

THE OCTAGON NEWS

Volume XXXI No. 8

AUGUST, 1998

Great Car Show and Picnic

RUMINATIONS

by Matt Schneider

A lot of "Thank Yous!" to hand out this month.

First, a great big thanks to all of the MG Car Club members who helped at the highway cleanup. It was nice to be able to put faces on names. This was one of the largest turn outs for the highway cleanup ever. Now, don't forget that we hit the highway again on Saturday, August 29th. See all of you at 9:00 am at Micky D's (intersection of 40 and 75).

Second, a thank you to Ron & Linda Parks for hosting the Club at their country estate for a gorgeous afternoon of swimming, food, and lawn sports. The polish sausages were sizzling and the side dishes bountiful. The less said about the lawn sports the better.

Third, thanks to all of the club members who pitched in for BCD '98 - the Courthouse Square preview, Friday night setup, and the day of the Show. I saw MG Car Club members everywhere. BCD '98 had another record turnout of cars. The show layout was entrant and spectator friendly. We sold out of food and T-shirts. The weather was perfect. There were some scheduling hiccups by MetroParks, but things were worked out and didn't have a great impact on the show fun. I heard a lot of favorable comments about the event from participants. I'm sure that Skip Peterson will have all of the details at the meeting.



North American MGB Register

Southwestern Ohio Centre

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:

AUGUST 19, 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.....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
email...bcvl_lwolfe@k12server.mveca.ohio.gov

Octagon News Editor, Dan Inlow & Linda Wolfe
phone.....426-9839 or 429-0847
email...bcvl_lwolfe@k12server.mveca.ohio.gov

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>

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Upcoming Events

August

- 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
- 24 NAMGBR Annual Meeting - Las Vegas, NV
- 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

BCD '98

By Skip Peterson

BCD '98. It's history, and in more ways than one, it was historic.

The largest number of cars ever, 192. The largest group of vendors, 11. The best group of workers ever. The first Parade of Winners. The First Premier Class, '97 winners.

I'm pleased to report that I have not yet had a single complaint from any of the participants. I'm also pleased to report that I had two phone calls on Sunday morning from out of town attendees who described the event as "perfect" and "the best car show I have ever been to."

God granted us the break we have been praying for this year, blue skies and warm but not hot temperatures. Add to that a very well planned show field that was laid out on Friday and we were ready to go bright and early Saturday morning. The first few cars trickled in, but by 10 am, we knew we had a winner. The featured marque, Lotus, turned out to be the late comers, but 9 of them were there and it was a success.

There are a million stories to tell, but possibly the best was the journey of Randy Shuck of Washington DC. He e-mailed me a number of months ago saying he wanted to attend, on his way to his grandmother's 100th birthday party in Findlay on Sunday. He works in Lima, Peru and was home on a vacation.

We noticed Randy first thing Saturday morning. The car is beautiful rubber bumper "B", but Randy looked pretty beat. As the story goes, his alternator failed in

RUMINATIONS CONT'D.

The MG Car Club is now recognized as a Chapter of the North American MGA Register and as a Chapter of the North American MGB Register. Please consider joining one or both of these National Clubs. The MGCC accrue special benefits from this Chapter status.

It has been several years since we purchased name badges for new members. If you do not have one, please contact Linda Wolfe as soon as possible. We all want to know who we are at club gatherings. We also need to update our listing of members and the MGs they own. Get the following information to Linda Wolfe as soon as possible: your name, model and year of each MG you own. We provide this information to new members to put them in contact with those of similar MG persuasion.

It is also time to finalize the MGCC logo business. Since there were no competing proposals, the logo submitted by Skip Peterson will be pressed into service per club vote at a previous meeting. I need to know what you want the logo on (ball caps, T-shirts, polo shirts, sweat shirts; screened or embroidered) so that I can get cost estimates for the membership.

Finally, we all want to wish a speedy recovery to Tim Oricko who suffered a broken arm in a car accident. The broken arm did not seem to be slowing Tim down much when I saw him at BCD '98.



We clean the highway again August 29th. See you at 9:00 a.m. at McDonald's (Rt. 75 & Rt. 40) Vandalia exit.

Hagerstown MD, which in turn killed the battery. After a long delay, he was on his way again, only to suffer a flat tire later. The spare was there, but the wheel was bent, and Randy pressed on to Dayton, arriving with the morning sun.

