

# THE OCTAGON NEWS

Volume XXXI No. 5

MAY, 1999

Warm weather means it time to enjoy driving our MG's

## Covered Bridge Tour Update by Ron Parks

Of the 17 rooms set aside for us at the Motel Forrest in Rockville Indiana for Saturday, October 23, 1999, eleven (11) remain available at this time. 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 us to call and reserve a room 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 for Saturday October 23, 1999. The phone number for the Motel Forrest is: (765) 569-5250.

The Motel Forrest will hold the rooms until September 30, 1999. We have plenty of time, but if you know now that you're planning to go on the Covered Bridge tour, please make your reservation.

The plan is to leave the Meijer Parking lot in Englewood at 8:30am on October 23, 1999. That should put us in Danville for lunch. This is to be validated by a jaunt over there sometime this summer to check out routes and travel times. Lunch is planned at Mayberry Cafe in Danville. It's patterned after the old TV sitcom "Mayberry RFD." When I have a good idea of how many people will be going I'll call to make a reservation.

Continued on page 2



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 fourth Wednesday of each month (except December) at the K of C Hall, downtown on Bainbridge Street. This months meeting will be:

May 26th, 1999

### MG Car Club Officers

President, Ed Hill  
phone.....461-6688  
email.....EHILLMGB@AOL.COM

Vice-president, Sklp Peterson  
phone.....293-2819  
email 1.....MGBSkip@aol.com  
email2.....70721.3720@compuserve.com

Secretary, Dick Smith  
phone.....434-1750  
email.....rsmithomo@aol.com

Treasurer, Betty Shaneyfelt  
phone.....293-2230  
email.....BFSHANEY@ERINET.COM

Member at Large, Tony Pareaseau  
phone.....849-0132

Pres. Emeritus, Matt Schneider  
phone.....427-0074  
email.....mgschne@ibm.net

Activities Chair, Tim Oricko  
phone.....434-5928

Membership Chair, Linda Wolfe  
phone.....429-0847  
email...bcv\_lwolfe@k12server.mveca.ohio.gov

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

Librarian, John Wolfe  
phone.....429-0847

Historian & DIXMYTH, Dick Smith  
phone.....434-1750

MG News Hotline.....434-1287

British Car BBS.....434-1655

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

## Inside This Issue

- 2 Events
- 2 For Sale
- 3 Minutes
- 4 MG Y
- 5 Tour to Ohio & Sports

CLASSIC CAR

MG WORLD

- Derwick
- 700 K-MANT  
INDIAN RIPPKE
- JUNE 29 Meeting  
@ FINE  
CAR SHOW 6:00PM
- JULY 19 Dave's Benz

Upcoming Events

May  
 21st Austin Healey British Car Show  
 26th Meeting at K of C Hall  
 27th Monroe Concert in the Park & British Car Show

June  
 6th Old Forts Tour - Meet Meijer's 70 & 48 at 9:30  
 15th BCD meeting at Marion's Town & Country  
 19-20 Fifth Annual British Car Festival - Tipton, PA  
 23rd Meeting at K of C Hall  
 25-27 Vintage Weekend at Mid-Ohio  
 26th British Car Show (Mid-Ohio)

July  
 11th Cincinnati Car Show  
 21-23 MG at the Bend Regional GT, Ontario  
 28th Meeting at K of C Hall

August  
 6th Pre-Car Show at Court House Square  
 7th British Car Day  
 18-22 MG Summer Party in Grand Rapids.  
 Featured Car will be MG "C"  
 25th Meeting at K of C Hall

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

Larry McCartt sent me the following information for all of you. "Monroe Concert In The Park" will be held on Thursday, May 27th from 6 to 9 pm at Monroe Community Park. It is free to the public. Bring your blankets and lawn chairs. Rain location will be Monroe High School Auditorium. First 500 guests will receive gift bags filled with favors. This includes a British Car Show and Larry would love for some of us to show our MG's! If you need more information you can call Larry at 539-7406.

