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# THE OCTAGON NEWS

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Volume XXX No. 5

APRIL 1997

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## NEW MG COMING

APRIL 1, 1997

### Rover Group Entering U.S. Market with MG Sport Utility Vehicle

England, April 1, 1997, a spokesman for the MG division of Rover group announced today that a redesigned MG, identified as the MGH Sport Utility Vehicle is available for immediate export to the United States. Rover said the sport utility market was a natural outgrowth of being a part of Rover Group for MG. This has been a goal of Rover since acquiring the MG name. Rover has always been known for it's rugged designs and MG has always been known for being very sporty. It's a dream come true for sport utility vehicle lovers. The lines are familiar, but this vehicle is completely different inside and out. The MGH is as rugged and tough as a land rover and yet as stylish and carefree as the MG it is! (See photo)



*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 16, 1997**

### 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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## From the President

Skip Peterson

It's going to finally happen. Cars will come out of garages, oil will get changed, and soon we'll hear the sound of that mellow exhaust as we hit third gear, and remember what DRIVING is really all about. For a while there, I didn't think spring would ever get here. I must confess, many a night I fall asleep remembering the feel of the steering wheel in my hands, the down shift, the parking lot party at MG '96, a covered bridge in Preble County, the rain of Mid-Ohio. Great memories, now it's time for some new ones.

Spring/Summer/Fall '97, what do you have to do to get ready? I'll give you my short list of the top things I have to do on the "B" this year, and I'll challenge you to pick the top things you have to do, and then we gotta get them done. The "A", well, that's another story, but at least the inner sills are in place, and now we can get that body off the chassis in one piece. That's one thing done this winter that is a huge step on that front.

Now, back to the challenges at hand, what do I need to get done on the "B" this year.

1.- Gotta get that car to start better when it's cold. I'm not sure what the deal is, but it's always cranking so long before it fires. Once it's warm, it fires right up. I have a long list of possibilities, I'm going after those one at a time.

2. Mirrors- I have never put door mirrors on the car since I had it



Road & Track May 1997

Photo by D. A. Littlefield

MGH<sub>oax</sub>

3. Hole in right side floor board. Yes, that's right, HOLE in floorboard. This spring, I intend to get that hole repaired. Not sure exactly how yet, but we will get it done.

4. Leaking right rear axle seal. Noticed a small amount of oil on the inside of the brake drum last fall before I stored the car. That needs to be looked into.

Now, I've told you what I really need to do this spring/summer on the "B". It's time for your list. By

the way, I'm not sure I have my list in the right order, but overall, we have to remember to keep our cars in safe operating condition. That includes the annual spring walkaround and crawl under the car to see how things are. Are all the fittings tight, shocks tight and oil level checked, tie rods ends OK, all grease fittings lubed, exhaust fittings OK, brakes adjusted, master cylinder checked, emergency brake working, all motor/transmission mounts OK, all hose fittings tight, check the fuel tank and fuel pump lines and fittings, wiring and fuses. Yeah, it's gonna take most of the day, but it can prevent a ton of trouble down the road. Now that you have

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another list of minor things to fix, you have plenty to keep you out of trouble and in the garage for a few evenings. Sounds like fun to me.

Also, be sure to give that MG a good bath, top and bottom, inside and out, and a fresh coat of polish or wax. I think we've got a pretty good idea of what lies ahead, a little bit of work, and a whole summer of driving. I knew spring would get here, I just knew it.

## Member Featured Car of the Month

By Tony Pareseau

**M**y Dad picked my first car, a 1962 MG Midget. We bought it in 1964, my last year in high school. WOW! What a great car to start my driving career! A year later, it was time to move up to the 1965 B, that was to become the standard I expected in driving experience. My B had all I wanted in looks and handling, although the time I had with this car was short lived (totaled on the way home from college one weekend), It was to leave a deep and lasting impression.

My closest friend was affected by this car, because he started buying MG's. He ended up with a 1979 white B. His job kept him away from home and the B more than he wanted. Giving his best friend a



Photo taken at home of former owner in Fairfax Virginia

mercy call, he made me an offer I could not refuse. Take care of my baby, she is falling apart!

I made a quick trip to Fairfax Virginia and started the process of testing and repairing this poor damsel in distress. I drove her home, nine hours, straight to New Carlisle, Ohio. It was basically a good solid car, but needed up graded from years of weather and EPA controls gone astray. It was also in dire need of suspension upgrades.

