

# THE OCTAGON NEWS

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JUNE, 1999

## British Car Days at the Fraze Pavilion.

The plans are finalized for the "Mini" BCD at the Fraze pavilion on Wednesday, June 23rd. Our monthly meeting will be held in conjunction with this car show to promote both British Car Day and the appearance of the Ohio Valley British Brass Band at the Fraze. The concert is part of the Fraze's weekly free programs.

We have room for about 18 cars total, which means 9 from the MG Car Club, and 9 from the Triumph club. It will be a first come, first served deal. There are some restrictions on participation in the car show. We must be in place and parked no later than 6 PM. The concert starts at 8 PM, but the crowd begins to show up about 6:30 because people picnic and hang around the park and the fountains.

We have to stay until the concert is over, which is about 9:30. We will also provide cardboard to place under the engines to keep oil from seeping into the concrete.

Please call me or drop me a note if you would like to display your car on Wednesday.

The Fraze Pavilion is located on Lincoln Park Drive, just east of Shroyer Rd. Turn onto Lincoln Park heading east, and at the cross walk by the two office buildings, there is



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.

#### IMPORTANT MEETING CHANGE

This month's meeting will be at the Fraze Pavilion in conjunction with a British Band Concert and our British Car Show.

Cars need to be in place by 6:00 pm.

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Upcoming Events

June

19-20 Fifth Annual British Car Festival - Tipton, PA  
 23rd Meeting at Frazee Pavilion  
 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

For Sale

1953 MGTD-II 1250cc,  
 pale cream with tan top  
 and tonneau, red  
 original interior. Dad  
 was original owner.

It was a PA car until  
 1969, a Cincinnati car  
 since then. It has  
 always be garaged and  
 is in exelent condition.

Many spare parts, tools  
 and maintenance supplies.  
 \$15,000 or best offer

Alice Welch  
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*Frazee Pavilion,  
 CONTINUED*

a ramp, where we will enter to  
 display the cars. Either John Clark  
 from the Triumph club or myself  
 will be posted there to guide you.

We will position the cars by the  
 entrance to the Frazee so everyone  
 going to the concert will see the  
 cars. We'll have window placards  
 to put in your cars and flyers about  
 BCD to hand out. We can hold our  
 monthly meeting around the cars  
 after the show starts at 8 PM.  
 There will be concessions open, but  
 feel free to bring your own  
 beverages, but be sure to bring a  
 plastic glass to put it in, if you  
 know what I mean. (We have to  
 have a beer break!!!!) For those  
 coming to the meeting, there is

street parking available, and  
 also the parking lots by the office  
 buildings across the street. If you  
 have other questions, feel free to  
 call me or e-mail.

Mid-Ohio

by Skip Peterson

We're going to Mid-Ohio! We're  
 going to see British cars on the  
 race track, in the infield, all over  
 the place. We're going to drive the  
 scenic route to get there. No  
 freeway stuff, we're going to two-  
 lane it all the way.

For those of you who have hotel  
 rooms, we'll be spending the night  
 on Saturday at the Knights Inn in  
 Mt. Gilead, about 15-20 minues  
 from the track.

No real plans for Saturday night  
 yet, we'll wing it, but be prepared  
 with a cooler and your chairs for at  
 least a great parking lot party.

We are going to assemble at 7 am  
 on Saturday morning at the K-Mart  
 parking lot on Indian Ripple Rd, near  
 I-675. We'll cruise into Xenia on Rt.  
 35, take Rt. 42 and head on to  
 Plain City. We'll stop in Plain City  
 at the new Burger King/Shell  
 station to pick up anyone who wants  
 to meet us there. We should leave  
 K-Mart no later than 7:30, arriving  
 in Plain City by 8:30-8:45. By 9  
 we should be back on the road to  
 Mid-Ohio, arriving just in time for  
 registration. We have our own  
 club parking area in the infield. We  
 get a lap on the track at Noon for  
 British cars only, watch some  
 vintage races Saturday afternoon  
 and then off to the motel.

Sunday is more vintage racing, plus  
 the concours car show. We can  
 caravan home if we want, or maybe  
 just head out when we want.

I'll have printed directions and radios to keep the group together. Bring your rain gear, that way it will be sunny all weekend.

Below are some highlights for the weekend according to the Mid-Ohio schedule.

Saturday 8-10:30 - Registration for British Car Showdown

12:15 - 1:30 Lunch and British car parade lap

2-2:30 MG versus Triumph Race

2:30-3 Formula Junior Race

3:30 British Car Showdown Awards

3:30-4 Group C race

Sunday

8-10:30 Concours registration

Vintage races every half hour beginning at 9:15 am

12:15-1:30 concours parade lap

2-5 PM Vintage races every half hour

We'll be busy and we'll have some fun! See you Saturday, June 26th.

### The Old Forts Tour

by John Wolfe

We had ten cars on The Old Forts Tour, or maybe The Old Fort Bake Off would have been a better title. It was hot that Sunday. The news recorded 97 degrees in Greenville which was in the middle of our tour.