Vintage British Car Show  
 May 22nd, 10 am till 4 pm - rain or shine at Carillon Park in Dayton. This is sponsored by the Miami Valley Austin Healey Club.

**University Motors Summer Party  
 August 19, 20, 21, 22, 1999  
 By Carole Looft**

During the third weekend of August, every year for the last 22 years there has been a gathering of MG's in Michigan that brings people and cars together from all over the country. Since 1977, John Twist, and his staff at University Motors in Grand Rapids, has hosted a summer party that has seen as many as 600 MG's in one location for a long weekend of fun and camaraderie. Terry and I started going in 1984, and we've been going ever since.

So, this year brings us to the 23rd annual get-together, and the featured car is the MGC/C-GT. A few things start happening on Thursday, August 19th. There is a driving tour (endurance trial) of Grand Lake. Actually, we've never made one of the driving tours, so I can't tell you much about what goes on. Friday is when you can pick up registration packets (w/free door prize) and there is usually a fair amount of vendors set up in the hotel parking lot selling just about everything. The vendors consist of both commercial and junk dealers 'quality used parts'. There will also be a talking tour of the MGC by Graham Robson, a noted British Motoring author.

Saturday begins with breakfast in the ballroom followed by the caravan to Douglas Walker Park. It is here where all the cars are grouped by marque and voting takes place. Once again the vendors are set up (quite a few more than at the hotel) and several contests are going on throughout the afternoon. The awards dinner is then held in the evening. Sunday hosts a group breakfast and 'farewells till next year'.

Lest I forget to mention, evenings are spent strolling through the hotel parking lot, beer in hand, admiring the cars and sharing stories with others about their adventures. You could almost say that's the best part of the whole weekend!

If you're interested in getting information about the summer party, there is a web site: [www.universitymotorsltd.com](http://www.universitymotorsltd.com) or Ph.# (616)682-0800.

For Sale

1958 MGA 1500 - Its a very presentable driver. Good mechanical condition. Can drive anywhere. \$7800 Call Scott (248) 349-0932

1952 MGTD. The car still has the original black paint and grey leather interior. Both are in very good shape. There are less than 32,000 actual miles on this car. The engine and transmission have been rebuilt. A new wiring harness, carpet set and a complete new brake system have been installed. Asking \$13,000. If interested contact Brian Board at [btboard@mail.icongrp.com](mailto:btboard@mail.icongrp.com)

**Covered Bridge Tour  
 Update continued**

Some of our "T" folks, and others, plan to leisurely travel to Rockville on Friday and make it at least a two night stay. We Saturday travelers will arrange to meet up with them either for lunch at the Mayberry Café or more likely, at the visitors' center in Rockville. More information later. Please make your reservations.

The April 28<sup>th</sup> meeting begin at 8:05 p.m. with President Ed Hill presiding (40 members present).

- **Secretary's Report** – Carol Smith . Minutes accepted as printed in newsletter.
- **Treasurer's Report** – Betty Shannyfeld. Printed report approved as provided by the Treasurer. Ending Balance - \$1679.49.
- **Membership Report** – Linda Wolfe  
Two new members: J. T. Morningstar and Chris & Shelly Kinzler. Also Howard & Marie Lynn Payne joined tonight.
- **Activities Report** – Tim Oricko  
Thanks to Matt Schneider for hosting the Spring Tune-up Clinic.  
The “Old Forts Tour” has been rescheduled to Sunday June 6<sup>th</sup>. The club will be visiting Fort sites within the local area, led by John Wolfe. Meet at Meijers in Englewood at 9:30 for this tour; pack a lunch.  
On May 9<sup>th</sup>, there will be a car show at Smith park in Middletown.  
On May 16<sup>th</sup> the annual British Car Show at the Continent in Columbus. . Mini will be the featured Marque in honor of its 40<sup>th</sup> year of production.  
The Mid Ohio car show will be on June 26<sup>th</sup>. Knights Inn still has some rooms available, get your reservations in now.  
Tickets for the race weekend you can buy cheaper if you call early. Call at 1-800-MidOhio. Ask for Steve Bidlack if you have any trouble.  
The overnight Western Indiana covered bridge tour will be on October 23 and 24<sup>th</sup>. Make reservations at Motel Forest, Rockville, Indiana (765) 569-5250.

