

THE OCTAGON NEWS

Volume XXXI No 3

MARCH, 1998

HAPPY ST. PATRICK'S DAY



It's Party Time

RUMINATIONS by Matt Schneider

It has been pretty quiet this past month. My home is now connected to the information highway. I can be reached at mgschne@ibm.net. When you go to the MG Car Club Southwestern Ohio Centre web page you will find e-mail links to me and to Linda Wolfe as Octagon News editor.

The Wolfe's annual Valentine's Day Party was a success. The nice weather necessitated that I clean up the GT and drive it to the party. I was worried about the heavy dew on the windscreen when I left. The demister system was up to the job and I had a clear view home.

Next on the activities agenda is the Saint Patty's fete hosted by the Gribler's. This is another "not to be missed" MG Car Club event from all I have been told. You will find more information further in this issue of the Octagon News. See you there.



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., MARCH 18TH, 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
email 2.....70721.3720@compuserve.com
Activities Chair, Tim Oricko
phone.....434-5928
Membership Chair, Linda Wolfe
phone.....429-0847
email.....bcvl_wolfe@k12server.mveca.ohio.gov
Octagon News Editor, Dan Inlow & Linda Wolfe
phone.....426-9839 or 429-0847
email.....bcvl_wolfe@k12server.mveca.ohio.gov
Librarian, John Wolfe
phone.....429-0847
Historian & DIXMYTH, Dick Smith
phone.....434-1750
email.....smithomo@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, Casino Tour & Featured Car
- 3 E-Mail Addresses
- 4 Party & E-Check
- 6 Letter from E-check
- 7 Article from Old Cars 1/29/98
- 8 Membership list

 Upcoming Events
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 Casino Trip (see article in newsletter for details)
 19 Highway Clean-Up meet 9:00, McDonalds, Vandalia
 25 Tune-up Clinic (Saturday) at Matt Schneider's

May

- 2 & 3 Tour to Portsmouth, OH (more details next month)
 20 MGCC meeting at the Lithuanian Social Club

June

- 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
 21-23 NAMGAR GT-23 Chattanooga, TN
 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

- 5 Highway Clean-up
 13 Museum of Discovery Car Show
 16 MGCC meeting at the Lithuanian Social Club
 26 AMGBA Meet '98, Charlotte, North Carolina

October

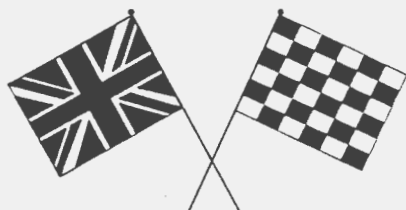
- 21 MGCC meeting at the Lithuanian Social Club
 24 Highway Clean-up

November

- 18 MGCC meeting at the Lithuanian Social Club

December

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

CASINO TOUR APRIL 18TH

We have rescheduled the Casino Tour for April 18th. We will leave by bus from J. C. Penney at the Dayton Mall. They will pick us up at 9:30 and we will leave at 10:00. We will have lunch the Victoria Casino from 12:00 - 1:00. We will board the boat and do a little gambling from 1:00 to 5:00. At 5:00 we will leave for the return trip to the Dayton Mall, arriving at 7:00. All this for \$10.00 per person. Please send your money to John Zeno, 3090 Fresno Court, Beavercreek, OH 45434 by March 14th.

The bus will hold 37 but we have to have a minimum of 30 people. You can invite your friends and first come first served. The more the merrier! You can hardly beat the price.

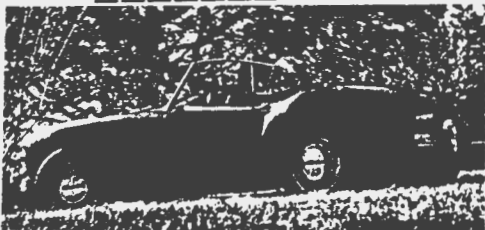
If we do not get the required 30 people, the trip will be cancelled and all money will be refunded. If there are any questions contact me at phone # 429-2557.

Dave Gribler has rescheduled the highway clean-up to April 19th (Sunday) to accommodate this trip. All the losers and winners from the Casino trip can meet at McDonald's in Vandalia the next morning to clean up the highway! The winners get to treat us to breakfast! (ha-ha)

GOV'NOR OUR MGA MKII

by John Wolfe

The story of our MGA began a long time ago at a club meeting when we met at Urban Suburban. A man came to the meeting and mentioned to Linda that a man named Smith on Valley Street had an MGA for sale. He wanted to know if we would put an add in our newsletter for it!



