
THE OCTAGON NEWS

Volume XXIX No. 8

July 1996

CHEESE TOUR

Cheese Tour Report

By John Zeno

Eight cars gathered at the Xenia town square at 7:00am on June 8, 1996 for the cheese tour. Three MG's and five Detroit Irons headed for Amish Country. After a couple of stops due to my MGA not running too good, we made it to Millersburg and five miles further to the Dutch Harvest restaurant for lunch.

The next stop was at the Yoder's Country Store where everybody shopped. At Heinis Cheese Chalet Factory we sampled over 50 kinds of cheese and I think all bought cheese. On to the town of Trail, home of Trail Bologna. After purchasing Bologna we stopped at Yoder's Amish Home for a tour. John Lucente took a ride in an Amish buggy and if he'd had a wide brim black hat he would have fit in with the other Amish people.



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:

July 17, 1996

MG INDY '96'

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
Pres. Emeritus..Skip Peterson 293-2819
Activities Chair...Tim Oricko 434-5928
Membership Chair.....Jennifer Peterson
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Oct. News Editor..Ron Parks 322-0717
Librarian.....John Wolfe 429-0847
Historian & DIXMYTH.....Dick Smith
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MG News Hotline..... 434-1287
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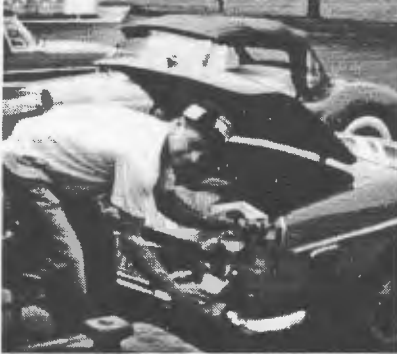
Club Membership Information

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 Jennifer Peterson for further membership information.

Inside This Issue

- **2-3** Upcoming Events - June Minutes
- **4** MG Indy '96'
- **5** The Greatest MG
- **6** From the Editor
- **9** Classified

From here we went to the motel to check in and relax. And, relax we did! We tapped the beer trailer and



indulged in the nectar of the Gods, cheese and all the snacks that everybody had brought. After a few beers, we decided to forget about going out for dinner and we ordered pizzas to be delivered to the motel. After eating, socializing and dancing into the wee hours of the morning "10:00pm + hours" we went to bed

We arose early the next morning and had breakfast around 8:00am. We then went to Warther's Carvings Museum in back of the motel.

On the way home we stopped at Roscoe Village despite all of the hangovers. There we had lunch and toured the village. The next stop was in Utica at the Ye Old Mill & "Velvet Ice Cream Factory" for ice cream and a rest. I think everybody made it home, including us in the MGA which is still not running very well. Thanks to all who came and went along with our hastily prepared tour. You all made it a great trip!

I want to add this before Indy:

I have to say a few words about Dan Callahan and what a shock it was to hear of his departing. He

Upcoming Events

July:

- 9-12 **GOF '96' Central c** English trials & valve cover races
- 10 **BCCD Meeting** at Marians S. 7:00pm
- 12-13 **Sons Italy Car Show** Free Spighette if your car is entered
- 13 **Highway Cleanup** at McD's in Vandalia
- 17 **MGCC Meeting** at Lithuania Club
- 28 **Cincinnati British Car Show** *Traffic Light*
- 31 **BCCD Meeting** at Eastwood Park 7:00pm

August:

- 2 **Courthouse Square:** (pre BCCD) *11:00 - 1:00*
- 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' *FISH FRY*
- 18 **MGCC Meeting** at Lithuania Club
- 28 **Highway Cleanup** at McD's in Vandalia *136 W*

October:

- 5 **Fall Leaf Tour** and Picnic at Zeno's *27th - 29th - PARKWAY TANK*
- 16 **MGCC Meeting** in Lithuania Club *21-25*

November:

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

December:

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

TBD Events:

Historical Fall Tour Yellow Springs Area

was a wonderful person to know and he will be missed by all who knew him.

If it wasn't for Dan bugging me and offering help to put a quarter barrel of beer in my trailer, it would probably never have happened. At my age it takes a lot to get me motivated and thanks to Dan I did it. I'm sorry he will not be here for the fun and enjoyment

of his efforts. I wanted so much for Dan to see the end results and to participate with all of us. He will be truly missed.

John Zeno

Minutes of June Meeting

By Vickie Wagner

The meeting was called to order at 8:00pm by Dan Wagner with these opening remarks: "It is with great sadness, that a fellow club member, Dan Callahan, passed away on May 25, 1996. He will be missed by all."

