

CLUB OFFICERS and COMMITTEE CHAIRPERSONS

President Larry Callahan, 698-3080
Vice President Mark Langenbahn, 433-2642
Secretary Ed Hill, 461-6688
Treasurer Skip Peterson, 293-2819
Member At Large Mike Oricko, 434-5928
President Emeritus John Zeno, 429-2557

Activities Chairperson
Membership Chairperson Linda Wolfe, 429-0847
Publicity Chairperson Paula Wehner, 252-0026
Octagon News Editor Danny Callahan, 898-9450
Librarian John Wolfe, 429-0847
Historian Dick Smith, 434-1750
DIXMYTH Dick Smith, 434-1750

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MG CAR CLUB MONTHLY MEETING

The Southwestern Ohio Centre of the MG Car Club meets on the third Wednesday of every month at the Lithuanian Social Club, 922 Valley Street, Dayton, Ohio at 8:00 P.M. The next meeting will be:

June 17, 1992.

BE THERE AND BE AWARE!!!

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CLUB MEMBERSHIP INFORMATION

Membership dues of the Southwestern Ohio Centre of the MG Car Club are eighteen dollars (\$18.00) per year, payable during September and October. On January 1st, the names of delinquent members are removed from the club roster.

New member dues are prorated based on the month in which club membership is requested. This schedule is listed on inside of back cover of newsletter.

Membership information may be obtained from the Membership Chairperson or any club official.

CLUB BRIEFS FROM MAY MEETING

Treasurers Report

Old Bal.	Credits	Debits	New Bal.
\$ 746.12	NA	NA	\$ 723.22

New Members

Bob Jones	1974 MGB Roadster
Gail & Steve Schissler	1956 MGA
Mark Dodd	1973 Midget

Calender of Events

Jun. 26-28	Mid-Ohio Vintage Races, Lexington, Oh.
Jul. 7-11	MG Canada 92 Peterborough, Ontario
Jul. 12	Lithuanian Picnic
Jul. 24-26	10th Annual Arthritis Fndtn. Classic Car Show, Columbus, Oh.
Aug. 7-9	Roadster Factory Summer Party, Armagh, PA
Aug. 15	British Car and Cycle Show Dayton Art Institute (We're co-sponsoring this.)
Aug. 21-23	16th Annual MG Summer Party University Motors, Grand Rapids, Mi.
Sep. 13	American MGB Assoc. Convention, Palo Alto, Ca.
Dec. 5	MGCC SWOC Xmas Party Callahan's House, W. Milton, Ohio
April, 1993	National Meeting, MG Car Club of South Australia

Other Meeting Items

All grille badges have been sold. The Club will look at getting more after the BC&C Show in August.

Larry and Karen Callahan have set the date for the MGCC Christmas Party. Mark your calender for December 5, 1992 at 7:00 PM.

Proposed amendments to the Club By-Laws were submitted and reviewed. Those proposed changes have been included in this publication for general membership review. This information will be published in the June and July newsletters as required. A vote will be held during the regular July meeting. A 3/4 majority vote by the members attending the meeting is required for approval of the changes. Each amendment would be voted on as a separate issue.

Gumball Rally Winner: Mike Oricko

PROPOSED AMENDMENT CHANGES

ARTICLE III SECTION 3 PAR. C. (Substitute the following paragraph.)

Meetings of the Board of Directors (BOD) shall be held regularly at the direction of the President or at the direction of any member of the BOD. Notification of the BOD meeting shall be made by the Secretary and published in the Octagon paper prior to each meeting. Special meetings may be called at any time as determined by the President or by the Vice President in the absence of the President in cases considered as an emergency.

ARTICLE VI DUES (Delete Sec. 2 and substitute the following Sec. 2 amount.)

Regular membership dues are eighteen dollars (\$18.00) per year for individual or family membership. Family membership entitles all eligible members of the family residing at the same address to all rights and privileges of full membership in the Club. Minors who do not hold a valid drivers license shall be denied the privileges of voting and competing in motoring events. Dues for new members shall be pro rated at one dollar and fifty cents (\$1.50) for remaining months of any year until the next full payment of dues is required.

ARTICLE VII COMMITTEES

Section I STANDING COMMITTEES (Add Par. 5 Telephone)

Telephone - A committee shall be established by appointing and/or volunteers of the general membership who shall be responsible for notification of all members of upcoming events, emergencies, cancellations, etc or any information necessary to be disseminated to all members of the Club.

(Add Par. 6 - Election)

At least two (2) meetings prior to an election, the President shall establish a nominating committee who shall prior to the next meeting present to the membership a list of names of members who have been contacted and agreed to having their names placed on the ballot and who would be willing to serve in that position if elected. The committee shall present at least two (2) names for each position except that of the President. In order to maintain continuity the Vice President shall be submitted by the committee for the office of President. The names of those members agreeing to run shall be submitted to the general membership and all nominations opened to the floor for additional nominations to all positions including that of the President. All nominations must be accepted by members whose names have been submitted prior to being placed on the ballot. Names of all members running for the various positions shall be presented to the general membership at the meeting and published in the Octagon prior to the next meeting to assure that all members are advised of the election and the names of each candidate and the position for which they have been nominated. The meeting following the publication shall be elections.

(Add Par. 7 Special Events)

This committee shall be responsible for the selection of special events in which the Club and its members could or should participate with the approval of the general membership, IE car shows, rallies, meetings with other organizations at other events as identified under ARTICLE I.