We decided to take a look at it before we put it in the newsletter. We didn't have a convertible at the time so I told Linda "Let's go for it".

The car was not at the home of the owner. He had been waiting about five years for a mechanic to work on it. He had spent quite a bit of money on new parts for it but the mechanic just never got around to it. The reason for the five year delay was quite evident. He had a 55 gallon barrel full of empty beer cans.

The car was under a plastic tarp and really looked sad when it was unveiled. I looked it over and noticed the covered dash, aka, a MK II. I told the man that we would take it.

We went to get it the next day and I believe that everyone in the neighborhood was there to watch us load it up. They were standing around smiling and snickering, thinking that we were fools for paying \$600 for that mess! We were also smiling as we knew we could double our money without doing anything to the car. The owner ask us if we would restore the car and sell it back to him! Of course, the answer was no.

I was deep into racing at the time so the car was pushed to the back of the garage where it sat ignored for about seven or eight years.

My racing began to get more expensive and even more frustrating, so I came up with the idea of going vintage racing with the "A". My friend Wiley and I worked on it for a little over a year to get it ready. The engine had rusted together and there was some strange bodywork but we made it.

Our first venture in Vintage Racing was not successful nor did it get any better. The MGA didn't want to run on the race track! I decided that enough was enough so I retired from racing. I repaired the racing damage, cut out the roll bar and it was quite reliable ever since (except for last year, but that is another story).

Our cars range from '85 Jaguar to '95 Talon with two '67 "B's" (a roadster and an MGB-GT) and the '62 MGA MK II. Each car gives us a particular sense of pleasure but the "A" stands out on a warm summer's eve. It is not a show car and probably never will be, but we enjoy driving it. Come to think of it this is March and spring weather is just around the corner. I better get busy and get the "A" tuned up!

