

THE OCTAGON NEWS

Volume XXX No. 12

NOVEMBER 1997

Christmas Party Directions

Meeting Date Moved!

Across
A Drive in the Country

RUMINATIONS

By Matt Schneider

This issue of The Octagon is the final under the short-lived editorship of Dave McCann. Dave will be leaving us November 7 for a position in San Jose, CA. This means that the Club needs one of you to step forward and volunteer to continue the standard of excellence set in recent years for The Octagon by Ron Parks and Dave. Please seriously consider taking on the challenge of producing the Club's main method of communication with the membership. Dave will be leaving all materials with me, so call soon please.

We had a good turn-out for the last highway clean-up of this year. Thanks to all. Linda Wolfe knows who you are.

This is a good time to remind you that participation in Club events garners, in addition to the fun and

comradeship, extra entries in the monthly Gumball Rally drawing worth \$5.00, as well as the Big Final Gumball Rally drawing in October which pays your dues for the next year.

You will note on the calendar that the meeting dates for November, January and February have changed from the



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:

Thursday
November 20, 1997
See Minutes (Page 10) for Details

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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- British Car BBS** 434-1655
- Web Page**
...www.car-list.com/carclub/mgskip.html

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- 3 My MG!! At E-Check?
- 3 MG Adventure to Albuquerque
- 10 Minutes !?!

Upcoming Events

November

- 1 **Highway Cleanup** Mc-D s in Vandalia 9:00am
 7 **Fish Fry** Lithuania Club 6:00pm-10:00pm
 20 **MGCC Meeting** Lithuania Club THIS IS A THURSDAY!!

December

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

January

- 15 **MGCC Meeting** Lithuania Club THIS IS A THURSDAY!!

Feburary

- 19 **MGCC Meeting** Lithuania Club THIS IS A THURSDAY!!

Nuts & Bolts

The annual MG Car Club Christmas Party will be held on Saturday, Dec. 6th at the home of Skip and Jennifer Peterson. The party will commence about 7:30 pm. Guests are required to bring a gag gift for the annual gift exchange and no doubt, some gifts from previous years will find their way

into new hands this year. Guests should also bring an hor d'ourve and whatever they would like to drink. Ice, mixers and glassware will be provided. Dress is festive casual. Directions to the Peterson's Far Hills (Rte 48) to Stroop Rd. If going north on Far Hills, turn right, if coming south turn left. East on Stroop to Ackerman (There is a traffic light at the intersection, Oakview School is on the corner) South on Ackerman to Wing View. About 5 blocks House sits on the southwest corner of Wing View and Ackerman. There is a large boulder in the yard at the corner. Address is 4400 Wing View This party is actually the December meeting, however, no official minutes will be taken. See you on the 6th.

TOOLS

from the internet via Carl Sparklin

HAMMER: Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate expensive car parts not far from the object we are trying to hit.

MECHANIC'S KNIFE: Used

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traditional third Wednesday to the third Thursday. This is not a mistake. The Lithuanian Social Club has been experiencing difficulties of both legal and financial nature. They will be closed on Wednesdays for a while. This has meant that the MG Car Club had to move the monthly meeting. The November meeting will be on the 20th. Please note this on your calendar. At the October meeting we voted to purchase several memberships to the Lithuanian Social Club for the MG Car Club. Unfortunately this would not be possible according to the Lithuanian Club Board.

An alternative discussed at our

meeting was to purchase individual memberships for the MG Car Club Board as a demonstration of our support. We will need to revisit this topic at this monthly meeting. The free meeting space they provide us is a blessing to our treasury, and allows us to conduct our meetings in relative peace and calm. I encourage all of us to support the Lithuanian Social Club as best we can.

Do not forget the Christmas Party at the Petersens on December 6. There should be a map and instructions in this issue of The Octagon.

See you at the meeting on Thursday, 20 November. *ON*

My MG!! At E-Check?

by Rick Feeback

First off, I'd like to thank Jasper Cemino for bringing to our attention that 'collector plate' cars need to be E-Checked.

I spoke with a supervisor at the Ohio EPA Headquarters in Columbus and found this to be a brand new law that they've created. (Yet another E-Check change?!)

