

THE OCTAGON NEWS

Volume XXX No. 10

SEPTEMBER 1997

Picnic September 13 (See page 5)

We feature an IMP?

Destination: Texas

Election of Officers

By Ron Parks

You'll want to be sure to attend the September meeting to ensure that you do or do not, as the case may be, get elected to office. It is possible to get elected to office without being present. Ask John Zeno? Also, you'll want to pay your membership dues as soon as possible so that you'll have the right to vote. Only members in good standing are allowed to vote per the by-laws.

If you're interested in running for any of the elected offices, let someone know so that you may be nominated. The offices that are voted on are: President, Vice-President, Secretary, Treasurer and Member at Large. Other positions are appointed by the president or volunteer positions.

September will be an important meeting. See you there!



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:

September 17, 1997

Club Membership Information

Membership dues of the Southwestern Ohio Centre of the MG Car Club are eighteen dollars (\$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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Web Page
.. www.car-list.com/carclub/mgskip.html

MG Car Club Exclusive Offer

By Ron Parks

There's this great deal in town at the Lithuanian Social Club, exclusively for MG Car Club members. Triumph Club members don't get to do it. Miata Club members don't get

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Inside This Issue

2 From the Departing Editor

3 Destination: Texas

3 Cumberland Falls by MG

3 Featured Car: An IMP?

5 Nuts and Bolts

Upcoming EventsSeptember

- 13 **Highway Cleanup** Mc-D s in Vandalia 9:00am
 13 **Picnic** Sparklin's (map included this issue) 2:00pm
 14 **Concours D'Elegance** Natural History Museum
 (Museum of Discovery)
 14 **British Car Show & Swap Meet** Chesterland, Ohio
 14 **Battle of the Brits** Sterling Heights, Michigan
 17 **MGCC Meeting** Lithuania Club
 21 **British Motor Car Day on the River** Evansville, Indiana
 26-28 **Indy British Motor Days** Indianapolis Motor Speedway

October

- McC.S. BOD Meeting 11:30 Monday TEL*
 -3 ~~**Fish Fry**~~ Lithuania Club 6:00pm-10:00pm
 15 **MGCC Meeting** Lithuania Club

November

- 1 **Highway Cleanup** Mc-D s in Vandalia 9:00am
 7 **Fish Fry** Lithuania Club 6:00pm-10:00pm
 19 **MGCC Meeting** Lithuania Club

December

- 6 **Christmas Party** Skip & Jennifer Peterson's

January

- 21 **MGCC Meeting** Lithuania Club

Februray

- 18 **MGCC Meeting** Lithuania Club

March

- 18 **MGCC Meeting** Lithuania Club

April

- 15 **MGCC Meeting** Lithuania Club

May

- 20 **MGCC Meeting** Lithuania Club

From the Old Editor

by Ron Parks

Thank you all for the help and cooperation you've given me over the last year and a half of getting this newsletter produced. I'll miss going to Asylum Graphics once a month. It's so peaceful there strolling the grounds with the people dressed in white. Folding paper and licking stamps. Does Asylum seem appropriate for a group like ours? I don't know?

I have enjoyed doing these some 20 issues of the Octagon news, although I must admit that panic set in a few times at first "What in the world am I going to put in this newsletter this month?" But, many of you came through with articles, photos and input that was of interst to all. OK, with some badgering from an overzealous editor. I think Skip took most of the abuse. Anyway, my sincere gratitude goes out to all of you! I found your articles interesting and I think others did too.

OFFER - Continued from Page 1

to do it. Even the Austin Healey Club members don't get to do it. Just MG Car Club members get a FREE fish dinner, FREE beer and get this—you as a member of the MG Car Club get to play cards all evening, FREE. You still get the FREE fish dinner. You still get the FREE beer. And, yes, believe it or not, on top of all this, you get to deal

showdown until 10:00pm., FREE!

You're asking yourself, "How can I cash in on this amazing opportunity?" Well, friends, all you have to do is show up at the Lithuanian Social Club at 6:00pm on October 3, 1997 and all these amazing benefits are yours! But, you're saying to yourself, "Something this good comes along once in a blue

moon." "I'll want to do this over and over again!" Well friends, you are in luck, because you can do it again on November 7, 1997. Not December 7th, Pearl Harbor Day, not January 7th, Not February 7th, but November 7th. Weeks before Thanksgiving Day, you'll be able to do it again!

Be there or be square.

