

THE OCTAGON NEWS

Happy Valentine's Day

Number 2

February, 1999

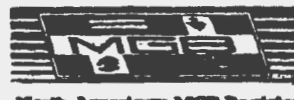
The times they are a changin from the Prez

These times are a changin and they certainly are for the MGCC too. The February meeting will be at the Ester Price garage and starts at 7PM. The garage is located in the alley behind Leo's El Rancho Tavern at the corner of Leo and Keowee. Look for the map elsewhere in this issue. There will be a quick general meeting followed by an up close inspection of the fabulous Ester Price car collection. BYO beverage and a lawn/folding chair. This will be one meeting you won't want to miss. A real 2lb. box of mixed chocolates. You won't know where to start.

And that's not all the big news. The March meeting will be at the K of C hall on Bainbridge St. on the FOURTH Wednesday of the month, the 24th. Unless there are strenuous objections, this will be our new meeting date and location. Our current facility is on shaky ground. It's time to move on. We've looked at several other sites and this K of C hall comes out on top. It's just outside the Oregon Dist. which means it's very centrally located. And not too far from our current site. So be sure and come to the March meeting and check out our new digs. Look for a map in the next newsletter.

And there's still more changes. I read in the newest MGB Driver that

Continued on page three



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 & 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 will meet at the Ester Price Garage at 7:00 pm on February February 17th. Look for the map in the newsletter.

MG Car Club Officers

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WebPage.....

<http://www.car-list.com/carclub/mgbskip.html>

Inside This Issue

- 2 Events
- 2 Valentine's Party
- 2 Map for different meeting location
- 2 Unlocking the Car Door
- 3 Web page for MG owners
- 3 E-Mail addresses
- 4 Covered Bridge Tour
- 4 Tech Tips from John Twist
- 6 Out in the Garage
- 6 For Sale
- 6 What kind of member are you?

Upcoming Events

February

- 11th British Car Day meeting.
Marion's Town & Country 7:30
- 13th Party at the Gribler's, 7:00 - bring covered dish
- 17th Meeting at Esther Price's Garage 7:00
(not the Lithuanian Club)

March

- 24th Meeting at K of C Hall (not the Lithuanian Club)

April

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

June

- 25-27 Vintage Weekend at Mid-Ohio
- 26th British Car Show (Mid-Ohio)

July

- 21-23 MG at the Bend Regional GT, Ontario

August

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

September

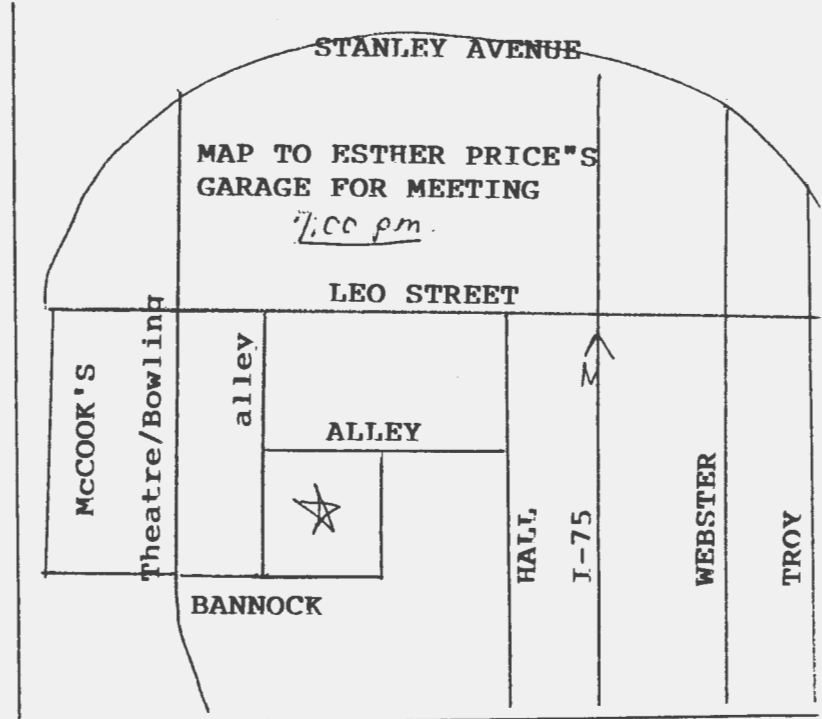
- 12 Concours d'Elegance Car Show/Museum of Discovery

October

- 23-24 Fall Tour with Ron & Linda Parks

June, 2000

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



Valentine's Day Dinner Party
Saturday, February 13th
7:00 P.M.
Dave & Lois Gribler's
2228 Settlers Trail
Vandalia
898-9928

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

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 guests parking areas throughout the subdivision.