Ron Parks will lead this tour. T-series drivers will leave early. Sept. 30 is the last day you can make reservations.

- **Editor's Report** – Linda Wolfe  
Linda has an e-mail address again. She needs articles.
- **Old Business** –  
There are still some of the \$10 MG Mugs for sale.  
The club insurance was debated. The insurance we have now is due on May 19<sup>th</sup>. Some members feel that our NAMGAR membership covers all members with a million dollar policy. Ed Hill will check more on this to be sure, especially for events like those with other clubs. BCD requires a written document. Skip thinks we need the special day policy for BCD. A motion was made and passed to explore this, but go ahead and pay the \$228 due for existing policy now.  
There is a request in to the Fairfield Commons Beaver creek Mall to show British cars on the 6-7-8-9 May weekend. Joe Hooker will check and then call people if it is on.  
Berta showed members an embroidered sweatshirt with the club Logo done in red, blue and black letters. A motion was made and approved to accept the Logo as is and prices as quoted; with or without shirt.  
BCD – the next meeting will be on Tuesday June 15th at Marion's at Farhills and Stroop road. Financial and working aspects of the event are in good shape.

Everything is lined up and another sponsor has been obtained.

- **New Business** –  
A motion was made to print new club cards with the Logo, printing on both sides of the card. Purchase will be for 1,000 cards at \$50.  
A discussion on window decals was held. We will check more on prices.  
The Triumph Club has suggested a group outing. There is a Scottish Weekend event at Carrolton, Kentucky on May 8<sup>th</sup>. They have invited us to attend along with them and will meet at Tim Horton's place at 8:30 am to leave in a group for the event. We will invite them to our Old Forts Tour.  
The next meeting will be held on the Wednesday May 26<sup>th</sup> at the KofC Hall downtown Dayton. Meeting time will be the usual 8:00 pm.
- **For the Good of the Club** -  
The Lyons Club in Hagerstown, Indiana will hold a new British event with a Fish and chips fry on 30 April. It will be at the airport. Information will be available form Ernie Strefthau.
- **Classifieds** –  
Cars For sale – Contact Ed Hill or check it out the newsletter.
- **Gumball Rallye** – The Gumball Rallye was won by Sam Hodges.
- **The meeting was adjourned at 9:36 pm.**

Respectfully Submitted by  
Carol Smith, standing in for  
Dick Smith, Secretary.

## MG Y by Terry Looft

What is the prettiest MG? Ask twenty-five people and get twenty-five different answers. For me (next to the Airline Coupe) it would have to be the MG Y type from the late forties. And even more so when it sports a two-tone paint scheme. For my better half, I think it is still her MGTF (maybe next to the Airline Coupe). Remember those twenty-five people. It's nice MG made a car for everyone.

The first time Carole and I saw the little "Y" type up close we fell in love with it. It was a nicely restored two-tone blue at the University Motors show in Grand Rapids. We came home from the show and went right to the Hemmings Motors News and started shopping.

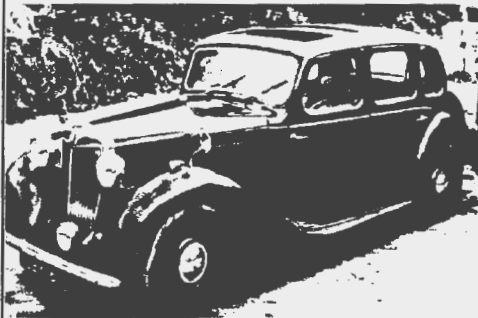
I am far from being an expert on the Y type and can only pass along some information from those that are. I will give you a little information about the Y in general and our car in particular.