Bob Mason from MG Automotive grabbed the blown tire and wheel, stopped by the shop and got a tube and had it repaired so Randy could continue on to Findlay with a smooth cruising B.

Randy nailed down first in class of the Rubber Bumper B's, The Longest Drive Award for the trip, and I'd like to nominate him for the Hard Luck, But I'm Having Fun Award also.

Randy declined the offer of the Parseau's to nap in the motor home, and while he was still dragging, he drove the B to center stage for his award, and smiled and said, "I've had a great day! Thanks"

For all of you who made this event possible, and there is no way to name all of you 'cause I'll forget someone just like I did on the public address system, THANK YOU.

Our goal has always been to provide a venue for enthusiasts and spectators to gather, enjoy the cars and the company, have a great time, and be glad they came.

Without a doubt we did that. You all deserve the credit, and we've made lots of friends along the way. Get ready for BCD '99. It will be bigger, and better, and we'll make more friends. Now, about the weather, start praying now, and we'll bring in the gospel singers if we need to.

BCD 98 Winners List

Members names underlined

MGT

- 1. Art MacArthur 49 MGTC
- AE Joe Hooker 53 TD
- AE John Lucente 52 TD
- AE Bar Makepeace 52 TD

MGA

- 1. Don Williams 56 MGA
- AE Itsy Finch 60 MGA Coupe
- AE John Zeno 57 MGA
- AE Chris Timpone 59 MGA

MGB chrome

- 1. Skip Peterson 72 MGB
- AE Earl Falter 66 MGB
- AE Betty Shanyfelt 73 MGB
- AE Bill Hammond 69 MGC GT
- AE Dana Springer 67 MGB

MGB rubber

- 1. Randall Shuck (VA.) 79 MGB
also Longest Drive winner
- AE John Drafts(Tenn) 79 MGB
- AE Tony Parseau 79 MGB
- AE Carol Smith 78 MGB
- AE Ryan Looft 77 MGB

Midget/Sprite

- 1. Eddy Cole 76 MG Midget
- AE Sandy Schrader 62 A-H Sprite
- AE Bill Trimbach 73 MG Midget

TR 2-3

- 1. John Ewell 62 TR3B
- AE Stan Seto 63 TR3B

TR 4 & 250

- 1. Tim Moore 63 TR4

TR 6

- 1. Skip Wilkins 76 TR6
- AE Jack Pounds 71 TR6
- AE Lori Corbin 75 TR6
- AE Rick Corbin 71 TR6

TR 7-8

- 1. Dave Schnitzler 79 TR7
- AE Mindy Wynne 80 TR7

Rangers Choice

- Art MacArthur 49 MG TC

Spitfire & GT-6

- 1. Bill Brown 66 GT6
- AE Joe Hutchinson 72 Spitfire
- AE Phil Daye 66 Spitfire

Lotus

- 1. Robert Peace 72 Elan
- AE Dan Poindexter
- AE Scott Stout 91 Esprit

Jaguar E type

- 1. James Lanning 70 XKE
also Best of Show
- AE Paul West 66 XKE

Jaguar XK

- 1. Jim Hallas 51 XK 120

Jaguar XJ/Sedans

- 1. L.R. Hardy 95 XJS

Austin-Healey 100/3000

- 1. Sarah Ritchie 62 AH 3000
- AE Greg Sipe 55 AH 100/4

Mini's

- 1. Mike Barton 60 Austin Mini
- AE Dick Smith 64 Austin Cooper

Competition Cars

- 1. Bob Mason 67 MGB GT

Open Class through 1960

- 1. Ray Plowman 60 Metropolitan
- AE Dennis Brough 67 MG Magnette
- AE Bob Sanford 53 Daimler Conquest

Open Class 1961 & later

- 1. Ian Spencer 61 Sunbeam Haring'
- AE John Rogers 65 Morgan +4
- AE Jean Trace 67 Sunbeam Alpine
- AE Ian Spencer 67 Land Rover

Motorcycle

- 1. Fred Stridle 71 Norton

Premier Class(97 winners)

- 1. Ron & Sonja Halbauer 32 Wolseley Horne
- AE Ron McLean 57 Jag XK 120
- AE Bruce Clough 62 TR4

Diamond in the Rough

- 1. Dave & Lois Gribler 62 MGA MK II

Here is the group that cleaned the highway in July just before the air show! Thanks everyone!