Why? Because people who are trying to beat the E-Check system have bought 'collector plates' for any car that failed E-Check. These include such fine collector cars as Escorts, K-Cars, and those lovely Chevetttes!!! If these people put as much effort into maintaining their cars as they did 'beating' the system, they would pass E-Check with no problem.

But anyway... Now anyone who has a true collector car that is not yet twenty-five years old has to suffer. Our cars are mostly driven on clear days, when a smog threat is at its least! So I think it is wrong that they must be E-Checked. I personally have done performance modifications and they are quite costly. I don't want to undo them just to pass E-Check. I don't drive my car that much, just 732 miles this summer, and that is not enough to label it as a 'gross polluter!' (besides that I like the way it runs now!)

The supervisor did tell me that they are researching the possibility of making true

ECheck - Continued on Page 4

MG Adventure to Albuquerque

By Ron Parks

Wednesday October 1, 1997

My adventure began this morning with the top down. I stopped by the parents of my friend with whom I'll be staying in Albuquerque, for a cup of coffee. They live just down the road when they're not in Florida. After coffee and a couple of pictures I hit the road. I got as far as Route 127, the Eaton exit from I-70, when I said to myself, "This is silly. I'm freezing." The top went up.

I'm writing this journal entry by the light of a fluorescent lantern in my tent. I told Dave McCann I'd do an article, therefore I must make notes each day, lest I forget.


Today's driving was actually pretty uneventful. Had lunch at a roadside rest area somewhere in Indiana. Gassed up in Brazil Indiana and again in Rolla Missouri just east of this

campground.

Stopped here at the Arlington RV Park about 30 miles east of Springfield MO to camp for the night. It only cost \$4 to pitch a tent. When I checked in, I remembered that I hadn't brought insect repellent. He had some and guess what. It cost \$4.25. More than the campsite. I barely got the tent up before dark. Called my wife Linda from the comfort of my tent using the cell phone I had borrowed from a friend at work. My plan was to only use the cell phone, with it's related high cost, for emergency car trouble calls, but it was late and dark, I didn't want to hunt a telephone. Those things are very convenient aren't they! I called Linda every night to let her know where I was and that I was Okay.

Had my supper in the tent. I'm eating out of the cooler on this trip. Do you get the idea this was a low budget trip? Pickle pimento loaf sandwich with

Adventure - Continued on Page 4

<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) 833-0950 MGBay@AOL.COM</p>
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ECheck - Continued from Page 3

'collector cars' exempt from E-Check. (again!) She said that if our cars are collectable, we could possibly make that marque exempt! (she said to use documents, photos, etc. to prove it). Maybe a petition would help? (if your car is twenty-five years old or older, it is already exempt!) But for now, some of us have to deal with E-Check.

E-Check was created because air quality readings in the Miami Valley (13 counties total) were not safe! The concern is a photochemical smog made up primarily of hydrocarbons and oxides of nitrogen produced by automobiles and factories. The factories in these counties are faced with tougher pollution standards than ever before, and they are extremely expensive. But the people who drive cars are forced to properly maintain their cars and this is expensive also! But remember, E-Check tests to see if your car is putting out close to the same exhaust emissions that it did when it was new, so if your car does fail that means something is wrong. Although sometimes we alter tuning for performance, that unfortunately also increases exhaust emissions and can make your car fail E-Check.

If your car fails, it is not that bad to straighten out. The EPA has set a limit of \$300, and if you spend that amount you qualify for a two year waiver. There is no limit to waivers, so you are only required to spend \$300 every two years. There is also a waiver if you spend \$200 and

show a 30% improvement in emissions. Diagnostic and labor costs do count, unless you do it yourself.

If your car fails, there is no charge for the E-Check test the first and second times only. If you need a third test and fail again, you must pay the \$19.50 fee.

Another concern at our last meeting was vehicle damage. I've been told that E-Check is responsible for your car during testing. I've also been told the manager will drive your car if you insist. (1980 and older cars do only the 'idle' and 'loaded' tests, not the full test) If your plates expire before you can pass the test, you can get up to two thirty day tags, that gives you time to straighten out your car.

