

THE OCTAGON NEWS

Volume XXXVIII No. 9

July 2004

Editor's Dreams Come True

No Pet Pictures!!! Some Articles Actually Will Wait Until August!!!

From the President

Sam Hodges

Well, it's that time of year again. BCD! Yes that's right! It's Bald Canadians' Day! That special time of year when Bald Canadians' will once again be coming to your neighborhood bringing plenty of presents and surprises for all. I really am glad that we finally have Bald Canadian Day to recognize the contributions that those individuals have made to our society. I remember the first time I met a Bald Canadian. It really was a magical event. I was a wee tot and I looked up at the gleaming, nay, glistening, dome of that magnificent Bald Canadians' head...

SERIOUSLY, it is BCD time. British Car Day that is! Saturday, August 7th, 2004 at Eastwood Metro Park. Be there or I'll send over some people the morning of the show. These people will be

instructed to drag you out of bed, stuff you into your car, and drive you and your car to the event, stopping along the way for ice cream, donuts, and small package that if you find out what's in it, you'll become an accessory after the fact. I KNOW that you ALL have volunteered to work at least



Southwestern Ohio Centre of the MG Car Club

Club Membership Information

Membership dues of the Southwestern Ohio Centre of the MG Car Club are eighteen (\$18.00) per year, payable during September and October. On January 1st. the names of delinquent members are removed from the roster. See Carole Looft 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 at the K of C Hall, downtown Dayton, on Bainbridge Street, at 8:00pm. The next meeting will be:

Wed July 28, 2004

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Upcoming Events

Jul:

25 – Pub Run at Harrigan's 4-8 pm
28 – Meeting (K of C Hall)
31 – All Ohio MG Picnic – Central Ohio

Aug:

07 – BCD, Dayton Metro Parks
12 - 15 – University Motors Summer
Party, Grand Rapids, MI
22 – Picnic at Dick Goodman's home
25 – Meeting (K of C Hall)

Sept:

18 – Cruise-In for Ronald McDonald House
19 – Concours d'Elegance
22 – Meeting (K of C Hall)

Oct:

10 – Fall Tour
27 – Meeting (K of C Hall)

one shift somewhere, whether it's registration, parking, or, preferably, concessions. As always, the Friday night before, August 6th, is the "goody-bag" stuffing party. Show up at the park around 6:30 and help stuff the registrant's goody-bags. Additionally, we will lay out the show field and make sure that everything's in order. Again this year, if you can bring ice in a cooler to the show on Saturday, please do so, the more ice we have the better. This year is shaping up to be a really great event.

As stated, this year's show is shaping up to be a really great event. There seems to be tremendous word-of-mouth from all of the people who have attended previous events and they are ranting and raving about how nice our show is. There's the blurb about the show which appeared in a recent issue of *Autoweek* magazine. There's my terrific column from two months ago that praised the event (*unlike last months "column" that was, shall we say, edited by my ghost writer... By the way, Ghost writer, that column was one long run-on sentence...*). From what I hear, Lois Gribler has cornered the market on soft drinks (*rumor has it that since she now has it all, and she's going to black-mail all of us into paying through the nose to finance her car restoration fund*). Speaking of which, I recently saw JoAnn's freshly restored MGB, (*very nicely done Dave*) and all I can say is bring lots of money to BCD for your

beverages. Speaking of Lois, something I haven't done here lately, I occasionally see Mrs. Gribler driving to work in the morning. I'm cruising along, look up and see that big blue Chevy Caprice wagon of hers barreling down I-75. The look on Lois' face is usually a cross between fatigue, frustration and maybe a little road-rage thrown in for fun. I'm surprised that 1) she hasn't noticed me yet and 2) that she's not driving an MG. What's that about, Lois?

