

## CLUB OFFICERS and COMMITTEE CHAIRPERSONS

President ..... Skip Peterson, 293-2819  
 Vice President ..... John Wolfe, 429-0847  
 Secretary ..... Bob Jones, 436-1288  
 Treasurer ..... Paula Wehner, 252-0026  
 Member At Large ..... John Zeno, 429-2557  
 President Emeritus ..... Larry Callahan, 698-3080

Activities Chairperson .....  
 Membership Chairperson ..... Linda Wolfe, 429-0847  
 Publicity Chairperson ..... Karen Callahan, 698-3080  
 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:

**October 21, 1992.**

**IF YOU DON'T SHOW, YOU WON'T BE IN THE KNOW !!!**

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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 SEPTEMBER MEETING

### Treasurers Report

Old Bal.	New Bal.
\$1,174.43	\$845.61

### New Members

Joseph Jeffris	'79 MGB
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### Calendar of Events

Oct. 17 ..... MGCC Hayride at Fulton Farms 1709 State Route 202  
 Nov. 18 ..... MG Car Club Monthly Meeting  
 Dec. 5 ..... MGCC SWOC Xmas Party Larry and Karen Callahan, 2 South Main St., West Milton, OH  
 April, 1993 ..... National Meeting, MG Car Club of South Australia

### Other Meeting Items

#### Election Of Club Officers

During the September meeting of the MGCC we had the nomination and election of Club officers for the 1992-1993 term of office. The debates were fierce at times (mostly why a person didn't want to be nominated) but we were able get candidates and ultimately a vote. The Officers/Board Of Directors for the 1992-1993 Club year are:

President	Skip Peterson
Vice President	John Wolfe
Secretary	Bob Jones
Treasurer	Paula Wehner
Member-At-Large	John Zeno
President Emeritus	Larry Callahan

Please join me in congratulating our new officers and wishing them the best for a very successful year.

I would also like to take this opportunity to thank the officers of this past year who, I feel, did an excellent job of managing the affairs of the Club. A BIG THANKS to:

Larry Callahan	President
Mark Langenbahn	V.P.
Fast Eddy Hill	Secretary
Skip Peterson	Treasurer
Mike Oricko	Member-At-Large
John Zeno	President Emeritus

Autumn Hayride

All MGCC members are invited to the Club sponsored Fall Hayride. The Hayride has been scheduled for the October 17th at 8:00 PM. It will be held at Fulton Farms (same as last year) at 1709 State Route 202. Bring your own weenies, marshmallows and preferred beverage. It's a great family event as well as a chance for mom and dad to roll in the hay (Ha Ha). Alcoholic beverages are officially discouraged. However spirits used strictly for thermal or medicinal purposes would probably go unnoticed. The cost is \$3.00 per person at the time of entry at the farm. We will gather at the entrance and go to our camp site as a group. We need to have at least 20 people to cover the minimum charge.

Amendments

A vote on the proposed By-Law changes was held during the September meeting as well. The only proposed change that was not ratified was the issue concerning election of officers. The changes that will now be included in the Club Constitution and By-laws have been published elsewhere in this issue of *The Octagon News* for your review.

Membership Dues

September was the beginning of a new Club year and that means dues are now past due if you haven't paid yet. So don't forget to bring to the next meeting or send your \$\$\$\$ to the Membership Chairwoman (Linda Wolfe) as soon as possible. We need your support to keep our Club strong.

Gumball Rally

Winner: Mark Langenbahn (This end of year drawing included tickets for meetings and events that members had participated in for the past year.) The prize for this drawing is a one year paid membership in the Club.

**APPROVED BY-LAWS AMENDMENTS**

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 News* 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. 2A and substitute the following Sec. 2A.)

Annual dues for individual and family memberships shall be determined by the BOD and approved by a majority vote of the 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 prorated for remaining months of any year until the next full payment of dues is required. Membership dues for out-of-town members residing fifty (50) miles or more from the Greater Dayton area are set at \$ 12.00 per year.

ARTICLE VII COMMITTEES

Section I STANDING COMMITTEES (Add Par. 5 Telephone)

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

(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, i.e. car shows, rallies, meetings with other organizations and other events as identified in ARTICLE I.

**CLASSIFIEDS**

1969 MGB-GT. 84,000 MILES. Call Bob Peck 426-4157

## MGCC AUTUMN TOUR A PURE SUCCESS

The plan was for an MG Car Club touring event to picturesque Brown County State Park in Nashville, Indiana. We arrived at the Dayton Mall bright and early on that Saturday October 3rd with our picnic lunches packed and many with our babes at our sides. The sky was clear but morning air had a definite autumn chill to it that would be a challenge for many of the top down Roadster participants. I myself chose a BGT for this adventure. Though chastised sorely by many, it did have an advantage that several would have liked to shared early on in our quest.

Not only did the Trail Blazer (John Zeno) and Trail Boss (JoAnn Zeno) have a day of driving pleasure planned for those behind the wheel of their trusty machines but had also prepared a Search and Find game to amuse and confuse the confident navigators at our sides for the better part of this 140 mile journey. At 0809 the signal was given. The roar of the engines was awesome. Zeno and Company took the lead and we were off.