Destination: Texas

by Dave Gribler

As I write this, BCD '97 is still a fresh memory and memories of our trip to Texas are quickly fading. Better get this down on paper before these memories blur. Lois and I again attended the annual North American MGA Register "Get Together" held this year in Grapevine, Texas. Grapevine is a small community located just North of the Dallas-Fort Worth airport. This is the ninth consecutive GT we have attended, having driven to all in our trusty, roadworthy but pitiful looking MGA Mark II roadster. Having attended the past eight GT's, meeting all the wonderful people who attend them year after year and having such a fun time, missing GT-22 was not an option. After all, it's only a little over 1,000 miles to Texas; one way!

Planning for the trip started back in January when I put in for the vacation days needed to make it happen. In true British Car Enthusiast form, I managed to procrastinate on sending the registration form and fees and making the hotel reservation until May. I finally got around to preparing the car for the trip two full days before departure.

Most people get a bit nervous about driving a 35 year old, notoriously undependable British sportscar to the park for a Saturday afternoon car show. I guess we're a little different. I figure if man made it (and it breaks), man can put it back

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Featured Car of the Month

An IMP?

by Paul Wehner

I know, I know, it's not an MG. But what can I say, I have a big heart for the lost orphans with no clubs this side of the pond.

I bought the car in 1989 while Paula was at a convention in St. Louis for Discovery Toys, which she use to sell. I had been looking for a work car and she was sure I was going to buy the 1963 Buick Special with the 215CI V8 (GM design - sold to Rover, MGB-V8 right) which we had looked at a few days earlier. Needless to say, she left and a new Trading Post came out. "Sunbeam IMP 200⁰⁰"

And I drove it home. And then regularly for almost 2 years. Problems? Only one major one, getting a coolant leak and overheating the all aluminum engine. It warped everything, total rebuild. With kids, about 5 years in storage. Finally last summer I put the motor in and drove it home from storage.

Cumberland Falls by MG

by Ron Parks


It was a cool morning on Saturday August 23, 1997 when we headed south with the top up on our MGB. This weekend was our last chance to have a little getaway before the students descended on Linda at school. She had already been working for a week, but the really stressful time starts when the kids arrive.

I had done a little preparation the night before: topped off the oil, checked the brake and clutch fluids, checked the belts for

FALLS - Continued on Page 4

Some of you may never have seen an IMP or have and wondered what it was. It's a small, 2 door, 4 seater, with a massive 875cc, overhead cam, water cooled, rear mounted engine. Built by the Rootes group. This is coupled to a 4 speed transaxle and the longest

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<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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FALLS - Continued from Page 3

tightness, installed a new radiator cap and checked the air pressure in the tires. You know I haven't checked that spare for a while. I need to do that. I packed all the tools, that fortunately we didn't need and rearranged a little in the boot, to get our bags in. We traveled light.

Stopping by the Dayton Mall to get money from the Credit Union MAC Machine that morning reminded me of meeting there to go to the Cincinnati car show.

We had reservations at the Boone Tavern Hotel in Berea, Kentucky, for lunch. Great food and old Kentucky charm. The restaurant employs students from Berea College, who you're not suppose to tip. You may leave a donation for the student fund, but no tipping. The students work there in exchange for part of their tuition. After a leisurely lunch, I took a picture of the two new BMW roadsters in the parking lot, one British Racing Green and one black, for a friend who owns one. Our MG was in the picture too of course. The real thing! Oh, yes, the top was down at this point and stayed down the rest of the weekend. After hitting all the little shops there, one of which has crafts made by the college students, we resumed our trek to Corbin Kentucky.

The MG ran great! Cruising at 65 mph on I-75 we were turning 3500 to 3600 rpms. Sure, we could smell that familiar motor

oil aroma from time to time, but other than that the trip was thankfully uneventful, mechanically speaking.

Well, we arrived at the Corbin exit, turned right and looked for the Holiday Inn. There's the Best Western up on the hill, but no Holiday Inn. We kept going on the curvy, hilly road until we were surrounded by nothing but countryside. Upon returning we could understand why we hadn't found the Holiday Inn. Apparently the local zoning laws do not permit scarring that beautiful landscape with high bill boards and signs. The Holiday Inn itself is way up on the hill out of sight and the sign, a relatively small one, is at street level. As I walking back to the car after checking in, a little boy about 8 or 9 years old said with his Ky. accent, "Ay lack that car!" He said he'd seen one like it down at the gas station.

