

# THE OCTAGON NEWS

Volume XXXIV No. 4

February 2005

On the Road with Dave McCann  
Dan and Colleen Juhl's New MGTF

## From the President

Ryan Looft

Well, here we are in the middle of winter. Before you know it, it will be April and hopefully we will be able to have our MG's out by then. We may have to wait until then, but a lot continues with the MGCC. When you get this, we will have had the Valentines Day party hosted again by the Gribler's. So thanks to them in advanced for hosting what will have been a lovely time. We also had our K of C Fish Fry back a few weeks. Let's just say that did not go too well and should make for a great topic of conversation at the next meeting.

I have some exciting news to report and that is that I have finally bought a house. It does not look like Mom and Dad will have to host this year's Holiday Party after all. When I started looking for a house, I really was not looking for JUST a house, but looking for garage space for more MG's also. I think I did pretty well. I ended up with a



North American MGB Register

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, February 23, 2005**

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## Upcoming Events

### Feb:

23 – Meeting (K of C Hall)

### Mar:

20 – TajMaGaraj

23 – Meeting (K of C Hall)

### Apr:

? – Tune-Up Clinic

27 – Meeting (K of C Hall)

### May:

21 – 2<sup>nd</sup> Annual British Car Meet (2<sup>nd</sup>  
Street Market – Dayton)

21 – 29 – Drive Your British Car Week

25 – Meeting (K of C Hall)

### June:

5 – “The British Return to Ft. Meigs”  
Perrysburg, Ohio

22 – Meeting (K of C Hall)

### July:

17 – All-Ohio MG Meet, at Highbanks  
MetroPark just north of Columbus

house that has a two car garage and a 24 x 40 building that has

- Continued on Page 2 -

three bays. For the next few weeks, I will be working on moving, unpacking and getting organized. I probably will not get to my email quite as often as I do now. So, if anyone really needs to get a hold of me, the best way would be my cell phone at (513) 252-4191.

We have decided not to have a pub run in February since we will be having the Valentines Day party. It looks like Skip is organizing a good get-together for us on March 20th at 2:30pm. It will take place at the TajMaGaraj where John Dixon houses his private Porsche collection. Since this will be a pub run, but not at a pub, it looks like the club will host snacks and beverages. More will be talked about this at the next club meeting. Keep this date open for this unusual club outing.

I know I am ready to get my MG out. Two months does not seem like it is that far away and it will be here sooner than we know, so get busy on getting those cars ready to drive!

## On the Road with Dave McCann

Dave McCann

My line of work tends to keep me moving around. Those of you who've known me for a while know this. The job I was doing in Corvallis, Oregon (I lived in Albany, Oregon, the next town over; both are in the Willamette Valley, 70 miles south of Portland) ended and I got to looking around for something else to keep me off the streets. For a while it looked like I was going to be working in Southern California again, but the client was having trouble getting their act together (all too common in this industry) and so I continued to look around. The newest and best project around looked to be in Richmond, Virginia, so I thought I'd see if I could work on that. Also, I'd been on the West Coast for a while, so I thought Richmond might be interesting. It took awhile for this project to start, but now that things are together I find myself in Richmond and things are good. It's been a couple of months since I packed everything up and left Oregon, so I've pretty much settled in now. I left one MG on the West Coast (pretty much had to; Just Don't Ask), but the other one is now in Virginia (not counting the one I share with my father, that's still in Ohio).

I originally had planned to flat tow the MG (my white '64 MGB) behind my truck, but my father suggested that he fly out and drive the truck and I could drive the MG. I had not ever towed the MG with the tow bar and had only just gotten some brackets made to hook it up; it was going to be several thousand miles; it seemed like a large gap for Murphy to jump in. Anyway, my father likes driving as

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much as I do and there would be ample opportunity to see a fair portion of the country during the trip (quite a lot of the country).

My schedule wouldn't allow too much leeway, but the timing was right to allow one final excursion on the West Coast. The last Saturday in August is the annual open house for the LeMay Collection. Let me step in here and tell you a little about Harold LeMay. Harold started buying cars at some point in his life and really never stopped. I also heard that he never sold any, not a single one. He ended up with over three thousand vehicles when he died back in 2000 (at 81). Among other things, he had more fire trucks than any single municipality in Washington. His wife and children have kept the collection going, and while they have started selling cars (parts cars and cars in need of significant restoration) they have also continued to buy cars. They, and the LeMay Foundation they put together, have opened part of the collection to guided tours and they are in the process of building a Museum in downtown Tacoma to house some of the collection. Once a year however, they open up not only the part of the collection housed at the Marymount Academy, but also the family's house. The party goes on all day, and they have buses to shuttle people from one location to another. There is really no way for me to adequately describe the collection, but I've got pictures so ask to see them sometime when I'm back your way. Or go see it for yourself, if you can get up that way.

