

THE OCTAGON NEWS

Volume XXXV No. 7

May 2006

Is your MG ready for Gatlinburg?

and more valuable stuff!

From the President

Skip Peterson

It's official: DRIVING SEASON is here! I just picked up a new set of tires for my B, and I was amazed at the old Firestones that came off. They looked just fine, plenty of tread, sidewalls appeared OK, but the truth is problems lurk where you can't see. First off, the rubber is rock hard, just plain old, since these tires were manufactured in 1987 even though I purchased them in 1990. Looking deep into the tread, there were cracks in the rubber, small lines that run throughout, showing deterioration. The inside walls of the tires were also cracked, which is the issue, they can separate at speed. Since we don't often unmount the tires to check the insides, I'm glad I have a new set. I also had the chance to give the wheels a good cleaning and a fresh coat of paint.

Dave Gribler shared his road trip check list with us, and it's a good idea to use that list now to make sure your car is ready for driving, whether you're going to Gatlinburg or not! Print it



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, May 24, 2006

MG Car Club Officers

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8	Minutes from the April Meeting

Upcoming Events

May:

20 – 3rd Annl 2nd St. Mkt Brit Car Show
21 – BDC in Columbus
24 – Meeting (K of C Hall)
27 – June 4 – British Car Week

June:

4 – TajMaGaraj Car Show at Delco Park
4 – British Return to Ft. Meigs
(Perrysburg)
21-25 – MG 2006 – Gatlinburg, Tenn
28 – Meeting (K of C Hall)

July:

9 – Cincinnati Car Show – Fairfield OH
26 – Meeting (K of C Hall)

August:

5 – British Car Day – Eastwood Metro
Park
19 – Mid-Ohio
23 – Meeting (K of C Hall)
27 – Summer Picnic at Dick Goodman's

out and tape it to the garage wall and spend a day checking everything on it. It'll make the summer more fun.

The British Meet at the Market will likely be going on when this is delivered, so I hope I saw you there. The Taj Kruezers Car Show is coming up on June 4th at Delco Park. There are two classes for British Cars, so go to www.tajmagaraj.com, click the link for Taj Kruezers Speedfest and register. You can also register the day of the show. It's a fun, low-key event, which is very similar to BCD and the proceeds benefit Ronald McDonald House.

I've had an e-mail that the grille badges will be delivered in the next week. That means they should be at the next meeting, ready for pick up. I'll send an e-mail confirming that when they arrive. That should draw a crowd to the KofC Hall. Also on the agenda for May is the final planning for the Gatlinburg trip. Sources close to MG2006 report over 1000 cars registered, so we should be having some fun. I think we should plan an informal meeting at the end of the regular meeting just for folks heading to Gatlinburg. Graham Cooper will have a plan for the route, or at least a solid outline, and we should get an accurate count of who's going, and gather cell phone numbers, etc. so we can be prepared.

One final note. For many, this newsletter is your main link to the club. It is a thankless task, but one that Steve Markman, and the "mailer", Joe Hooker, complete every month, on time. I receive some newsletters from other clubs in the US, and you are holding one of, if not THE BEST monthly publication for MG Clubs. It's well designed, includes photos that you can actually see, and is full of useful info and dates. Steve and Joe- THANK YOU!

See you on the 24th.

Welcome New Members

Carole Loofft

Mike Rowles 6599 Deer Bluff Drive Huber Heights, Ohio 45424 (937) 669-2496 1972 MGB dw7360@netscape.net	Jimmy Cooley 1515 N. Belmont Ave Springfield, Ohio 45503 (937) 360-3151 1973 MG Midget	Bruce & Pam Schieman 5383 North St. Rt. 48 Lebanon, OH 45036 513 331-4851 1979 MGB SchiemanandAssociates@yahoo.com
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Don't Forget Columbus BCD

Skip Peterson

This is **short notice** (maybe even too late), but don't forget the 22nd annual Columbus BCD show for this year. It is scheduled for May 21, the Sunday after the show at the Market on the 20th. One of the nice things about it is there are nine MG classes: T and earlier; A and Magnettes; and 5 classes for B (chrome 62-71; chrome 72-74; B-rubber; B-GT; and B-V6&V8), and MGC. Info is available at <http://members.aol.com/britsatmetro>. It was a fun drive over last year on old route 40 and up 42 past the Der Dutchler restaurant to Plain City and into Dublin on 161...avoiding the interstates. It might be a good event for the club if any are interested!!

Roster Update:

New e-mail address: Steve.Veris@sbcglobal.net.

Road Trip Checklist

Dave Gribler

The following Road Trip Checklist was borrowed from an old issue of MGA! magazine. I have been using and revising this list to prepare for our annual NAMGAR GT.