Thanks to Ron & Linda Parks for our annual picnic held at their home. We had a wonderful time and the weather was great! It sure looks great to have our MG's together!



DYE SHABBY UPHOLSTERY

by Bill Hammond

Skip Peterson and I had the same discovery, on the same day, independently!

We aerosol sprayed faded and stained upholstery panels and floor mats with a dye designed for vinyl and plastic. Both of us used the black dye, and both of us were extremely delighted with the results.

Skip placed his black floor mats on newspapers (Dayton Daily of course) and gave them one heavy spray. I masked off the back of the fold down rear seat in my GT (and removed the chrome latch hardware) and gave it two medium heavy spray coats. All turned out looking like new!

The product is "VINYL & PLASTIC COLOR SPRAY" by SEM Products \$7.95 per 13 oz. can available from Moores' Inc., 700 S Jefferson St., Dayton We used the #15233 Gloss Black.

So I went and got a can of Light Slate Blue to freshen up the sun faded upholstery in our Prelude after I complete the restoration of a coach lamp (but that's a whole other story!)

Car Manufacturing

by John Wolfe

The Allies rejoiced after winning WWII. We have to wonder now who did win after all.

The Japanese have dominated our auto industry for quite some time but now the crowning blow has been struck. Yes folks, it was bad enough when Rolls Royce decided to put a BMW engine in the new models but to sell out to VW! What a sad state of affairs.

I know that this isn't going to affect many of us but it's the principle of the thing. I know Jaguar and Aston Martin belong to Ford, Lotus or parts of it belong to General Motors. Nearly everything else belongs to BMW.

That reminds me, there are rumors that a new MG would be sold at BMW showrooms dedicated to sport type cars. A German MG, no thanks! I have nothing against the Germans but a German MG would be to muck.

Car companies seem to fail to realize that some cars are bought because of their tradition or mystique so to speak. I personally feel that just putting a badge on a piece of metal isn't enough. It just isn't the same as the original.

I suppose in retrospect the idiots behind the big desks are right. In the age of computers, cell phones and all the high tech garbage, no one really cares about traditions anymore (especially where cars are concerned). A few of us old guys do! See you at the meeting!

MGB FRONT SUSPENSION BUSHINGS

by Ed Hill

My winter project for the MGB was front suspension bushings. They hadn't been replaced in umteen years. I thought I had a plan to start but a whole evening, including a severely busted knuckle, and still only halfway disassembled? There's got to be a better way (Maybe the busted knuckle was the car's way of saying you're not supposed to do it that way!) While the knuckle mended, it occurred to me how simple it was. And sure enough, it worked. This is the easiest way to put new suspension bushings in your MGB.

In preparation for this I sprayed all the nuts and bolts with WD-40. After all, it's only been how many years? Of course I had ordered parts, very inexpensive. Everybody recommends the one piece V-8 set.

I took the front bumper and valance off to get better access. This is a creature comfort and goes a long way in the making this an easy project.

Jack the car and put a stand under the body and remove a wheel. Make a mark on the front of the spring. Remove the cotter pins and loosen both caselatted nuts on the pivot pin. And you may as well remove the cotter pin and loosen the nut at the lower king pin too. Then disconnect the sway bar up-link (end-link) at the sway bar, NOT AT THE CONTROL ARM. You will need to put a floor jack under the spring pan and raise slightly to remove the bolt through the up-link and sway bar. Now work the king pin bolt out. With the bolt out you can rotate the swivel axle up and out of the control arms. CAREFULLY lower

the spring pin and remove the spring. Now disconnect the REAR control arm from the spring pan by removing the two bolts and remove the control arm. The front control arm will have the spring pan and the up-link still attached, leave it that way and remove it.

The prep work is next. Clean and check the hole in the control arm, make sure it's smooth. Lubricate the outside of the bushings with some soap. To press the bushing into place, put a washer between the vise jaw of the bushing and a socket big enough for the bushing on the other side of the control arm. Press into place with equal amounts of rubber protruding out either side. By the time your done with this project, you'll be a pro at this. Use a wire brush to clean both ends of the pivot pin and lube with a little grease.

Refit the front arm first and then the rear. Use new nuts and washers. Finger tighten the nuts. Reattach the spring pan to the rear control arm and tightly snug the pivot pin nuts. Reinstall the spring with your mark on the front of the spring in the correct position. Make sure the spring is nested, up inside the spring tower and raise the control arms/spring pan. Work the spring into place. Once the spring is were it belongs, put the floor jack under the spring pan and raise it up a little.

