
THE OCTAGON NEWS

Volume XXX No. 4

MARCH 1997

RISING SUN HEATING UP

Reservations for Casino Trip By Month End

By The Johns, Wolfe & Zeno

Act right away if you intend to go on the trip to Rising Sun/Madison Indiana on June 21, 1997. Reservations and the money must be turned in to the casino by the end of March. Admission to the Riverboat Casino is \$5 per person. All persons must be 21 years of age or older. **No children are permitted on the Riverboat.** Pay your admission fee to John Zeno in advance, before the end of March to reserve your spot.

Accommodations for the overnight stay in Madison Indiana are at the President Madison Motel. This motel is on a hill overlooking the Ohio river. A block of 15 rooms are reserved for the MG Car Club, however, **it is up to you to call** the President Madison Motel on their toll free number (1 800 456-6835) to reserve your room and arrange for payment. Ask for Ray when you call to make your reservation. He arranged for our block of rooms



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:

March 19, 1997

MG TRIP REMEMBERED

MG Car Club Officers

President.....Skip Peterson 293-2819
vice-president..Karl Sparklin 426-6068
Secretary.....Ellen Sparklin 426-6068
Treasurer.....Dick Smith 434-1750
Member at Large.....Matt Schneider
427-0074
Pres. Emeritus..Dan Wagner 667-6286
Activities Chair..Tim Oricko 434-5928
Membership Chair.....Linda Wolfe
429-0847
Octagon 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.....434-1655
Web Page -
<http://www.car-list.com/carclub/mgbskip.html>

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 Linda Wolfe for further membership information.

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Upcoming EventsMarch

- 11 **BCD '97' Meeting** 7:30pm at Marions Pizza Town & Country
 15 **St. Patrick's Day Party** at Gribler's
 16 **Hilliard Car Show** Hilliard Ohio
 19 **MGCC Meeting** in Lithuania Club

April

- 12 **Highway Clean-up** Mc-D's in Vandalia
 16 **MGCC Meeting** in Lithuania Club
 27 **Tune-up Clinic** at Matt Schneider's

May

- 4 **Historical Tour** Beginning at the Indian Mound in Enon
 12-18 **First Annual British Car Week** Drive your MG
 21 **MGCC Meeting** in Lithuania Club

June

- 13-14 **London Ind. to Brighton, Ohio** In conjunction with Indiana British Car Union
 21-22 **Grand Victoria River Boat Tour** Gambling & overnight stay in Madison Indiana
 18 **MGCC Meeting** in Lithuania Club

July

- 7-16 **Lake Erie Circle Tour**
 12 **Highway Clean-up** Mc-D's in Vandalia
 13 **Cincinnati British Car Show** at Edgewater Park
 16 **MGCC Meeting** in Lithuania Club

August

- 1 **Pre-BCD '97'** at Courthouse Square 11am to 1pm
 2 **BCD '97'** at Eastwood Park
 20 **MGCC Meeting** in Lithuania Club

September

- 13 **Highway Clean-up** Mc-D's in Vandalia
 14 **Concourse Car Show** at Natural History Museum (Museum of Discovery)
 17 **MGCC Meeting** in Lithuania Club

October

- 15 **MGCC Meeting** in Lithuania Club

November

- 1 **Highway Clean-up** Mc-D's in Vandalia
 19 **MGCC Meeting** in Lithuania Club

and is aware of our special rate of \$39 plus tax. The 15 rooms all have 1 double bed. Larger rooms

are available, probably at the same rate? Your reservation for your

motel room must be made by the end of March.

Here's the plan: We'll depart the parking lot of the K-Mart at Dorothy Lane and County Line Road at 8:30am on June 21, 1997. We'll board the boat at 11:30am for the 2 hour cruise. We'll be parking our cars in a special lot the casino has that is normally used for valet parking. We will, however, be parking our own cars. They will have a security guard around our cars during the cruise. We plan to stop on the way to Madison to eat our packed lunch. The next day we'll go to Matamora, the town of Christmas shops and canal barges and then home.

It promises to be a fun trip! Come and join us if you can.

MG Nostalgia Circa 1966

By Mike Maloney

Back in the 60's I was the proud owner of a black 1964 MGB complete with red leather interior, three main engine, and wire wheels. It was also during this period that I was most anxious to take an often dreamed of trip to the western states and Mexico in an MG.

So it began in late August 1966 leaving my farmhouse in Laura, Ohio, setting out alone on this solo odyssey. A young man's dreams finally coming to fruition. Keeping with the plan, I headed west on old route 40. The first destination was St. Louis. The single most remembered point about this trip was that it was hot. Very hot! But full of optimism,

<p>S T R I C T L Y</p>  <p>BRITISH</p> <p>RESTORATION & PARTS</p>	<p>RANDY BALOGH</p> <p>226 Kirby Road Lebanon, Ohio 45036</p> <p>(513) 933-0950 MGBay@AOL.COM</p>
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feeling invincible, down the road I went with the top down all the way, feeling the warmth of the sun, wind in my face, etc. Some time before St. Louis, I stopped at Stuckeys (remember those?) for a hot dog and a coke. Then the reality set in. Looking in the MG rear view mirror I could see that I was fried to a crisp. About the color of a lobster, or better yet the color of the interior of my MG. We were a perfect match. Needless to say, most of the remainder of the trip was spent with the top up except on cloudy days.

