.

Now you're ready to install your new stereo, CB, car phone, alarm, or whatever.

Norman Nock is the proprietor of British Car Specialists, Stockton, California.

## Tech Tips

By Dick Smith

**A**ntifreeze! When was the last time you flushed and

changed the coolant in your Mini. If you are like me, it has been too long. Experts promote a one or two year schedule. Why does the cooling system need flushing? Over time the rust inhibitors in antifreeze break down and become depleted, leaving the cooling system vulnerable to corrosion. Once this begins, rust and scale can build up inside the narrow cooling system passageways, reducing the flow of coolant. If neglected long enough they will eventually clog; thus overheating problems! If your system is in bad shape, you should flush the system with radiator cleaner. Follow the instructions on the radiator cleaner container then drain the system through both the

fluid down the storm sewers, but not necessarily down the sanitary sewers, it is dependent on the community where you live). Once the system is flushed and clean, drain the system again and refill with a 50/50 solution of antifreeze and water. This is the proper level for maximum protection against both freezing and overheating.

## Back To B's


Thanks to Dick Smith

**N**ew bodysells for the MGB are being made available from British Motor Heritage using original tooling. BMH, the Rover Group company which looks after its classic models, first started producing the bodysells in 1988 after it had rescued the original press tools and jigs. Since then more than 2,500 have been sold throughout the world.

The company is now restarting production following a break of two years, during which time the company was concerned with manufacturing bodysells for

the retro MGRV8.

A number of significant quality improvements have been made to the shell, including zinc coating all surfaces excluding the outer skin panels. A number of these improvements stem from lessons learned during the construction of the MGRV8.

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radiator petcock and the petcock (or bolt) on the block. To flush the system, you can use a T-fitting that is spliced into the inlet heater hose, such as the one sold by Prestone. This fitting allows you to connect a garden hose to backflush the system. Close both petcocks, hook up the garden hose and the old coolant is pushed out by way of the radiator neck. Remember that the coolant is detrimental to animals and birds and thus should be collected and properly disposed. (Note: very little is said in the literature about proper disposal methods, it is illegal to pour this