We headed out to the falls on 25W, this wonderfully curvy and hilly, made for MG's road. Got to drive that road several times as we returned the next morning for brunch at the DuPont Lodge, so named because of the DuPont Family land grant for Cumberland Falls State Park. The breakfast buffet was good and very reasonable at \$5.25 per person. The view from the lodge dining room overlooks the Cumberland river, just upstream from the falls.

We found the falls to be more beautiful in the morning than it had been the previous afternoon. In the morning rainbows appear

in the mist whereas in the afternoon, the mountain casts a shadow on the falls. I took several pictures, if you can believe that? Don't have them back yet, but should have some good ones. During a full moon a so-called moonbow appears and the park stays open until 2:00am. The trails around the falls are wide, paved and wheel chair accessible. It's a very nice little park!

We left I-75 at Lexington on the return trip and took Route 27 to Cincinnati. Its a good two lane highway that winds through rich looking horse farms, many with picturesque stone fences lining the road. The farms gradually begin to look poorer the further you get from Lexington. We stopped in Cynthiana where I looked in their small phone book for someone I'd been in the army with and hadn't seen since 1968. Sure, enough he was listed. He came to where we were with his son and we talked for a while. We didn't get to see it, but, he has restored his '57' Chevy that he's owned since high school.

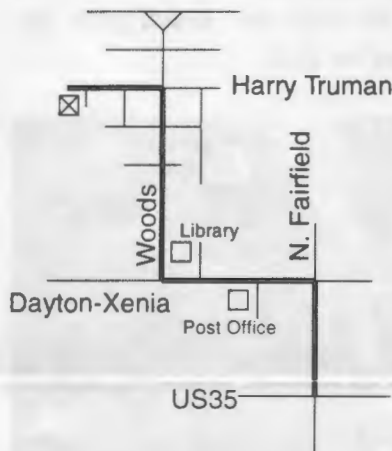
Somewhere just south of Cincinnati, we got sprinkled on just a little. Drove out of it quickly. From Cincinnati we took Route 42 through Lebanon and on home through Xenia and Yellow Springs. It was a very nice relaxing weekend of driving the MG on some great country roads and dining at two fine Kentucky restaurants. We didn't see another MG the entire weekend although we did see a TR6.

Nuts and Bolts

PICNIC PICNIC PICNIC

Karl & Ellen Sparklin give these directions to get to their house and the picnic.

Pick your way among the barrels to arrive at the intersection of US35 and N. Fairfield. Go north on N. Fairfield and turn left at the next light (Dayton-Xenia).



Travel about a mile until you pass a library on the right. Take the next right, called Woods Dr. Go 0.6 miles, and turn left on Harry Truman. Go to the end, and we're the last house on the left. The address is 3705 and the phone is 426-6068. The house is on a corner lot; feel free to park in the driveway off one side of the house, or the basketball court on the other side.

 Bill Hammond received this letter from Ken & Barby Smith of Moss Motors, thanking him and his wife for putting them and Harry & Jean Heigh up for a couple of days during BCD '97.



IMP - Continued from Page 3

A-arms (I think they are longer than a Cadillac's) with coil over shock in the front.

According to the newsletters I've gotten from the IMP Club in England, the car should have no problem cruising at 80mph. Right. I don't think so, with its short wheel base and the condition of I-75, I-675, etc. 70mph is a wild ride with Paula and our 2 boys.

The boys, Andy age 10 and Gabriel age 4, love the car. Andy because in 6 years he hopes it will be his. Gabriel because he can see out the

windows. I drive the car daily, to and from work. I've added a trailer hitch, due to the very limited trunk space.

Currently it's kind of ratty, needs paint and a new interior, but for now I'm too busy enjoying it to want to pull it off the road for cosmetic reasons. I haven't had it on any long road trips or tours yet, there are a few things I want to take care of first; an oil cooler, temp and oil pressure gauges, maybe a tach and replace the generator/regulator system with an alternator. 'Til then, I'll still be buzzing around town, so if we pass just honk and wave.

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together again. Even if it breaks, what is the absolute worst thing that can happen? Well, towing back from Texas, even with AAA Plus, isn't exactly a fun time but compared to death and taxes, I guess it ain't so bad. To enhance the chances of a successful full term trip, I embarked on the annual pre-GT checkout ritual.

