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# THE OCTAGON NEWS

Volume XXXI No. 7

July, 1998

## Happy Motoring

**REMINDER: WE HAVE THE HIGHWAY CLEANUP THIS SATURDAY! (JULY 11TH)**

This is the most important cleanup of the year. We need to have the highway cleaned before the Air Show the following weekend. Please show up and help. A lot of hands make light work! See you there!

(RAIN DATE if needed will be July 12th)



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*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

July 15, 1998

#### MG Car Club Officers

- President, Matt Schneider  
phone.....427-0074  
email.....mgschne@ibm.net
- Vice-president, Dan Inlow  
phone.....426-9839
- Secretary, Jennifer Peterson  
phone.....293-2819
- Treasurer, Bill Hammond  
phone.....434-9967  
email.....hazebill@erinet.com
- Member at Large, Ron Parks  
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email.....FKZS47A@prodigy.com
- Pres. Emeritus, Skip Peterson  
phone.....293-2819  
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email2.....70721.3720@compuserve.com
- Activities Chair, Tim Oricko  
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- Membership Chair, Linda Wolfe  
phone.....429-0847  
email...bcv\_lwolfe@k12server.mveca.ohio.gov
- Octagon News Editor, Dan Inlow & Linda Wolfe  
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- Librarian, John Wolfe  
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- Historian & DIXMYTH, Dick Smith  
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- MG News Hotline.....434-1287
- British Car BBS.....434-1655
- WebPage.....  
.http://www.car-list.com/carclub/mgbskip.html

S T R I C T L Y

RESTORATION & PARTS

**RANDY BALOGH**

226 Kirby Road  
Lebanon, Ohio  
45036

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MGBay@AOL.COM

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 Upcoming Events
July

- 11 Highway Clean-up before the Air Show  
 12 Rain date for Highway Clean-up  
 12 British Car Day, Cincinnati  
 15 MGCC meeting at the Lithuanian Social Club  
 18 London to Brighton  
 21-23 NAMGAR GT-23 Chattanooga, TN  
 26 Cruise-in/Cook-out/Pot Luck/Swim Party  
 at Ron & Linda Park's (see article & map)  
 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  
 29 Highway Clean-up

September

- 13 Museum of Discovery Concours d' Elegance Car Show  
 16 MGCC meeting at the Lithuanian Social Club  
 18 Fish Fry at the Lithuanian Social Club  
 26 AMGBA Meet '98, Charlotte, North Carolina  
 27 Indiana British Motor Car Show/White River State  
 Park downtown Indy

October

- 16 Fish Fry at the Lithuanian Social Club (need extra)  
 21 MGCC meeting at the Lithuanian Social Club  
 31 Highway Clean-up

November

- 13 Fish Fry at the Lithuanian Social Club  
 18 MGCC meeting at the Lithuanian Social Club

December

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

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Summer Picnic  
 by Ron Parks

The picnic, that has become our official MG Car Club summer picnic, is now scheduled for Sunday, July 26, 1998. The weekend before BCD '98.

We plan to begin around 2:00 pm. After arrival, we can swim, look at each other's cars, maybe throw a few horse shoes, play croquet and/or just generally sit around the pool and relax. And, oh yes, visit the beer trailer, assuming John Zeno can be talked into bringing it? That's normally not a problem! Then about 4:00-4:30 pm, I'll put the Italian Sausages on the grill and we'll do what we do best. Eat!

Plan on coming, bringing something good to eat (covered dish) and having a good time!

Directions:

If you're coming North on I-675, take the Enon exit on Route 444, turn right. Follow Route 444, also known as Dayton Road, completely through the village of Enon past the Adena Indian Mound that you might remember from our Historical Tour. Turn right on Tecumseh Road. If you pass over top of I-70 before turning right on Tecumseh Road, you've gone too far. You'll come to a STOP sign at the Rebert Pike. You'll see Grennon High School on the far right corner. Proceed straight ahead and turn left on Rocky Point then right on Grossepoint. We're the 4th house on the right, 4101.