Ron Parks commented on his appreciation of two (2) articles that he received from Skip Peterson and Dan Wagner.

Minutes of the the May 15, 1996 meeting were read by Vickie Wagner and approved on a motion by Randy Balogh seconded by Bill Hammond.

The treasurer's report was presented by John Wolfe indicating a starting balance of \$911.81, Income of \$19.75, expenses of \$475.72 leaving a final balance of \$455.84. Motion to accept and second was by _____ & _____.

Social Activities:

We are continuing to work on Dan Callahan's car. Thursday June 20, 1996 at 3:00pm and Saturday June 22, 1996 at 1:00pm.

Guests in attendance: Ron and Mindi Wynne from the Triumph club. They had requests for committments for BCCD, we passed sigh-up sheets around. They also offered to our club use of a photo rally directions and use of pictures.

The next BCCD planning meeting is scheduled for Wednesday july

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10, 1996 at Marians South at 7:00pm. The final BCCD planning meeting will be at Eastwood Park on July 31, 1996 also at 7:00pm.

Best of show award will be sponsored by Crazy about Cars.

Trotwood Madison Wee Rams are having a Cruis-in fundraiser on June 21, 1996; 6:00 to 9:00pm in the MotoPhoto parking lot in Sycamore Woods.

Cheese Tour- John Zeno commented that his CO2 tank works and that he has \$10 left for the next barrel.

Lithuanian Social Club, Patterson Park, Saturday June 15, 1996 - We had a good turnout to deal showdown.

Membership report was presented by Dan Wagner. Brad Barnes is a new member who recently moved here from Columbus. He has a '74' MGB.

New Business:

Dan Wagner finally received a title for his MGB GT. Yeah! Cheers!

Beer Break was called at 8:35pm.

Another new member: Ed and Sandy Barry of Centerville. They own a 1951 TD and it's for sale, see Classifieds.

Correspondence:

George Chase reminded us of the Cincinnati British Car show on July 28, 1996 at Edgewater Sports Park. Registration is 9 to 12.

John Lucente received a letter from Ron Embling of MG Indy '96' informing him that his car had been chosen for the Cavalcade of MG's. Congratulations to John. His car will represent the MGA 1500 Series. John requested some help in making a display board describing the history and specs of his car. Ed Hill volunteered to help.

Letter from Indy '96' Dan Wagner reviewed schedule of events.

A thank you card was received from Mary Callahan.

Cars for Sale:

'80' MGB Pat Herst

Dave Gribler knows of a Spitfire in Huber Heights for sale. Has not run for five years. Parts Car.

'76' MG Midget Formula Four racecar. It's a driver. \$1,000 in Clearwater Florida area.

Bill Hammond knows of a '70' MG Midget. Collecting money for parts. Axle set of brake shoes,

gasket set for head and engine, defroster tubes, used clutch.

Tim Oricko informed us of the Sons of Italy Car show. If you enter your car you get a free spaghetti dinner.

Another Event:

Mid-Ohio is Saturday June 22, 1996. Jaguar is the featured Marque. John Wolfe commented on what a good show this is.

The Gumball Rally was won by Paul Wehner.

The meeting was adjourned at 9:15pm on a motion and second by _____ & _____.

International MG Indy 96 June 26 - 30

By John Wolfe

In a land not far away there was a great gathering of the clan M.G. They were all there from the great great grandparents to the teenagers. Sadly there were no babies present. Time has been kind to some, especially the elders, although I suspect the elders have had a considerable amount of help coping with the ravages of time. There were approximately 1300 of the clan present. The "A" branch of the clan was very well represented with approximately 218 present. Clan came from Maine, Rhode Island, New Hampshire, Vermont, Connecticut, New Jersey, New York, Pennsylvania, Maryland, Delaware, Virginia, West Virginia, North Carolina, South Carolina, Georgia, Florida, Alabama, Tennessee, Kentucky, Ohio, Indiana, Michigan, Minnesota, Illinois, Missouri, Kansas, Louisiana, Arizona, Oklahoma, Texas,

Colorado, New Mexico, California, Washington, Canada, Australia, England, Netherlands, New Zealand, & Switzerland. We had about 32 present from our own club!