This ritual is a really a run-through of items on a checklist that was published a number of years ago in the NAMGAR quarterly magazine, MGA! It covers three basic things. First all of the basic routine maintenance items like changing oil and filter, tune-up, a look at the brakes, lubrication and topping off of things. There are a number of reminders to look at other easily overlooked items like checking the air in the spare tire and tightening other items that occasionally fall off the car and last, a suggested list of

spare parts and tools to pack, just in case. Just about every nook and cranny of the car gets at least a peek so if something really obvious is amiss, it will usually jump right out and bite you. About the only thing discovered through all this was the need for some new duct tape over the "previous owner"

spare holes in the firewall under the dash. Lord knows what the previous owner had bolted to or running through the firewall. All I know is oil and hot air from the engine compartment can end up with the passengers

and it ain't a pretty picture when it happens.

Following the mechanical "spruce-up" was the cosmetic work. Considering the state of the car, anything is an improvement. Dirt, as you know, detracts greatly from the appearance of rust and bondo. The trick here is fast and simple. Even a quickie wax job with really cheap car wax improves the appearance of the car about 1000%.

Lois had to work in Cincinnati



Wednesday morning so we arranged to meet at her mother's. I left Dayton around noon on Wednesday and arrived in Cincinnati to pick up my weekend date about an hour later. From there, we drove straight through to Grapevine, arriving at the hotel at about 6:30 a.m. Thursday.

Aside from the usual cooling inadequacies, both engine and people, the trip was most

uneventful. Not a single MG was seen the whole way down. There were about a dozen MGA's in the lot when we arrived.

Lois' note: The car drove just fine all the way to Texas. Why, we even were brave enough to turn it off at gas stops! But, you guessed it! You-know-who had to push it into the parking place after we registered. It wouldn't start because we had run all night with the headlights on. Imagine that!

Thursday was spent learning the hotel layout, getting registered and checked in, browsing the vendor displays, taking the "on your own" driving tour of the area, taking in a tech session and meeting with old friends and new acquaintances. At sunset we drove to the old Grapevine train depot for fajitas and funkhana. I didn't do such a great job of navigating the

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cones, touching one and being assessed a penalty that took us out of the running.

Friday morning was the car show. As usual, our Mark II was one of the most "original" cars on the field. You might say, one without peer. There were a few other obvious driver machines there but none with such a gutwrenching display of rust, bondo and previous owner desecration. One surprise at the



car show was an encounter with former club member and newsletter editor Mark Dodd. Mark was there for the purpose of finding a new owner for his MGC-GT. He and his family are doing fine and he sends his best to all of us here in southwest Ohio.

Friday afternoon was spent by the pool to cool off. There is only one word for Texas in July.....hot! Friday evening was the Texas Barbecue and dance

competition at the Austin Ranch. After being greeted at the door by "Miss Trixie" we enjoyed a buffet style meal and then entertained for the rest of the evening by the sounds of a live band. Dance lessons were of course provided by Miss Trixie. We retired a little early on Friday night and evidently left before things really heated up at the ranch. We were still a little tired from the marathon drive from Ohio to Texas and

hadn't really caught up on our sleep on Thursday.

Saturday morning was the "hangover rally" with about 24 cars participating. This was a basic gimmick rally with route instructions and questions to answer along the way. Overall this was a pretty easy one as the questions and route instructions were in sequential order. To keep it interesting, the rallymaster added a few devilish features. There was a little non-

driving event at the start line for points where one of the occupants of the car had to rope a "steer" (actually a bale of hay with a wooden cow's head attached).

Once underway there were three checkpoints along the route. At the first checkpoint, both occupants had to toss horseshoes with points awarded for ringers, leaners etc. The second checkpoint was a three question Texas history quiz. The third checkpoint was the finish line. The rallymaster asked the occupants about a certain feature of their car with points awarded for the correct answer. Finally, one of the occupants had three chances to toss a "cow patties" into a basket, scoring points for each goal made. Lois nailed the steer with a ringer on the second try, we both did fairly well with the horseshoes and I aced the history quiz and chunked one of the patties in the basket.

Saturday afternoon was spent by the pool again. It sure gets hot in Texas in July!

Saturday evening was the awards banquet. The Texas chapter also has a local newspaper head photographer as a member. He was kind enough to shoot all weekend and brought slides of his work to be shown as "ambiance" during the banquet meal. As usual we were hoping for some recognition of the "original" condition of the Mark II but were again disappointed. We did however receive recognition for being

TEXAS - Continued from Page 7

one of 10 cars coming more than 1000 miles to the GT. Three cars came from over 2000 miles! We were later recognized for winning the rally in what was evidently a very close contest. The banquet was closed out with a presentation from the host of GT-23 in Chattanooga in 1998 and the announcement of Lake Tahoe as the site of GT-24.