Anyway, I have digressed far from my original message. That of BCD. This really is THE event to attend if you're only planning on attending one event this year. We are hoping to break the 300 car barrier this year. *Speaking of which, hey Terry! Hang by the phone, we may need you to bring over a half dozen or so if it looks like we're going to be close to the mark.* I acquired my '77 B as a result of attending BCD '97. There are countless numbers of our current members who joined the club as a result of attending one of the previous BCD's. We get to meet interesting new people who share our British Car addiction. We also get the opportunity to see some of our old friends who we don't see often enough or haven't seen for some time (*personally, I'm looking forward to seeing what Chainsaw brings this year. I hope it's the Caterham... [if you're reading this Chainsaw]. We know there'll be Minis', but how many Caterhams will there be?*).

For those of you planning on attending, the All-Ohio MG Picnic at Highbanks Metro Park is scheduled for Saturday July 31, 2004. We will set a departure time and rendezvous point for those of you planning on attending who wish to caravan up at the next MGCC meeting, July 28th, 2003 at the K of C Hall. Mark your calendars accordingly.

As I type this, I am suddenly reminded that I will not be at the next meeting. Dick Smith, you're in charge! I am going to be out of town and will not be able to attend. I hope that you all treat Mr. V.P. with the same kind of compassion, kindness and understanding that you have all shown me. (*Dick, if you choose not to show up, I can't blame you...*) I will see all of you next on Friday, the 6th at the bag stuffing party and then again on the

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Saturday of BCD. Until then I hope you all get a chance to get out and have fun (*safety fast*) with your MG. I know, yadda, yadda, yadda, yadda, yadda, yadda, yadda, yadda, yadda, yadda, yadda, yadda, yadda, yadda...

And, in case you didn't understand the president's column in the June issue, here it what he meant to say...

Ola, mis amigos! As I predicted, the Spring Tour was a fantastic success. The McCann Clan planned and executed a fantastic romp through Central Ohio that had those in attendance thoroughly lost, confused and wondering if that shadowy figure off in the brush was Bigfoot or just someone else who had gotten lost the last time someone planned a tour down that particular stretch of road. Many thanks to the McCanns' and, like I said at the time, the only thing that I'd have changed would have been the inclusion of more restroom breaks. You all (*Diana included*) gave me grief for not stopping for the breaks during the Poker Run, but HA! There weren't that many so you can't give me grief for not stopping this time!

Anyway, that having been said, I feel as if I should once again repeat my plea for articles for the newsletter. We have had some fairly thin newsletters here of late, and I *KNOW* for fact that there are countless stories out there that need to be told. Stories of pain, hardship and striving to go that extra mile. The kind of heart-warming stories that chronicle the trials and tribulations of an owner and their MG. The stories that leave a lump in your throat and a tear in your eye over the lengths that one owner will go to in order to reward their faithful, rusty companion. Not that I'm trying to make Steve's life more difficult, but, as I have stated in the past, there are some 100 members in this club, and at least that many cars. Similarly, there are countless tech-tips that could and should be shared with all of the club members. All of those little things that we have all learned from owning British cars, such as removing the windshield glass *BEFORE* trying to drill out the sun visor bracket rivets, is the type of knowledge that we all can benefit from. So I ask all of you to write an article, blurb or some little piece that can make the newsletter that much better and also share your knowledge and experience with all of us in the club.

That having been said, I must now mention BCD yet again. It's closer than you think. Saturday, August 7, 2004 is the magic date. I expect to see all of you there. If you have not registered your car, what's stopping you? If you have, then thank you. This event wouldn't be the event that it is without all of your support and participation so thank you in advanced. Please see the event calendar for a list of just some of this summer's upcoming events. There are so many that it would take the rest of this column to enumerate them all.

That all having been said, I have to ask, what's with the weather this summer? I feel as if I should be investing in companies that produce water/sump pumps!?! Who ordered this weather and how do I get rid of it?!? It's a good thing that MG's are built in England, a wet, humid country where they know hoe to build cars that are impervious to the ravages of moisture. Additionally, who ordered these stupid Cicadas'?!? I was driving home in my MG one day and the sound of those bugs actually drowned out my stereo. I don't know if you're experiencing what I am, but I'm about ready to move to that small South American country that I've been trying to take over low these many years. Writer's block means that this month's column will be a short one. Must be the bugs buggin me!