If your coming east on I-70, take the Enon Donnelsville exit. The first sign you'll see for this exit says Enon-Donnelsville. Then, when you actually get to the exit, the sign says Springfield, Route 4.

## MG AUTOMOTIVE

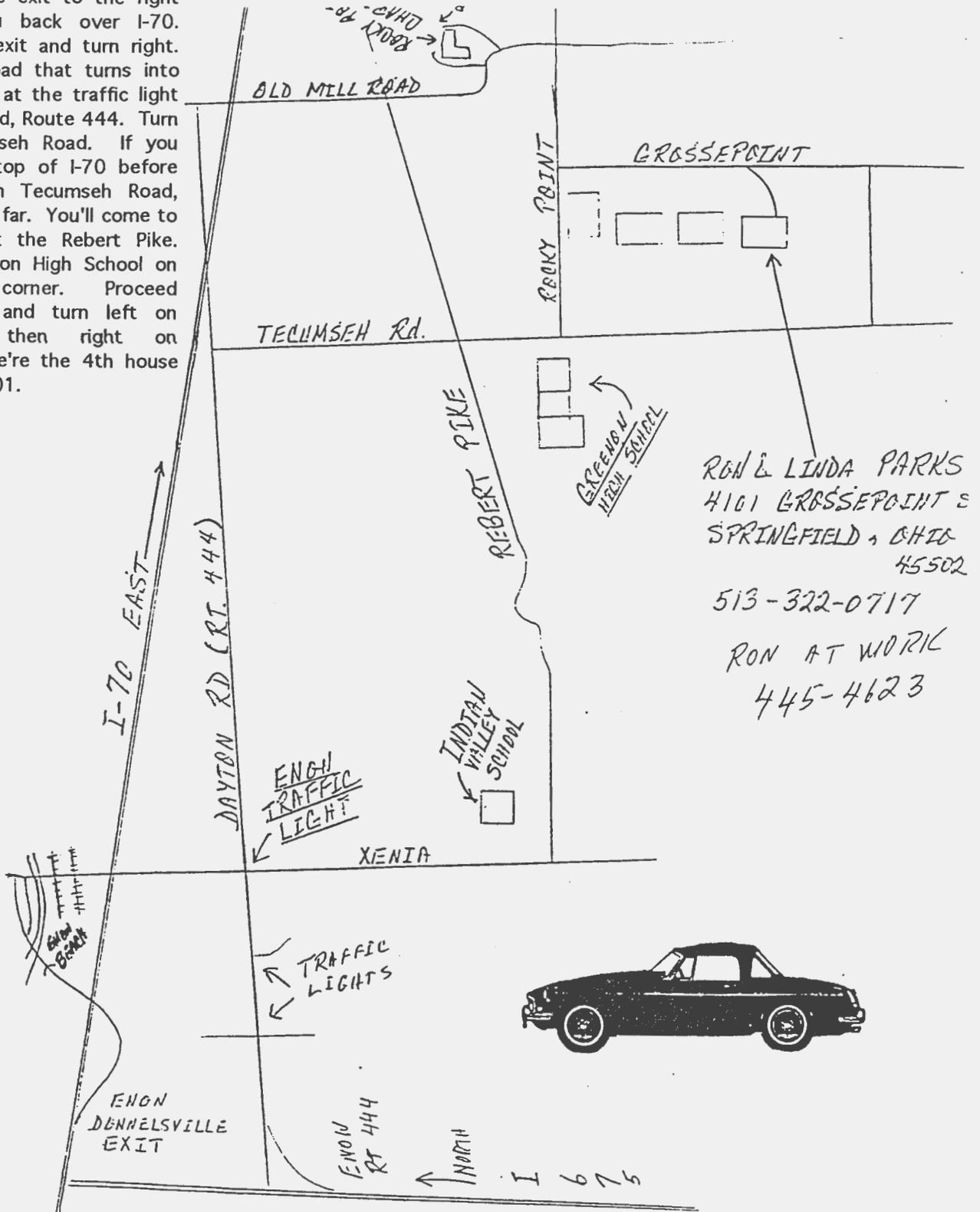
*Specialty Service, Parts and Restoration for  
 MG, Triumph, Austin Healey and Related Autos*