We learned a bit of history. Did you know that Custer's last stand did not hold the record for the greatest loss of soldiers during the Indian Wars? Well, we found out on the tour that the dubious honor goes to General St. Clair who had about 600 killed and 300 wounded just about twenty miles from Fort Jefferson. That happened in the 1790's which in the scheme of things wasn't very long ago!

The "A" handled the heat a little better than Linda & I did. The cockpit of an "A" is very comfortable on a cool evening but I think we could have baked a cake in the foot wells that day. We had plenty of water and juice with us and that helped. We purchased some gaterade for the trip home.

It was so hot in there that a drop of sweat on your nose turned to steam before it passed your chin. Well maybe not quite that hot but it was very hot.

I do think I will schedule my next tour earlier in the year.

Wolfe Racing Update - The Hall's Jewelry Chevrolet Camera is having a rather good season. Clark has won two heat races but has yet to win a feature race. We have been so close. A couple of times the margin has been a matter of a few feet. Clark is presently tied for first place in the points standing. The season is long (until September) and we know a lot can happen along the way but right now it is great.

See you at the meeting!

### Trip to Ohio (Continued)

by Dave McCann This is listed as one reason the Korczak Ziolkowski refuses government contributions for Crazy Horse Mountain.

Next it was off to the South Dakota Air and Space Museum, at Ellsworth Air Force Base. I had seen a sign at some point advertising the Honda Stealth Bomber at the SDASM. It went by rather fast and I had really mostly forgotten about it until I got to

Ellsworth AFB. They have the Honda Stealth Bomber prominently displayed right out in front of the museum. As the plaque says, Honda built it for a national advertising campaign and it is 3/5th scale. Just one of those things you have to stop and see, I think? The SDASM is not too big and is mostly devoted to Minuteman Missiles and B-1 bombers. Not too surprising, considering that is what Ellsworth is there for.

From there it was on to Wall Drug, South Dakota. If you have ever been within about a thousand miles of Wall, South Dakota you have most likely seen a sign for Wall Drug. By the time you get to Wall, the signs are up to one every hundred feet or so. The story of Wall Drug started during the depression years, while the proprietors watched hundreds of cars drive by every day on their way to see Mt. Rushmore being constructed. They got the bright idea of advertising 'free water' as a way to get people to stop and possibly buy stuff at the drug store. Over the years they have added to the list of stuff to see (and then added billboards about those things), and of course added to the list of stuff to buy, but the water is still free. Wall Drug now occupies two full city blocks in Wall, and there is at least another block of other shops across the street. It is a tourist trap, but it's the original tourist trap and therefore something to see.

Next it was on to Mitchell, South Dakota's claim to fame: The Worlds Only Corn Palace. Every year Mitchell decorates the outside of its civic auditorium/basketball arena with a different designs and pictures, and everything is formed

of corn. The work starts in the summer when the first harvests start coming in, and everything is done in early September when they have a Corn Festival. You may have noticed the 'corn' theme here, and you can probably figure out why without my telling you. They do nothing to preserve the pictures. and so in the winter the building lives up to its other name: The Worlds Largest Bird Feeder. The town started doing this over a hundred years ago, and they are currently on their third corn palace. The first was deemed too small, and the second was replaced because it was built of wood. Originally the decoration was just shapes and symbols, but for the last 70 years or so, they have had a different theme and different artwork every year. According to my guide, there were several things to do in Mitchell (museums and such) but unfortunately my luck had run out and everything other than the corn palace was closed for the season. That appeared to be the case for the last several things I wanted to stop and see between Mitchell and Indianapolis. So it was later that day when driving across Southern Minnesota, that I experienced my one case of car trouble for the trip. It's a problem I really have yet to solve, and can be quite annoying under certain circumstances. In this case it seems like driving just slightly uphill across most of Minnesota was what triggered it. In any event, at the time I wasn't sure just what was happening and whether I would make it all the way to Indy, still more than six hundred miles away. I stopped for dinner in Austin, Minnesota and while there I decided to just drive straight through to Indy or until the problem stopped me completely. Once I got

across most of Minnesota and got onto different terrain, I didn't really have any more trouble.

My next bit of serendipity was due to this driving all night across Minnesota and Wisconsin. I am not sure exactly where it happened, but I started noticing something strange. At first I thought it was some optical effect on the windshield or my glasses, and I wasn't really consciously noticing it, but eventually it caught my attention and I realized it could only be the Northern Lights. I didn't see any colors or arcs, but something like a shimmering curtain all around the sky. After trying to drive and look up at the same time (top down, remember), I pulled off at an exit and just sat there and watched it for a half an hour or so.

Later that night after driving all the way through Wisconsin, I was on a toll road west of Chicago. I came to the exit I needed to take to continue south, there was just an automated toll taker. I guess this is not too uncommon, but it surprised me and I barely had enough change to get through. I am not sure what you do when that happens. Even later that night, I determined that I had gone about one too many stops without getting gas and got off at the next exit looking for a town with a gas station. I found one, but they didn't open for another half an hour. I was on fumes at that point, so I had to wait. Later still after it had gotten light, I was nearly falling asleep and decided that I needed an hour or so of sleep. After failing to see any signs for rest stops, I finally pulled off and stopped on the side of a side road. I think I slept for two hours or so. When I got back on the highway, the very next exit was a road side rest. It was that kind of a day (except for the northern lights).