First came the suspension work. I rebuilt the A arms with V8 bushings, then on to the King Pins, lowered front coil springs, shock conversion to Spax adjustable's on all four corners. I installed larger sway bars and special tie rod ends to accommodate the larger 6" mini

lite wheels with 205/60/14r tires. Then new leaf springs and rear lowering kit. A gas tank and sending unit was required to help keep the tow truck at bay. On to weber carburation, peco headers and complete exhaust system. Then came the challenge of keeping her cooled down, this baby was a hot little number. I custom built a radiator by changing the core tubes from 1/2" tubes to 3/8" to give it more surface area to cool. I added a 7 row oil cooler to keep the oil safe from excess heat.

Next came the "Lucas vs Tony, one on one, battle to the finish." I rewired all problem areas, smiling to myself, as I took all the surprises out of that "master of disaster," "LUCAS."

Then came time to make this little roadster look, "WAY COOL." A rebuild of the front fenders and addition of inner walls to stop future rust, came first. Next door skins, quarter panels, a pearl base Currant Red paint, with a personally designed logo and stripe. A new top was put together in the mid-day heat of summer, using the driveway as a table, while sipping on a ROC cokAcola and reading Mad magazine. Also, new carpet and seat covers, radio, speakers and wood inlay dash. What is this lever for? Engine compartment? Out with the old and dirty, in with the rebuilt, cleaned and painted. Mr. Transmission got a good going through also, with gaskets renewed and motor mounts that were actually one piece, all going back together. WHEW!

Her future has been planned too. Setting in a dry quiet place, just waiting for that proper time, is a built-up large valve, early head, with larger springs and hardened valve seats along with a cam shaft with a competition profile, dual timing chain and gears.

My first car show was more of a feeling out experience, as I knew nothing about what to do or expect. To my surprise, we accepted a beautiful second place trophy at the 1994 MGB register in Washington, D.C.

Joining the MG Car Club has given me a chance to meet and enjoy many MG fanatics. To me this is as much a part of the MG mystique as the car itself. Many thanks to the Brits and their cars and my new found friends. I've found a little piece of heaven in the shape of an MGB.

### Upcoming Events

#### April

- 12 **Highway Clean-up** Mc-D's in Vandalia 9:00am  
 16 **MGCC Meeting** in Lithuania Club  
 27 **Tune-up Clinic** at Matt Schneider's  
 29 **BCD '97' Meeting** at Marians Pizza Town & Country

#### May

- 3-4 **Richfield Car Show** Richfield Ohio  
 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  
 31 **Vintage British Car Show** Dayton Carillon

#### 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 9:00am  
 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 9:00am  
 14 **Concourse Car Show** at Natural History Museum  
 (Museum of Discovery)  
 17 **MGCC Meeting** in Lithuania Club

October 26-28 **Indy British Motor Rally**

- 15 **MGCC Meeting** in Lithuania Club

#### November

- 1 **Highway Clean-up** Mc-D's in Vandalia 9:00am  
 19 **MGCC Meeting** in Lithuania Club

## Half Way Around the World in Search of MG

By Dave McCann

I'm sure it seems like Tokyo is a little far to go just to find an MG dealer, but believe it or not I did manage to do something with the rest of my vacation besides look for a car dealership. Austin Rover MG of Yokohama, specifically, is the name of the dealership (and as the locals will tell you, it is NOT in Tokyo). It is, according to the English phone book, located at 5-2 Nihonodori, Naka-ku, Yokohama City. This is roughly 5-2 Nihonodori area, Naka Ward, Yokohama.

Addresses in Japan are given by an area which covers several blocks, not all on the same street. So while Nihon Odori is the name of a street (means big Japanese street, or perhaps Japan Blvd.) the dealership is not necessarily on the street named Nihon Odori. (Additionally, I'm told the numbers tend to correspond to the order the buildings were built!)

All of this means that when I and the friend I was visiting set out on our grand adventure (MY grand adventure really, let's be honest here) we weren't sure of exactly

where we were going. We were even less sure of things when we found that every building in Nihonodori looked like an office building or a hotel. At this point we were expecting to find the administrative offices for something like Austin Rover MG of Japan.

Fate, however, was looking our way this day and after stumbling around Yokohama for about 10 minutes, we looked down a side street and saw an unusually large gathering of British cars (which is to say, more than one). Range Rovers are what I saw first. But it got better. Next was Minis, and



then prominently displayed right in front of the entrance to the dealership was a bright red MGF. Figuring at this point that it just doesn't get any better, we went in to ask if we could take a few pictures.