Frank & Troise

SPORTS CAR LOVER'S WORST NIGHTMARE # 116



MG Car Club Members' E-Mail Addresses

Randy Balogh
MGBay@aol.com ✓

Dave Gribler
ah387@mvcn.dayton.oh.us ✓

Bill Hammond
hazelbill@erinet.com ✓

John Lucente
Pbj194@aol.com ✓

Charley McCamey ✓
CDMMGB@aol.com

Dave McCann
DMCCANN@bdm.com ✓

Ron Parks
FKZS47A@prodigy.com

Skip Peterson
MGBSkip@aol.com or ✓
70721,3720@compuserve.com~

Matt Schneider
mschneider@falcon.al.wpafb.af.mil ✓
or mgschne@ibm.net ✓

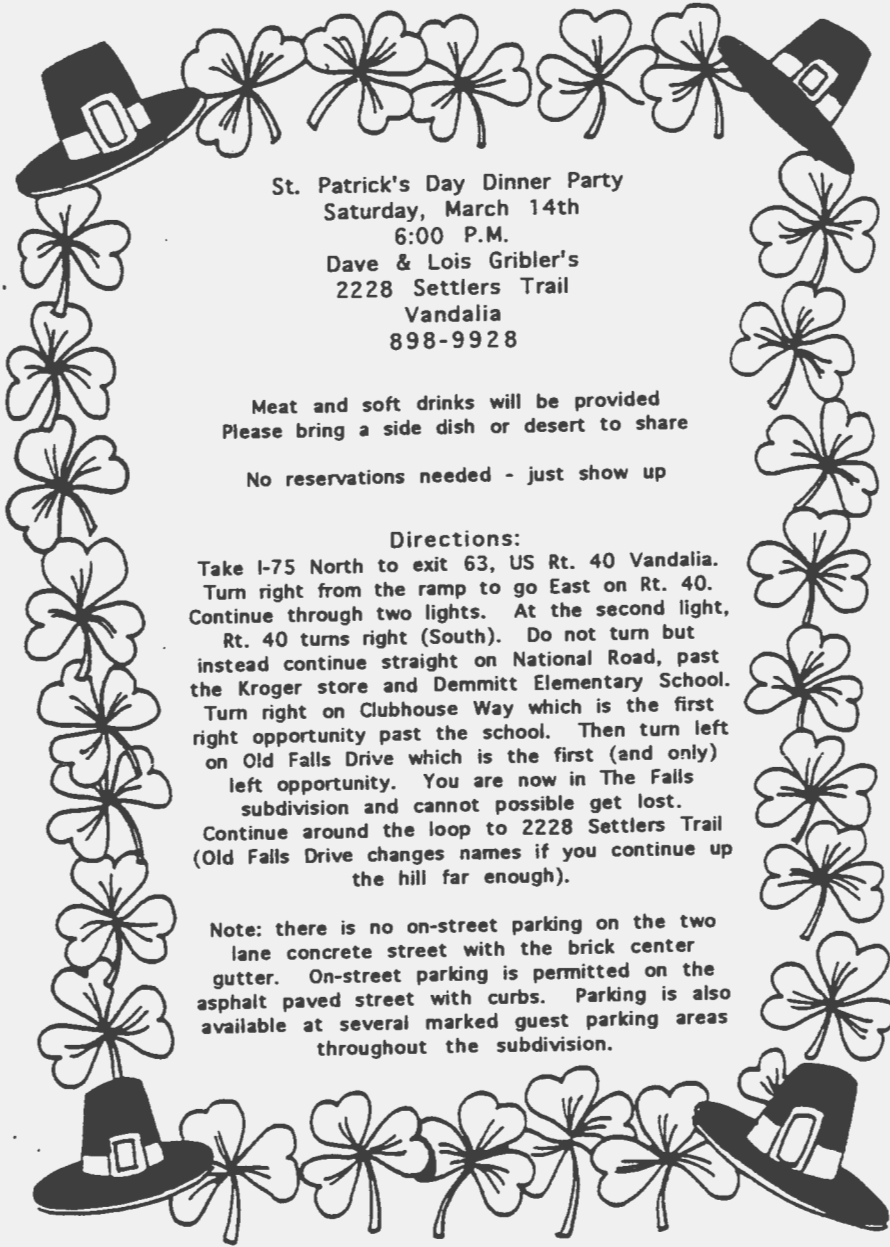
Dick Smith
rsmithomo@aol.com ✓

Ellen Sparklin
star@dma.org ✓

Karl Sparklin
sparklik@dma.org ✓

Linda Wolfe (during school year)
bcvl_lwolfe@k12server.mveca.ohio.gov ✓

John Zeno
MGFAST@aol.com ✓



St. Patrick's Day Dinner Party
 Saturday, March 14th
 6:00 P.M.
 Dave & Lois Gribler's
 2228 Settlers Trail
 Vandalia
 898-9928

Meat and soft drinks will be provided
 Please bring a side dish or desert to share

No reservations needed - just show up

Directions:

Take I-75 North to exit 63, US Rt. 40 Vandalia.
 Turn right from the ramp to go East on Rt. 40.
 Continue through two lights. At the second light,
 Rt. 40 turns right (South). Do not turn but
 instead continue straight on National Road, past
 the Kroger store and Demmitt Elementary School.
 Turn right on Clubhouse Way which is the first
 right opportunity past the school. Then turn left
 on Old Falls Drive which is the first (and only)
 left opportunity. You are now in The Falls
 subdivision and cannot possible get lost.
 Continue around the loop to 2228 Settlers Trail
 (Old Falls Drive changes names if you continue up
 the hill far enough).

Note: there is no on-street parking on the two
 lane concrete street with the brick center
 gutter. On-street parking is permitted on the
 asphalt paved street with curbs. Parking is also
 available at several marked guest parking areas
 throughout the subdivision.

**YET ANOTHER E-CHECK
 CHANGE!?**

By Rick Feedback

The news of this latest change in the e-check laws came to me on a fuzzy morning, after I had stayed up way too long working on my baby, (or my MG as some people call it). I have somehow managed to "invest" another Christmas Bonus into my MG, and since Steve Miller at MG Automotive doesn't mind helping me spend my money (ha-ha), I decided to buy some new MG toys!

So anyway, I'm sitting on my couch at 6:00 am with coffee in hand (I didn't go to sleep until 2:30 am) and I thought I heard Ken Jefferson on Channel 7 say there has been another e-check change! Can it be? Did they really make another change in the e-check laws? Yes they did, but this time it's good.

MG's are now, once again, exempt from e-check, so is any other car that is listed within N.A.D.A.'s (National Automobile Dealers Association) Collectable Guidelines!