Getting back on track, my father flew into Seattle the morning of the LeMay party and I drove up and picked him up. We spent several hours looking around; he shot video; I took pictures; and then we drove back to my empty apartment in Albany. The movers had packed and loaded the day before, so all I had left was my computers and couple of inflatable beds (they're very comfortable, and they pack well). We packed up the remaining stuff that evening and the next morning and then set out for the Oregon coast.

The route we were to take is not what you might first expect, based on our starting and ending points. However, earlier this year I'd put Miata seats into the '64 MGB. The car is largely unmolested, and I originally intended to keep it original as possible. My current plan is not to do anything that can't be undone. I got the seats from a friend and he made adapter plates for them, so they bolt to the existing holes in the MG. (My, it's just that easy to get off track.) The Red MG in Ohio also needed seats, and it's far easier to justify modifying that car. So I found a pair of pristine Miata seats in Phoenix, and I figured I could just go by there on my way east and pick them up. I made these plans before I knew I was going to be dragging my father along (I mean on my wild out of the way seat buying excursion, not on the trip in general; he volunteered for that much), but as the seats were a birthday present for him, he didn't complain too much. So the route included San Francisco, Los Angeles, Phoenix, Flagstaff, Grand Junction, and Omaha (more on that later). And it nominally started in Seattle, as we had been there just the day before leaving Albany.

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So starting the actual trip (instead of the warm up trip, the day before), Sunday morning we were headed for the Oregon Coast on US20. We got out to Newport, Oregon and then headed south on US101. If you've never driven on the Pacific Coast, there are few places that aren't worthwhile. There are some times of the year that can be foggy, but this wasn't one of them. I've been fortunate enough to drive all of the Pacific Coast (in an MG) from Del Mar, CA (north of San Diego) all the way up and around to Olympia, Washington (US101 has no northern end; look it up; I've got pictures of US101 East and West signs, but not from this trip). We had lunch in Coos Bay and ended up a couple of hours north of the Bay Area Sunday night in Ukiah, CA.

Monday morning we continued down US101 and stopped at the north end of the Golden Gate Bridge. I've been spending time in the Bay Area for many years (before and after I lived there for several years). The bridges in the Bay Area have tolls in one direction (away from the East Bay and toward San Francisco). This makes it convenient, if you're staying in the East Bay to pay the toll on the Bay Bridge; spend time in the City; cross the Golden Gate Bridge; spend time in Marin; and cross the Richmond-San Rafael Bridge to return to the East Bay. I've done this for years. Up until this trip I'd never paid to cross the Golden Gate Bridge (yes, I'm cheap). It turns out that it is worth going south across the GGB, even if there is a toll in that direction. The view of the City is spectacular.

After crossing the bridge, we continued down through the Presidio and the Park and through the western part of the City, picked up I-280, cut across I-380, and then continued down US101. We needed to stop in San Jose so a friend of mine could help me install a temperature gauge. (I thought it might be useful going through Arizona.) That took an hour or so, and then we continued on down US101 to Gilroy (avoid Gilroy in an open car unless you like Garlic) and took CA152 out to I-5.

If you ever find yourself out in the middle of California around lunch or dinner time you might see if you are near exit 333 along I-5. The road is CA198 going between Coalinga, Lemoore & Hanford, and there's a place right off of I-5 called the Harris Ranch. This is absolutely the best beef for quite a number of miles in any direction. I think it's about 200 miles from both LA and San Francisco (in different directions), so it's hard to justify unless you're already going from one to the other. They also now have a hotel and an airstrip on site, so either of those might make it a more attractive proposition. That, and they move the feedlots several miles away!