MEMBER MEMOIRS - U.M. Party 1991
By D. Gribler

As mentioned in the last installment of this column, we attended the University Motors MG Summer Party last August. The featured car last year was the chrome bumper Midget. Since we happen to own one and had never been to the Summer Party we thought this would be a good opportunity to attend and let the Midget commiserate with its kin.

Our “vacation” by default occurs during the two weeks between the end of Lois’ summer swimming instructor’s job and the beginning of the school year. We generally select a region of the country that we haven’t visited, identify the major sights and lay out a rough travel plan. During the week before the trip we gather up the camping gear, food, supplies, maps and spare car parts needed during the ensuing two week adventure. The night before departure the family station wagon is carefully packed. The following morning we hop in the car and drive like mad to get to the first destination. Upon reaching the first destination on the travel plan, we get out of the car, look around for fifteen minutes, get back in the car and drive like mad to the either the next destination or the night’s camping venue. Like I said, this is our typical summer “vacation.”

Last summer was a little different since we wanted to include the UM Summer Party. The major differences were that two cars had to be prepared for the trip (read two sets of spares) and there was a definite destination and arrival date at the end of the trip. We purposely selected the western Great Lakes area to tour since that region tied in nicely with the final destination of Grand Rapids, Michigan. Realizing that it was impractical to take two cars for the full vacation trip (having a complete spare car would be considered a bit overkill) we started looking for a safe place to leave the Midget for the two weeks we would be on the road.

During the NAMGAR GT in Huntsville we hooked up with Rob Nortier. Rob is the proprietor of the British Tool Company and lives in Grand Rapids. You may have seen Rob’s ads in various MG publications. The British Tool Company specializes in original and reproduction tools and tool kits supplied as original equipment with many British marques. Rob graciously agreed to reserve a spot in his back yard where we could park the Midget. Having overcome this obstacle, we proceeded with the usual vacation trip preparation.

I had been driving the Midget to work regularly a few weeks before we were scheduled to leave. The car was running exceptionally well and everything seemed to be in order. The only strange thing it was doing was on start-up in the morning, the ignition light would stay on until the engine was reved up. “Humm” says I, “maybe the alternator is ready to go on the blink. Maybe I should rob the one off this MGB I just bought.” To make a long story shorter, in the process of making the transplant I discovered the alternator belt was a bit looser than it should be. Satisfied that I had located the trouble, the transplant mission was scrubbed.

We left Vandalia on the scheduled day and arrived in Grand Rapids in time to put the Midget away and find a campsite for the night. The tour of Michigan, Ontario, Minnesota and Wisconsin went pretty much according to the loose plan. We arrived back in Grand Rapids on the Friday afternoon of the Summer Party to pick up the Midget and to thank Rob and his wife for the hospitality. We then stopped by the corner car wash and then proceeded to the campground. After dinner, a short nap for Joanne and setting up the campsite, we piled into the Midget and headed for the hotel to register for the Summer Party, anticipating a fun evening ahead.

It was early evening, just at dusk, making it appropriate to run with the headlamps on. About two miles from the hotel the Midget abruptly stopped running and refused to turn over. We rolled off to the side of the road and quickly realized that the battery was nearly dead. We hailed a passing MGB for assistance (with 500+ MG’s in town it was hard to drive a block without stumbling over another MG). After a brief consultation with the occupants of the MGB, it was noted that by turning off the headlamps, power was restored enough to power the ignition circuit to fire the fuel pump. With a kind push from our consultant we continued sans headlamps to the hotel.

Upon arrival we realized that our mission had changed from one of pleasure to a matter of survival. By now I had surmised that the ignition warning light incident two weeks prior had been an omen of bigger problems and not just a slack belt. Fortunately, large events like the Summer Party are usually well attended by various vendors. Within five minutes, Lois had located a new replacement alternator, less pulley. This turned out to be the simplest obstacle to overcome as the full armament of tools were in the station wagon at the campground, fifteen miles away. After begging and borrowing tools from several individuals and recruiting seemingly dozens of supervisors, the pulley was successfully interchanged. Believe me when I tell you that changing an alternator pulley in a parking lot without proper tools is no fun! An impact wrench and puller would have been quite useful. This project pretty much consumed the evening. Exhausted from the pressure of oversupervision, we returned to the campground for the evening.

Saturday morning was the road rally. The event was a fill-in-the-blank/overall mileage type rally. Although all questions were correctly answered, we blew the mileage by straying off course. The rally ended at the site of the car show. There were 500+ MG's lined up on the field, ranging from a 1932 J2 to twenty eight 1980 MGB Limited Editions plus some examples of a few other British marques. The sheer number of MG's in one place is truthfully quite awesome. The day ended with the awards banquet. Quite honestly, with the number of participants and classes in the car show, the banquet is a very long, drawn out affair. In any event, it is always a pleasure to be around a group of MG people, no matter how large or small.

Sunday morning we packed up and began what was thankfully an uneventful journey home.

The annual University Motors Summer Party has to be the largest MG oriented event in the world. One of the more enjoyable aspects of this gathering is that it is attended by all types of MG enthusiasts and not dominated by the hard core car show types. Sure, there are a lot of concours quality cars there but there are just as many daily drivers and rust buckets. We plan to attend again this year with at least two and maybe three MG's (Ed Hill has volunteered to go with us and drive the MGB roadster). If you're thinking about attending, we're open to the idea of caravanning with one requirement....someone has to bring along a spare alternator!