Owners:  
 Steve Miller  
 Bob Mason



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

This is a 2 lane exit to the right that takes you back over I-70. Take the next exit and turn right. This is Enon Road that turns into Xenia. Turn left at the traffic light onto Dayton Road, Route 444. Turn right on Tecumseh Road. If you pass over the top of I-70 before turning right on Tecumseh Road, you've gone too far. You'll come to a STOP sign at the Rebert Pike. You'll see Grennon High School on the far right corner. Proceed straight ahead and turn left on Rocky Point then right on Grossepoint. We're the 4th house on the right, 4101.



RON & LINDA PARKS  
 4101 GROSSEPOINT E  
 SPRINGFIELD, OHIO  
 45502  
 513-322-0717  
 RON AT WORK  
 445-4623

Featured Car

by Charlie McCamey

## My MG

On September 4, 1975, I purchased my '75 Harvest Gold MGB new from Davis Brick, Centerville, Ohio, and since then have thoroughly enjoyed driving it through all the years. According to the door tag, it was manufactured in May 1975. Prior to owning this sports car, I had a '60 "Bug Eye" Sprite for five years while in the Southwest in the Air Force, and the fun my family and I had with that probably influenced my decision to get the "B".

The day I picked it up from the dealer, while looking the engine over at home in Beaver creek, I noticed the oil dipstick was missing. I thought that was interesting. (Some "dealer prep"!)

I immediately drove it back to the dealer. They said they would order one for me, but I convinced them to take one from one of the other new ones on the lot. A few days later, with about 400 miles on the car, I noticed I was a quart low on oil. When I took it back to the dealer for that problem, I was told by the service manager "that was normal for foreign sports cars". After a little discussion over that remark, they discovered a leaky oil line was the cause, which was replaced.

For the first five years of it's life, I drove it everyday to and from work. This included during the famous Blizzard of '78. It has been very reliable. There were a couple of occasions when it wouldn't start, and that turned out to be a bad coil. In fact, on one of those occasions it had been at the Dayton Airport for two days, and had the coil been

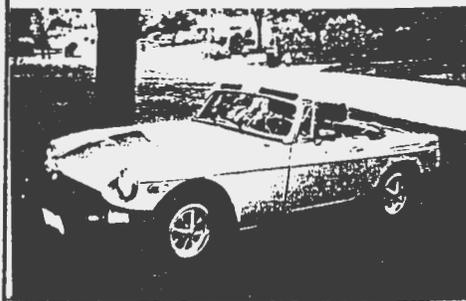
functioning, it probably would have been stolen. I could tell someone had messed with the wiring harness and apparently tried to "jump start" it. That was one of the few times I have had to tow the car home. The worst part about the incident is the would-be thieves stole my maintenance book kept in the glove compartment, and I pride myself in the records I have kept on the car. So, my detailed maintenance records start February 15, 1979, at 47,615 miles.

Since the above date, I have driven the car essentially from April to November each year, and stored it in the intervening winter months. For nine straight summers (1986 thru 1994), my daughter, Kathy, and I drove it to Grand Rapids, MI, to the University Motors Summer Party in August with no problems. That round trip is approximately 700 miles from Dayton. I'll never forget the first time we went when I saw a total of approximately 250 MGs on the same field at one time, in all makes and models.