After reaching St. Louis, the MG and I headed south to Oklahoma City on the old route 66. I might point out that this trip was not well funded. Read this to mean not much money. Sleeping accommodations were minimal. Read this to mean that I slept on roadside picnic tables with a blanket. But, it's strange, I never slept better in my life. It's funny how a solo trip in an MG can relax you, distort your perception of reality, and give you peace of mind.

I continued on old route 66 through the Texas panhandle, and somewhere around Amarillo or Hereford, Texas I headed south for Ciudad Quarez, Mexico. I don't remember much about the few days I spent in Ciudad Quarez (it was more than 30 years ago) except that I received my Master Degree in Carta Blanca Cerveza. Higher education can be exciting and troublesome.

After a few days south of the border, the MG and I headed back north through New Mexico, stopping to see various points of interest such as Carlsbad Caverns. It was deep in those caverns that I learned that in the total absence of light one can not see a wrist watch with a phosphorous dial. Nor can one see his hand in front of his face. I also learned that twenty thousand bats flying from the depths of the

caverns right at you, can scare you to death. Like I say, higher education.

Someplace between Roswell and Vaughn, New Mexico, the first real trauma of the trip occurred. Right in the middle of that uninhabitable desert the temperature gage began to climb. It was at this moment I learned the cardinal rule of MG adventure. Never travel in an MG without a spare fan belt. After hitch-hiking back to Roswell, I returned with the belt and a couple of gallons of water to make the repairs. (At least I did remember to bring my tools!)

Eventually, the MG and I did make it back to route 66. We turned west traveling through Albuquerque and stopping in Gallop to rest before making the trip across the Arizona desert. After waiting a few hours for the noon sun to go down, the trip across the desert was made late in the afternoon. This was an interesting part of the trip, with stops to see the painted desert, the petrified forest, and the meteor crater just outside Winslow. The crater was especially interesting.



It's hard to imagine how a 100 foot diameter piece of rock, falling from space over a hundred years ago could have dug a hole about a mile wide and almost as deep.

The next destination traveling west was Flagstaff. After the desert this lofty city in the mountains gave a much welcomed respite from the desert heat. After the MG rested, we headed north toward the Grand Canyon. As I recall, I had not slept or eaten for about 24 hours and was anxious to reach the Canyon for something to eat and to get some sleep. Having never been to this place, I was astounded at the indescribable beauty that I initially saw at the edge of the Canyon. The sun was just going down and the shadows painted unbelievable portraits throughout the Canyon. It left me speechless! I sat down on the edge of the rim and ate without a doubt the best meal of my life. A quarter pound of bologna, cheese, a loaf of bread And a quart of milk. It didn't get any better than this!

The rest of the trip was spent going north through Utah, and then back east through the mountains of Colorado, enjoying such towns as Silverton, Montrose and sites along the continental divide. I can also tell you from this experience that SU's do not function well above 4,000 feet, as the little MG was gasping for breath at various points. But, we made it and continued our trip uneventfully through the eastern elevations of Colorado. About this time, three weeks into the trip, the money did run out and we were forced rather begrudgingly to make the return trip back to Ohio.

As I was reflecting back a few days ago, I made myself a promise.



Within the next couple of years, I will make this same trip again. It will be in an MG. The only variations from the original trip is that it will be in the company of my wife, and the accommodations will be considerably better.

St. Patrick's Day Party

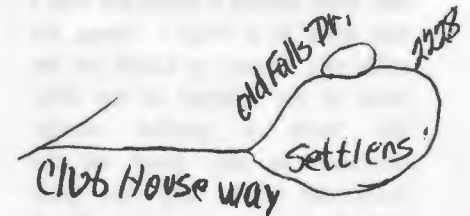
By Dave Gribler

Hopefully this map will be a little more readable than the one in the February issue. Proceed east on Old Route 40 from I-75. When Route 40 turns to the right at the Kroger store, go straight ahead. Turn right on Club House Way. After turning onto Club House Way, turn

left on Old Falls Drive into "The Falls". Proceed straight ahead and you'll run into Settlers Trail. Our house is at 2228 Settlers Trail., Vandalia. Phone 898-9928.

There is no on-street parking on the private streets (concrete with center brick gutter) in "The Falls". Please park in either one of the stone "Guest Parking" areas, along the public street (blacktop with curbs) or on the grass in front of the undeveloped lots across from our house. There is limited parking for the first four "early birds" in our driveway.

The party is set to begin at 6:30pm. on Saturday March 15, 1997. Please bring an Hors d'Oeuvres or a dessert. BYOB Soft drinks will be provided.