Unlocking the Car Door
submitted by Karl Sparklin

When my new blonde wife and I arrived at the automobile repair shop, to pick up our car, we were told that the keys had been accidentally locked in it. We went to the service department and found a mechanic working feverishly to unlock the driver's side door.

As I watched from the passenger's side, my wife instinctively tried the door handle and discovered it was open. "Hey," she announced to the technician, "It's open!"

"I know," answered the young man. "I already got that side."

The times they are a changin,
continued

the multi-register MG meet planned for Atlanta in 2001 has been canceled. Relocating possibly to Minneapolis. I'm sure we will hear more on this.

Now, on to the really important matters, PARTY. Dave and Lois and JoAnn Gribler are hosting a party this Sat. night. Of course the theme is Valentine's Day so bring your favorite side dish and beverage. This is annually, our finest party of the year. The good china and better friends. Hope to see you there.

Don't forget the Tune-up clinic on April 24th. It's time to be thinking of what project you'll want to do and ordering the necessary parts.

Be looking for a one day spring tour. Details will be announced at the March meeting.

Coming up in June are the Vintage races at Mid-Oh on the 26th & 27th. A weekend trip is being planned. I hear British cars will get a parade lap during lunch one of the days. More details at the March meeting.

On September 12th is the Concours d'Elegance at the Museum of Discovery. The MGCC has volunteered to provide all the class marshals for the day. It's for a good cause and you'll get a shirt which, I will GUARANTEE, won't be raspberry. We'll need a dozen willing souls. And you just might see one of the Ester Price cars there.

And while your looking at the calendar, be sure to mark the weekend of October 23. That 's the cover bridge tour in Rockville, In. Again, more details at the March meeting.

On a different note, please help your editor and sign up to do an article or a car of the month feature. I promise I won't be so long-winded if you do.

And with that, it's time to send this to the aforementioned editor.



Web Page for MG Owners

Hi, I am currently establishing a web page with products that cater to MG owners. The page has new and used parts, literature and accessories, plus a couple of cars for sale.

I think your members may benefit from it and I ask that you add its URL to your club web page or newsletter:

<http://members.aol.com/MGspares/index.html>

Thank you, Ed Zaleski

P.S. I just bought some MGA Twin Cam Literature I will be adding soon.

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Covered Bridge Tour (Fall 1999)
by Ron Parks

Plans for our Covered Bridge Tour of Park County Indiana in October are firming up. We have all 17 rooms set aside for us at the Motel Forrest in Rockville Indiana for Saturday, October 23, 1999. No pets are allowed in the Motel. The price is \$40 plus tax for a single room (1 double bed, double occupancy); \$50 plus tax for a double room (2 double beds, double occupancy); and \$55 plus tax for four (4) people staying in a double room. It is up to each of us to call and make our own reservations and provide for payment or guarantee with a credit card. Tell them you're with the MG Car Club and you want to reserve one of the rooms set aside by Ron Parks. The phone number for the Motel Forrest is: (765) 569-5250.

We have plenty of time, but if you know now that you're planning to go on the Covered Bridge tour, please go ahead and make your reservation. This will provide time for finding additional motel rooms in the area in the event we fill up all seventeen (17) rooms at the Motel Forrest. They are expecting your call.

Leaving the Meijer Parking lot in Englewood at 8:30am on October 23, 1999 should put us on the other side of Indianapolis at about lunch time. We have some options for lunch. We can pack a lunch and stop to picnic at a small park in Danville or possibly dine at the Mayberry restaurant, also in Danville. It's patterned after the old TV sitcom "Mayberry RFD." They have videos of the show running and even have a black and white police car out front. It sounds like a fun place. We did not go there, so I can't speak to the quality of the food, but the people

at the Motel Forrest spoke highly of it. Be thinking about which you'd rather do, picnic or restaurant, discuss it at the meeting and let me know. Another restaurant possibility is the Bob Evans on Rt. 36 just west of I-465.

Gas stations are few and far between in the Park County Covered Bridge area, so we should all gas up when we exit I-465 on Rt. 36. There are a couple of stations there; a Speedway and something else. There is an unconfirmed rumored that someone in a British Racing Green MGB ran out of gas on a country road in the area just this past October?

After lunch we will proceed to Rockville and make a rest stop at the visitors center. Like gas stations, restrooms are few and far between in the Covered Bridge area too. We will take the Red tour, named for it's color code on the map, south of town visiting 8 covered bridges. We will stop in the town of Bridgeton home of the longest covered bridge in the area and the Bridgeton Mill and tourist trap. Completing the Red tour, we will remain on Rt. 41 and go check-in to the Motel Forrest. There is a Pizza place next door to the motel and other restaurants in the area for evening meal possibilities. Check out time on Sunday is 11:00am. By an amazing coincidence, the Sunday Buffet at the lodge in Turkey Run State Park starts at 11:30am. And guess what, it take about a half hour to get there. The buffet costs \$9.95 and there is a charge of \$5 per out-of-state car to gain entrance to the park.

