

THE OCTAGON NEWS

Volume XXXI No.2

FEBRUARY 1998



HAPPY VALENTINES DAY

It's Party Time

RUMINATIONS

by Matt Schneider

If you were at last month's meeting you know the problems that the Lithuanian Social Club has been experiencing. The MG Car Club has paid for the memberships of five officers to show our support. I am gratified that several other members have chosen to join to add to that support. Application forms will be available at the meeting if you wish to join the LSC. There are a few new rules that we need to observe at the meetings. First, there must be a member of the Lithuanian Club present at our meeting. Second, anyone who is not a LSC member must sign in as a guest in the guest register at each of our MGCC meetings. Linda or I will try to bring the register around before each meeting. The LSC is under heavy scrutiny by local and state officialdom right now. Lets cooperate and insure that we continue to have our meeting site available. I think all will agree that the MG Car Club has gotten great benefit over the years from the relationship.

Activities are beginning to pick up. The Fish Fry at the Lithuanian Social Club will have happened by the time you are reading this. I will anticipate that we had a big turnout, that all enjoyed the food and beer, and the Showdown table as again a success. The Wolfe's will be hosting their annual Valentines Party at their home in



Southwestern Ohio Centre of the MG Car

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.

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:

Wed., February 18, 1998

MG Car Club Officers

President, Matt Schneider
phone.....427-0074
email.....schneiderm@falcon.al.wpafb.af.mil
Vice-president, Dan Inlow
phone.....426-9839
Secretary, Jennifer Peterson
phone.....293-2819
Treasurer, Bill Hammond
phone.....434-9967
email.....hazelbill@erinet.com
Member at Large, Ron Parks
phone.....322-0717
email.....FKZS47A@prodigy.com
Pres. Emeritus, Skip Peterson
- phone.....293-2819
email 1.....MGBSkip@aol.com
email2.....70721.3720@compuserve.com
Activities Chair, Tim Oricko
phone.....434-5928
Membership Chair, Linda Wolfe
phone.....429-0847
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Librarian, John Wolfe
phone.....429-0847
Historian & DIXMYTH, Dick Smith
phone.....434-1750
email.....rsmithomo@aol.com
MG News Hotline.....434-1287
British Car BBS.....434-1655
WebPage.....
.http://www.car-list.com/carclub/mgbskip.html

Inside This Issue

- 2 Events & Party
- 3 Minutes & Classified
- 4 Dave McCann's Trip
- 6 Gertrude Our MGB

Upcoming Events

February

- 14 Valentine's Day Party at John & Linda Wolfe's
- 18 MGCC meeting at the Lithuanian Social Club

March

- 14 St. Patrick's Day Party at Dave & Lois Gribler's
- 18 MGCC meeting at the Lithuanian Social Club

April

- 15 MGCC meeting at the Lithuanian Social Club
- 18 ^{18/18} Highway Clean-Up
- 25 Tune-up Clinic (Saturday) at Matt Schneider's

May

- 20 MGCC meeting at the Lithuanian Social Club

June ⁶ *Spring tour*

- 17 MGCC meeting at the Lithuanian Social Club
- 20-21 Silverson

July

- 11 Highway Clean-up
- 12 Cruise-in/Cook-out/Pot Luck/Swim Party at Ron & Linda Park's
- 15 MGCC meeting at the Lithuanian Social Club
- 31 Pre-British Car Day 1998 Courthouse Square 11:00-1:00

August

- 1 British Car Day 1998 (14th Annual) Eastwood Park in Dayton

- 19 MGCC meeting at the Lithuanian Social Club

September ^{13th Sunday} *Crosses & Chrysalis*

- 16 MGCC meeting at the Lithuanian Social Club

October

- 21 MGCC meeting at the Lithuanian Social Club

November

- 18 MGCC meeting at the Lithuanian Social Club

December

- 12 Christmas Party at Matt Schneider's
- No meeting in December

RUMINATIONS CONT'D

Beavercreek. Directions and other important info should be in this newsletter. The boat trip has been postponed from this month to a date in April or May. See John Zeno for particulars.

All of us need to thank Linda Wolfe and Dan Inlow for putting this month's newsletter in our hands. They have volunteered to keep the newsletter going until one of you step forward. If you have thought about doing it but are unsure if you will be able to handle putting out a newsletter each month, you should volunteer to work with Linda and Dan and learn the ropes so to speak. Any articles will be appreciated. Everyone has that trip, tech tip, or character met in their MG experiences to share with the rest of us. A few words and a couple of pictures are all that is required to become a published author. Dan or Linda will be happy to accept any contributions.