The prototype Y type MG was constructed 1939 for the 1940 Earls Court Motor Show and would have been ready for production as a 1941 model. Because of WWII, production did not begin until early 1947 with chassis number Y0251. 0251 being the telephone number for the factory.

The MG Y type also called the 1 1/4 Litre MG was first known as the MG Ten. The MG Y was the first production MG with independent front suspension and rack-and-pinion steering. Inside the car there is an abundance of leather and wood. Bucket seats in the front, the rear has a fold down armrest. The windows have wood trim as well as the walnut veneer dashboard. The gauges are of the TF style.

The body is pressed steel; there is no wood as in the T cars other than the floors. Wheels are pressed steel with 5.00x16 inch tires. The body is

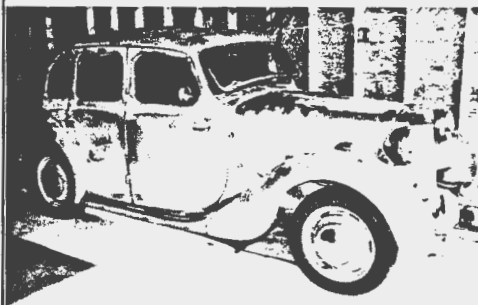
also fitted with a large metal sliding sunroof. The windscreen cranks out



1953 MG YB

to about 45 degrees to allow for airflow through the car. Another unusual feature of the car is the chassis has a self-contained Jackall Hydraulic Jacking System. By inserting a jack handle into the pump (under the bonnet) and selecting front, rear or both the car could then be raised off the ground.

The Y type was produced from 1947 to 1951, 6158 Ys and 877 tourers were built. The Tourers were the same cars but with a folding hood, side curtains and only two doors. Sort of a big TD. The MGYB was built in 1952 and 1953, 1301 cars. In all there were a total of 8336 Y types built. Only a handful were left hand drive. At best there are only a few hundred of these cars remaining. Anymore detail I'll leave to a nice little book Y-TYPE Saloons and Tourers by John Lawson.



The Loofts' 1948 MG Y type

And now on to our MG Y. The shopping in the Hemmings paid off. In no time we found an interesting sounding MG Y in Tucson AZ. The

ad listed a sound but needing total restoration MG. I called and talked to the owner and decided it was worth taking a look at the car. As luck would have it I had a flight to Phoenix that week. You have to want a car badly to fly all night to get there, rent a car and drive all day there and back and then fly all night to get home. (I had to stay awake being the pilot!) The car looked great, paint sand blasted from sitting in the desert for some 30 years. At least it was dry. Not a spot of rust, dents, or Bondo could be found on the car. The car was a one owner with 28,000 miles. It had never been touched by a crazed mechanic, every thing just as the factory placed it. It had not been driven for over thirty years, the last plates were 1966 and still on the car. It was 100% complete with the drivers' handbook and the import window sticker pressed between the pages. Still on the original Dunlop tires with like new tread. Rotten of course but a good indicator of use. Could the tar top battery installed be original to the car? Engine crank, jack handle and a few other tools also were there.

A man and his wife bought it; the port of entry was Portland OR. It then went to Tucson to spend 45 plus years there. The man passed away in 1966, his wife parked the car out back. That is where it sat until she also passed away. It was sold as part of her estate. Her nephew took the car but after some time decided he would never be able to restore the car.

I made an offer, it was excepted and we have our MG Y. The car was transported to Wilmington and is now resting warm and dry waiting its turn in the shop. Our car number is Y 1808, built in 1948 with engine number XPAG/SC/Y11503. By the way it's the same engine used in the MG TB in 1939 and up through the TF 1250. The body came in grey with green wings. The interior is in green leather Anyone interested in a first hand look our door in always open, call anytime.

Trip to Ohio (Continued)

by Dave McCann

lunch I figured that putting the top up was a wise thing to do.