After brunch we can head home as a group or you can do some touring on your own. There's a very picturesque covered bridge close to

Turkey Run State Park you may want to visit on your way out. You may want to visit Billy Creek village, a historic village just east of Rockville on Rt. 36, that has three (3) covered bridges within. There are more covered bridges in the area too. We'll just play it by ear and see what everyone feels like doing then.

Make your plans now. This is going to be a fun tour!

Tech Tips From John Twist

MGB OVERHEATING FRONT BRAKES
- Unless a rebuilder has incorrectly re-assembled the calipers, the pistons will ALWAYS return. A failure to release pressure on the calipers is due to collapsed front brake hoses (not a visual inspection), or an incorrect, adjusted brake light switch at the pedal.

BRAKE HOSES - While the exterior of Lockheed hoses may crack and disintegrate, it is the INSIDE DIAMETER which gives the greatest problem. These flex lines collapse over time. Master cylinder pressure easily pushes the fluid through the line, but wheel cylinder/caliper pressure is not enough to return the fluid, hence the brakes remain ON for a while. This is also, frequently, true with the clutch line.

MGB OVERDRIVES - Both the three synchro and four synchro gearboxes are available as overdrives. However, in each case, there are many parts required for a conversion besides the overdrive unit intermediate housings, mainshafts, etc. If you want an

overdrive gearbox, buy a complete unit. The earlier 4 synchro OD has a top fill, just as the complementary non OD gearboxes; the later (74 1/2 on) have a side fill. Both require 20W50 ENGINE OIL! The former drives the speedo at 1280 turns per mile: the later at 1000 tpm. This number is also indicated on the bottom RH face of the speedo.

GEARBOX 90 DEGREE DRIVE - These were fitted on all the non overdrive MGB's. Because of their high cost (\$75) we simply remove them and fit an overdrive cable, ensuring that the radius of the cable at the bottom is as large as possible.

1974 MGB OD SPEEDO CABLE - If the speedo is NOT working, start at the gearbox. Does the pinion gear move when you rotate the drive shaft? Does the speedo cable transfer this rotation? The most common problem is that the driving or driven gear is wiped clean of teeth. Too bad. Pinion gears are HARD to find; the driving gear requires OD disassembly (engine out!). A frozen speedo can cause the gears to strip. The easiest problem is that the diamond made by the end of the cable (years ago it was squared) is too small and the cable just freewheels inside the square on the end of the gear. Use a dolly and hammer and make the diamond just a little longer.

OVERDRIVE on an MGB - This coved option offers "POM" Peace of Mind. After you run with one for a while, you'll never want to go back to std 4th. But, there is little, if any, savings in engine wear or mileage.

MGA CLUTCH - Remove the engine only, NOT the whole works. To re-install you DO need the alignment tool to properly centralize the disc. If you remove the engine/gearbox assembly, you may not need the tool, but I would use it in the interest of time. If you have the gearbox out, be certain to change the rear gearbox bushing - it presses in and out from the RIGHT! The TD/TF/A used the ten spline first motion shaft. The latest A's and all the B's use the 23 involute spline (a superior piece). It is possible to fit the MGB clutch assembly to the MGA.

CLUTCH HYDRAULICS - Rebuild the master and slave at the same time - always. If the slave is bad it leaks, if it leaks it's bad. If the slave does not leak, it's OK. If the master cylinder leaks, it's bad - BUT, it need not leak externally to be faulty! Commonly, a faulty master cylinder is first noticed as the clutch re-engages even though the pedal is on the floor. Rebuild the master cylinder in place. DO NOT hone the aluminium cylinder. Rebuild the slave cylinder after removing it from the bell housing - it is fine to hone it a bit. Once THOROUGHLY CLEAN, reassemble with brake grease (Girling SP 1280?), and bleed. Bleeder out, use finger, for first five bleeds. Finger off, pedal down, finger on, pedal up, wait 20 SECONDS... then repeat. After five strokes, brake. Fluid will gush from the bleeder hole. Replace the bleeder (instead of the finger) and bleed several more times, quickly. All done.