Remember that the meeting is back on the third Wednesday of the month.



Valentine's Party
 Saturday, February 14th
 7:30 or 8:00 until ?
 John & Linda Wolfe's
 4114 Middlebrook Drive
 Beavercreek
 429-0847

BYOB and hors d'oeuvre setups will be provided

Directions:
 We are close to where
 675 crosses Dorothy Lane!
 Go East over 675 and
 take first right on Sylvania
 at Y in the road go to the right
 then second left is Middlebrook
 We will be on the left hand side!

MG AUTOMOTIVE

*Specialty Service. Parts and Restoration for
 MG, Triumph, Austin Healey and Related Autos*

Owners:
 Steve Miller
 Bob Mason



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

Minutes from the January meeting

The meeting was called to order by President Matt Schneider at 8:01 p.m. Minutes from the November meeting were approved as published in the newsletter.

Bill Hammond gave the Treasurers report: starting balance \$1917.41 - income \$111.07 - expenses \$542.56, leaving an ending balance of \$1485.92. Income of \$20.58 - expenses of \$24.64, leaving current balance of \$1481.86. Report was approved as presented.

Mary Agnes of the Lithuanian Club introduced the new President of the club, Eric (last name not recorded). He explained the issues the club is currently facing, and encouraged all of us to join the club to help along their financial situation. He also explained the liquor laws, and that each non-member must sign the guest register during the meeting. We must also have at least one member of the Lithuanian Club present at our meeting. The club paid the dues for the officers to join the Lithuanian Club, so now we are in accordance with the Lithuanian Club rules, and also in compliance with liquor laws by having non-members sign the guest register.

Linda Wolfe, Membership Chairman, introduced our new member Andy Brewer, a Dayton resident who owns a '73 MGB.

Social chair Tim Oricko thanked the Peterson's for the Christmas Party, Dan Inlow seconded the thank you.

Matt Schneider thanked Ron Parks for the January newsletter, and implored the membership that we

must find a new newsletter editor. Some discussion was heard, but no one actually volunteered. Matt wants a new editor named in the next few weeks. Dan Inlow and Linda Wolfe will do the February newsletter.

Skip Peterson gave a brief report on the recent BCD meeting at Marions Pizza. Next BCD meeting is scheduled for March 3,, 7:30 pm at Marion's Pizza at Town and Country.

The MG Car Club is again running showdown for the Lithuanian Club Fish Fry on February 6, 6-10 pm. We get in free and get free dinner and drinks (pop or beer).

After a beer break correspondence was read by Matt Schneider. Skip Peterson commented on designing a new logo for the club, and also the discussion of club sweatshirts. More to be reported at next meeting. Anyone with ideas on a logo should submit them. John Zeno is exploring putting together a trip to one of the casino's on February 21, which would provide bus transportation down and back. More info later.

Frank Crabtree won the gumball rally.

Classified

1976 MGB for sale - maroon with charcoal interior - has been reconditioned and restored. Appraised at \$6,500 - asking \$5,900 or any reasonable offer. Phone 885-5128



New complete assembly MGB Grill 62-69. \$135 call Dick Smith who is selling it for a customer, 434-1750.

<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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Dave McCann's trip to California

Around April someone I'd worked with pointed out a position within my company in San Jose requiring knowledge of semiconductors among other things. I'd always figured the Bay Area was someplace I'd like to move to, and the job was in a direction I was interested in. Plus, I was nearing completion of a Masters in Electrical Engineering, so I figured I was in a good position to change jobs. After my first attempts to transfer failed I had pretty much given up, but my boss at the time knew I was interested in this and made another attempt. Around the middle of October he received word that they had a position for me, but needed me as soon as possible. This short notice is what caused the first attempt to fall through, but this time I was on a short-term assignment and would be finished in three weeks. Initially they wanted me in Dallas, but the next day they said they could accommodate my first choice of locations - San Jose.

The next question was how was I going to get my car to California. I had done enough thinking about moving to Dallas to figure I could drive my truck there in a weekend and fly back at a later date to drive the MG down. This would not work for California. The company would pay for me to drive my car across the country, I decided it was too good an opportunity to pass up.

Snow was my next concern. Denver was out, and I didn't want to risk snow in Flagstaff, AZ (which is good as it snowed in Amarillo, TX; also on the route through Flagstaff). That meant all the way down to El Paso, via Memphis, Little Rock, and Dallas. This had the advantage of being mostly

places I'd never been, but it was also at least 3000 miles. I did have seven days to do it, and would not be too bad off if I needed a couple more because of problems.