I knew when I was planning this trip one day would not be enough to see everything in Yellowstone, so I had to make a short list of what to see and just skip over everything else. Old Faithful was the first thing on my list and I was able to stay long enough to see it erupt. Since they can predict most of the geysers in Yellowstone, with a little advance planning, you can spend a day travelling around to check out geyser eruptions. I saw several other things including some of the paint pots. Paint pots are the result of gas bubbling up through soft clay. They are an interesting sight, but I was told that they look even more interesting when it gets really cold and the clay is just starting to harden. My father told me that the Grand Canyon was something not to be missed, so that became my next destination. I had trouble determining where the viewing areas were, based on the map I had. As it was, I would have missed it completely had I not turned around on one road when it started snowing! (fortunately, returning to lower elevations eliminated that problem entirely) There are several viewing points and I was a little disappointed with the view from the first one I came across (directly above the Upper Yellowstone Falls). I have, in the past, found canyons such as this one interesting and the viewpoint directly above the falls was different. It was good then that I persevered and finally located Artist Point. It was here that the canyon lived up to my expectations. It is quite a sight to see. Between Artist Point and Inspiration Point, the walls of the canyon are a

rainbow of colors. Inspiration Point, which I missed, is the viewpoint for the Thomas Moran painting which 'inspired' the creation of Yellowstone as the first national park. At that point it was just starting to get dark, but just south of the Canyon there is Mud Volcano. The descriptions of it sounded quite interesting, but when I got there I determined from the signs and literature that this had not been an active feature for about a hundred years. It turns out that it had been one of the most active things in Yellowstone, a volcano shaped mound of mud which spewed mud on and off nearly continuously. But I guess since it was so active, it didn't last long and blew itself to pieces and never reformed with anywhere near that level of activity.

If you are planning a trip to Yellowstone here are how the numbers work out. Jackson, WY is about 80 miles south of the Grand Loop; Cody is about 80 miles east of the Grand Loop; West Yellowstone, MT is about 20 miles west of the Grand Loop; Gardiner, MT is about 10 miles north of the Grand Loop; and the Grand Loop is about 175 miles around. I planned my stops so I would be as close to the park to both the south and east on successive days so I would have plenty of time to sightsee. I still ended up driving 250 miles and I cut out the upper half of the Grand Loop (it is really '8' shaped). There are places to stay inside the park, so if you were planning several days one of those would be a good choice to avoid long drives out and then back in. On the other hand, West Yellowstone and Gardiner are not too far out and both likely have other things to see.

So it was that it was nearly dark and I still had about 90 miles to

Cody, WY where I had reservations for the night. The canyon that the road between Yellowstone and Cody lies in is supposed to be quite scenic, but it was dark by the time I got there. Oh well, you can't see everything. Finally after another late night of top down driving (no rain = no top, but thank God for that fleece hat I bought at the Patagonia store in Jackson) I finally reached Cody. On the way into town I found a Pizza Hut still open and stopped in quick before that changed. The next day started off bright and early with a trip to the Buffalo Bill Historical Center. This is a group of four museum collections together in a complex. There is the Buffalo Bill Museum which displays his belongings and details his life. This was the most interesting of the four. Next is the Firearm museum, which is a collection of mostly Winchester rifles. I think there are around 2500 rifles in this collection. I found the historic pieces of this collection the most interesting. If you already knew a lot about rifles and Winchesters in particular, then I guess seeing every different one might be worthwhile. As it was, I did not get much out of it. The other two museums are the Plains Indian Museum and the Whitney Gallery of Western Art. I found all four museums interesting.

After this it was on to Gillette, WY. It was also at this point that I made a wrong turn (gasp!) and went down US 14 instead of US 14A. Fortunately both came together again and I barely even noticed. (Well, except for the 9000 ft pass and snow on the ground. Again, oh well.) It was on this 'wrong turn' that as I was driving down the road off to my left was a large collection of old planes. I turned in to what was called something like the North Butte Airfield (something like that). It wasn't open to the public, so I

just took a few pictures. It was also around here I saw the first sign for Wall Drug, but more on that later. A little later I started going uphill. The altitude in the valley was about 4000 ft, but this uphill trend just would not quit. It was scenic country. The pass, as I indicated before, turned out to be 9030 ft and there was a light dusting of snow on the ground. This was all in the Bighorn National Forest. The view on the way down was spectacular. I stopped several times to take pictures. At the top I had passed a truck pulling a big horse trailer and every time I stopped for pictures I had to be sure I got back on the road before he came by. And all of this was because of a wrong turn.