John Zeno, one of our club's WWII veterans, visited the new WWII Memorial in Washington DC during the Memorial Day holiday. We all owe John and our other veterans a big thanks for their sacrifices from so many years ago. By the way, is that a Concours shirt John is wearing?

Upcoming Activities You Won't Want to Miss

Skip Peterson

We'll be hosting the 2nd annual Old Speckled Hen Pub Run and British Cruise In at Harrigans Tavern at Stroop and Marshall Rds on Sunday, July 25.. The event runs 4 to 8 pm. Bring your car, and we'll hang in the parking lot. All British cars are invited.... lets fill the parking lot!

The following Saturday, July 31, is the All Ohio MG Meet at Highbanks MetroPark in Lewis Center, north of Columbus. For more info, contact Tony Burgess at MGOHIO@aol.com or 614-899-2394

And finally...the 20th Annual BCD at Eastwood MetroPark on Saturday, August 7th. We want 300 cars this year... It's our show, so we need your car, and your help on Saturday. You can download a registration form from our website, or contact me and I'll send you a form. And give us a hand, on Friday evening the 6th helping stuff goodie bags or laying out the show field or on Saturday at the concession stand, parking cars, counting ballots, etc. This year will be extra special.

That pretty well books up the next month or two. Change the oil, give it a quick bath, and drive that MG.

Old Car, New Electronics

Sam Hodges

Now that I'm finally done with all of the major work on my '77 B (*Tilly*), it's of course time to turn to some of the other, more esoteric items of the car restoration (*even though it's running okay, I would like to rebuild the engine...*). To be more specific, I finally decided to replace the car's stereo. For those of you who know or have seen, that car had (*operative word*) a functioning 8-track tape deck that had no radio station preset buttons. Needless to say, with the old analog dial radio and no presets, finding the station

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that you want was *ALWAYS* a hit or miss proposition. As a frequent station surfer, this was only somewhat constantly annoying. I know that the 8-track tape deck was operational (*the last in North America I'm willing to bet*) because I stumbled across a couple of old George Benson 8-tracks that, when popped into the radio, proceeded to belt out the soothing, mellow sounds of the '70s as recorded by Mr. Benson.

After having had enough of that, I decided to go in search of a new stereo. I had read, heard or seen that the shallowness of the MGB dashboard made mounting a CD receiver difficult at best, so I decided to mount an in-dash tape deck with CD changer controls. You know, put the changer in the trunk, and the head unit in the dash controls the whole thing. Now, I'm sure that some of you out there have managed to install an in-dash CD player into an MG, but I wanted the tape deck, since, I still have a TON of old tapes that I still listen to. After finding the right setup, a Sony Xplod (*pronounced "explode"*) with 6-disk CD changer, I went to the local car audio shop and negotiated my best deal. For those of you familiar with these places, that negotiation went something like, ME: "Hi. I'd like to buy a new system for my car." THEM: "This is what we have." ME: "I'll take it."

With the newer digital stereos, they have a 3-wire hook up, one negative, and two positive. The negative is fairly simple, find a ground and you're done. The positives are a little trickier. One positive has to be connected to an ignition-keyed electrical source. This ensures that the radio turns itself off when you turn the car off. Always a good thing, because the last thing you want is for the thief who's stealing your radio to be entertained as he's taking your car's dash apart. The other positive has to be wired to a continuously "hot" source so that the radio's memory doesn't erase itself every time you turn the car off.