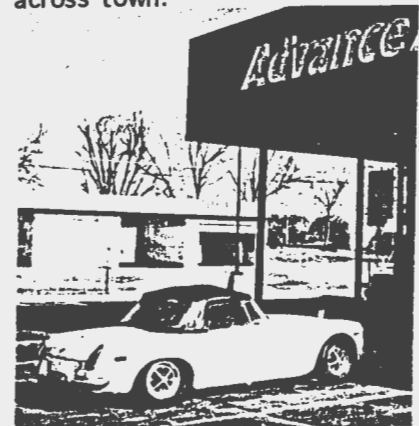
Next was doing all the things the car needed done that I had not yet done. And with the timetable I was looking at, that meant finding someone to do them. Randy Balogh helped me out there rebuilding the head and replacing little things here and there that would cause big problems later. Of course I couldn't just get the car running, I had to attempt to improve it also. This meant listening to my father and installing new seats. Specifically, Miata seats with headrest speakers (Fiero seats was the original plan, but apparently all the ones with speakers are already used by everyone else who had the same idea as me; by the way, would anyone like some Fiero seats that LOOK like they have speakers in them).

Monday morning November 17th, I was ready. The car was full: trunk full of tools; package shelf full of luggage; passenger seat full of everything else. At this point, of course, my car wouldn't start. It had never done that before, even though I drove it some of the previous winter when my truck was in the shop. But I figured since I still had a pair of 6 volts and it was around 20 degrees, that explained it (I was wrong, but you probably already know that).

I started south, in my attempt to go along roads I had not been on, and also to avoid snow. Down 75 to 71 to Louisville, then down 65 and west on the Western Kentucky Parkway. It got dark somewhere along there and I turned on my lights. Since I'd gotten off to a late start and I wanted to make Memphis

that night (Randy told me my life would not be complete until I'd had some Memphis barbecue). I had a fair number of miles to go in the dark.

Somewhere after the road had become the Purchase Parkway, I noticed I couldn't read the instruments very well. It took me awhile to realize something was wrong because (as you know) they are not very bright to begin with. But in this case the headlights were also dim. After frantically searching for somewhere to get my car checked out, I tried an Advance Auto Parts store. They were able to tell me it was my alternator and said they could get me a rebuilt one by 11 the next morning. With that problem in sight of a solution, all I had to do was find somewhere to stay for the night. The two motels in this town were all the way across town.



The next morning after begging a jump start from some nice people, I set forth back across town to wait for my alternator. I was able to pick up a couple of things I had forgotten to buy back in Springfield on my way out of town (like film, to record this venture for all of perpetuity). At 12:30 the alternator and a new battery were in and I was on my way, eating the left over pizza from the previous nights dinner for lunch so I wouldn't need to stop except for gas (this did

however mean no Memphis barbecue). Ten hours later I was in Texarkana, looking for a place to eat and finding that most places closed five minutes before I started looking. But this was a minor problem, after all I had already survived 800 miles and a dead alternator.

The next day I got up early and drove to Dallas and visited the office I could have been transferred to, and attempted to find a friend who had transferred from Dayton a couple of years ago. Unfortunately he was in Florida on a business trip, so then it was off to find food and head on down the road. In driving to the BDM (my company) office, I had driven by a place advertising "Real Memphis Barbecue" and in an attempt to recoup my lost Memphis dinner, I ate there (it was called "Red Hot and Blue", and I've heard there is one in Columbus and Louisville, so you might try it sometime). After spending too much time in Dallas, I again hit the road and eventually stopped somewhere in Midwest Texas.



The next day I was driving along I-20 and saw a sign for the Confederate Air Force Museum and Headquarters. I hadn't yet stopped for any sightseeing and even though this was technically a business trip, I had planned on seeing a few things along the way. It was an interesting contrast to the Air Force Museum, as a couple of the

planes on display were partially torn apart for maintenance. Two hours later, I was back on the road again. After another long evening I finally arrived in Lordsburg, NM and found a place to stay and an all night diner (both scarce commodities).

At this point I broke away from the beaten path and took US 70 and US 60 to Phoenix, AZ. A very nice drive through some interesting scenery and quicker than the interstate, unless you get stuck behind a truck transporting copper ore. About one in the afternoon, I arrived at the BDM's Phoenix office to meet my new boss and get some paperwork straightened out. (I am working in San Jose on a project in Oregon, and my boss is in Phoenix; interesting organization). After spending the afternoon, I headed out to find food and lodging. I didn't want to go too far from Phoenix, as lodging in Western Arizona looked even less likely than in Western New Mexico. Phoenix is an interesting place. Twenty miles from the center of town they still have a four-lane road every mile, even if there is nothing between them.