Friday the main event was the car show at the Ropke Armor Museum. The Ropke Armor Museum is actually Mr. Ropke's private collection of tanks (Pattons, Sherman's, etc.), artillery pieces (some are self propelled), half tracks, & jeeps. Incidentally the tanks have all their guns and could travel. Yes, there are men and boys and their toys but Mr. Ropke is a man. The show was on a field that was packed with MG's. I'm not sure if the temperature hit an all time high that afternoon but with little shade it seemed very hot which tempted a lot of us to head back to the hotel after a few hours to cool off in the air conditioning and of course to replenish the liquids we lost in the heat. Come to think of it, we did a lot of that.

Saturday weather was bright and hot, a repeat of Friday. I was not able to go to the Indy Race Track since I had to preform a fuel pump transplant on our "A". That's a long story which you probably have heard by now so I won't bore you with it here. I would like to thank all those who helped me. I guess the "A" just didn't want anything to do with a race track again!

The Saturday report is second hand. MG's, hot weather and slow traffic do not mix!!! The Indy track personnel apparently didn't know what they were doing as it took a long time to get the cars in the infield. They probably weren't used to handling crowds in June. They read a tribute to Dan Callahan at the track while some one played Amazing Grace on the bagpipes in the back ground. Then the people started to blow the horns as another tribute. Larry Callahan drove

Dan's MGA Coupe to the track and back without incident. Well done lads!

I was just finishing the transplant when the cars were starting to return. We sat around the pool in the hotel discussing the days events and replenishing our lost liquids and then it was off to the zoo for dinner. We had a buffet dinner at the zoo. Some liked it and some didn't. We walked around part of the zoo but didn't see it all due to time constraints.

We went back to the hotel and talked for quite awhile out in the parking lot and then called it a night.



Some of us left at 7 the next morning and the others left at 8:30 for the return trip. This trip, fortunately, was uneventful. Our "A" kept going!

Was the trip worth it? Yes, but I would have enjoyed it more without the car problems. That is the way it goes with MG's. They are not boring cars. If they were we wouldn't have

them. I do hope the hotel had sealed their parking lot. You can imagine what it looked like on Sunday after all the MG's had been leaking oil, etc. on it for several days.

See you at the meeting!

John Wolfe

The Greatest MG

By Dan Wagner

One of the most successful products was the K3 Magnette introduced late in 1932. This was basically a super-charged K2 and was to become MG's most famous racing car. This car was ideal for racing because you could preselect your gear before entering a curve and engage it at the appropriate time with a foot pedal.

The K3 was intended for road racing, but nevertheless, a prototype competed in the Monte Carlo Rally in 1933, storming up the Mont Des Mules to set an 1100cc record. K3's won the Mille Miglia Title in 1933 to be the first not Italian make to win this title.

Tazio Nuvolari, the greatest racer of the time, raced a K3 in the 1933 Tourist Trophy and set a fastest winning speed which stood for eighteen (18) years.

By 1935 the price of cars and insurance premiums began to soar. As a result the automobile sports car industry suffered greatly. The first victim of the streamlining process was the MG's racing program. So in 1935 mid-season, the MG racing program was cancelled.

Leonaris Lord a ruthless production engineering expert began to sever parts of the MG organization that did not fit into the newly formed Nuffeld organization set up to rationalize William Morris' myriad empire. One of these parts was the MG design office. Most all advanced engine development was cancelled.

Lord openly said that he did not want any more MG sports cars. Cecil Kimber still had a lot of influence and rallied enough support to change Lord's mind.

Kimber's first new automobiles appeared in 1936. They were to be the legendary "T" Series cars. Even with the lack of research money and Lord's insistence on using Morris and Wolseley parts, the car performed as well as the old Midgets and Magnettes.

The "T" series set off a huge surge of exports to places around the world, but especially to the United States.

Kimber convinced Lord Nuffeld to sanction six (6) MG TA's to race in place of existing race cars being privately raced (old MG Midgets).

In 1938 MG unveiled the new saloons or dsopleas coupes. These were large luxury cars. Together

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with the "T" series and saloons, the MG car company had sold 3,000 units in 1938, surpassing the old record by 500 units.

Also by 1938, an MG had clocked a top speed of 187.62 mph in racing form. In March of 1939 Gardner of past MG racing fame, clocked a 203.5 mph run to shock the world. It had been only eight (8) years since MG had broken the 100 mph.

Abington at war - The Abington plant was converted to making all kinds of war materials from frying pans to shell trays. Later they actually produced the main section of the Albemarle Bomber in the Abington plant.

Oliver Boden, who had taken over from Lord as managing director of Nuffeld, died suddenly and was replaced by Miles Thomas. Thomas dismissed Kimber in November of 1941 over the Albermarle issue.