I arrived in Indianapolis around 10:30 and, figuring it was too early to check into the motel, I went by my sisters house. Of course she her husband were both at work, it being a Friday morning. The other possibility was to try to find an open Skyline, but it was still only around 11. So it was back to the motel to see if I could check in and try to get some sleep for the afternoon. After a good sleep, I got up and got my trip pictured developed and then searched out a Skyline. That being handled, I went back and joined the evenings 'Night Before The Night Before' party fully loaded with a story and the pictures to go with it.

If you have never been over to the Indy British Motor Days, in addition to the show on Sunday they have a rally on Saturday. The rally is really a lot of fun. My father came over Saturday morning, and we ran the rally together. We ended up coming in tied for eighth, when they only gave out stuff for the first seven places. But we'll do better next time.

The trip back across the country was slightly less eventful, but was not without a few side trips. I started out late on a Tuesday, and ended up driving really late to make it to somewhere in Missouri. Where exactly has escaped my memory. The next day found me stopping for lunch in Kansas City, looking for some barbecue. Unfortunately, I had no idea where to go and did not manage to find anything as the restaurant I randomly picked out of the phonebook did not exist anymore. I have got to work out this advance planning thing. I continued on that day and ended up in Limon, Colorado, which is where US 24 branches off of I-70 headed for Colorado Springs.

Why Colorado Springs? I figured it might be the ideal time of year to drive to the top of Pike's Peak. The next day that is exactly what I did. About 15 years ago, I went to Philmont with the Boy Scouts and one of the things we did on the way there was take the cog railway to the top of Pike's Peak. As I recall, the snow was shoulder height and it was early summer. Fortunately, in early October the snow had almost entirely melted away (yes, just almost!) and it had yet to start snowing again. There were just the last remnants of snow banks in a couple of places around the Summit House there at the top. Not surprisingly the MG wasn't idling so well at the top, but I believe it was running better than I was. I was surprised how much the thin air affected me.

Pike's Peak is 14110 ft above sea level, but is spectacular because it is about 8000 ft about the plains of eastern Colorado. The road to the top is about 20 miles long and it takes about a hour to drive. The first few miles are paved and you can drive a normal speed, but as soon as the pavement runs out you are driving more than 10 or 15 miles an hour causes the whole car to shake and is just generally a bad idea. The road is plenty wide enough, but of course there are no guard rails. The resulting edge allows birds to perch on the side of the road and 'fall off' to take flight. The other surprise was that there are no phones at the top. I was figuring on calling my parents from the top, but that plan was nixed. I was told they have enough trouble just keeping power to the Summit House.

It was late afternoon when I finally came down from the top, and because of this I was again driving

in the dark for most of the day's trip. I know for a fact that I missed some spectacular scenery, because it was spectacular even in the dark. First was a most amazing stretch of US 24 between Leadville, Colorado and I-70. It was twisty and turny and has got to be one of the most ideal MG road around. Of course, it was probably for the best that it was dark. In daylight I would have likely driven too fast and there would have been more traffic. The most amazing thing was the stretch of I-70 through Glenwood Canyon. There must have been half a dozen tunnels along there, and the road follows the bottom of a canyon hollowed out by the Colorado River. It was amazing in the dark, so it must be even more so when the sun is up. I am definitely going to go back through there in the MG. After that it was on to Grand Junction, Colorado for the night.

The next day was a rather uneventful drive across the remainder of Colorado and then most of Nevada. I had been planning on taking I-15 down to Las Vegas, but I had not counted on getting there on a Friday Night. If you look in the AAA books, all the places in Las Vegas have different rates Friday and Saturday than Sunday through Thursday. This is because everyone goes to Las Vegas on the weekend. So, since all of the reasonably priced places seemed to be booked up, I figured I'd just go straight across Nevada. This was only slightly less boring than the I-80 route. Actually, it wasn't really that bad. No worse than Kansas. And most of it was after dark. I did nearly make a big mistake when I skipped getting gas when I should have. There is absolutely nothing worse than running low on gas in the middle of

Nevada. Except possibly running low on gas in the middle of Alaska, but I have never been to Alaska. I think I put in more than 14 gallons when I finally did get gas.

I ended up almost getting to I-80, before I stopped and that left me in a good position to stop at the National Automobile Museum the next day. This is the legacy of the Harrah collection, although everyone who had seen that collection tells me that it's only a small fraction of it. It was enough to keep me occupied for several hours.

After that it was on home with one day left to relax after the trip.

Dave Gribbler called from California at the national MGA meet.

He said that John Sucentis' MGA was hit in the back. The force of the hit pushed the car forward, broke the toe bar and damaged the front of the "A".

It cost \$400 to get the toe bar welded so that they could finish the trip.

The "A" is driveable but John is not a happy camper!