After dinner we continued south and ended up staying in Ontario, CA. There's a reason for that particular place to stop, but I'm trying to keep this story short (yea, that's a joke). Tuesday morning we got up and headed for Phoenix and a pair of Miata seats. In case you are ever inclined, allow me to strongly suggest that August is not the best time of year to be driving through southern Arizona. A couple of years ago I drove around southern Utah and northern Arizona in early September. It rained. A lot. I complained about that quite a bit, and actually was worried that it might occur again. Be careful what you wish for, they say. Yes indeed... This Was Worse. There were no clouds at all (actually there were a few clouds, but they were staying out of the way of the sun for some reason; and they were small, so they wouldn't have done much good anyway). It was around 105 in Phoenix. We drove through over 100 degree weather for three or four hours.

I probably should have put the top up, but I've got this thing about tops on MGs.

We found the people who were holding the seats for me (got a bit lost, does the term sun-addled mean anything to you), and after finally getting there and getting the seat we decided to wait out the rest of the afternoon in air-conditioning. Late that afternoon we headed for Flagstaff. Altitude and sunset conspired to improve the day significantly as we proceeded from Phoenix to Flagstaff. We had a little scare with the truck, as it was smoking intermittently going up the grade from Phoenix. (The MG was fine; the back

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up vehicle had trouble; go figure.) Because of this we decided to stop in Flagstaff so we could visit a Ford dealership the next morning.

My father and I had been through Flagstaff twelve years ago and ate in a nice little Italian restaurant. It was good place, so we went back. It was good this time also. Wednesday morning I went by the Ford dealership and their 5minute opinion was that it was probably just a combination of the heat and the grade (and it had always burned a little oil; all my vehicles do), but if I wanted them to look at it they could get me in the day after tomorrow.

We decided to risk it with the truck and press on (Flagstaff is nice, but not that nice; and we had a schedule to keep). After that, still early Wednesday morning, we headed for Monument Valley. Dad wanted to stop at Goulding's Museum and Trading Post. It's been there longer than they've been shooting movies in Monument Valley, and there's a building there that was in some of the movies (it was John Wayne's house in one of those movies). From there we continued on up through Utah toward I-70 (along US191 primarily). Along US191 we went through another town where we stayed several years ago (the same trip twelve years ago, as mentioned above). The interesting thing here is that Dad and I had argued for most of those twelve years about which town that was. Turns out we were both wrong.

Further north into Utah, there's a stretch of road that runs along the Colorado river just south of I-70. The routing software said it would make the trip several miles shorter, but also several minutes longer. It seemed like it might make an interesting interlude. As it turned out it was well worth it. The canyon there is not as deep or wide as other parts along the Colorado River, but as you're at the bottom looking up it gives you a different perspective. It's called Utah Rt. 128 if you're interested.

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We spent Wednesday night in Grand Junction, Colorado (more or less), so we could experience the Glenwood Canyon stretch of I-70 during the day. I'd driven this road several years ago, but at night. It was quite spectacular even at night, and so it'd been on my list of things to see since then. It didn't disappoint. I-70 curls in and out along the canyon bottom, just above the Colorado River and in and out of tunnels. The westbound lanes are cantilevered over the eastbound lanes to fit four lanes of freeway into the canyon. From there I-70 proceeds up to the Eisenhower Tunnel, to cross the Continental Divide. We then continued on down into Denver and then followed I-76 toward Nebraska.

Let me make another slight detour at this point to mention that several years ago my father had mentioned that he'd been in every one of the continental United States except for Washington and Oregon. If you've been keeping track, you'll note that this trip included both of those already. Somewhere along the trip he mentioned that he couldn't recall ever being in Nebraska. It was probably when I mentioned that during the trip several years ago when I drove the '70 MGB from California to Ohio and then back to California, I drove completely around Nebraska without going in. Because of this, and because Kansas presented no great attraction, we drove through Nebraska. I'm not saying Nebraska is better, but it is different.

After that, we finished the trip to Ohio by going down I-74 to Indy and then back on I-70 to Springfield. There was a stop at Skyline in Indianapolis (we are both aficionados of Cincinnati Style Chili, and Skyline is our favorite). I was in Springfield for several days, before continuing on to Richmond in the truck and moving in (with my computers and an inflatable bed). I was there a week before the rest of my stuff arrived. The two days in a mostly empty apartment before the cable and Internet were installed were kind of boring.

A couple of weeks later, I flew to Ohio so Dad and I could drive the MGs (two for the first time) to Indy for Indy British Motor Days. This is a nice event. They put on a gimmick rally on Saturday and a nice show on Sunday that attracts four or five hundred cars. We've come in as high as second in the rally, so we expect to finish well. We didn't do so well this year, coming in 10th, so we'll have to work on that next year. The weather was nigh unto perfect this year, so it made a very nice weekend.