The plan for Saturday (if you had been keeping track) was to drive up the Colorado River and stop at the London Bridge where someone moved it to twenty-five years ago or so. After spending some time there for lunch and shooting up several pictures of me, my car and the bridge, I continued on to California City. I have an Aunt and Uncle there and was able to visit them and save the company one night's motel bill. I couldn't even buy them dinner, they insisted on cooking.



The next morning it was get up and face the last day, and it was beginning to get old at that point with 2850 miles down and about 350 still to go. But Saturday morning I had taken the top down, and was facing the prospect of another day of top down driving in the middle of November. Since I had already driven up I-5, I chose to go all the way across to US 101 and go up instead. I noticed that CA 58 went all the way from Cal City to US 101, but it wasn't as straight as it looked on the map. This wasn't all bad considering the car I was driving, but it did take me over two hours to travel 70 miles. After that it was a couple of hours up US 101 and I-880 to my other Aunt's house.

The final mileage was 3195. It took seven days. I lost one alternator. Not a bad week on the job.

My new address is 50 Schooner Hill, Oakland, CA 94618.

— Reminders —
 Casino trip postponed

See you at the Party!

GERTRUDE OUR MGB

by Fred & Betty Shaneyfelt



In August of 1997, we had just left a furniture store and was on our way home when I noticed a sign along the side of the road, British Car Day. The sky was over cast and it was about to rain. So what. We had nothing better to do. A couple of right turns and then into a parking space. I told Betty to get the rain beater, an umbrella to non-British subjects, and away we went. We took our time to view the fine machines on display. At this time we were looking for good deals in the T-shirt line and found none. We spent about 1 1/2 hours walking and looking. Then came the sprinkles of rain. I was in favor of leaving after finding no T-shirt deals.

As we were leaving, we began talking about getting a sports car. We owned sports cars in past years but we now own a beautiful boat, Bita Sunshine II, which gets very little use. Yes, it's for sale at this time. We then decided to look for a small sports car (do they make big sport cars?) and get involved. Our search started with the local newspaper and trading post and the hunt was on!

We combed the greater Miami Valley to find the right car for us. We found several that needed

work and I do mean lots of work. Then one evening we found Gertrude in Centerville. When Betty saw her, it was love at first sight. We were not even out of the van yet to talk with the seller. After looking her over and listening to her background story, we decided she was the one!

We purchased Gertrude, along with other various MG items we will never use, and drove her home. Bita Sunshine II was removed from her nesting spot in the garage and Gertrude took her place. In our decision to purchase her was based on whether she had all her papers and I do mean all her papers. We are Gertrude's third owners. The two previous owners had taken good care of her and kept records from day one until now. We have the original bill of sale and all service records, etc. We also have the original manual and her past history. To some it means nothing but to others like me a documented past history means a lot when you want to shoot the bull with other MG buffs and you don't know 'jack' about the mechanical part of the car. But I am learning. It was decided that we would have the car restored. She is certainly nice but this would make her even better.

Steve Miller, at MG Automotive, has detailed the engine and we are waiting to have her repainted for her 'coming out' in the spring.

If you want to know more about Gertrude, you can see us. We will let you view her and see her papers including the manual. She is lots of FUN.

Since purchasing Gertrude, we have joined the MG Car Club, pushed hard to get our patch, and like all good members assisted with this article to fill up our newsletter, The Octagon News. I hope to see all of you on the road. We're the ones in the black and blaze (that's red orange) 1973 MGB with a new clutch. I dropped the other one coming out of Yellow Springs on a Sunday. Yes, and for the ones that do not know, the engine has to be pulled to replace the clutch.

The following is a little thing I put together about Gertrude. I hope you like it:

I was planned, developed, created, assembled, and painted by man. As the years passed by, I have been pushed, scraped, scratched, waxed, slammed, kicked, tuned, replaced, shifted, and even parts removed.

Through all of this I have still been able to maintain My Grace and Beauty, for I am GERTRUDE, a 1973 MGB with loving owners: Betty and Freddie of Kettering Ohio.

From the Editors Dan Inlow & Linda Wolfe

We will do our best to put out a good newsletter but we need your help! Volunteer to do a feature article on your MG or experiences or write an article for the newsletter. You can give them to us, mail them or e-mail them to Linda (address is on the front cover)