Before you put the swivel axle back in place give the lower king pin grease nipple a shot or two of grease. Nor raise the jack and work the swivel axle into place between the control arms and put the bolt in. snug tight. Reattach the sway bar to the up link. Lower the jack and put the wheel on. Remove the jack stand and lower the car to the ground. Now tighten the pin and

pivot pin nuts and the lower king pin bolt. This is were it really helps to have the valance off the car. Your done.

Now your ready to tackle the other side.

FOR SALE

'67 Austin Healy Sprite, good paint, new upholstery, strong rebuilt engine, \$3,800 OBO. More information call Charlie Avery, 429-0654.

'72 MG Midget, decent shape, 54,000 miles, lime green, needs tires, small rips in headrest, it's all there! \$3,000 (last month is was \$3,500 firm). You can see it at the Shell station on Smithville & Watervliet or call 252-2708.

NAMGAR GT-23
CHATTANOOGA, TENNESSEE
JULY 21-23, 1998

by John Zeno

We left Beaver creek Ohio on Saturday at 7:00 a.m. John Lucente and Patsie joined JoAnn and I with the beer trailer full. We took Rt. 127 thru Frankfort, KY for our first stop. Our first stop other than rest stops, was at Harrodsburg. KY (Fort Harrod). We took a tour of the Fort and proceeded on to Lake Cumberland where we stayed at the lodge in the state park for the night.

We left there on Sunday after breakfast and arrived in Chattanooga around 2:00 p.m. and checked into the hotel. It was a beautiful drive with top down and no problems with either car.

That evening we drove up Lookout Mountain and rode the Incline Railway down and back. We drove over to Point Park on Lookout Mountain where the Civil War Battle for Lookout Mountain took place.

Monday we drove back up Lookout Mountain and went thru Point Park Museum and the Electric Map that depicts the Civil War battle for Chattanooga. We both got parking tickets which cost us \$5.00. On the way down we stopped at Ruby Falls & Cravens House which was destroyed during the battle and has been re-built.

We went to the Chattanooga Choo Choo Hotel and registered on Tuesday. We attended the MGA Casino Night which included dinner and gambling with funny money which we could use to bid on prizes at the end of the evening. We put our money together since we did not do too good at the tables. John Lucente got a \$25.00 gift certificate for about \$1,600.00 of funny money.

On Wednesday we checked into the Chattanooga Choo Choo Hotel and then went out on the breakfast tour to the Gordon Lee Mansion in Chickamauga and toured the Chickamauga Battlefield and Museum. That evening we took the Southern Belle Dinner Cruise for 3 hours on the Tennessee River.

From 10-12 on Thursday morning was the car show and the Awards Banquet was held that evening. John Lucente took 2nd place in his category. They announced that I should win the Variance Award for the beer wagon. It was a joke after all it is made from MGB's and this was an MGA event.

On Friday morning after free coffee, donuts and juice we started for home staying in Summerset, KY. On Saturday we continued our trip home. It was a beautiful drive with no car trouble.

This was one of the best GT's we have been to. There were over 200 MGA's from all over the country including Canada and we had a great time socializing with everybody. The beer trailer finally gasp its last breath at the car show. Dave & Lois Gribler were also at the GT and we ran into them often. It was steamy hot in Chattanooga, like in the 100's a couple of days, but finally a cold front arrived toward the end with rain.

The MG Car Club is finally a chapter of NAMGAR and maybe sometime we can put on a GT here.

MY OLD CAR ON THE WEB!


By Bill Hammond

What a surprise to see a dozen rebuild progress pictures of my "63B on the home page of the fellow, in northern Indiana, who also used the internet to buy it from me! Check out his home page at ww2.netnitco.net/users/Blubaugh/

Friday Night Cruise-In at Sears Store in Kettering-Lazarus Shopping Center - 5:30 p.m. to dusk through October 9th (except Sept. 4th).

(937) 254-6131 or e-mail: crusiein@usa.net

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| <p>MG AUTOMOTIVE</p> <p><i>Specialty Service, Parts and Restoration for MG, Triumph, Austin Healey and Related Autos</i></p> | | |
| <p>Owners: Steve Miller Bob Mason</p> |  | <p>3733 C Wilmington Pike Kettering, Ohio 45429 (513) 294-7623</p> |

Minutes of the MG Car Club, July 15, 1998

Meeting was called to order at 8:07 pm by Vice President Dan Inlow in the absence of President Matt Schneider.