I spent Sunday night at my Parents' house, and Monday I drove the '64 MGB to Richmond. I went down US35 to Charleston, West Virginia, and then took I-64 to Richmond from there. I did make one excursion (not counting the detour for high water in northern WV) when I drove through Fayetteville, WV to drive across the New River Gorge Bridge. It's the largest single-span steel arch bridge in the Western Hemisphere (was the world up to last year), and the second highest in the US. You can't see much of the bridge when crossing it, but the view of the gorge is spectacular. There's a park service visitor's center on the north rim that has places to get a good view of the bridge.

From there it was just to follow I-64 into Richmond,



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and parking my old MG in my new garage. You can see pictures from the trip at <http://David.McCann.ws>; there are links at the left side. Look for Road Trip 2004. Other pictures can be seen here also.



## Sneak Preview... the Juhl's MGTF

**D**an and Colleen Juhl joined the club last summer after attending the British car show at 2<sup>nd</sup> Street Market. Dan finally found his new pride and joy, a beautiful silver-gray MGTF. The car was restored by the previous owner and had been in storage since the restoration was completed nearly ten years ago. We know they'll have a great time in it, and we're all looking forward to seeing it this summer!

## Classifieds

**For Sale:** 1960 MGA. The car is in storage in Bloomington, Indiana, and ran in 2000 before its placement in storage. This is a project car, in need of complete restoration. The car is all original, and dearly needs some TLC that we are unable to provide. David Fitzgerald, [em4lr@yahoo.com](mailto:em4lr@yahoo.com)

**For Sale:** 2 1979 MGB roadsters. They are on my website at [www.theoldphotocompany.com](http://www.theoldphotocompany.com) click on the "view our images" tab, then the 1979 MGB Roadster. Denny Scales (951) 679 0883

**For Sale:** 1949 MG TC, TC9690, This is a nice, clean driver. It is in excellent mechanical condition, and I estimate that the car has only covered 78,000 miles since new. Starts and runs well, with no issues or problems at all. The car is solid with good wood, has recent black paint, and the chrome is excellent. The interior is beige. The car was originally a home market car that was brought over from England in 1976. The car is complete with all accessories, such as original tool kit, jack, etc. Pictures are available upon request. \$17,500.00. Randy Kegg, 410-592-3733, or [Randell\\_Kegg@msn.com](mailto:Randell_Kegg@msn.com)

**For Sale:** 61' MGA Roadster & a 76' MGB Roadster. The MGA is a basket case (fully dis-assembled), and is very rough. However, many parts are in good condition. This car could make a good project for the serious collector. I would be willing to part out the car or sell it as a whole. The car has been in my family for over 30 years. Unfortunately, rust caused the frame to break, but I do have a solid frame for replacement. The 76' MGB is also pretty rough, but it is solid, and could be restored easily. Contact Charles Falletta at [cfalletta@sbcglobal.net](mailto:cfalletta@sbcglobal.net)

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**For sale:** 1979 MGB, 98k, stainless steel exhaust, Weber carb, good and reliable running, but needs both front wings, door rocker panels, painting etc. etc. to make it look nice. \$1400 obo. 513-266-6407 or deckel@emag.de

**Wanted:** Pair of seat frames for MGB MkI (1962-68). Dieter Eckel, deckel@emag.de Tel. 01149-1727341572 (I will call you back!)

**For Sale:** Red 1970 MGB chrome bumper w/ wire wheels, toneau cover, and new clutch. Runs well. 90,000 miles. \$3800 firm. 426-2257.

**For Sale:** Beautiful 1957 MGA 1500. Body and interior completely restored (both red). Spoke wheels with a white soft-top. Runs great, but if going to be a daily car I would suggest a good tune-up. Needs new left-front spring, speedometer tune-up, and an owner who can truly appreciate this car. Asking \$10,000. Rob Zimmerman (Delaware, OH) 740-368-9260.

**For Sale:** 1951 MG TD. Interior needs a little work, but otherwise in great shape. Runs well. Yellow with dark brown interior. New top. Located in Centerville. \$15,000. Dave Westbrook, 885-7492.