Now important here is the fact that they offer free installation with purchases over \$X amount. When I replaced the stereo in my '78 B (Martha) back in 1996, I went for the installation offer. The Technician who installed the stereo *HAD* to be younger than the car that he was working on. The reason that I skipped the installation deal this time was because when the stereo was installed in Martha, the tech apparently could only find the appropriate wires in my steering column. Not that big of a deal, but the wires that he found were the wires to and/or from the horn. Imagine my surprise the first time I tried to honk the horn. The horn worked fine, but the radio cut out. Not only did the radio cut out, but its memory was erased as well. So now I'm torn. Do I honk the horn at the guy that just cut me off, knowing that I'm going to have to reprogram the radio, or do I exercise restraint and just "maintain an even strain" and let it go? (*I usually honk...*) Now, being lazy, some 7 years later, I still haven't rectified this situation. Hit the horn button today, and the radio still goes blank.

With this in mind, I figured that I couldn't do any worse than that guy did (*laughter right about now would be appropriate...*). After buying the stereo and getting it home, I proceeded to pull out the old 8-track. It came out simply enough, but the main problem was that this old radio was a 2-wire radio. "Great! Now I've got to find that third wire. Just make sure not to use the same horn wire that the tech used...." After finding an appropriate 3rd wire, I proceeded to install the new stereo. I followed the instructions (*which according to Diana was a first*) and when all was said and done, I turned the key expecting to hear tunes coming from my new stereo. What I got was nothing. Squat. No, didly-squat. Not even static. "How could this be? I followed the instructions (*even though I knew that I shouldn't have...*)" After taking everything apart and re-installing everything, the exact same problem. Thinking that there might be a speaker polarity problem, I took the speakers out and examined the wires. Everything looked good, so I put everything back together. Nothing. Squat. Not even static.

Here's where being lucky has its advantages. I forgot to turn the ignition key off. I went back and looked at the speakers again. When I pulled the drivers side door speaker out, all of a sudden NOISE! LOTS OF NOISE COMING FROM THE OTHER SPEAKER! Seems that I had turned the volume up trying to get something, and forgot to turn it down. Okay. Now I've got noise from the passenger side, but nothing from the drivers' side. Huh? After careful examination, I discovered that the speaker wire from the radio to the speaker had gotten pinched in the door hinge and was shorting out against the car. When I repaired and re-routed the wire, everything worked as it should. Or so I thought. Having solved the problem of the missing music, having

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installed the components in the dash and having put everything back to how it was, I was happy and confident in a job well done. Mind you, I predicted that this would take half an hour to maybe an hour when I started this job. Four hours later, I was finally done. Or so I thought.

After sitting in the car and programming the stereo presets (it's got 18 FM and 12 AM). I walked away with the satisfaction that a job done right can bring. About an hour later, I went to get in the car to run over to the grocery store, and noticed that all of the preset stations that I had just set were now all mysteriously set to 87.5, the default setting. You guessed it. That constant on power source that I found for the third wire was actually connected to a keyed source. After getting out the trusty old electronic meter/tester, I found another constant on electric source. This time, it really was a constant on. After re-wiring the stereo for what was the third time, FINALLY, I got it all right.

So, as the car sits in the garage, it has the new stereo, working properly, wired properly, and not connected to my horn. With the lessons that I've learned, I think that next time I'll just spring for the free installation and live with everything re-setting whenever I hit the horn.

MGCCSWOC at Mid-Ohio

By Ron Parks

The morning mist hung sleepily over the fields as I motored North on State route 4 from Springfield with top down, breeze in my face and that distinctive MG exhaust note in my ear.

I was on my way to meet my daughter, Elizabeth and her husband, Chip, at the Mid-Ohio Sports Car Course. They were coming down from Cleveland to spend part of Father's Day weekend with me enjoying the Sprint Vintage Grand Prix and the British Car Showdown. This was the second time I had made this trip north to take route 161 to Plain City intercepting Route 42 to proceed on to Mid-Ohio. Elizabeth had met me for this same event in 1999. On that occasion I had traveling companions. Tom Davis and the late Greg Poston made the trip north from Springfield with me to link up with



John & Carol Campbell staging for parade laps on Track.



windshield wiper was missing. I pulled over, walked back and found the wiper arm with the blade still attached and silver showing though scuffs in the black

the rest of our club's participants in Plain City. This time, however, I was traveling alone.