During the period from 1942 through 1944, Thomas geared up three (3) factories for the war effort. Unfortunately at the age of 56 and contemplating retirement, he was killed in a train crash in 1945.

In the next article we'll learn of the post war explosion of the MG T.C.

From the Editor

Ron Parks

When we returned from MG Indy '96', I sat down at the computer and wrote a letter to our daughters, one of whom is in England and one in Germany for part of the summer. My letter ended up being almost entirely about MG Indy '96', so I thought I'd share it with you here with the disclaimer that I didn't actually install my summer thermostat. Steve Miller did:

Dear Elizabeth & Christa,

You have to share a letter. We're talking volume here. You'll get more letters this way. Trust me. Hope you're both doing fine and traveling around a little.

Our big excitement was MG '96' in Indianapolis. It was great! Your Mother even got excited when we drove onto the track. It was fun seeing MG's parked everywhere you looked at the motels. Every evening it was a car show in the parking lot of the Holiday Inn. Linda now has a greater appreciation for the leather interior kit I've been lusting after for several years now. We saw several of them and I was careful to see that she inspected each one of

them. She did agree that it looks really nice!

Let me start at the beginning. We got away from here a little before noon on Friday with the plan to stop at the antique mall in Centerville Indiana. It was hot and sunny and with sunscreen applied, we sped westward on I-70. You would have been proud of your mechanic Mother. We stopped at a rest area and when I came back from the restroom, a woman from another MG was beside our car

Indy. Her husband was pouring water from a garbage bag over the radiator of their MG with the fan running to cool it down. I guess they were "Running Hot!"

Talk about running hot. We proceeded on and somehow missed the exit for Centerville and had to retrace 8 miles. We got there with the first item of business, lunch in air conditioning. After shopping for it seemed like hours, she says an hour if that, I said "are you ready to go?" I guess I was

anxious to get to Indy and see all those MG's. She was nice and said "I guess so." She had found some dishes like Grandma collects, but you had to buy the whole set, so she didn't.

So, now we're back on the road, I-70,

the bulk of the club members had

caravanned over on Thursday and traveled on Route 40 rather than the Interstate. Some of the older MG's don't travel so well at the highway speeds. They run hot. And besides it's more fun when you caravan to travel on the older highways and go through the little towns. But, not us, we're going to buzz right along at 60-65 mph on I-70! Wrong! It wasn't long until we came to "Construction". It took us 1 hour to travel two miles. Since I had planned to stop for gas at the next exit, it was a toss-up as to whether we would run out of gas, the radiator would boil over or Linda would boil over, first?

talking to Linda. Well, it turns out that Linda had already told her that I had installed our summer thermostat, in response to her question, "Are you running hot?" Pretty good huh? Linda even knew she was talking about the car. Otherwise her answer would have been "Hell yes I'm running hot." Also she told her that we were members of the "MG Car Club, Southwestern Ohio Centre" OK, She said Central, but she came real close thanks to the special T-shirt she had folded into the suitcase the day before. It had the club name on the sleeve. The woman she was talking to had left Cleveland at 6:00am that morning headed for



The whole gang minus the Wolfe's at MG Indy '96'

Fortunately none of the three occurred.

We arrived at our motel, the Dollar Inn, to find MG's parked everywhere. That was the good part. Our room was not. It was cheap! It was an air-conditioned space in which to sleep. Enough said! I left Linda in the soon to be cool room, the air conditioner hadn't been on, and drove to the Holiday Inn to check-in and get my T-shirt. It's a pretty neat shirt, MG '96' on the front and a big MG octagon on the back. The club had special T-shirts made for the occasion too. It made it easy to spot each other at the track. So, I checked in, found most of our crew gathered around the beer trailer, which consists of the back of two MGB's welded together with and axle with wire wheels on it and retro-fitted with a beer keg and pigot sticking out the back.

Later that evening Linda and I came back to walk among the cars, check out the vendors, and visit with the rest of our gang. I was able to pay my debt of MG earrings I had borrowed from a woman in the club for your Mother's Christmas present. She wore them the day we went to the track, by the way. I doubt that Penny has worn hers. I was good, that's the only thing I bought from the vendors. We found out what time and whether it was Dayton or

Indiana time that we were to meet for the caravan to the speedway the next morning, then retired for much needed rest.