**For Sale:** Beautifully restored MG TD. Originally a California car that I had shipped here years ago. Also lots of parts that have been in boxes for years. Call Stewart A. Smetts, 513-608-2890, or sasmetts@fuse.net

**For Sale:** 1977 MGB, wine color, vintage racing wheels, Weber carb & header, new dashboard, new carpet and seats, Grant Wood steering wheel, AM/FM cassette, no rust, hard top (needs refinishing), overdrive, all original spare parts (wheels, carb, steering wheel), convertible top has some tears. \$5995 OBO. 937-672-0736.

**For Sale:** 1953 MGTD, partially restored by late husband. Large supply of new Moss replacement parts, including new seat covers, new bumper and a new convertible top in Moss Motors boxes and other new things that I don't know what they are. There are two grills in addition to the new one on the car, the original grill, and a 2nd grill that looks pretty new to me. Tires are now flat from sitting for so long. I have the spare tire for back rack also. The engine was rebuilt and the frame stripped and painted and partially reassembled. The fenders, doors and back rack look like they've been stripped / sanded but are not repainted. He repainted the car red (the color of the car when he bought it) although it looks like it might have originally been yellow. Nuts and bolts etc. are in labeled baggies. I have a picture journal of

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the teardown/restoration; most are Polaroids and are too dark to scan. Asking \$8000. Linda Waymire, Lafayette Indiana, Lwaygirl@aol.com, phone: 765-447-6084 (evenings/weekends)

## Minutes From January 26<sup>th</sup>, 2005 Meeting

Carole Looft

The meeting was called to order at 8:00 p.m. sharp!!

**President's Report** – Ryan thanked Sam & Diana Hodges and the girls for hosting a wonderful Holiday Party in December. Sam and Diana responded that they would never be doing that again!

The minutes of the November meeting were approved.

**Vice President's Report** – Skip shared an article from the January issue of *Classic Motorsport* magazine that ranked the 50 Greatest Sports Cars. The MGB was ranked #1, with the Midget at #9, and the Mini coming in #10. (Did they even list Triumph?) Skip also brought along a new book by David Knowles, *MGB W/MGC*. A good book to take a look at. Skip reported that everything is in the works for BCD. There will be added classes this year, and a club participation award. They are working on redesigning the t-shirt logo. The Pub Run is set up for Sunday, Jan. 30<sup>th</sup> at Harrigan's.

**Treasurer's Report** - Dave reported that we have \$3,819.90 in the treasury. We collected \$166.50 in membership fees, \$10 in regalia sales, and spent \$8.93 for membership reminders.

**Membership** - Carole reported we have 83 paid members. 29 'reminder' post cards were sent out in December.

**Sunshine Committee** - Carol Estell had surgery on both of her feet. Jasper Cemino is recovering from a respiratory infection. Cory Cooper reported that Sara's ultra sound showed that the twins will be girls. News of the death of Linda Wolfe's brother was reported.

**Activities** - Tim reported on upcoming Fish Fry, Pub Run, Valentine Party, and next meeting on February 23<sup>rd</sup>.

**Old Business** - The Valentine Party on Feb. 12 at the Gribler's was discussed. Time will be 6:30 and bring a dish to share – Ron will e-mail the reminder along with a map to members.

Skip talked about John Dixon's Porsche museum and his Taj Ma Garage. We are planning on March 20<sup>th</sup> as the date to see it. The club will be providing snacks and beer. A host gift was discussed, and Bob Charles volunteered one of his decorative barrels. The club will re-imburse.

**Beer break at 8:35**

**Meeting resumed at 8:52**

The Spring Drive was mentioned, with Dave McCann as the coordinator for that – No date has been set yet.

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Terry reported that new name tag blanks should be arriving soon.

**New Business** - Fish Fry sign-up sheet was passed around –

We will not be having a Pub Run in February.

The 2<sup>nd</sup> St. Market show to benefit the British Museum of Transportation was mentioned. Date is May 21<sup>st</sup>. More to follow.

Tune-up clinic will be at Steve Miller's again this year - Bill Hammond is overseeing that – no official date as of yet – but will be in the middle of April.

Bill and Ron will be planning the Fall Tour.

Concours D Elegance is scheduled for Sept. 18<sup>th</sup> – the Oldsmobile and cars of Italy will be the featured cars.

**For Sale** - Bob Charles has some MGA parts for sale.

Steve Powell has some MGC parts for sale

Gary Kinney has a 1979 MGB for sale

**Gumball Rally** – won by Jayne Powell

**Meeting adjourned** - 9:12 pm

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Steve's latest "Pet of the Month" picture was deferred to a later date thanks to Dave McCann's great story. Keep up the terrific work!