The adventure began by heading west on 725 and would continue across southern Ohio and Indiana on similar thoroughfares until we reached our final destination. The scenery was breathtaking as the fields were in their harvest glow and the trees beginning to display their final fall glory. The route took us across many rolling hills that are typically not realized by many of us who trapped in the rut of Interstate Highway travel. It was a refreshing change. An opportunity to stop and smell the roses. (Actually there were aromas quite different from roses, but that's not the point.)

We arrived at the park at noon. The park was huge (at about 16,000 acres) and the terrain had changed from the rolling landscape to beautifully pronounced hills and valleys. As we drove through the park to our shelter our caravan of Britian's finest turned several heads and received nods of approval from many as we passed by.

Upon arrival at our shelter a final headcount was made and it determined that all were still safely in tow but quite eager to find those all important facilities for relief.

The picnic baskets and personal refreshments were quickly displayed and the celebration of arrival began. Though a shelter had been obtained for our use, the warmth of the sun invited a change of plan which was approved by all. After making merry with food and drink a winner of the Search And Find game was determined. Though there was some debate on the correctness of some of the participant's answers, the Wolfes were deemed to have had the most.

As the afternoon wore on and naps or walks in park were completed by many thoughts of the return home had to be contemplated. Our journey home was taken via Nashville and Metamora obviously the Arts and Crafts capitals of the world. Our

intention was to stop and shop but it was decided that this would have to be part of another adventure on another day.

To finalize this story I want to thank John and JoAnn Zeno for their efforts in sponsoring this event. The planning for an outing such as this took a lot of time and energy to bring together and I know was appreciated by all went.

Oh, one last thing John. Where to next year?

## Member Memoirs - by Dave Gribler

Before I begin, I must apologize for omitting the byline on my last article. This little detail slipped past the editorial staff during the rush to meet the publication deadline. With formalties aside, on to the good stuff.

Lois and I attended two MG functions this summer, the first being the North American MGA Register GT-17 in Kansas City, July 24-26. This is the fourth consecutive NAMGAR GT that we have attended (Indy, Williamsburg and Huntsville were the previous three).

As usual several weeks of preparation were involved prior to departure. Unlike the past few years there were no major projects planned (or required) to get the A ready for the trip. An oil change, chassis lube, fluid checks and a quick check of point gap and timing were all that were needed. Tools and a few essential

spares were packed just to ensure that they wouldn't be needed (remember, if you have it, chances are you won't need it!). A modest amount of luggage (you know what I mean by modest if you've ever seen the inside of the MGA trunk), a healthy supply of motor oil, maps, lunch, drinks and a few tasty snacks were also included.

We departed early on Thursday morning under overcast skies. The weather was a slight concern since there was a lingering stationary front exactly along a line paralleling I-70 between Dayton and Kansas City. Actually the cloudy skies were a blessing, affording a pleasant trip in the open cockpit. The trips to both Williamsburg and Huntsville were in full sun in 90°+ heat (ugh!). A thunderstorm complete with torrential downpour on the west side of St. Louis during rush hour was the only unpleasant weather encountered, requiring a short timeout under an overpass to clear the *inside* of the windshield. The weather helped keep both the engine and the occupants relatively cool through the entire trip. We arrived in Kansas City after logging just over 600 miles in 12 hours.

Late Friday morning we took part in a driving tour. The plan was to form a caravan and tour through town with stops at the NCAA Visitors Center and Long Motors/Victoria British. The participants unanimously voted to skip the NCAA center tour to be able to spend more time at Victoria British. Seven cars participated in the tour. Curiously there were three red, three white and one green MGA in the procession. We were given an impressive tour of the entire operation, from the showroom, order processing department, catalog and research departments, the warehouse and the shipping department. The size of the Victoria British operation is truly awesome. While there we had an opportunity to browse the return/damaged goods bins for bargains and managed to find a set of disc brake pads for the MGC. The Victoria British staff treated us to cold soft drinks and held a drawing for door prizes prior to our departure.

Howard Goldman of Moss Motors was also present for the tour. One could sense a bit of uneasiness on the part of the Victoria British staff having a chief competitor inspecting (spying on?) their operation.

After spending what turned out to be the hottest afternoon of the summer running around town, we adjourned to the pool to cool off. The A had started running a little strangely during the tour so time was made late Friday afternoon to fiddle with the ignition timing.

After dinner we took in some of the vendor booths, then stopped by the hospitality room and spent a couple of hours chatting with other GT attendees. Included in this group were Pat and Dick Newman, Lyle York and Howard Goldman. We learned that the Newmans had moved to Sardinia, Ohio recently. The Newmans had been quite active in NAMGAR before their move with Pat handling the club Regalia for a number of years. We tried to encourage them to

get involved with our club. Lyle York owns several MG's including one of the Sebring MGA coupes, a twin cam and a pre-production MGBGT-V8. Howard Goldman had a number of interesting viewpoints and philosophies. Basically, Howard has observed that British sports car owners are a bit odd and this "quirkiness" has predestined us to band together, form clubs, take on masochistic restoration projects and thumb our noses at the guys who drive Chevys and Miatas.