E-Check tips:

- Be sure to have fresh oil in the engine, old oil becomes contaminated with hydrocarbons and can negatively affect your

test.

- Be sure engine is running at normal operating temperature. This is important for proper combustion. A cold engine produces excessive hydrocarbons and an engine which is running too hot can produce excessive oxides of nitrogen.

- Check all basic tune-up parts

- Set timing and carburettor mixtures by the service manual specifications.

- Run high octane fuel.

Good Luck at E-Check. *ON*

Adventure - Continued from Page 3

Swiss cheese, Pringles potato chips, apples, bananas and cookies. Gourmet dining?

The MG ran great today! I added 3/4 Qt. of oil this evening and just for good measure, topped off the radiator with water. I'm carrying a Prestone container full of water just for

Adventure - Continued on Page 5



Balloons filled the air Albuquerque. Or is that the other way around?

Adventure - Continued from Page 4

that purpose. I'm carrying extra drinking water for myself too. I'll be driving in the high desert soon you know.

I suppose this would be a good time to outline my preparations for the trip:

One day on my lunch hour, Bill Hammond went with me to Auto Zone to help me select a spare fuel pump and related hoses and clamps. For \$27.50 I have a backup fuel pump with a lifetime guarantee. I believe I have everything I need to change it on the road should that become necessary. I'll duct tape the new fuel pump to the old one if I have to. Yes, by all means, I do have duct tape with me.

I went down to Randy Balogh's (Strictly British) and he checked over my brakes. I've been losing a little brake fluid, but we didn't locate a leak. I bought some brake fluid and a new rearview mirror from him. My old one was cracked and loose. He replaced a connector on my left backup light and helped me check all the lights. He also checked over some suspension noises I'd noticed since my suspension rebuild. Everything seemed fine. The brake fluid was still up when I checked it this evening. It's a very slow leak and I didn't use the brakes much today.

I stopped by MG Automotive on my way home from work yesterday evening to pickup an air pump belt and a fan belt. I'm carrying jumper cables, spare ignition parts, spare hoses, two



Ron's campsite 2nd night near Elk City Oklahoma.

tire pumps (one electric, one hand pump), two jacks, one jack stand, tools and three quarts of Castrol 20W50. I changed the oil Monday evening, but not the filter. Only had 1,500 miles on that oil change and decided to change the filter after the trip. I think I'm as well prepared as I can be?

I'm going to shower in the morning.

Thursday October 2, 1997

Today was a good day!

It was still dark when I woke up this morning, I'm still on Ohio

time. I looked up and was almost startled by the number and brightness of the stars. It was beautiful! After showering, shaving etc. I had a lovely breakfast of corn flakes, sugar corn pops (Kellogs ten pack, you know) and a banana. The sun was rising as I left the campground. Had to drive east up out of the valley to get back to the highway. The sun was blinding on my fogged up windshield. It was a couple of miles to the highway and I had to stop and pull over a couple of times because I just couldn't

Adventure - Continued on Page 6

MG AUTOMOTIVE

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Owners:
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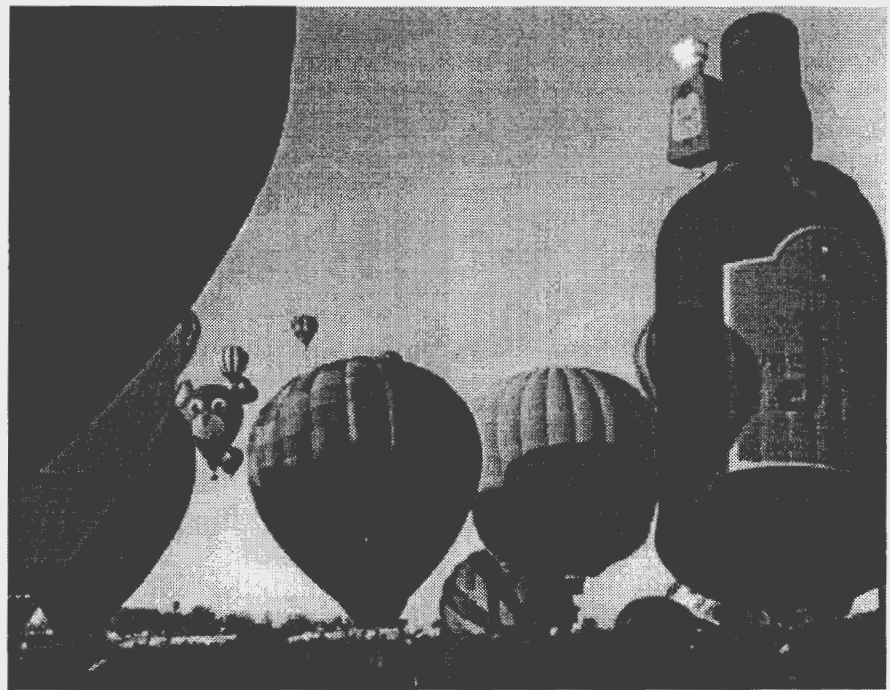
3733 C Wilmington Pike
Kettering, Ohio 45429
(513) 294-7623