All was well through Plain City. I had stopped at our usual Mini Mart stop where I bought gas, then made a short breakfast stop at McDonalds. About half way between Plain City and Lexington, it began to sprinkle. I stopped and hastily put the top up just in time, before the rain became more than a sprinkle. Back on the road with windshield wipers slapping, I hadn't gone far when I heard something hit my antenna. It didn't take long to figure out that my right



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Above, Tom Davis, racing in number 66 MGB GT

paint. I stuck it back on, drove out of the rain shortly and continued on to the Mid-Ohio Sports Car Course without further incident.

Upon arrival, I found the MGB rows, parked and went to the registration tent. On the way I ran into fellow club members, John and Carol Campbell, who were participating with their beautiful Iris Blue 1965 MGB. I would later take some pictures of them before and during their parade laps. They had not seen any other club members yet, but we knew we would run into Tom Davis, as he was scheduled to race his green MGB GT. After registering and cleaning up the MG, I walked around and did my voting for the British Car Showdown. I borrowed a black permanent

marker from the Registration booth to touch up my scuffed wiper arm. Good enough until I can get it stripped and repainted. By now it was almost time for the noon parade laps and still no sign of Chip and Elizabeth. This was significant, because unbeknownst to them, I was going to let them drive my MG on the track. Turns out they showed up with about 15 minutes or more to spare. We let Chip drive the MG, since Elizabeth got to drive it on the track back in 1999. I perched myself at a good vantage point and photographed the event. They enjoyed their laps around the course as evidenced by the smiles in the photo of them returning to the show field.

We missed Tom Davis' first qualifying run that was scheduled towards the end of the morning qualifying sessions. They were running a little late and I guess we were busy getting ready for the parade laps. Tom was scheduled for another qualifying run at 5:00pm. We, that is to say, my daughter son-in-law and I, decided we would stay for Tom's qualifying run and then head over to the Der Dutchman restaurant on I-71 for a nice dinner before going our separate ways; they back to Cleveland and me to the Best Value Motel near the Route 30 exit.

Tom Davis had a good weekend of racing! He placed 15th of 22 cars in his qualifying race Saturday evening and placed 2nd in his class and 13th overall in his actual race on Sunday morning. The class Tom races in is 3 E Production which is cars with approximately 1800cc engines. Cars in other classes were racing in the same group at the same time. To give you an idea of the competition he was facing, the first four finishers were all Porsche 356 Carreras. There was a Corvette, another MGB, which was in a different class, because of a larger engine, a Morgan +4, three more Porsches and the Volvo P1800 that bested Tom in his class. Tom seemed pleased with his results for the weekend of racing. I enjoyed photographing him in his number 66 MGB GT during his races and also got some shots of Tom and his pit crew, his wife Karina.



Tom and pit crew, wife Karina

Following Tom's race on Sunday, I went to check on the

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results of the Concours de Elegance show in which I had entered my MG. I also got to drive parade laps on Sunday as a result of my entering the Concours show. Two MGs were selected for the final Concours judging. One was a yellow MGB with a matching trailer made from an MGB body. The trailer had a bench on the front and a small cocktail table mounted on the tongue. The other MG, which actually won a trophy in the final judging, was the MG F-Type shown following the fire truck onto the track in the photo. This MG was a near perfect example of a 1930s MG F-Type and was very deserving of the award it won!

I stayed to watch a couple more races with Tom and Karina Davis and some of their friends and then headed home. Besides the folks from our club that I've already mentioned, I ran into John Wolfe with his Son and Grandson as well as Bob Mason on Saturday. MGCCSWOC participation was down somewhat this year, perhaps due in part to the fact that the Indy Grand Prix was the same weekend as well as the fact that it was Father's Day? All-in-all a GREAT weekend!



MG F-Type Concours winner on left following fire truck.