Saturday was the obligatory car show. There were about 80 cars on display this year. There was the typical range of cars from zero mile restorations to beaters (like ours!). Karen and Bob Knupp happened to be in town for a billiards owner's convention. Karen was obviously bored with those proceedings and wandered over to the car show to visit with us for a few minutes. Entertainment during the show was provided by some local bagpipers.

The Saturday night banquet featured a meal with numerous choices of Kansas City Bar-B-Que sauces, followed by awards and a presentation by the organizing committee for next year's GT. GT-18 will be held in Niagara Falls, Ontario, July 14-16, 1993.

The annual University Motors MG Summer Party was held the last weekend in August in Grand Rapids, MI. With the assistance of "Fast Eddie" Hill we took three of our MGs (along with Joanne) to this event. The usual preparations took place prior to departure. The only "major" work of note was replacement of the crank pulley woodruff key on the MGA. During a previous adventure in this region of the engine I had inadvertently replaced this component with one of incorrect dimensions. This eventually resulted in a funny knocking noise and erratic timing settings indicated by the timing light.

After one false start (a flat spare wouldn't inflate - back to the house to pick up a good one), we left Vandalia at 6:45 am Friday morning with plans to join a contingent from Northwest Ohio to form a caravan for the remainder of the trip. This all went pretty much as planned with the exception of a slight route change caused by the all too common "Road Construction - Detour Ahead" signs.

One of the caravanning cars developed a fuel starvation problem that was corrected by bypassing a clogged fuel filter. While sitting at a traffic signal in a small town in Michigan, a MGA was observed being propelled by its two occupants across the intersection. Several of the caravaners decided to stop to provide assistance. It seems that the clutch had decided to remain engaged. After an under-bonnet inspection a decision was made to bleed the clutch. That was evidently all that was needed. The next time we saw these folks in Grand Rapids, they reported no further problems in their journey.

We arrived at the hotel in Grand Rapids by mid-afternoon and registered. Ed

picked up a nice MG book as a door prize. We received a knock-off hammer as our door prize. The value of these items easily offset the registration fees. After registering we cruised the hotel parking lot, then made tracks to the campground to set up.

When we arrived at the campground, Ed mentioned that the brake lights on the Midget didn't seem to be working. Some time and WD-40 were spent on the brake light switch which seemed to finally start working. After dinner we returned to the hotel to cruise the parking lot and talk with other attendees. We spotted Charley McCamey's MGB in the lot and finally tracked him down. Charley and Jeff Fields were the only other SWOC MGCC members in attendance. Jeff is a hard core MG nut from Northeastern Ohio. He has never attended one of our meetings but still pays his dues. We appreciate your devotion and support Jeff!

Saturday morning was kicked off with a rally, leaving from the hotel and eventually ending at the show field. Ed chose to join the caravan of non-ralliers from the hotel directly to the park. Because of a logistical problem (two cars) we had to drop the MGA at the park and return to the hotel to start the rally. We managed to stay on course this year but had to make one "emergency" stop to retrieve a coloring book that the third occupant lost her grip on.

We finally arrived at the park, had our pictures taken and found our spots on the field. Imagine the sight of 550 MGs, all in one place at one time. We're talking about eight acres of MGs! The view from forty feet up in the bucket truck was spectacular! The featured marquee this year was the MG-TF of which there were at least 30. For four hours we wandered aimlessly among rows and rows of MGs. Very nearly every model from the PA through the MGB LE was represented. Finally at 4 PM, after some last minute shopping at the vendor booths (a new brake light switch!) we headed back to camp.

After a quick brake light switch transplant, dinner and shower we headed off to the awards banquet. In the past this event has been held at the hotel. In past years the massive numbers of people have always taxed the hotel food service, staff and banquet room to the max. This year the banquet was set up in a huge tent at the local polo club field. We decided to forego the meal in favor of more economical home cookin' and arrived at the banquet just as the program started. Awards were presented for the best five cars in each class, including the "beater" class. The winner of this class swears that his car was pulled out of a field the previous day and driven to the event. It was a real sight with loose rusty metal flapping in the breeze and the muffler duct taped to the bumper! We managed to place third in the rally, missing the answers to at least one question and a half mile off the official mileage, probably caused by the coloring book retrieval.

We packed up Sunday morning and headed South. Ed chose to take a detour about halfway home to drop in on some relatives. We arrived back in Vandalia around 6:00 PM and stopped to top off the tanks. While in the gas station another customer mentioned that there seemed to be something leaking from the MGA. On inspection it was determined that the water pump was on its last gush. I attribute its cooperation to the fact that a spare was packed in the trunk!

In all we had a very enjoyable time at both events. We only wish that a few of you other SWOC MGCC members would join us (for a even more enjoyable time plus a little moral support)!