This is cool! They have finally realized that our cars really are collectors items and that they are driven very little, and are not a large threat to our pollution problems.

So, as long as your later model MG is sporting collector plates, it is exempt from e-check. Remember if your car is older than a 1974 it has been exempt from e-check all along.

I made five phone calls to the Ohio EPA Headquarters. Each time I told them that I belonged to the MG Car Club. They seemed patient, and listened to my woes. They said finally, that a change was coming for REAL Collector Cars, and I'm

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glad it did.

Apparently they received many phone calls from car clubs, so we finally got on their nerves enough to make them change their minds.

So now, a big thank-you to all of our friends who started this, with their "Let's Beat the System" tactics. If they would have just maintained their "imposter" collector cars, you know like their Chevettas and K-cars, none of the real collector cars that we own would have ever been subjected to e-check.

By the way, I was behind a 1980 Chevy Pick-up truck the other day, and through the smoke I noticed a Collector Plate. Is that a collectors item? Maybe the "Boce Plus" bumper sticker was the collectors item!

Anyway, now I can concentrate on making my MG a better car, new bumpers from MG Automotive will look good. I'm also getting MGB-V8 suspension bushings to improve handling, and I'm in the middle of repainting her. So not that she's exempt from e-check I don't have to worry about the performance modifications that I've done being compared to the emissions that a stock engine would produce. Where's my 1 3/4" SU's.?!?

The following is a copy of the letter that the Ohio Bureau of Motor Vehicles sent me: *Page 6*

Safety  *fast!*

S T R I C T L Y



BRITISH

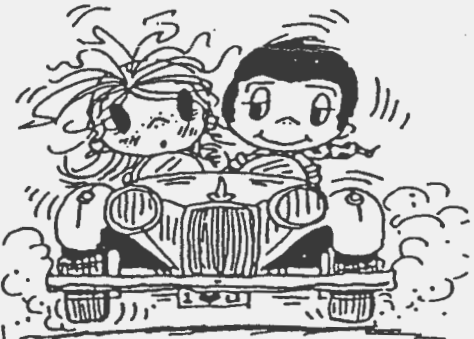
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Lebanon, Ohio
45036

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MGBay@AOL.COM

love is...



kin 9-14

...going for a drive in his vintage two-seater.

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Franklin R. Caltrider
Registrar, Bureau of Motor Vehicles
4300 Kimberly Parkway
P.O. Box 16520
Columbus, OH 43266-0020
(614) 752-7500

OHIO DEPARTMENT OF PUBLIC SAFETY

- Administration
● Ohio State Highway Patrol
● Bureau of Motor Vehicles
● Division of Emergency Medical Service.
● Emergency Management Agency

Dear Motorists:

This is a follow-up to the recent notification you received with the registration renewal notice for collector's license plates issued after January 1, 1995.

Due to further clarification of the Ohio Environmental Protection Agency (OEPA) statute concerning vehicle emission testing and vehicle registration requirements in reference to collector license plates, portions of the previous instructions you received are no longer applicable. The E√Check emission testing is not required for renewal of your collector's license plates. You will not be required to provide an inspection or exemption certificate from the Ohio E√Check program prior to registration renewal of your collector's license plates.

The criteria outlined to determine eligibility for collector's license plates is still in effect. As previously advised, if your vehicle is not listed in a referenced publication as collectible or you are unable to obtain documentation from the manufacturer that the vehicle is in limited production or in demand as a collectible vehicle at the time of application, you must obtain regular license plates. Your vehicle will then be subject to the Ohio E√Check emission test, even year vehicles will be tested in even years, and odd year vehicles in odd years.

I request your understanding and patience in an area that has recently undergone numerous changes to comply with the motor vehicle laws relating to registration and licensing of motor vehicles. I can only apologize for the conflicting information furnished during the recent transition of these procedures. I regret any inconvenience this may have caused.

If we can be of further assistance, please contact the Bureau of Motor Vehicles, Registration Division, P.O. Box 16521, Columbus, Ohio 43266-0021 or by telephone at 1-800-589-TAGS.

Sincerely,

Handwritten signature of Harvey McCleskey
Harvey McCleskey
Chief, Registration Division

Mission Statement

"to save lives, reduce injuries and economic loss, to administer Ohio's motor vehicle laws and to preserve the safety and well-being of all citizens with the most cost effective and service oriented methods available."