The later hours of Saturday evening were spent in the hospitality suite. The crazy Canadians brought a jug of some kind of concoction to share, along with the usual beer, wine, pop and munchies. We retired a little later than planned in anticipation of an early start for the drive home. We hung around the hospitality suite long enough for the slides from the banquet to appear and were permitted to take any we wished to have.

We rose early on Sunday morning, leaving at 5:45 EDT,

again driving straight through. We stopped in Cincinnati to pick up the station wagon and arrived back in Vandalia 19 hours after leaving Texas. A few days after returning home, I received a bunch of digital photos via e-mail from another participant. I have e-mailed these to our newsletter editor who can hopefully figure out how to electronically paste one or more into the newsletter.

Once again we had too much fun and had too little time to enjoy it. There was a good cross section of the NAMGAR membership represented as usual with folks attending from both coasts and the heartland plus northern neighbors from both Ontario and Vancouver and five Ohio Buckeyes.

If you are an MGA owner, make your plans now for GT 23. It is scheduled for July 21-23, a mid-week affair. Distance is a little over 400 miles one way and couldn't be any easier to get

find; a straight shot south on I-75. Hope to see you there at the party!

N & B - Continued from Page 5

Dear Bill & Hazel,

[Many thanks to both of you] on our behalf for the hospitality and kindness shown to Barby and me when we were visiting with you. We really enjoyed our stay and hope to come back again sometime if you'll have us after the trouble we caused! (It was mainly Harry's fault!)

As a small token of our appreciation, I am enclosing a copy of the book I put together on MGBs last year, as a reminder of the good times we had while we were in Dayton. Also, please get someone else to help you with the signs on the freeway next time, that's bloody dangerous!

Seriously, Bill thanks again! We really had a good time and also enjoyed the car show very much. Please extend our thanks to Skip and your fellow members for making us so welcome.

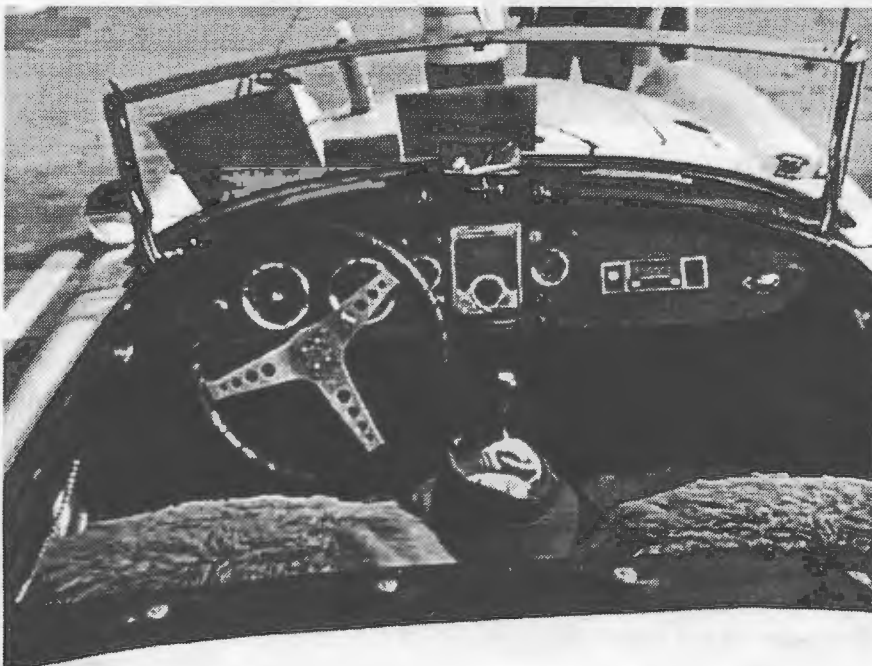
Sincere Regards,

Ken & Barby Smith.

(P.S. The Black pudding and the Steak & Kidney pie were delicious!! We are saving up for another visit to the English store.....)

[Ed: Bill says he'll lend that book out to anyone interested in it.]

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N & B - Continued from Page 8

John Zeno has these caravanning tips:

Leader

1. Maintain steady lawful speed
2. After going thru town or caravan gets spread out slow up to let everybody catch up or stop if possible.