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see. OK, back on the road again.

I hadn't gotten far when near Springfield MO, I saw a sign for Bass Pro Shops Outdoor World, the biggest outdoor sporting goods shop, maybe in the world? A fishing buddy had told me it was south of Springfield, MO. Well, the sign that said it was only 4 miles was too enticing. I'm glad I stopped to see it even though I only spent about 20 minutes and didn't see but a small part of it. They have ponds, water falls a fishing and hunting museum, row after row of fishing and hunting stuff and boats outside. It's really something to see, even if you're not a hunter or fisherman. This was research for some future fishing (and antique -ing, if our wives go) trip for my friend Dick Wildman & me. I bought a couple of beer holders and a post card Outside, a fellow driving a blazer stopped by and asked me about the MG and said he had owned a TD and a '73' B. Everybody has owned one or knows someone who has. Isn't that the truth? It had warmed up considerably so after taking a picture of my MG in front of Bass Pro Shops Outdoor World I put the top down and hit the road.

This couple in a new silver BMW Roadster with a small suitcase strapped on their luggage rack passed me. She waved, he gave me a thumbs up. That's good isn't it? I thought to myself, they're probably



Balloons of every shape were in Albuquerque

turning less than 2000 rpms in sixth gear. I looked at my tac. 3600 rpms at 65 mph. Anyway, they were out on the road having a good time too!

A little later two guys on Harleys passed me. One of them gave me the thumbs-up. Now I really hope that's a good thing? It was. I talked to them at the next rest stop. They came from Minnesota and were headed for Vandalia Oklahoma. We traded compliments on the MG and the chrome laden Harleys.

I've been running with the cell phone charger plugged into the cigarette lighter. I noticed there is a light on the charger that isn't on. Determined the cigarette lighter wasn't working. So, I'll have to plug it into an outlet when I stop this evening.

I splurged for lunch today, I stopped at a Shake-n-Shake in Tulsa. It was good! Yah, it is a

low budget trip, but I've eaten every meal from the cooler for the past two days and a burger fries and shake is just what I needed.

The BMW must have pulled over for lunch too, because after my lunch stop, they passed me again. Every time I see them they're passing me? This time she was driving. Got another Thumbs-up and a wave.

I'm here at the KOA campground near Elk City Oklahoma tonight. When I called Linda, I mentioned that I was going to shower in the morning. She said, "You might as well, what good would it do you to shower and then crawl into that scundgy old sleeping bag." I've only had it since high school. Did I mention that this was a low budget trip?

When I put the tent up this evening I found the bag for the

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tent poles that I couldn't find this morning when I rolled the tent up. I had thrown it in the tent the night before. I had gotten a little bit cold last night. That won't be a problem tonight. That's it lights (lantern) out.

Friday October 3, 1997

Today I traveled across the Texas panhandle and the further I went, the windier it got. Texas was a lot of flat nothingness, then as I entered New Mexico, mesas appeared on the horizon. This is starting to look like it should out west.. You know Hop-a-long Cassidy, the Lone Ranger and all those guys. And you know I never heard a discouraging word all day. (sorry)

Of course, approaching the continental divide, it's all up-

hill. That combined with the head wind and the high altitude caused the MG to not perform as well as usual. I stopped for gas in Moriarty about 30 miles from Albuquerque and the car died. It started again but wouldn't idle. Because of the thin air of the higher altitude I had to set the idle up a good turn and a half on the set screws to keep it idling.

