

THE OCTAGON NEWS

Volume XXXI No. 10

OCTOBER, 1998

REMEMBER THE FISH FRY & THE TOUR de FALLING LEAVES

I would like to take this opportunity to thank our officers from last year. We had a very active and enjoyable year!

Congratulations to the new club officers. We look forward to a great year.

We now have 22 Etched Mugs with the MG crest and Southwestern Ohio Centre. They will be available at the meeting!

We also have name tags for the following people:

Kim & Jill Dabe
Howard & Luellen Epstein
Rick & Nancy Feeback
Albert & Muriel Frasca
Tom Gabbard
C. Fred Hall
Jerry & Cheryl Herbe
Philip & Nancy Johnson
John & Opal Page

This newsletter is a little early to remind all of you about the following:

Fish Fry, October 16th
Fall Tour, October 18th

Membership dues are due for the following: Avery, Balough, Bell, Billheimer, Brewer, Crabtree, Cunningham, Epstein, Feeback, Finch, Goodman, Gribler, Hall, Hazelbaker, Heberling, Herbe, Hooker, Hurt, Knupp, Lucente, Maloney, Marin, Mason, McCamey, McCann, McCartt, Meine, Miller, Miller, Page, Powell, Ray, Seibert, Shaneyfelt, Sparklin, Sparks, Streifthau, Tinnerman, Veris, Williams, & Zeno.



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 & October. On January 1st, the names of delinquent members are removed from the mailing list. 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 each month (except December) at the Lithuanian Social Club, 922 Valley Street, Dayton, at 8:00 pm. The next meeting will be:

OCTOBER 21, 1998

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Upcoming Events

October

- 16 Fish Fry at the Lithuanian Social Club (need extra)
- 18 Tour to Hocking Hills
- 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

Skip Peterson thanked the club members who served at class marshalls at the Second Discovery Concours d'Elegance. They did an outstanding job and the concours committee has now asked that this task be turned over to the MG Club to handle each year. The club volunteers also handled the balloting for the People's Choice Award and pitched in and helped out in other areas. Ron Parks spoke with Leroy Lacey who restores cars for the Esther Price Collections and there is a discussion about having a meeting at the Esther Price Shop.

TOUR de FALLING LEAVES

The car shows are closing down and another driving season is coming to an end. But before it does, let's all get together for one last Tour. This is a great opportunity to meet old and new members. YOU CAN DRIVE WHAT YOU WANT, JUST COME and enjoy the drive to beautiful Hocking Hills area.

October 18th (Sunday), we leave the K-Mart parking lot (located on Indian Ripple Road just West of I-675) at 8:00 am. Our first stop will be the Mc'Donald's in Jamestown for coffee or what ever. Our second stop will be at the BP service station located in the TA Travel Center just east of I-71 on SR 35. Members who live in this general area can meet us between 9:30 & 9:45 am before we drive on towards Hocking Hills.

Bring an old fashion fall picnic lunch for you and yours. The tour will last most of the day. Tour maps and general information will be given out at the meeting sites.

If you have any questions contact Betty or Fred at 293-2230, or e-mail bfshaney@erinet.com. We are hoping to see all of you on the Tour.

September Meeting Minutes

The meeting was called to order by President Matt Schneider at 8:01 pm.

August minutes were approved as recorded but not published.

Treasurer's Report	by	Bill Hammond:
Starting balance	\$235.44	
Income	94.00	
Expenses	135.39	
Ending balance	\$194.05	

The fall tour is planned for Sunday, October 18th to tour in the Hocking Hills area. The tour will be lead by the Shaneyfelt's. Meet at the K-Mart on Indian Ripple Road at 9 a.m. and be sure to bring your own picnic.

New members name tags are in. Please come to a meeting to pick up your name tag.

The figures are in for BCD '98:

Income was	\$4852.37
Expenses were	2329.58
Total profit	\$2522.79

Amount to be divided will be determined at the next meeting.

Motion was passed to purchase beer mugs with the MG crest and Southwestern Ohio Centre etched in them. Two dozen will be purchased and Matt Schneider will handle this. First come, first served to purchase them.


Elections were held:
 Ed Hill is our new President
 Skip Peterson, Vice President
 Dick Smith, Secretary
 Betty Shaneyfelt, Treasurer
 Tony Pareaseau, Member at Large

John Zeno is trying to organize another casino trip in November and will report at the October meeting.

Gumball Rally winners are Paul & Naomi Gulley who won a free year's membership plus \$15.00.

The Christmas Party is December 12th at Matt Schneider's.

S T R I C T L Y



BRITISH

RESTORATION & PARTS

RANDY BALOGH

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 MGBay@AOL.COM

'66 MGB ROADSTER

by Tom Davis

I picked up the iris blue '66 "B" roadster last January after being MG-less for two years. I had a '63 Midget Mk1 with side curtains that I took from basket case status to a pretty decent car over a seven year period.

I'll never forget the reaction of my wife when I told her I bought a sports car for \$500 and most of it was in boxes. The guy I bought it from said all the parts were there and it was running pretty good when he disassembled it. Of course he lied, but that is another story.

I needed another car real bad so when I saw the "B" down at MG Automotive I was hooked. It met most of the criteria I had set for my next LBC; I didn't want another project. The body work was done sans bondo, paint was new, the engine was fresh, and Steve had replaced all of the important mechanical components like brakes and suspension. Steve had it set up to race Autocross, in fact he won the class in the car for '97. I knew he drove it pretty hard but I had confidence that he did things right, and that has proven to be the case so far.

As soon as I got it in January I put it in the back of my garage and started taking it apart (bad habit of mine). I started by removing all of the interior panels, carpet and seats. The panels just needed cleaning and minor repair but the seats needed new diaphragms, the carpet was shot and the floor had to be replaced. I had never worked on floor pans before so there was a pretty good learning curve on getting the old metal out and making new ones fit.

I got it on the road in the Spring but started out right away with electrical problems (imagine that). Troubleshooting consisted of driving it until it either wouldn't start or run then narrowing down the problems. I replaced the voltage regulator and the coil which made it start and run fairly good but it still seemed like I was always adjusting either the timing or the idle.

I read more than I ever wanted to know about the subject on the internet, but I did get steered to an ignition set-up that turned out to be the best improvement I have made to date. It consists of a new 45D distributor that has advance springs for European cars with no smog control, a Lucas Gold coil, and high performance wires. It felt like I gained about 10 HP and the power curve is the smoothest ever.

Driving it this past year has been a blast! I logged over 3,000 miles, mostly zipping around the narrow country roads of Clark County. I am especially partial to North Hampton Road, a twisting scenic road which follows Donnels Creek. (Editor's note: This sounds like a great rally road).

Now I am looking at storing it for the winter, maybe in November, and will probably disassemble something to keep from getting bored.

Being associated with the MG Car Club is one of the nicest things about owning an MG. Although I don't go in for the more social events, talking with other enthusiasts is rewarding in many ways plus I'm sure it is the single best source for learning more about British cars.

Here is something to tickle your funny bone!

Sitting on the side of the highway waiting to catch speeding drivers, a State Police Officer sees a car pattering along at 22 MPH. He thinks to himself, "This driver is just as dangerous as a speeder!" So he turns on his lights and pulls the driver over.

Approaching the car, he notices that there are five old ladies — two in the front seat and three in the back — wide eyed and white as ghosts. The driver, obviously confused, says to him, "Officer, I don't understand, I was doing exactly the speed limit! What seems to be the problem?"

"Ma'am, the officer replies, "you weren't speeding, but you should know that driving slower than the speed limit can also be a danger to other drivers."

"Slower than the speed limit? No sir, I was doing the speed limit exactly...Twenty-two miles an hour! the old woman says a bit proudly.

The State Police officer, trying to contain a chuckle explains to her that "22" was the route number, not the speed limit.

A bit embarrassed, the woman grinned and thanked the officer for pointing out her error.

"But before I let you go, Ma'am, I have to ask... Is everyone in this car OK? These women seem awfully shaken and they haven't muttered a single peep this whole time," the officer asks.

"Oh, they'll be all right in a minute officer. We just got off Route 119."

My MGB

by Skip Peterson

Most of you know I've had my "B" since 1990, and I had done a major amount of mechanical repair and suspension work before I had the car painted. However, I wanted to get it looking good and drive it, so I didn't have the engine bay painted. The engine and trans were in good shape when I bought the car.

After 7 years on the road, I decided that I'd pull the engine and have the engine bay painted. "It won't take too long, I should be done in 6 weeks". Famous last words. Whatever time frame you decide on, double it and then add a few more weeks. I got started in late January, had the engine out the middle of February or so, and I put it back on the road on the Fourth of July. Not exactly six weeks.

We've all read stories of restoration, and heard a few hundred tips. Let me add some more advice. Believe everything you have read because it comes from experience, and no matter how organized you are, this is a real test.

I removed everything except the wiring harness from under the hood. The hood comes off first. Get about a hundred ziploc bags, a couple of permanent markers called Sharpies to write on them, get a number of big boxes to place the bags in, and take about a roll of pictures, including close-up of connections, fuel lines, etc. I also used the small containers that soft butter comes in to store nuts and bolts, labeling the lid. When all of this was done, I had three large boxes of parts and containers.

Get double prints of the photos and use one to write on with the sharpie

to identify parts. Label every bag, and every box. I also prepared a check list for taking things apart, in the order the manual states, and I taped it to the wall of the garage, checking off jobs as they were done. I also taped up the photos on the wall, so I could look back at it to see where things came from.

This all seemed pretty cool while I was taking things apart, what followed was less fun. Each part needed to be cleaned, rust removed, etc. Lots of steel wool and elbow grease, lots of cans of paint and primer. Then another part that looked OK to start with was suddenly too dull to put back. More cleaning, painting & degreasing.

Put the clean part back into a clean bag, label it and put it into the box marked Ready to Install. Pretty soon I had 5 boxes of stuff. The engine is still sitting in the corner, dirty and untouched. Pretty soon the shop called, the painting is done. What, I'm not halfway ready. Now the car is back in the garage, and the engine is still waiting to be done.

I got that cleaned, then apart and all new gaskets and seals installed. It's now June. I'm way behind schedule. I had been putting back the brakes, heater, plumbing, etc. so I was getting there. The club members again offer to help, and the reinstallation of the engine takes place on a Saturday morning. Three hours later it's in and bolted in place. By the end of the next week, everything was back in, and on the morning of the Fourth of July, I went over the check list one more time. Confident that I had it all together, I nervously eased into the seat, hit the key, listened to the fuel pump click, and then, I turned it over. It cranked for about 15

seconds, and then fired up. Yes, life is good.

What did I learn? Pay attention to details, keep things in order, work slowly and when in doubt, check it again. Below is my personal lists of things to make this project go more smoothly.

1. Develop a plan for removal and write it down. It sounds dumb, but I just recently learned that NASCAR teams have a printed check list they go over before each race. Makes sense to me.
2. Take lots of photos, make double prints and write on them.
3. Lots of plastic bags in various sizes, write on them with a Sharpie, permanent marker .
4. Get lots of small containers to keep nuts and bolts in and label the containers.
5. Boxes to store the bags, write on the boxes so you have a inventory that you can see quickly.
6. Get lots of steel wool, wire brushes, degreaser, primer and paint. Also, rubber gloves help keep your hands from hurting and getting so dirty.
7. Don't panic when things don't go right back together. Take a deep breath, walk away, think it over, and then try again. If that fails, use a bigger hammer.
8. When in doubt, replace the part. Don't work this hard, and then have to do it over. Nuts and bolts, I replaced them all.
9. Rely on the knowledge of the club members when you get in over you head. They are eager and willing to help.

I have to personally thank Bill Hammond, John Zeno and John Wolfe for the help in both removing and installing the engine.

Now I open the hood every chance I get. I have a great sense of accomplishment, and I learned a bunch. Now if I can just get those damn tappet covers to quit leaking, I'd be really happy.

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Alpine Valley Car Show/Reunion By Ron Parks

I hadn't seen him for several years. The first time I did see him was that day they brought this buck sergeant fresh from NCO school, just as I had been a mere 6 months earlier, out to where our company had a village cordoned off for searching. I was platoon sergeant and we were fresh out of NCO's for squad leaders, so he got assigned to my platoon. That night after receiving incoming fire, my platoon, was ordered to sweep the area just to the north of the village. While doing so, this new squad leader starts calling cadence as if we were in boot camp and I thought, my God what have they sent us? Well, I soon came to realize my fears were unfounded. Rich Kern is a man I can depend on and trust with my life. We were in the field for about a month when they brought our unit in for stand down in preparation for bringing the unit home from Vietnam. He later told me he had called cadence jokingly just to break the tension. It did that!



Ron & Rich heading out to Alpine Valley British Car Show.

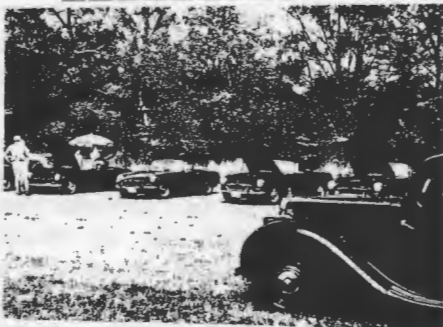
We had some good times together, especially after they brought our unit in from the field. We heard the Beetle's song "Come together" for the first time on the radio there; just before we dropped Rich's radio in a foxhole full of water. We didn't listen to anything after that. We would team up with some other Ohio guys in basketball. Soon we shipped out, he to another unit and I home. Rich saw a lot of heavy action in his new unit and was highly decorated; purple heart, silver star and battlefield commission. We were both lucky enough to make it back. We look at our kids and figure that's why. We've stayed in touch over the years and visit every few years if I'm in Cleveland or he's in Dayton.

What does all this personal history have to do with MG's you ask? Well, this fall I decided I would find a car show other than the one in Indianapolis to attend. Dave McCann told me about the Alpine Valley show at a ski resort just east of Cleveland. He had gone last year and said that Randy Balogh, "Strictly British," was a vendor there. I asked Randy about it and he said it's a nice little show that he likes to go to because it was close to his parent's house and he could combine it with a visit, although he wasn't going this year. So, I called my buddy, Rich to see if he would want to go to a British car show

with me on Sunday. It was decided that I would drive up Saturday night and we'd go to the show on Sunday morning.

It was a beautiful place for a car show and there were probably close to one hundred cars on display. Triumphs were well represented as the show is put on by the North Coast Triumph Association. In fact the Best of Show car was a 1949 Triumph touring sedan with a rumble seat. The rumble seat was actually two seats that swiveled and it had little wind screens to shield the rear passengers. We voted for a big old Jaguar sedan type car. There were only about ten or so chrome bumper B's, about the same in rubber bumpers, four A's and six or so T Series MG's.

Attending this show pointed out some of the things we do right at BCD in Dayton. I won a door prize, a Lucas ball cap. We have ball caps to give away at our car show, too; but we throw them in along with a real door prize. That's one thing we do better at BCD in Dayton. Another is ballot counting. Their ballot was one piece of paper that had a square for each category. At first I thought, this is great, we don't have all these little pieces of paper to keep track of after removing the staple. We just carried our one piece of paper around to each category of cars, voted and dropped it at one place by the ski lodge. For the participants it was very convenient. That was the good news. The bad news was the time required for vote counting. The voting was over at 2:30pm and it was 4:45 before they handed out awards and it took about 45 minutes to get the first place cars all moved up to the ski lodge. It was after 5:00pm before we got out of there. All-in-all I can see why people complimented us on a



MG s at Alpine Valley British Car Show.

good show at BCD '98'. Good job folks! Keep up the good work.

It was a nice afternoon, saw a lot of nice cars, had fun voting and had a nice visit with an old friend. I bought a couple of front turn signal lenses for \$5 each. Mine have some chips in them from rocks. I doubt if I'd go back to this show, but maybe? Probably find somewhere different to go next fall?



View of Alpine Valley British Car Show from atop a ski run.



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NATIONAL ENQUIRER



"Not now -- can't you see I'm on the phone!"

THINGS NOT TO SAY TO THE NICE OFFICER

1. I Can't reach my license unless you hold my beer.
2. Sorry, I didn't realize that my radar detector wasn't on.
3. Aren't you the guy from the village people?
4. Hey you must have been going 125 MPH just to keep up with me.
5. I thought you had to be in good physical condition to be a cop.
6. Bad cop! No donut!
7. You're gonna check the trunk, aren't you?
8. I was going to be a cop, really, but I decided to finish high school.
9. I pay your salary.
10. That's terrific, the last guy only gave me a warning also.
11. What do you mean, have I been drinking? You're a trained specialists.
12. Do you know why you pulled me over? Good, at least one of us does.
13. That gut doesn't inspire too much confidence, bet I can outrun you.
14. I was trying to keep up with traffic.
15. Yes, I know there are n other cars around - that's how they are far ahead of me.