1977 MGB ELECTRICS - Several peculiar problems are common with the 1977 MGB. First, the electric cooling fans were wired to the BROWN circuit. This allowed the fans to run for up to 20 minutes AFTER the car was shut off! The wiring was changed in 1978 to the WHITE/BROWN circuit, allowing them to run only when the key was ON. Second, the ignition WAS wired through the ignition relay. This was changed in 1978 but the relay continued to be called the ignition relay. In the 1977's, it is possible, if the anti run-on system is NOT working, to have the engine continue to run for up to a minute, ignition switch turned OFF and key in your palm. Also, in the 1977-1980 models, a failure of the brake warning light diode can allow the engine to start when the handbrake is pulled UP!

IGNITION LIGHT OPERATION with a DYNAMO - The ignition light is connected to the battery on one side and the "D" terminal of the dynamo on the other. When the dynamo either produces little or no voltage, or when it produces a great voltage, the light will illuminate. The former case is due to a faulty dynamo or control box, the latter a faulty control box or faulty earth connection at the box.

AMMETERS and VOLTMETERS - Except in the RAREST of circumstances, the ignition warning light indicates any problem with the charging. AMMETERS properly connect into alternator circuits provide at least two more connections

which can corrode and cause the alternator to fail. Buy some driving gloves instead.

GROUNDING (EARTHING) MGB EARTH STRAP - A fixture at the left front motor mount from 1956 thru 1974, it was moved to the RH gearbox mount in 1974/2 to 1979, then it moved to the firewall to the rear engine bearing plate in 1980.

IGNITION WARNING LIGHT - This lamp indicates the difference in voltage between the battery and the generator/dynamo. It should illuminate when the ignition is turned on, and should be completely extinguished over 1000 rpm. In the case of the glowing more and more brightly then "winking out," the problem is the voltage regulator or the regulator's ground connection. In the case of an alternator ('68 on) a dimly illuminated ignition light at higher speed indicates a faulty diode in the rectifier.

These tech tips were reprinted from the internet, on the North American MGB Registers web site. Thanks!



Out in the Garage

by John Wolfe

I work on my own cars for many reasons. One is that I hate to pay someone else to do something that I can do for a lot less money. Another reason is that I sometimes even enjoy it.

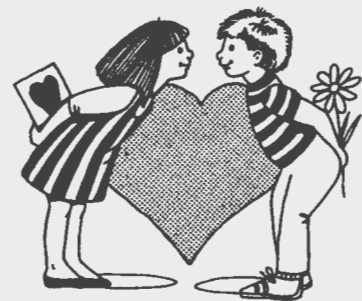
My approach varies with experience and if that doesn't work, trial and error. I have found however, in dealing with MG's that they do understand what your saying. Oh, I know they are just cold chunks of steel. They know when that rather large hammer is poised above their bonnet. They better shape up. They will stop fighting you and come around. It also helps to know certain words or phrases from the cars home country. You see the older cars can be intimidated. They do not have the brains (computers) of the modern cars. You have to tell the older cars to do everything (which is part of their charm to me). The modern cars with their fancy computers really don't need much input from us. They shift gears when they feel like it and just about everything else. Oh, they allow us to start and steer them and push down on the gas pedal but how long this will last is anyone's guess.

You are just wasting your breath talking to it. It knows you are helpless to fix it. It has to see a "Specialist." Besides it costs too much to hit it with the Bid Bad Hammer.

See you at the meeting!

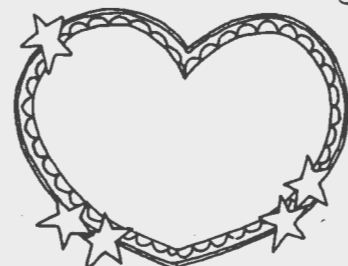
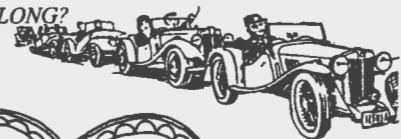
FOR SALE

'69 MGB, BRG, 2 barrel carb but also have SU carbs, painted wire wheels, chrome bumper. Was reworked 3 or 4 years ago with new interior, top, and the engine was rebuilt. 48-52,000 miles estimated. \$5,500 or best offer. Contact Bob or Tillie Billheimer at 399-6505 or 399-3152.



WHAT KIND OF MEMBER ARE YOU?

- Are you an active member, the kind that would sse*
- Or are you just contented that your name is on the list?*
- Do you attend the meeting and mingle with the flock?*
- Or do you meet in private and criticize and knock?*
- Do you take an active part to help the work along?*
- Or are you satisfied to be the kind who just belong*
- Do you work on committees, to this there is no trick?*
- Or leave the work to just a few, and talk about the clique?*
- Please go to meetings often, and help with hand and feet*
- Don't be just a member, take an active part.*
- Think this over, members, you know what's right from wrong.*
- ARE YOU AN ACTIVE MEMBER, OR DO YOU JUST BELONG?**



REMINDE RS

Valentine's Party Saturday-night and different time and location for this month's meeting!