It does get better, because inside the dealership there was a brand new MG RV8. If you are not familiar with the RV8, let me fill in a few details which I understand to be true by will deny ever uttering if anyone tries to hold me to them. In about 1992 when ROVER started making

replacement bodysells for the MGB (or authorized someone to, or something) they also decided to produce a limited edition MG using that bodysell. The run was of 2000 mostly hand assembled, top of the line, roadsters with leather interior, wood dash, 5 speed and that Rover V8 engine! (Hence the designation RV8) They, of course, also priced it accordingly at about \$40000 (or in this case 3,990,000 yen). They are in my opinion (as you may be able to gather) very nice cars. They look like an updated MGB and have all of the advantages of a modern car.

So after taking pictures from every angle possible I remembered that there was also a couple of MGFs and several Minis which I might also want to get a few pictures of. I got pictures of all of those and then considered a test drive in the RV8. Better judgment prevailed however when I considered the possibility of driving \$40000 worth of car around in a foreign country on the wrong side of the street and with the car built backward (left to right) of the way it should be. (and don't even TRY to use logic on me to refute the last part of that statement).

Anyway, I settled for the pictures and a bag full of brochures some of which are even in English. All in all, not a bad day.

## Historical Tour Plans

By Bill Hammond & Ron Parks

**T**he historical tour on May 4th will begin at the Adena Indian Mound in Enon, Ohio. Go north on I-675 to the Route 444 exit. Turn right to go to Enon. Go through 3 traffic lights, turn right on Indian Dr. and you'll run right into the mound. There are brown signs to Adena Mound. See attached map. The Enon Historical Society will have their Log cabin open and will have coffee and donuts for us.

Lunch stop is planned at the Vintage Inn, 1 mile north of West Liberty on the west side of US. Route 68. For those of you who may want to join the tour at that point, you should be there at 11:30am.

The Lunch Buffet is \$9.95 plus beverage, tax and tip. Golden Buckeye will get you \$1 off. Children up to 10 years \$4.29. You can order from the menu if you do not desire the buffet.

We need to know how many people plan to have lunch at the Vintage Inn so that all or part of the log cabin room can be reserved. Please let **Bill Hammond** (434-9967) know as soon as possible if you plan to participate in the lunch part of the tour.

Here's the plan:

(8:00am) We'll gather at the Indian Mound. We'll enjoy coffee & donuts in the log cabin and take photo of cars and us around Indian Mound. Enon Municipal Building will be open for our use of restroom facilities.

(9:00am) Depart on tour

(10:30ish) Make comfort stop at Ohio Caverns. JoAnn Zeno will fill us in on the West Liberty historical sites we're about to see.

(11:30am) Do lunch at the Vintage Inn, West Liberty, Ohio.

(1:00pm) Depart Vintage Inn and tour to George Rogers Clark Park.

(2:00ish) Make comfort stop at George Rogers Clark Park. Ron Parks will deliver a reading to bring alive the battle of Piqua as experienced by the 12 year old Tecumseh.

(2:30pm) Continue tour to Young's Jersey Dairy for ice cream treats.

After this you're on your own. Some may choose to go the Ye Old Trail Tavern in Yellow Springs for a brewski and perhaps supper.

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.



MGCCSWO's Youngest MG Enthusiast "Max Wagner"

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## From the Editor

Ron Parks

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 \*

'61' Austin Healey Bugeye Sprite. Frame-off restoration, burgundy paint, fresh 948 engine, wire wheels, previous award winner at BCD, \$10,000. Call Tim at 299-1018

'62' MG Midget First year Midget imported to U.S.) Runs good needs some body work, new interior not installed, some restoration completed \$2,000. Call Tim at 299-1018

'75' MGB New top & Tonneau. \$2,500. Call Lt. Nystrom Daytime at 255-5150

'79' MGB \$4,000. Call 426-7305

'MG Collection' for sale due to serious family health problems:  
1935 MG-PA 2069 older restoration, BRG with natural leather interior. Approximately 30

miles total since late 70's restoration. \$29,500.

1949 MG-TC #8710 Mid-80's restoration. Primrose with biscuit. all the goodies including marino master cylinder, new factory exhaust, 4 ring pistons, New engine mounts, etc., Tripod lamps, early fog lamps, Seabrook dash & Brooklands steering wheel. \$16,500 OBO.

1954 MG-TF Older Florida restoration in cream with navy interior, wires, like new tires, black top & full tonneau, set of late TD side curtains included. \$10,995 OBO.

1972 MGB Original condition; blaze red/orange with navy interior, wires, new exhaust, master cylinder, calipers and slave cylinder. Have metal work to repair body, New top in carton. \$995 OBO.