I arrived in Albuquerque at about 4:30pm local time. I called my friend Sandy Smith for directions to his house. I was concerned about leaving an oil spot on his driveway. Oh, by the way I've added about 2 1/2 quarts of oil by now. I think I'm going to have to take that timing chain cover off this winter and replace the gasket. My concerns about leaving an oil spot on his driveway were unfounded. Turns out he has one of those

southwest style lawns. -Black lava rock! Is New Mexico a great state or what? I parked in the side yard. Problem solved!

After unpacking, sort of, and relaxing a little, they took me, or rather I took them to a wonderful Mexican restaurant in Corrales. Yah, it is a low budget trip, but I had budgeted to take my host and hostess, Sandy and Sherry Smith, out to dinner? We came home and retired early since we were to catch the shuttle bus to the balloon fiesta at 5:00am.

Saturday October 4, 1997

Today was a long, but exciting day, starting with coffee at 4:00am. After a short drive to the mall in Sandy's Firebird, we bought our tickets and boarded the bus. Sherry didn't go with us to the balloon fiesta, but she was a wise woman to advise us to wear long pants and a jacket.

Sandy had been talking up these breakfast burritos since my arrival. He was right. They were good! That was our first order of business upon arrival at the Balloon Fiesta Park where the mass assention was to take place. We were among the first to arrive. They were sending up a small test balloon and had a row of the seven or eight balloons glowing. They would light them in different patterns via radio contact.

We shopped some of the vendors. I bought the girls each a balloon pin. Yah, this is a low budget trip, but I budgeted for



Picture taken by thumbs-up admirer of my car, somewhere in Texas.

Adventure - Continued on Page 8

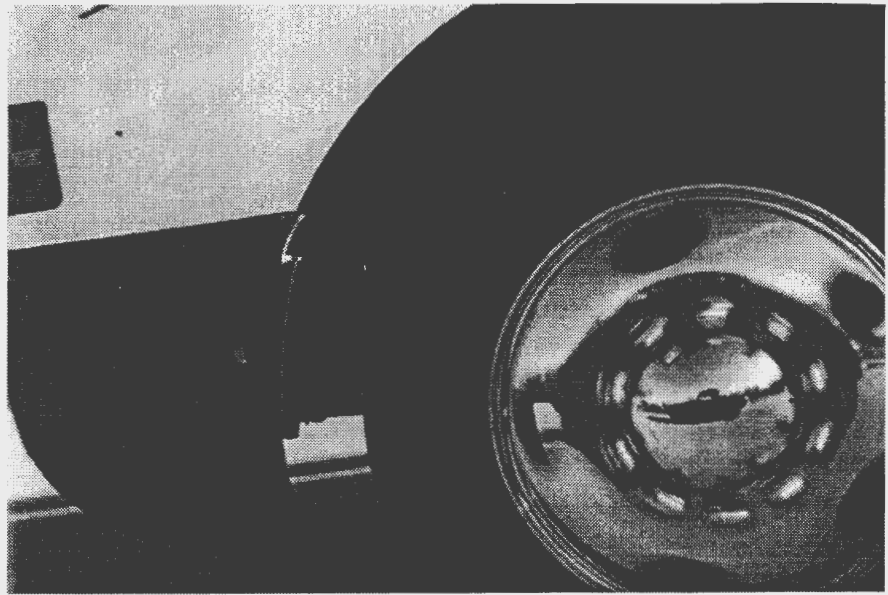
Adventure - Continued from Page 7

souvenirs for the girls? By now more balloons were beginning to inflate. It turned into a photographer's paradise. The balloons were lined up in rows. The outside rows took off first, while the next rows were partially inflated. This constantly changing show went on for the next three hours. The thing that surprised me is that we could walk among the balloons as they were being inflated. They had referees there in black and white striped shirts with whistles to shoo people away when a balloon pilot needed more room. It seemed to work. We didn't see any mishaps.