Minutes of the previous meeting were approved as published in the newsletter.

Bill Hammond presented the Treasurer's Report:

Starting balance: \$457.14

Income: \$33.00

Expenses: \$123.72

Ending balance: \$366.42

It was approved as presented.

Membership chair Linda Wolfe reported one new member, Howard and Luella Epstein from Cincinnati.

A number of members attended British Car Day in Cincinnati. It was noted that the Peterson's and Shaneyfelt's won award of excellence as well as Charlie McCamey's son who traveled with the group in his Jaguar Sedan.

The next highway cleanup is to be August 29th. Meet at the McDonald's on Rt. 40 in Vandalia. The July clean-up was very successful with strong attendance and completed in short order. Dave Gribler thanked all who participated.

Discussion regarding a fall tour, Fred and Betty Shaneyfelt are taking the lead to plan a fall tour. More info at the August meeting.

Ron Parks discussed the upcoming club picnic and noted the menu.

The MG Car Club grille badges were discussed, however, the cost in US dollars approached \$47, and the idea was tabled for the time being. Joe Hooker is traveling to England

in the fall and is willing to entertain discussion about purchasing items while there.

A new letter head designed by Matt Schneider was passed around and discussion was invited. No decision at the July meeting, more to come in August.

British Car Day was discussed, including the volunteer contingent, the preview show at Courthouse Square, the meeting at Eastwood MetroPark on Friday to lay out the field.

Beer break called at 8:30 pm.

We are now an active chapter of the North American MGB Register. We are awaiting word regarding becoming a chapter of the North American MGA Register. Zeno's Gribler's and Lucente's are attending the national NAMGAR gathering in Chattanooga.

Under new business, there was discussion brought up by Skip Peterson regarding an award named in honor of Dan Callahan. The discussion became a bit confused, as it was discussed naming the best MG at BCD and making an award in Callahan's name. Further discussion involved the point of the award, based on Dan Callahan's unselfish willingness to help other's in the club and his commitment to the group as MG owners. After a motion was made, the discussion was tabled by a vote of the membership to better clarify the understanding of the award. The intention seemed to be to honor a member of the club who exemplified the unselfish qualities that Dan Callahan had as both a leader and a committed MG owner. Further discussion will be invited at the August meeting.

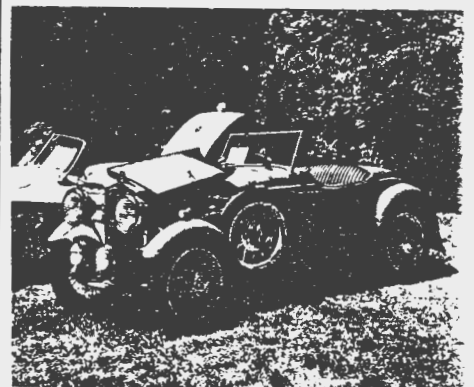
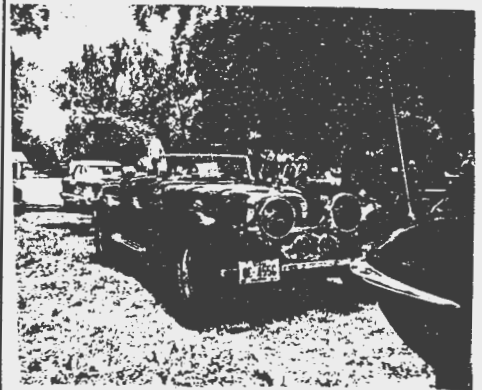
Dick Smith won the Gumball Rally. Meeting adjourned at 9:15 pm.

Respectfully Submitted
Jennifer Peterson
Secretary

Last minute note: John Fox on Fishburg Road is having a liquidation sale. He has about 20 Midgets, MGB's & MGB-GT's plus a variety of parts. His phone is 236-1177 if you are interested!

If you would like to put anything in the newsletter please send it to Linda Wolfe, 4114 Middlebrook Drive, Beavercreek, OH 45440. Thanks! I should be back to work in a couple of weeks and then I will have e-mail again!

BCD PICTURES



CAR SHOW PICTURES



Registration



Announcements, Share the Pot,
and Door Prize Booth



One of our vendors, Steve Miller
from MG Automotive



Food Booth

And of course the cars:

