

# THE OCTAGON NEWS

Number 1

January, 1999

H A P P Y   N E W   Y E A R

Brrrrrrr Greetings from your frozen president. What a way to begin the last year of the 20th century, stuck in a snowbank. In this much snow, how do you do it Dave? And Spring is still how far away?

I hope that everyone had a joyous Christmas. I know I sure had one at the Christmas party. The applause goes to Matt Schneider for hosting the last social event of the year. Quite a turnout. You missed another good one if you didn't make it. I sure was glad I already have a folding chair. And I smile every time I think of the garage.

But the new year awaits. It's time to plan for the new year. The Gribler's are having a party in February and the tune-up clinic is in April. I was hoping someone would volunteer to put on a spring tour. Ron Parks has scheduled a fall tour but it sure would be nice if we had a Spring Tour. My racing calendar shows Vintage races at Mid-Ohio on June 25-27 and the Runoffs are at Mid-Ohio on October 3-10. And F1 at the brickyard in 2000!

At the January meeting we will have MG mugs for sale. There's only 18 left.

Our new logo is taking shape. We might have the final artwork at the meeting.

Also on the agenda for the meeting is discussion about continuing the Highway Clean-up and a possible change of venue for our monthly meeting. Both items are hot topics. I want you input.

We also have some unclaimed name tags. If you don't have a name tag then we probably have one for you.

See you at the meeting. Just keep thinking warm thoughts and don't let your pipes freeze.



North American MG 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 & 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:

January 20th, 1999

## MG Car Club Officers

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http://www.car-ist.com/carclub/mgbskip.html

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### Upcoming Events

#### January, 1999

- 11th British Car Day meeting,  
Marion's Town & Country 7:30
- 20th Meeting at Lithuanian Club, 8:00 pm

#### February

- 13th Party at the Gribler's

#### April

- 24th Tune-Up Clinic at Matt Schneider's

#### August

- 7 British Car Day
- 20-22 MG Summer Party in Grand Rapids.  
Featured Car will be MG "C"

#### June, 2000

- 15-18 Cleveland Rocks, MG Roll!  
9th Annual NAMGB Register International  
Convention

### E-Mail Addresses

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#### Lake Tahoe Update

California or Bust  
by John Lucente

November 16, 1998

After the no brainer decision to tow our cars to Lake Tahoe in June 1999 the first problem was to design a practical tow bar. All the tow bars I have seen required the removal of the front bumper. What we need is something that did not require bumper removal and could be disconnected easily because our plans were to stop at a lot of tourist places and scenic areas and drive our MGA's for the day.

Finally after two months of cutting steel, welding, and on and off the cars a dozen times I think we have something that will work. we are ready for road testing and it's on to the next project.

The next thing project is to try to figure out how to connect the turn signals and stop lights to the tow vehicles, I converted my MGA to negative ground last month so with

#### Lake Tahoe, contd.

that out of the way it should make things easier. I have to make a decision on weather to tow with my Ford 150 or rent something as the truck does not get very good gas mileage. You might say that June 1999 is a long way off. but a trip of about 5000 miles takes a lot of planing, I will have more as things happen, you might say that June 1999.

#### Dear MG Club group-

According to the teaser on the tv show My Classic Car, they will be showing a segment on the NAMGBR national convention held last summer in Hagerstown, MD.

It should be on next Sunday, January 17th., The show is on The Nashville Network(TNN) on Sunday. It was on this past Sunday at 1:30 pm and again at 11 pm. Check the TV Week on Sunday for the exact time.

Cheers, and keep shoveling the snow, eventually it will go away.  
Skip

## November Meeting Minutes

The Meeting was called to order at 8:05 PM by president Ed Hill.

- **Secretary Report:** Minutes from the October Meeting were approved as published in the November issue of the Octagon News.
- **Treasurers Report:** Given by Betty Shannyfeld.

Starting Balance: \$279.68

Ending Balance: \$1461.25

Treasurer Betty Shannyfeld presented a balance sheet she prepared for the last FY. It balanced out perfectly.

The treasurer's report was approved by the members as presented.

- **Membership Report (Linda Wolfe):**

No report. Lots of members still need to pay dues for the year.

- **Activity Report (Tim Oricko):**

December 12<sup>th</sup> will be the annual Christmas Party will be held this year at Matt Schneider's house, Matt being the past President of MGCC. Each member in attendance is asked to bring a gag gift for a gift exchange.

A Valentines day party will be held at Dave and Lois Gribler's on Saturday, February 13th.

We need a volunteer for a tune-up clinic next spring.

- **Old Business:**

Mugs were received with the MG Logo on them and the club name. These mugs are the bigger mugs (15 oz ) and were sold to members for \$10.

BCD: Skip reported that we got a check from Dave Gribler in the amount of \$1250.00 which represents our club share of the profit made on BCD 1998. He also

reported that BCD 1999 will be held on Saturday, August 7, 1999. The work crew will be the same as last year. Phil Day is the president of the TR club and they will work with Matt Schneider on T-shirts for next year's event. It is our turn to chair the event next year and Club President Ed Hill appointed Skip Peterson as our event chairman. British Isles (Waynsville) will be an additional event sponsor. Dash Plaques will be ordered this month, allowing a 15% savings over ordering later. John Clark will talk to the Canadians and the British Royal AF representatives at the AF Museum about special trophy presentation for BCD '99. The British Transportation Museum wants to present a trophy next year and it was suggested that they present the Best of Class/Premier Class trophy. It was suggested that the Featured MARQUE will be done away with as it does not seem to add that much to the show. The competition class may be dropped as well. A long distance trophy award may be made. All-in-all, there will be no big changes next year, there were no complaints. The class winner drive-up for trophy was well received. The next BCD meeting will be on Thursday Feb. 11th at Marions Pizza in Town and Country shopping center. Matt Schneider updated the Web Site, but has not established a link yet to the BCD site.

LOGOS - Skip Peterson put some on table for members to look at.

Name Tags - There are still some left that need to be picked up by members.

- **New Business:**

Linda Wolfe stated that the Editor needs a feature car for each month. Sign up for an article on your car please. She also has a need for other articles each month.

The American Cancer Society is asking for a donation.

The "Dan Callahan Memorial Award" has been put-off for now, more discussion will be pursued.

NAMGAR - We have now received a letter stating we are an affiliated member of NAMGAR.

Ron Parks has a tentative schedule for the Indiana covered bridge tour in 1999. The dates are October 23 and 24th with overnight at Rockville, Indiana. Details will be covered in the January newsletter. Those going will make their own motel reservations after the first of the year.

Our meeting facility is in question based on report that the Club will be sold. We need to take an active roll in looking for a new site. Barbara Hurt and Skip Peterson are on committee to look into new site.

Highway Cleanup - We have fulfilled our two year commitment on this matter. Do we want to continue? We have done it now for 4 years. Lots of discussion, no decisions tonight. Maybe make decision at January meeting.

- **Items for the good of the club:**

Joe Hooker gave a report on his trip overseas. He took a two week vacation with a driving tour with the MG Driving Club.

Info for hotels in Indianapolis for those interested in MG 2001 is available on a WEB Page.

Wanted - Lois Gribler has a friend looking for a Chrome bumper MGB.

Matt Schneider will host the tune-up clinic for next year at the end of April. If Matt is not in town then, the tune-up clinic will be at John and Linda Wolfe's place.

The Club Members at the meeting voted on the LOGO samples and chose #4. Berta Lawyer will run samples on her embroidery machine.

- The Gumball rally was won by Bill Hammond
- The meeting was adjourned at 9:50 p.m.

## How the Gribler's Became a Four MG Family

The obsession began with a 1968 highway-department-yellow Sprite purchased in 1974 by Lois for her cute boyfriend! \$800 was a lot of money for a young teacher making \$7900 a year. The Sprite was chosen over a TR6 because limited research said that "the rear ends on TR6's vibrate and have to be replaced frequently." Why this little British car when I dearly loved my 1965 Chev SS convertible? Well, I had fallen in love with a 1963 blue Midget owned by Dave's college roommate. Visiting him in N.J. with a friend, we were given a ride. (I was squashed in the tiny space behind the seats.) I was hooked! On Dave's side, he had gone on a church retreat as a teenager in 1970, riding through Wisconsin and Minnesota with a chaperone in a TR6. We had the same feelings about little British sports cars! The '68 Sprite saw Dave through 3 more years of college including a co-op work assignment in Carrollton, KY. That quarter at night I'd stand in the parking lot of his apartment holding a flashlight so he could make repairs so the round trip to work from Cincinnati could occur the next day.

Dave's dad died late in 1974, but left him a wonderful legacy-the skills necessary to work on cars and to enjoy it as a hobby. We have learned more as the years have passed! While in college, the clutch on the Sprite had to be replaced twice because no one ever told us that the clutch on British cars should NEVER be kept depressed. (Especially the foreign car repair shop that was making money off a poor college student!) Dave graduated in 1976 and landed a position in Elkhart, IN. The beloved

Sprite went with him, along with his Dad's 1966 4-door Corvair. Still living at home and teaching for the fifth year in Cincinnati, Lois made bi-weekly trips to Elkhart in the 65 Chev. It snowed so much and was so cold the winter of 76-77 that I-74 would be closed but the bottom-heavy Chevy kept going. In the great frozen North, we'd take the Sprite out in snow so deep that I'd have to push when it bottomed out! The summer of '77 we were married and bought a house in Elkhart., just in time for the Great Blizzard of '78. The 2-car garage was big enough to hold the Sprite, Corvair and the Chev. In the fall of 1978, we relocated and purchased a home near Englewood where he'd grown up. The same 3 special cars lasted until we built our present house in 1981. It was that year that I had a cute 7th grader in class, Clark Wolfe. He wore a MG shirt to class and I snatched him leaving class, only to find out that his Mom (Linda!) worked in Ankeney's library. Late in 1981, the beloved Sprite developed cancer so bad that the driver's seat was about to hit the street. DAVE sold it to John Fox for \$50. (Me: "Honey, don't you think we should keep the engine or something????") After a couple of months, we missed him so much that we went looking for a replacement. At this time, we found the 1972 white Midget and bought it from some Steve Miller guy, even though it was titled to fellow named Paul Wehner. We NEEDED this car so we overlooked this "fishy" detail! Picking it up, we met Jane and toddler Nora-both covered in flour and cookie dough. Now we had 4 cars to support, including my Mother's hand-me-down 68 Chev wagon. It was at this time that we joined the MGCC. In 1984, the Chev convertible finally died with close to 300,000 miles on it. It was replaced with the

1969 Pontiac convertible.

In 1985, Dave decided he wanted a MGA. We purchased him in Miamisburg that year, looking much as he does now. This car has been a steady runner, taking us all over the country to NAMGAR GT's and the University Motors summer parties. Baby Joanne made our sixth "child" in 1988 and we then had to begin looking for a "family" MG when she outgrew the car seat that fit behind the seat of the Midget where she had ridden since she was 3 DAYS old! So in 1992, we bought Joanne a BRG 1973 MGB for her birthday. Daddy Dave drove it home clutchless. Joanne recently chose the name for her car from baby name books at the library-Mabel Mariah-meaning lovable breeze.

Next it was Lois' turn to decide she wanted an XKE. We looked for a couple of years and, in doing so, found the 1969 MGC-GT in Cincinnati - taken completely apart and stored in Ziplock bags! We even got Lois' 80 year old mother to go get the title for us and not tell her Dad! We found the 1970 E-type in Beavercreek a year later making the grand total 8 cars. Dave has been wonderful - our cars run beautifully and safely and they're used year round.

I've learned to work on cars too. I help pull engines and do ALL of the oil changes. My record is 7 oil changes in one day. The best part about our cars about our cars - all the wonderful friends made here in Dayton in the MGCC and the people we've met on the road and at national meets.

## Why I Hate MG's...

By Sam Hodges

Simply put, I hate MG's because I like them. Basically, what that means is that since I like MG's so much, I find myself doing things that I don't really want to do, and going out of my way, both literally and financially, to satisfy the needs of my MG's. A recent episode illustrates this fairly well. Late one afternoon this past October, I was leaving home in my orange MGB (Martha) when I noticed the smell of smoke. Smelling smoke in my MG wasn't anything all that out of the ordinary, I mean, Martha is running SO rich that I recently calculated her MPG at right around 20, smoke is nothing new. Anyhow, as I was driving down my driveway, I decided that I should probably turn my lights on seeing as how the sun was starting to set. However, this time, the smoke was different from the occasional wisp, or the black, fuel rich smoke that I'm accustomed to. This time the smoke smelled different, like something was on fire. Right at about this point in time I looked down to see smoke pouring from the turn-signal side of the steering column. NOT GOOD! By the time I had the car stopped at the end of the driveway, hopped out and grabbed my fire extinguisher from behind the seat, the smoke had turned into flames! VERY NOT GOOD! Quick action minimized the damage to a few melted switches (headlight and turn signal), and about 2 pounds of Halon in the interior. Upon closer inspection, once I had the car back in the garage, I noticed that there was extensive damage to the wiring harness. Now mind you, the restoration of Tilly, my green MGB, had stalled due to the fact that I went over-budget on the body and paint work and had decided to put off completing her interior until I had saved up a few more pennies. Now, faced with the prospect of having my favorite (i.e. running) MG off the road, and Tilly without an interior, I just couldn't stand this situation. So, what do I do?

"Hello, Moss Motors..." Brand new, complete main wiring harness. With the help of my father (okay, okay,... so he did most of the work), I was able to replace the harness in about three days. Most of the work was done in about a day and half, but chasing gremlins, one in particular, took another day or so. Everything was back together and working fine, except the taillights. I spent 5 hours running through every possible wiring configuration trying to figure out why my brake lights would not work. Wire, wire, wire... try lights, ops! Well the reverse lights kind of work. Wire, wire, wire... ops! I still have a half dozen more fuses. This in spite of the fact that my father went through checking wire colors and tagging everything with its location and color. Those stupid brake lights just would not cooperate. Just when I was about ready to give up, I noticed something weird. The old harness had what appeared to be three green/white wires. The new harness had two green/white and one green/purple. A ha!! Problem solved. Faded wire. So, after a small fire, replacing the harness, and banging my head over one, stupid, faded wire, Martha was finally back on the road. I think that I've traced the source of the fire back to a broken wire that was rubbing against the ignition coil. (I think.) Anyway, she's back on the road, and running fine. As a matter of fact, there are a few bells and alarms that didn't work before that are working now. (I wonder how that happened?) Not to mention that my lights all seem to be brighter. Anyway, that's why I hate them. After living with one for a few years, I seem to have reached a point where I can't seem to live without one. That's why I hate MG's.

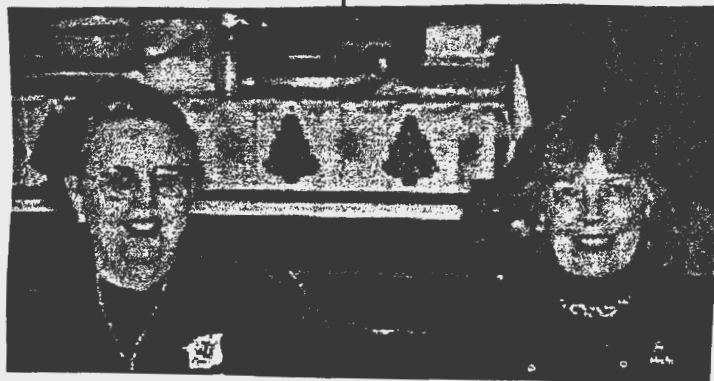
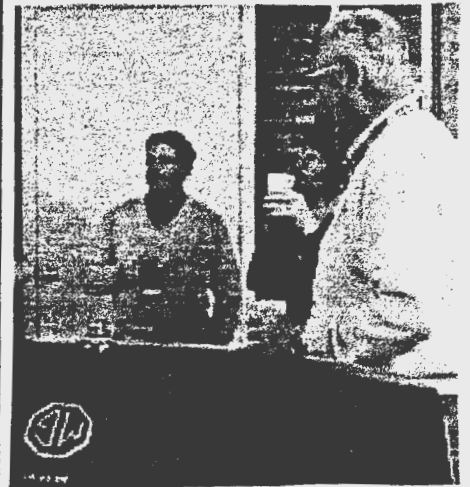
## Christmas Party at Matt's



Great time



Thanks Matt



## REMEMBERING SUMMER !!!!

by Rick Feedback

This past summer held a lot of fun events, I tried to attend as many of them as possible. I made a lot of new friends, and the "B" got to see a lot of new miles!!!

I had a chance to attend BRITISH CAR DAY, and the S.C.C.A. VALVOLINE RUN

OFFS, both very fun events. Paul and Mark Gulley told me about a car and air-plane show at the Phillipsburg Airport, it sounded like fun, and the "B"

wanted to go real bad.....so I listened to my car and attended the show. ( that's where I got to see Mark Gulley's newly acquired piper airplane, this eventually led to a flight in it!!!!) but that's another story. There was also a decent car show there, although there wasn't much British activity. I did see a

few British cars and one British motorcycle. Of course I had the "B" up at the show, and Paul Gulley had his B there. There was also a Spitfire and a Midget but I didn't know the owners of those cars. All and all, it was a real fun day. And as I was leaving, a nice officer reminded me not to drive so fast, (hey, I was in my B!!!) Also this summer Nancy and I finally acquired an "A" , a 1960/1600. Some of you might have read the article about the adventure we went through to get the A, it certainly was an adventure!! I'm just getting started on the restoration of the A, it's coming apart ok, but the fact that it sat in a damp garage for a long time is evident. Rust has a pretty good hold on things so it will be a lengthy restoration, most likely.

Recently, I joined the Mini Club, a Mini is a third and final car that I wish

to "collect", I'm not saying that I won't buy other British cars , sometimes a deal is too good to pass up, but I don't plan on keeping more than 3 for any length of time, anyway, I ended the summer driving season up with a vacation, I woke up early the first day, (Monday) ,so I could spend the day driving my B, I decided to drive to M.G. automotive, to visit with Steve, we started talking and moving things around in the shop and before long it was lunch time. We ate lunch, then went back to the shop, and had a bit of a bull session. Then mid-afternoon I drove back out to my neck of the woods, and put about 100 more miles on the B,... What a great first day of vacation! .... So now, I've put the B away for the winter, she's wanting some new suspension and brake parts, so I want to finish these projects before Spring, maybe this year I can actually drive her before June!!!! See you at the meeting!!!!

## Covered Bridge Tour (Fall 1999) by Ron Parks

I guess most of you have heard that Linda & I reconnoitered in Indiana while some of you were touring the Hocking Hills. We had a great time touring in the MG and seeing picturesque covered bridges with the beautiful fall colors. I know you'll find this hard to believe, but I took a picture or two. I'll have those to show you later.

The important thing about picking a time to tour the Rockville Indiana area as a group, is to avoid the covered bridge festival. We didn't. Rockville and every other small town or village in the area was participating in the festival. It was fun and it was fine for us with just ourselves to look after, but we don't want to try to negotiate the traffic and crowds with a group like our club, trying to stay together, keep from overheating, finding parking, etc. So, our plan, with your approval, is to go the weekend following the festival, which would be October 23-24, 1999. This is one week after the festival, but still early enough for fall color.

The really great place to stay in the area is the lodge at Turkey Run State Park located about 30 miles north of Rockville. Unfortunately they are booked except for Halloween weekend which won't work for us. So, I tentatively have a block of 17 rooms reserved at another small motel in Rockville for Saturday October 23, 1999. Why 17 rooms you ask? The Motel Forrest has—seventeen rooms. It's a small motel, but with ample parking for our cars and any "Ah-Hum" liquid provision trailers we might be towing. The price will be somewhere between \$45 and \$55 per night. We'll firm up the price in January or February. Each of us will be responsible for making our own reservations using our own method of payment, by a certain date, yet to be determined. More information will be provided in January or February, when we can begin making our reservations. If you have to cancel your reservation, you must do so at least 48 hours in advance in order to get a refund. No pets are allowed. Also there is a Pizza Hut right next door that gives a discount to guests of the Motel Forrest. Sounds like our kind of place doesn't it?

Here's the way I see the tour going. It takes about three hours or more to get over there, so we should probably plan on leaving the Meijer parking lot at Route 49 and I-70 no later than 8:30 a, on Saturday October 23, 1999.