1973 MGB-GT Red with orange/red/black interior. New chrome, tires, master cylinder, etc. overdrive. \$3,250 OBO.

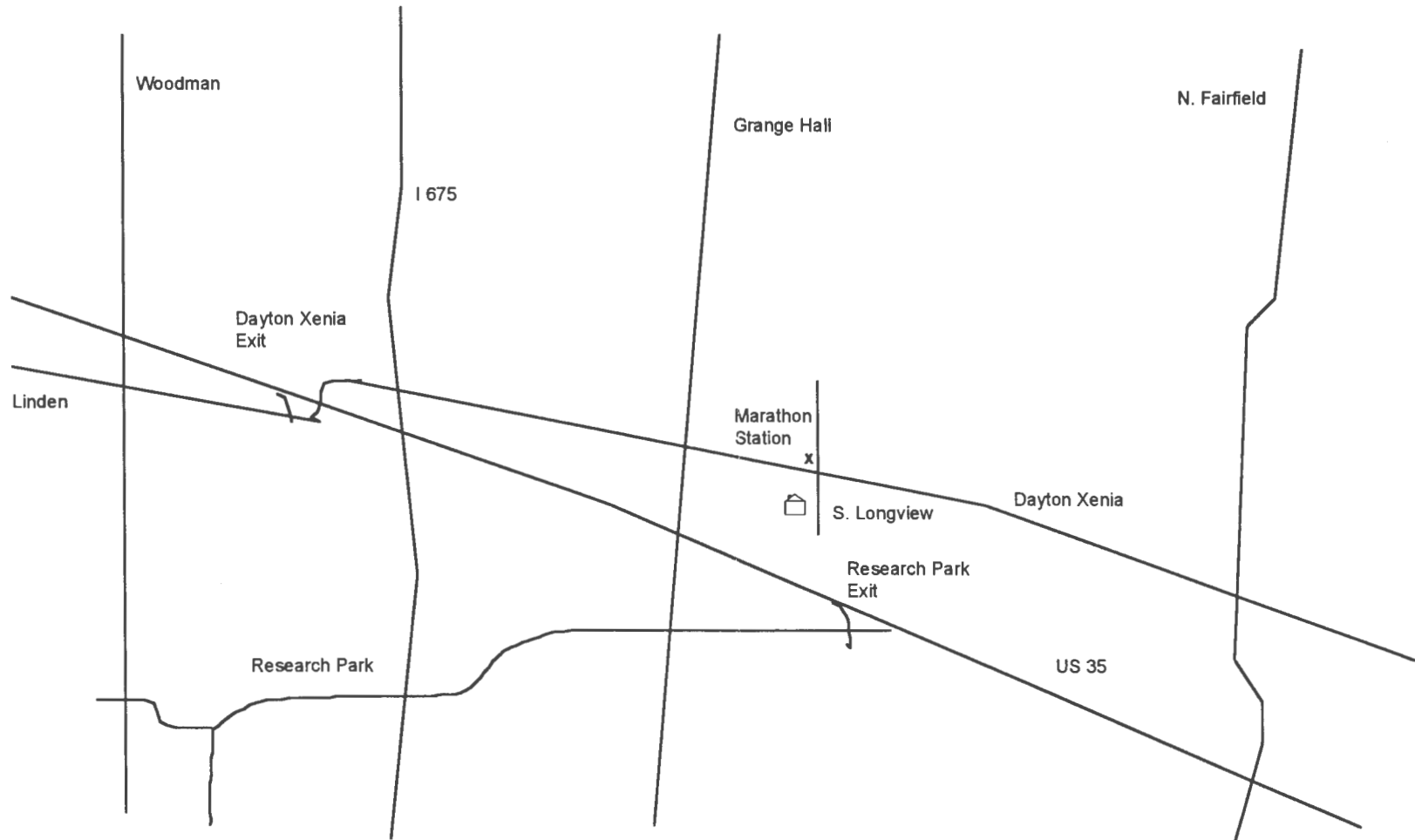
Contact Larry L. McCartt, 16 West Elm Street, Monroe, OH 45050-1317. Daytime (513)671-1100 Evenings (513)539-7406

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

'75' Triumph TR7 4 cylinder, 4 speed, hardtop, average condition. \$1,200, Call Wess Eichelman (937)864-1705

MG Car Club Spring Tune Up  
April 27, 1997, 8:00 am til ?  
Matt Schneider's Garage  
1511 S. Longview St., Beavercreek 427-0074





MG Car Club  
Spring Historical Tour  
Sunday, May 4, 1997 8:00am  
Adena Indian Mound, Enon, Ohio

- North on I-675
- Route 444 Exit turn right go into Enon
- Past 3 traffic lights follow small brown signs right on Indian Drive to Adena Mound

Vintage Inn Restaurant, West Liberty Ohio

- North on Route 68
- 1 Mile north of West Liberty on left.