There were many special shaped balloons, but the vast majority were regular shaped balloons of every color. A beautiful sight! I wonder why Eastman Kodak sponsors this event?

Sunday October 5, 1997

The plan is to relax and take it easy today, kind of. I washed the MG and Sherry's Honda CRX. Early afternoon I got out my Indy '96' book and with the help of a city map found the first of four people listed from Albuquerque. Dick & Jean Roberts were more than happy to show me their MG TF, their Rubber Bumper B and their Jensen-Healey. Had I been there a day earlier, I could have gone on their British Car Club tour to Santa Fe. They knew two of the other three Albuquerque residents listed in the MG Indy '96' book.



Me-n-Kenworth. (Look at the center of the wheel)

Went grocery shopping in the afternoon to restock my cooler for the trip home.

We went to Old Town, a touristy area of shops and an old church. I bought a T-shirt for myself and a refrigerator magnet for Linda. Did I mention that this is a low budget trip?

Monday October 6, 1997

Got an early start before sunup. The first time I stopped I set the idle down some. Did that a couple of times as I came down from the high altitude. I'm adding oil at every fillup now. I stopped at the Route 66 museum in Clinton Oklahoma, It included a video, some old cars, 50's style diners and lots of pictures. It was interesting for the low budget price of \$3. Didn't find an acceptable campsite where I had planned in Oklahoma, and so kept on driving all night. Made it to the campground in Missouri where I had camped on the way out. Tried to set up the tent but the

ground was too hard on the spot I picked. I was too tired to move elsewhere so I slept in the MG the rest of the night. I put the sleeping bag on the passenger seat, laid my head on it and slept. I was so tired it didn't matter. Oh, yes the top was still up from my little encounter with an isolated thundershower in the afternoon. The MG has been running great!

Tuesday October 7, 1997

I got up this morning, showered, had my breakfast, packed things up and got in the MG to head home. I turned the key and nothing. I tried again—still nothing. Not even a click. That should have been a clue, but I didn't catch on yet. I'm thinking, well, I did drive all night with the lights on like Dave and Lois Gribler did, the battery is probably dead. Neither of the other campers in the park had a battery charger, so I took the battery out, after removing everything so I could

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Nuts & Bolts - Continued from Page 2

to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on boxes containing convertible tops or tonneau covers.

ELECTRIC HAND DRILL: Normally used for spinning steel Pop rivets in their holes until you die of old age, but it also

Adventure - Continued from Page 8

get to it. The last time I had the battery out, I wrapped some electrical wire around it and tied it in a knot on top. It makes it real easy to pull the battery. Anyway, I found a battery charger and after 2 hours of hot charging the car still did not start. Called AAA and got some more sleep. They said it would be 45 minutes. Well, an hour and a half later I called again to see where they were and was told they would be there in a half hour. Tried push starting it and when that didn't work I looked around the starter and a wire had vibrated off. I put it back on and it started. The tow truck pulled in 5 minutes after I had canceled the call. Oh well. The wire came off a couple more times on the trip home

I guess, if I had it to do over again, I'd find room for a battery charger and if I have a problem, look around under the hood a little more before using the phone. The Balloon Fiesta is really something to see. If you ever get a chance to go, do it! All things considered it was a fun trip, for a low budget affair that is! *ON*

works great for drilling rollbar mounting holes in the floor of a sports car just above the brake line that goes to the rear axle.

HACKSAW: One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

WISE-GRIPS: Used to round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

OXYACETYLENE TORCH: Used almost entirely for lighting those stale garage cigarettes you keep hidden in the back of the Whitworth socket drawer (What wife would think to look in there?) because you can never remember to buy lighter fluid for the Zippo lighter you got from the PX at Fort Campbell.

ZIPPO LIGHTER: See oxyacetylene torch.

WHITWORTH SOCKETS: Once used for working on older British cars and motorcycles, they are now used mainly for hiding six-month old Salems from the sort of person who would throw them away for no good reason.

DRILL PRESS: A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, splattering it against the Rolling Stones poster over the bench

grinder.

WIRE WHEEL: Cleans rust off old bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprint whorls and hard-earned guitar callouses in about the time it takes you to say, "Django Reinhardt".