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Member Featured Car of the Month

By Matt Schneider

Since High School I have had an interest in British sports cars. My best friend's father took one of us along when he blew the cobwebs out of his 3-carb E-Type on sunny Sunday afternoons. I also rode along in my high school buddies' MGAs and Bug Eyes when the midnight races ran along River Road north of Indy. In college I double dated more than once in a TR-3. My roommate in graduate school ran a Healy 3000 MkII. I always thought that I would own a classic British roadster one day. I still don't. Twenty-five years ago I was bitten by the MINI bug when I could finally afford some automotive toys to play with. Two years ago I found my self with extra funds in the toy account and I thought that this might be the time to find a sports car that I could just drive. I tried Dick Smith's MGB roadster on for size and found it to be surprisingly roomy. I began the search for my MGB in the fall of 1994. My criteria included wire wheels, chrome bumpers, solid body, clean interior, and a good running engine. I looked at more than a dozen roadsters and was becoming discouraged about finding an MGB I was going to be happy to own. I had ignored ads for the GT model, since I believed that I wanted a roadster.

In January 1995, Southwest Ohio Centre member Mike Maloney advertised his 1967 MGB GT in



the Dayton paper. Something attracted me and I hopped up to Tipp City to look and have a test drive. A second visit was made to crawl over and under the MG. After a second test drive the deal was struck. Mike had a file of receipts from past owners detailing parts replaced and repairs made. This information definitely influenced my decision to purchase this particular MG.

The car is a 1967 MGB GT with a 1971 overdrive transmission. This change came about as the result of an improperly installed throw-out bearing. The original gearbox came with the MG as a spare. It has the "flat dash" (someone might explain the significance of this to me sometime) with a Pioneer stereo system installed. The upholstery had been recently redone in black. Many of the interior bits like knobs, switches, steering wheel, and trim had also been replaced. The exterior of the MG had been resprayed Grampian Gray, its present color, by a

previous owner. The original color appears to be a grey that I have been told was called Granite.

I registered the MG as an historical vehicle which limited driving to nice weekends and to shows and MGCC club events. I discovered what I thought to be a few developing problems driving to British Car Day last year. The MG acted like it wanted to swap ends under braking. Also, the idle had suddenly become rough and the engine hesitated under acceleration. I decided to take the MG to Steve Miller at MG Automotive for a general health check. I expected that a few minor adjustments and a tune up would be the prescription. Sadly this was not to be. The front suspension had serious problems with seized bushings, dead shocks and springs, and various pieces sawing through each other. The rear suspension had similar problems. The years and less than religious maintenance over that time had taken its toll. The MG now has

new legs under it thanks to Steve, and the ride and handling are a revelation. I plan on enjoying the MG on the many Club tours planned for this year.

Historical Tour Plans

By Ron Parks & Bill Hammond

Plans for the May 4th historical tour are shaping up. We now have a starting point, the Indian Mound in Enon, and the Enon Historical Society may have their Log cabin open for us. We have stops planned at the Ohio Caverns; Mac-O-Chee castle; the Vintage Inn in West Liberty, we'll do lunch there; George Rogers Clark Park; Young's Jersey Dairy and Ye Old Trail Tavern in Yellow Springs.

We won't be lingering long at our stops. Some members will be conveying additional information at some of the historical sites. The idea is to whet your appetite for a return visit to those sites you find most interesting.

The tour is designed so that you may do all or part of it. The majority of the touring, 65 miles will take place prior to the lunch stop. While we will be taking country roads after leaving the Vintage Inn, the route will be fairly direct to George Rogers Clark Park and then on to the Yellow Springs area.

More information regarding times and such will follow in the April issue. We will need to know how many people are planning to go on this tour so that lunch reservations can be made.

First Annual British Car Week

By Dave McCann

The following is an explanation of The First Annual British Car Week from the internet and instructions for enjoying yourself during this celebration.

The week of May 12-18 has been chosen because it is a time of year when the snow has melted in most parts of the country (at least in the USA) and we can all get our cars out to enjoy them. As indicated in Peter Egan's column "you don't see old sports cars on the road anymore". We can now, during this week in May, get our cars out on the streets at the same time and show people that our old British cars are still part of this modern world. Drive your car to work, to the store, pleasure cruise, plan a rally, take the kid(s) to soccer practice, take mamma to her aerobics class, take papa to the bowling alley. Maybe some of you will have an event to go to, but if you do not, don't let that stop you from getting your car out.

This will not only supply you with some fun (in most cases) but will give your car some exercise. This week of LBC's on the road in unison, will get people talking about these cars, and hopefully catch the eyes of some little dreamer who might want to own one someday and help continue this fun hobby in future years, when we're spending all of our time in our converted bucket seat rocking chairs. And hopefully when you're out in your car, you'll

see another British car enthusiast to wave to.

From the Editor

Ron Parks

Keep those cards and letter coming folks! Have you enjoyed the articles in last several issues? I have! It's nice to get varied perspectives from so many different people. Thanks for the input!

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 *

'75' MGB, Body fair, motor runs, interior rough, Restoration car. Call Greg Mannix at (513) 277-7579

MG Engine, 1500 Head with 1600 Block has sold. Other Misc parts for MGA are still available. Call Kent Miller at (937) 299-3837 or 224-9400

MGA Sheet Metal and other misc. parts for sale. Call Wally at 890-5346