Drivers

1. Faster cars and drivers at the rear.
2. Use turn signals and then turn them off.
3. On 4 lane or more highways keep closed up and maintain stopping distance.
4. On 2 lane roads keep enough distance between your car and car in front of you so other cars can pass.
5. Don't block road or intersections.
6. Car trouble or if you have to stop flash lights. others flash lights till leader stops.

Bill Hammond also sends this tip:

To clean scum, haze, and even pinhole surface rust off chrome, crumple a piece of aluminum foil, dip it in plain water, and scrub. The aluminum foil will not scratch chrome, but will scrub off rust and stuff. Then wipe the surface dry and immediately wax and polish it for a 'like new' appearance.

Minutes of the August Meeting

recorded by Jennifer Peterson

The meeting was called to order at 8:02 pm, August 20. A round of applause for everyone involved in the BCD '97. A ball park estimate of income from the car show was \$2110 from Stinson's day of show, plus the concession brought in about \$1100. Other members reported on positive comments they heard at the show, some discussion about leaving more money in the show account to start next year, awards being presented early seemed like a good idea, and each committee chair should prepare a report on their respective work for a meeting to be scheduled in late September to discuss this year's show and start on next years.

The club picnic will be held Saturday, Sept. 13 at the Sparklin's. Directions should be in the newsletter, [Ed: look on page 5] each member should bring a dish to share. The club will provide the meat, drinks and paper products. The event will be held in the afternoon, after the highway cleanup scheduled in the morning on the 13th.

Treasurer Dick Smith reported a starting balance of \$719, expenses of \$85.52 for printing and an ending balance of

\$635.34.

Membership report from Linda Wolfe, introducing guests Rick and Nancy Feedback, Tom and Debbie Hazelbaker, and new members Donald Sprude of Brookville and Fred and Betty Shaneyfelt of Kettering.

Ron Parks is stepping down as newsletter editor.

Highway cleanup is set for Saturday, Sept. 13 at McDonalds in Vandalia at 9 am.

Indy British Motor Days are Sept. 26-28. We may organize a caravan for Sunday the 28th.

Elections are scheduled for this meeting, and your dues are also due. You must pay your dues to cast a vote or run for office.

The Wolfe's are planning a fall tour, more details to come.

Dan Callahan's MGA coupe was purchased by Joe Hooker's friends, the Finch's, of Kansas City.

Michael Smith then presented his ideas and plans to possibly create an MG Museum in the area. He has a degree in museum science and is researching this project. Dick Smith, John Wolfe, Steve Powell and Randy Balogh all agreed to be part of a steering committee for the project.

Meeting adjourned about 9:30 pm.

*** 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

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

Righthand Drive Dash (NOS) for 62-67 MGB with glove box door. Still in "BMC" box. \$175. Call Randy Balogh (513) 933-0950

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

'71 MGB BRG, 71,000 miles, restored, \$8,000. Call Andrea & Ron at (937) 426-7748

*** Wanted ***

MGB Mid-70's \$2,500 to \$3,000, Runs well. Call Ernie at (937) 836-7661

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*Tony PARESEAU
Brooklyn Tony*

*- TF still for sale Barbary
Thygl.*

- \$635-34

209.62

#509.22

*Classified
WILLY BARN
SPATO CANAM
DEKEL MCB ROWL
MIKE PITOU*

*- BCP - Day - Meeting
Earl Oct.*

MIDAF-H Citrus

274-1047 KIRCHOFF

Parts Don, Fender Hood.

From the New Editor

by Dave McCann

All contributions to the newsletter are always welcome. (Encouraged even. Heck, for a good article I'll even cut you in on my newsletter salary.) You can mail them to me at 1238 Glenmore Dr., Springfield, OH 45503. Or if you prefer the information super highway, my E-Mail address is:

DMCCANN@bdm.com

Faxing is also an option, with the number being:

(937) 399-4145.

Any of those methods will work fine or you can call me at home [(937) 399-5711] or at work [(937) 259-4340] and we can arrange to meet and transfer materials or conduct an interview. However, please don't call me at home after 10:00pm. Leaving me a message at work is a good 24 hour option, and I usually spend more time there than at home anyway.

*Sam Hedges
Hedgesb@
Ftinet.UDelaware.edu*

*- OCT. 12 SOW
1:30PM*

- Promin Village

*- Ft. Amherst
picnic.*

*- K + Matt Andron
Lynch*