HYDRAULIC FLOOR JACK: Used for lowering a Mustang to the ground after you have installed a set of Ford Motorsports lowered road springs, trapping the jack handle firmly under the front air dam. [Ed: note that the MG has the advantage of this being possible without the installation of lowered springs]

EIGHT-FOOT LONG DOUGLAS FIR 2X4: Used for levering a car upward off a hydraulic jack.

TWEEZERS: A tool for removing wood splinters.

PHONE: Tool for calling your neighbor Chris to see if he has another hydraulic floor jack.

SNAP-ON GASKET SCRAPER: Theoretically useful as a sandwich tool for spreading mayonnaise; used mainly for getting dog-doo off your boot.

E-Z OUT BOLT AND STUD EXTRACTOR: A tool that snaps off in bolt holes and is ten times harder than any known drill bit.

TIMING LIGHT: A stroboscopic instrument for

Minutes

[Ed: amazingly, this month we have minutes from last month's meeting]

The October meeting of the MG Car Club, Southwestern Ohio Centre was called to order at 8:01 pm at the Lithuanian Social Club by President Matt Schneider. Mary Agnes, manager of the Lithuanian Social Club, was given the floor to discuss some recent issues with the club and their operation.

Due to a "housing code violation", the club will be closed for two weeks during some period of time in the future. They will also be closed on Tuesdays and Wednesdays for the next few months. The club is asking that we change our meeting date for the next couple of months. They also ask that

we continue to support them through some difficult times, and would encourage any and all to join the club as members. They have also cancelled the upcoming fish fry in November. They

appreciate our support, and will try to work with us so we can continue to meet at their hall.

The group agreed to discuss options later in the meeting. Matt Schneider then thanked last year's officers for their work, and introduced the new officers. The minutes from the September meeting were approved unread since no one could find them.

The Treasurer's report from Bill Hammond indicated a starting balance of \$509.22, income of \$264.50, expenses of \$140.17 for a closing balance of \$633.55.

The membership report from Linda Wolfe welcomed new member Garth Williams from Oakwood. Williams owns a 1965 MGB and joined as a result of attending British Car Day '97.

Octagon News editor Dave McCann asked for articles and cars of the month, and reminded all that the deadline for publication is the first Wednesday of the month. You're reading it right here, in the Octagon News.

A beer break was called at 8:30 pm and Ron Parks had a slide show from his recent trip to Albuquerque. Parks drove his "B" out and back with no problems, to attend the annual Balloon rally. The meeting reconvened at about 8:55 pm.

Skip Peterson presented a report on the BCD '98 meeting held October 8 at Marion's. New general chairman Ron Wynne was not present at the meeting, however, the core group in attendance agreed to accept the financial statement which showed a closing profit of about \$2700. \$1700 was agreed

to be left in the checking account and each club is to receive a check for \$1000 for their share of the profit. All committee chairs agreed to stay on for one more year and no date was set for another

meeting. Peterson will work with Ron Wynne regarding the next planning meeting.

The Wolfe's reported on the fall color tour held the previous Sunday, with 19 cars in caravan. They drove to Caesars Creek and on to Valley Vineyards for a late afternoon dinner.

The next Highway Clean-Up is scheduled for Saturday, Oct. 25, 9 am at the McDonalds in Vandalia.

Jasper Cimino brought up the change in E-Check laws that require an E-Check test for cars with collector car plates. They were previously exempt from the test. Rick Feedback is going to research the law changes and prepare an article or report on the new laws governing E-Check.

The Miata Club had invited us to join them on their fall tour, which was noted in the meeting.

Linda Wolfe has agreed to handle the renewal of our membership with the "Motherclub", the MG Car Club of England, which involves paying with a credit card due to the difference in pounds versus dollars.

The floor was then opened for discussion regarding meeting dates and the Lithuanian Club situation. Much discussion followed, and it was basically agreed that we want to continue to meet at the Lithuanian Club, and to work with them. There were suggestions involving making a financial contribution

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to the club in a show of support. Dick Smith moved that the club buy memberships for the officers. Steve Powell seconded the motion, and then an amendment was brought to the floor to buy open memberships without officers names being placed in the membership files.