I finally got to the Gillette Holiday Inn, and ended up eating at the hotel restaurant. Gillette was chosen because it appeared to be the closest place to stay to Devils Tower National Monument. That left me with about 50 or 60 miles to go for my first stop. Beyond Devils Tower I would attempt to make it to both Mt Rushmore National Monument and Crazy Horse Mountain. Devils Tower is really quite fascinating. It is the lava core from a volcano which has long since eroded away. In the cooling process the granite (that which was once lava) fractured into hexagonal columns and the outer ones are slowly falling away from the inner ones. The base is littered with fallen column sections and one of the signs says that pieces are still coming off, but then it says that the last one fell 10,000 years ago so I guess it is not an imminent threat. The scale was a little hard to grasp, until I got close enough to see some people climbing the tower. Each column is an easy twenty feet across and the top area covers about an acre and a half. Later on

### Down Rover

ROVER has lost an important battle in its war with firms using the MG logo. Dutch MG specialist RobelcoCar defied an injunction by Rover and won the case on appeal.

The Amsterdam court ruling said the MG badge has only limited trademark protection and specialists could use it if they didn't imply they were MG/Rover dealers.

Since the BMW takeover of Rover in January 1994, the firm has cracked down on specialists using the famous octagon.



Gary Bradley of Heathrow Sportscars, formerly Heathrow MGs, said: 'We received a solicitor's letter from Rover telling us we faced legal action unless we stopped using the name.'

'We couldn't afford to fight a firm the size of Rover, so we had to agree.'

'It's unfair, because it was MG specialists that kept the name alive during the years that Rover didn't make any of the cars. If it wasn't for us, young car buyers wouldn't know what MG is.' Rover is launching an appeal against the ruling.

FEBRUARY 1999 PRACTICAL CLASSICS

the south side, I saw a couple of fallen column sections. Also you can see parts of the wooden ladder which was used to climb the tower in 1893! The park area includes a colony of Prairie Dogs. Over a acre of field is just covered with mounds and it is quite easy to spot the animals. After spending several hours at Devils Tower, I attempted to make it to my next two stops before it got too dark. It didn't seem like that should be too difficult, but I was not accounting for the twisty back roads. I ended up spending the night in Hill City. As it was I should have gone by each of them after dark to see them lit up, but I didn't think about that until the next day when it was too late.

The Crazy Horse Monument is a private venture run entirely on donations. The artist, Korczak Ziolkowski, died a few years ago, but his family continues the work. The scale is enormous. The monument, when complete, will be carved in the round with this entire mountain turned into a massive statue of Crazy Horse. It is impressive enough even though the viewing area is far enough away so

Also, there are structures called 'pigtails' which are where the road crosses a bridge and then immediately loops around under the same bridge (or visa-versa). Creative methods of changing altitude, and also useful for testing the road holding ability of your car. Mt. Rushmore, which is a national monument, has no entrance fee. It does have a parking fee, however. Why do I mention this? I paid for a 1 year pass for all national parks, but this did nothing for getting me into Mt. Rushmore. The parking fee covers a whole year also, but how many times are you going to go to South Dakota in a year.

The monument itself is worth seeing. There is a path that leads around to right under the monument and then goes by the artist's studio from when the monument was being constructed. In the studio is the original 1/12th scale model. This is notable, because the model shows the presidents down to the waist. This is the way Mt. Rushmore was to be carved, but when the artist, Gutzon Borglum, died the government stopped work and declared it finished.

TO BE CONTINUED NEXT MONTH!