Six MGB Road Warriors at the first rest stop on the way to Parsippany, New Jersey. Cars of: Terry Looft, Ryan Looft, Ian & Kathy Cunningham, Tory Looft, Carole Looft, and Bill Hammond, in order right to left. Thanks to Ian for the photo!



Three red MG TDs on display at Centerville's Americana Festival on July 5, belonging to Phil Johnson, Steve Markman, and Joe Hooker. Congratulations to Phil for winning third place in the Sports Car category! Tim Oricko showed his 62 Chrysler 300, not pictured here. Also seen, but without cars, were Louie DiPasquele and Gary Kinney.

Classifieds

Red 1953 MGTD. It has a new top, new brakes front and rear, new steering wheel and recently tuned up. All work was done by Steve Miller of MG Automotive. Will sell for \$12,500.00. Also I have a 9 piece set of Whitworth Socket Set, 3/4, sale for \$95.00, Fender guards-2 for \$25.00, TD workshop manual with complete wiring diagram for TD's, \$25.00 and a Service Part list Book, \$20.00. John Carter., jabba8811@aol.com, Phone number is 1-937-947-1647

1975(?) MG Midget - rubber bumper parts car. No title. Wheels, suspension, rack, engine (1500), trans, doors, windshield, fenders, trunk deck still on the car. Also has a good top frame but I heard rumors that Skip has first dibs on that item. Some rust in the usual spots...rockers, floors, lower fenders but not quite a total rust bucket yet. 1977(?) MG Midget - rubber bumper project car. Also no title. 1972 MG Midget. Make offer. Call Dan at 937-426-9839 for more details.

'75 MGB, overheated last summer, and hasn't run or been driven since. Original car except for repaint in non original green. Stored inside since overheating. Car is in Cincinnati Contact Dave Davis at 513-271-9413

'79 MGB, Orange with black top, 70,000 miles, runs and looks good, dependable driver, car located in Loveland. Contact Carol Colclasure 513-683-1920, ext 504 or colclaca@loveland.k12.oh.us

Minutes Report June 23, 2004

Rick Cutright

8:00pm - Meeting called to order by El Presidente Sam Hodges, "Let's get this over with."

President's Report – El Prez wants to make it clear that the President's column in the June Newsletter did not submitted by the president and that blah, blah, blah..... Also, BCD finally get listed in Autoweek as a legit event and blah, blah, blah.

Vice President's report – no report as we were Dick Smithless.

Treasurer's Report – Still no report from St Tropez.

Minutes – approved. 'nuf said.

Membership Report – 96 paid members. New Member Dan Juhl was in attendance, still looking for a TD.

Sunshine Committee - ain't no sunshine.

Newsletter Report – Steve Markman requests input from the membership. Photos and articles are needed to avoid pictures of Steve's pets. He threatened last month and no one heeded; dachshund pictures appeared.

Activities – BCD plans continue to evolve. Tim Oricko has all information on all shows inside and outside of MG driving distance. Please check with Tim.

BCD Report – Members need to leave BCD weekend open so they do not miss out on the volunteering. (Will the Triumph Club members be cooking on a Spitfire Grill?)

Beer Break – called at 8:20pm, meeting reconvenes at 8:34pm.

Activities addendum – The (now official) 2nd Annual Old Speckled Hen Pub Run will be July 25th 4pm – 8pm at Harrigan's on Marshall Road in Kettering. Time to plan a fall tour, tentatively set for October 10th 2004. The annual Goodman Picnic is August 22nd starting at 3pm.

Vice President's Report – Feedback from the British Car Meet at the 2nd Street Market (or British Meet/Market) indicated the Management of the Market was very pleased with the success and would like to do it again next year.

Tech Tips – High Marks for service go to The Electric Garage. Skip Peterson plugs for DSS (Dayton Speedometer) for an excellent job done on his tachometer (I guess that would be a Tach Tip).

Gumball – after careful and obvious rigging Sam wins the Gumball. Guilt eats up Sam and he squeals on himself. The redrawn has Jasper winning.

Meeting Adjourned – 9:03 it's over.