The original motion was defeated so the amended motion could be voted on. The amended motion, to purchase five open memberships in the Lithuanian Club, was passed unanimously and President Matt Schnieder was instructed to work with the Lithuanian Club to secure the memberships.

It was also voted on to move the November and January meetings to the third THURSDAY of the month. Those dates are Nov. 20 and January 15. Hopefully, after that we can return to Wednesday nights. The December meeting is the Christmas Party, to be held at the Peterson's, 4400 Wing View Lane in Kettering. Party starts at 7:30 pm on Saturday, December 6th.

Bill Hammond is offering his '63 MGB for sale. He is asking \$7000 or best offer. Matt Schneider has a '78 MGB for sale, asking \$3000 or best offer. The GumBall Rally winner was Linda Wolfe.

The meeting was adjourned at 9:50 pm. Respectfully submitted, Skip Peterson, acting secretary in the absence of Jennifer Peterson *ON*

Nuts & Bolts - Continued from Page 9

illuminating grease buildup on crankshaft pulleys.

TWO-TON HYDRAULIC ENGINE HOIST: A handy tool for testing the tensile strength of ground straps and hydraulic clutch lines you may have forgotten to disconnect.

CRAFTSMAN 1/2 x 16-INCH SCREWDRIVER: A large motor mount prying tool that inexplicably has an accurately machined screwdriver tip on the end without the handle.

BATTERY ELECTROLYTE TESTER: A handy tool for transferring sulfuric acid from car battery to the inside of your toolbox after determining that your battery is dead as a doornail, just as you thought.

AVIATION METAL SNIPS: See hacksaw.

TROUBLE LIGHT: The mechanic's own tanning booth. Sometimes called a drop light, it is a good source of vitamin D, "the sunshine vitamin" which is not otherwise found under cars at night. Health benefits aside, its main purpose is to consume 40-watt light bulbs at about the same rate that 105-mm howitzer shells might be used during, say, the first few hours of the Battle of the Bulge. More often dark than light, its name is somewhat misleading.

PHILLIPS SCREWDRIVER: Normally used to stab the lids of old-style paper-and-tin oil cans and splash oil on your shirt; can also be used, as the name implies, to round off Phillips

Classifieds - Continued from Page 12

and used) that I have kept.

Personally I would love to have one restored completely, and maybe hot rod the other - after all where else can you get a car that will corner, stop, and accelerate to its top speed very well, sound like it's doing 100MPH and still not raise the man in blues ire when you go by his radar gun.....

Well if you are interested, the cars are near Seattle, WA and one could be driven most anywhere, the other needs a trailer though. Also a large pickup truck to carry the odds and ends that go with them. I would like \$2500.00 - but would consider offers from those serious about the cars.

Reply via email to: mperez3@w-link.net

* **Wanted** *

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

Newsletter Editor - Apply at MGCC Southwest Ohio Centre

screw heads.

AIR COMPRESSOR: A machine that takes energy produced in a coal-burning power plant 200 miles away and transforms it into compressed air that travels by hose to a Chicago Pneumatic impact wrench that grips rusty suspension bolts last tightened 40 years ago by someone in Abingdon, Oxfordshire, and rounds them off. *ON*

* 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

1954 MG TF Excellent condition, Black with red interior, Canvas top, Spoke wheels, Completely restored in 1990. Barbara Weyl 513-459-6703 days, 513-398-3624 evenings.

1973 MG Midget, New burnt orange paint, Navy blue interior, 60000 original miles, New top, New brakes, Rebuilt master cylinder, Runs and drives very well, car is in great condition all around. Call Ron Wynne at 937-837-5510 for more information

I have two Sprite MK IV's -

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One is fairly nice and quite driveable, with a hardtop installed for the coming rainy season. It was built in 1967. The other is in good shape, except that it is disassembled and mostly in boxes... It does need work, the body is straight, but badly in need of paint and reassembly. It is a 1969 model. Anyway, I have neither the time nor the time or even any time to

From the 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. *ON*

deal with them, and there may be someone out there who likes to look at, work on and drive small English cars (and has at least some time). I love driving and working on them, but still have no time.

Oh yes, I want to sell them as a package, with the 20 or so year collection of spares, extras (new