Tune-up:	Replace plugs, cap rotor, points and condenser Check timing
Engine:	Check that the vacuum advance is still hooked up and working Adjust valves Clean carb chambers & pistons
Cooling system:	Check the fuel line Check coolant level. Check pressure cap seal. Check the hoses (radiator & heater) for cracks & softness.
Lube:	Engine oil & filter change Oil the generator Lube the distributor Check carb oil levels Chassis lube Repack wheel bearings Check transmission & rear axle levels Check rack oil
Brakes:	Check front pads Check fluid level in the master cylinder Look for leaks Check the three brake hoses
General:	Battery electrolyte levels

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- Battery terminals & clamps
Shock absorber fluid levels
Fan belt tension & condition
Tire pressures (remember the spare)
Fuel pump for leaks
The electrical connections at the coil, distributor and fuel pump
Exhaust system is securely mounted
The front suspension hardware is secure and that the A arm bushings are OK
- Weirdies:** Tighten nuts on the rear axle U bolts
Check choke and throttle cables are not frayed
Clean the fuse contacts in the fuses box
Check front and rear shock absorber mountings.
Lube the drive shaft U joints & check for wear.
Look for leaks at the hose between the engine & oil gauge pipe
Make sure wipers work
- Tools:** Teeny screwdriver (for side terminal distributor cap)
Torque wrench
Mechanic's gloves
Scraper
12V work light
- Parts:** Fuel pump
Plugs, points, condenser, coil
Generator brushes or whole generator
Voltage regulator
Fan belt
One of both kinds of radiator hose
A piece of heater hose long enough to bypass the heater
35 amp fuses
A bike gear cable (for throttle/choke use)
Head gasket set
Tube of hand cleaner
PB Blaster
Old bath towel
Freeze plug (expanding emergency type)
Carb parts assortment
Name tags
Duct tape
Rain-X
Nut/bolt/clamp assortment
Crimp connector assortment
Wire
2-way radios
Antenna flags
- Other Stuff:**

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Voltage Regulators 101

Bob Jeffers
MGT Northwest Register
(used without permission,
but I don't think he'll mind)

I get a lot of questions that tend to indicate that a lot of British car aficionados don't really understand much about how a voltage regulator is supposed to work. They seem to know that it should keep the battery fully charged. But how it does it and what are the signs that it is doing it properly? Hopefully this little blurb will enlighten many of the readers. The descriptions are for either positive or negative ground systems, where there could be confusion I have tried to phrase it in such a way that it will be clear.

First, let's talk about the standard Lucas Regulator that our cars came equipped with. It is a relay type, as were all regulators from the period before transistors were invented. The two relays are: a cutout relay whose function is to open the circuit between the battery and the dynamo when the dynamo is not turning fast enough to charge the battery, and a regulator relay. The cutout relay has a voltage coil and a current coil. The current coil is wound with large diameter wire; the voltage coil is wound with very small diameter wire and has a resistance of about 140 ohms. The voltage coil is connected across the dynamo, so that when the voltage output of the dynamo increases enough, the magnetic field becomes strong enough to overcome the air gap and spring tension holding the relay open. When this voltage is reached, the relay closes and the dynamo is now able to charge the battery. After the relay closes, as current starts to flow from the dynamo to the battery, it passes through the current coil. This coil is wound and connected in such a way that the current flowing into the battery pulls the armature down harder which causes the contacts to make a better low resistance path from the dynamo to the battery. This prevents heating of the contacts and lengthens their life. Also, when the dynamo slows down, the current will flow through the current coil in the reverse direction, which will help the spring open the relay and stop the flow of current from the battery to the dynamo. As the dynamo turns faster, it will generate more voltage and put more current through the battery. This is fine up to a point. But if allowed to go too far it will cause the battery to boil and evaporate water from the electrolyte, eventually exposing the plates to the atmosphere, which will destroy them. To prevent this, the second relay is used.

This second or regulator relay has its contacts normally closed. Connected across the contacts is a large (physically) resistor that connects the field coil to the output terminal of the dynamo. When the voltage is below the desired point, this arrangement insures maximum output of the dynamo. When the voltage reaches the desired point, the relay opens, putting the resistor in series with the field coils and reducing the output to a very nominal level. Also when the points open, the magnetic field of the coils collapses, creating a large voltage. This is how the high voltage in a spark coil is generated. The resistor absorbs this voltage surge to prevent excessive arcing and sparking at the contacts of the regulator relay. So the resistor serves two purposes: absorbing the voltage surge and setting the low nominal level of output. Of course when the relay opens and the dynamo reduces output, the regulator relay contacts will close again and the cycle repeats. On these original regulators, I have measured the cycling of the regulator relay, at between 50 and 60 cycles per second. Adjustments for the spring tension are provided on each of the relays so that the point at which they operate may be set where desired. As you can see there are a lot of variables, spring tension, air gap, etc., besides their age, that will affect the point at which these relays operate.