We were last in our caravan to the speedway and of course caught a red light and lost the rest. It was OK, we had our map and figured out a way to get there, but came in from the opposite direction. The people directing traffic into the raceway area looked annoyed at us and waved us in. I think this was actually the best part of the day for us. They had us lined up in six lanes side-by-side for probably half a mile. We got out of our car and walked around in an unsuccessful attempt to find the rest of our club. There were so many nice MG's and all cleaned up close to perfection. There was a midnight blue MG-TD, that was beautiful. We saw MGB's in every shade of British Racing Green imaginable and ours

MGA who had driven there from Omaha. He said that was his first car he bought when he was 16. His son was maybe 10 or 11 and was really excited as was I about driving on the track at Indy. That trip I'm sure will be a cherished memory for them. After some time they started letting two lanes at a time enter the raceway grounds. We drove around the track and entered across from the grand stands and turned right onto the track. It is banked really steep in the curves. The two and a half miles seemed like a long way at 40 miles per hour max. Actually, I think we only got up to 30. Wanted to make it last and Linda was taking pictures. Oh, yes, we'll have pictures to show when you get back. Hope you guys are taking lots of pictures of England and Germany too. Thanks for taking the picture of the MGF Elizabeth.



John Lucente and the MG Car Club Southwestern Ohio Centrewere honored with the privilege of representing the MGA 1500 model in the Cavalcade of MG's at MG Indy '96'. John's display was one of the nicest ones in the Cavalcade.

looked as good as any there. There was a man and his little boy in an

We got parked in the enfield after our lap around the track, stuck our umbrella in the ground and walked around to look at the cavalcade of MG's. That was the front two rows where they had one of every MG ever made. Except the MGF. We looked back towards our car to find the couple next to us from Connecticut enjoying our umbrella. That was fine since we had found the rest of our club sitting under a shade tree on the golf course. Yes, the enfield is so large, they even have a golf

course. At some point a group

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photo was taken. We asked a man who happened to be from Akron, to take the picture. Skip Peterson handed him his camera he snapped three pictures, but then the poor man had to take the same picture with five or six other cameras. We should have just all gotten copies of Skip's.

Late in the afternoon the announcer read a tribute to Dan Callahan, the man who helped me put my new spring on my MG. He died on May 25 and club members finished restoring his MGA for the trip to Indy. Dan's brother Larry drove it with his (Dan's) daughter Kelly in the passenger seat. It was very moving for all of us especially

since after the applause of the crowd subsided, someone, completely unplanned, began playing bagpipes. It was a nice tribute to Dan.

We let most of the traffic clear out before heading back, enjoying the shade tree as long as possible, knowing the heat that awaited us in the MG. We stopped at ChiChi's for a cold drink on the way back to the motel.

I hadn't signed us up for the zoo dinner that evening. So we went to see "The Rock" in, yes, and air-conditioned theatre. It's an exciting movie, but very violent. Non-stop action. After that we

went to the Holiday Inn Parking lot to visit and look at cars some more. Some of the members fueled Linda's fear that I desire to become a multiple British sports car owner. It's not true though, well, maybe someday, but right now I'm just thrilled to have one that has much room for improvement.

We had a late supper at Steak-n-Shake. Something didn't set right with me. I didn't feel good all the next Day. We over-slept Sunday morning and missed the caravan for the trip home. Our low-budget Dollar Inn didn't have phone in the room, hence no wake-up call. A phone was \$5 extra and I thought we didn't really need a phone anyway and we didn't. It's just as well we missed the caravan because we stopped at the Centerville antique mall and Linda bought the set of dishes for your Grandma's birthday present.

All-in-all it was a great trip that we both enjoyed very much!

Oh, by the way you have a new first cousin once removed. At least I think that's what he is. Mike and Kristi had "Trey Michael" at 12:30 am Monday July 1, 1996. He has red hair and Kristi says he looks just like her brother did when he was a baby.

Gotta go get busy. We're getting ready for 4th of July picnic. We got garden and flowers done yesterday. Today I'm trimming trees and mowing grass. I miss you girls, ya-know-whadd-a-mean?

I really do miss you! Not just for mowing grass!

Love Dad

Remember, any and all contributions to the newsletter are always welcome. 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.

*** Classified ***

'51' TD for sale - White with red interior. Steve Miller rewired and fixed the brakes. \$ 13,000, will negotiate. Ed Barry, Centerville, 885-3562

'76' MG Midget partially restored; new kingpins and bushings; lots of spares: extra doors and bumpers, extra dash pad (no cracks). With trailer, single axle with tilt and ramps. Asking \$ 1,000. Call work (813) 4465455 or evenings (813) 586-5990

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