Some interesting maintenance items: The original water pump failed at approximately 20,000 miles and I am still driving on its replacement; the original fuel pump lasted for 78, 503 miles; a Weber down-draft carburetor/heater system was installed June 10, 1985, at 82,823 miles (after I had re-built the Zenith numerous times); the clutch was replaced at 86,175 miles; the battery has been replaced three times (fortunately, the first replacement had a life-time guarantee so I have had to pay only for that one); the top has been replaced twice; the car registered 100,000 miles on July 28, 1988;

and it was repainted in November 1994 (original Harvest Gold color). It presently has 138,300 miles and the only major engine work is replacement of the main bearings.

I really look forward each spring to taking it out of storage and driving it throughout the summer and fall, particularly on those warm summer nights with the top down. It is the first MG I have owned and will probably be my only one, considering my attachment to this car.

The Way It Was  
by John Lucente

I got the "MG" fever when I was a kid in high school. That was long ago when it snowed at least 12" all winter and MG was the sports car America fell in love with.

Well after a wife, a kid, and furniture in 1976 I found a car collector in Beaver creek that had a 1952 TD. Like always he did not want to sell it, but was willing to part with a 1954 Morgan. Well back then nobody wanted a Morgan. To make this story short, as most of you know I became the owner of the '52 TD. I restored it, had a lot of fun and back in the '70s it won its share of trophies.

I joined the MG Car Club in 1981 and I even won the Gumball Rally at the Urban Suburban Club meeting.

About 1990 I got a phone call from a guy that had a 1956 MGA. I really was not looking for another car but by now MGA's were looking good and he made me an offer I couldn't refuse. This car had to have full treatment, body off restoration.

After a year of almost full time labor, things began to come together. The MGA became my fun car. I joined NAMGAR (North American MGA Register) and with a fellow car club member we began to drive to all the NAMGAR GT gatherings. We went to Niagara Falls, Canada, Winston Salem, NC (We drove all of the Blue Ridge Parkway). We also went to Lansing, MI and to a meet at Indianapolis, IN. The car did well as far as trophies. It took three national awards.

Well, its been ridden hard and put away wet since then. So its time to set back and watch you younger guys build your MG cars.

I bought a hunk of Detroit iron since the MGA but we won't get into that.

Well, keep your oil clean and your tank full guys! See ya, John

GRILLE BADGES

Bill Hammond checked with The MG Car Club about getting more grille badges. They are available but are much more expensive than they used to be. Right now they would be about \$47.00 each. If you are interested in one please let us know at the next meeting and pre-pay for it!

If you would like to put anything in the newsletter please send it to Linda Wolfe, 4114 Middlebrook Drive, Beavercreek, OH 45440. Thanks!

Minutes from the JUNE meeting submitted by Skip Peterson filing in for Jennifer

The meeting was called to order by President Matt Schneider at 8:03 pm.

Motion to approve the minutes as published was made, seconded and approved by acclamation.

Bill Hammond reported a beginning balance of \$543.38, income of \$41.42 (membership and interest), expenses of \$127.66 (postage, newsletter printing, and gumball rally), leaving an ending balance of \$457.14.

Garry & Irene Irwin renewed their membership and we had two new members: Jerry & Cheri Herbe of Piqua who own a '72 Midget and Fred Hall of Vandalia who owns a '78 Midget.

Activities Chair Tim Oricko reported on a number of upcoming events. See our calendar of events.

The club will be meeting at the Penny's Store at the Dayton Mall at 9 am on Sunday, July 12th to caravan to the Cincinnati British Car Show.

Brief discussion regarding BCD and club volunteers. More are needed but lots of people signed up for shifts at various booths. Next meeting is Friday night, July 31 at Eastwood Metro Part at 6 pm.

British Car Day preview show is Friday, July 31 at Courthouse Square, 11 am to 1:30 pm.

New business included discussion on ordering grille badges from the mother club. Bill Hammond was going to look into it, and would report at the next meeting. Twelve members expressed interest in purchasing grille badges.

MG Car Club Members' E-Mail Addresses

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