INDEPENDENT'S DAY

By BILL SIURU

Like other Americans, Stanley Harold "Wacky" Arnolt got hooked on European sports cars when he purchased an MG-TC. He took the passion a bit further. By the '50s, he was the central U.S. distributor for the British Austin, Morris, MG, and Riley. He also acquired Autocessories, which supplied aftermarket heaters, luggage racks, bumper overriders, badge bars and so forth for imports.

Arnolt became a millionaire during World War II. He acquired rights to the Sea-Mite small engine used in lifeboats, generators, small craft, etc. He also got government contracts to make scaffolding and tubular products. He reportedly got his nickname from crossing the lake from St. Joseph, Mich., to Chicago, Ill., in a rowboat.

Arnold had a more ambitious dream—a car with his name. He found that car when he visited the Turin Auto Show. On display were a couple MG-TD chassis clothed with handsome bodies designed by Franco Scaglione and executed by Carrozzeria Bertone. A deal was struck between Arnolt and Nuccio Bertone to build 200 cars. Arnolt was an automaker.

MG-TD chassis were shipped from England to Italy, where Bertone completed the cars. The steel bodies

had aluminum doors, hoods and trunk lids to keep weight to about 300 lbs. more than a stock MG-TD.

Finished cars were shipped to Chicago. At \$3,585, they were almost twice the price of a MG-TD, but you got creature comforts like occasional rear seats, full-leather interiors, hinged rear windows, and winding side windows. The instruments, steering wheels and pedals were from the TD, but rearranged a bit. The cars came with either disc or wire wheels.

The heavier Arnolt MG was powered by the same 1275-cc. four. Better aerodynamics compensated for the added weight to give a top speed of about 80 mph. While 200 were ordered, only 65 coupes and 37 convertibles were built (some sources

say 67 and 36) when production ended in 1954. The new MG-TF would need a body redesign and was no longer used to supply the mechanicals. However, Arnolt already had another car in the works, the Arnolt-Bristol.

Arnolt-Bristol bodies were supplied by Italy's Bertone; no surprise as Arnolt sat on Bertone's board of directors.

Lightweight steel was used, rather than the aluminum common on limited-edition Italian sport cars. Aluminum retained the razor-edge styling better under hard use, and was easier to fix in U.S. body shops.

Most of mechanical parts came

from England's Bristol Cars. The chassis, with its 96-in.-long wheelbase, was from the contemporary Bristol 404. The four-speed gearbox, brakes, etc., came from the earlier Bristol 403. Bertone installed the body on the Bristol chassis sent from England, before shipping the cars to Chicago.

The six-cylinder Bristol engine dated to the pre-World War II BMW 328. After the war, Bristol (via Frazer-Nash) acquired the specifications, blue

prints, and some tooling for the 1,971-cc., engine as well as the services of its designer, Fritz Fielder. Besides being used in Bristol's own cars, the engine powered AC-Bristols, several Frazer-Nash models, Lister-Bristols, Cooper-Bristols, Lotus Mark 10s and others. In the Arnolt-Bristol, it had 130 hp.

While the American motoring press gave the Arnolt-Bristol high marks, the \$4,000-\$6,000 price limited sales. Road tests showed 0-60 times of under 9 sec. and a top speed of 110 mph.

About 140 Arnolt-Bristols—mostly roadsters, a couple of fastback coupes, and a handful of race-ready aluminum-bodied specials—were built between 1954-'61. The roadsters came in base Bolide form, with a cut-down windshield and no top or a deluxe version with better trim and a soft top.

While the roadsters were quite spartan, the coupes had roll-up windows and were quite luxurious. Reportedly, four roadsters were fitted with Corvette small-block V-8s.

The Arnolt-Bristol was competitive in the SCCA's E-production class. The Arnolt-Bristol Racing Team included Wacky, who was an experienced amateur racer. Using essentially street-stock cars, it produced back-to-back 1-2-4 finishes in the under 2-liter class in the '55 and '56 Sebring 12-hour race, a tribute to the car's ample performance, good balance, handling and, perhaps most important, its rugged reliability. A '57 outing at Sebring was marred when a team member was killed. Arnolt blamed himself, and never raced again.



The Arnolt MG has lowly MG-TD mechanicals underneath.