With the miracle of modern solid state electronics we can have much more precise control over when and how the operations described above occur. As a for instance, with the relay type regulator, a reverse current of up to 8 Amps can flow from the battery to the dynamo when the dynamo is not turning fast enough. This not only discharges the battery but it heats up the dynamo--not a good thing. With solid state we use a diode as the cutout. When the output of the dynamo is higher than the battery voltage, current can flow from the dynamo to the battery. When the

battery voltage is higher than the dynamo output--nothing. No reverse current can flow at all! To establish the voltage set point we can use an integrated circuit which produces a precise, temperature compensated, voltage and compare the voltage across the battery to it. We can amplify the difference and control the charging voltage with the amplified output. To limit the current we can concentrate the magnetic field that exists around the wire carrying the output of the dynamo in a ferrite toroid. Then apply that magnetic field to an integrated circuit. The output of the integrated circuit can then be used to control the dynamo output so that its rated current is never exceeded. This makes it almost impossible to burn out the dynamo.

We said that the voltage set point was derived from a precise, temperature compensated integrated circuit. Fine, but since the 1930s the voltage set point has been made variable according to the ambient temperature because the battery wants to be charged by a slightly higher voltage in the cold weather and by a slightly lower voltage when the ambient temperature is higher. Nowadays we can get resistors that vary their value according to the temperature. These resistors can be incorporated into the voltage set point circuit such that we can achieve almost any degree of change desired with temperature.

What we did not yet explain is how with the relay type regulator we get anything but full output or next to no output. That is done by the time that the relay spends open vs. the time it spends closed. These pulses of full output are averaged to the value we need by the timing of the "ON" pulses. If they are 100% ON then we get full output. If they are ON 50% of the time then we get 1/2 output. Well, in the solid-state circuit we do the same thing, only more precisely since, among other things, we don't have that big resistor limiting the lower charging rate. The rate of the full output pulses is constant in the electronic version, the early versions running at about 130 pulses per second. Later versions will run at about 500 pulses per second. The width of the pulses is changed to affect the variation in averaged output required. Even the early versions were fast enough to nearly eliminate the flicker in the ammeter by the fuel pump pulsing.

This conversion has been designed so that no changes to the wiring harness are required and the appearance of the regulator is unchanged (it's a stealth conversion). Any British car using a Lucas regulator can use one of these conversions. By means of jumpers on the printed circuit board we can set



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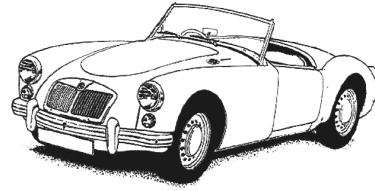
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it up for positive ground, negative ground, 6 volt, 12 volt, “hot” field or grounded field. We only need to know the system voltage, polarity and the current rating and field circuit of the dynamo it will be used with.



Classifieds

For Sale: 1969 MGB-GT. Replaced floor boards and exhaust system. Rebuilt engine. Body in very good condition...paint stripped, etched primed, primed, one light coat of acrylic enamel paint....to protect body. New front wind shield, car cover, and carpets still in boxes. Wire wheels started to be stripped and repainted. 4 bad tyres removed and ready to have new ones installed. Spare tyre is in good condition. Car up on blocks in carport. Asking \$1000. hmeis92099@aol.com.

Looking For: Club member Vickie Gearhart is looking for a set of original wheels for her 77 MGB. Anyone with a set for sale, or who knows where there is a set, please drop her a note at Gearhart@oakwood.oh.us

For Sale: 77 MGB with 74 engine. Runs well. Nice body with red paint, black interior in good shape, needs some wiring work. Owner paid \$5000, put in over \$1000 in repairs, asking \$4500. Owner passed away and widow can't drive a stick / helping widow sell car. Contact Roy Owens at (937) 623-5772.

Looking For: MG TF. I'm not a dealer - personal use only. Jay Moszynski, Cambridge, Ontario, 519-650-3263 (home), 519-653-4482, Fax: 519-653-4637, Jo.Moszynski@wcdsb.edu.on.ca.

For Sale: '61 1600 MGA. Has been stored for the past three years and runs great. Wire wheels and a hard top. Only thing wrong is that the heater leaked while in storage and damaged the paint in the engine compartment. Asking \$5,500 as is, or an extra \$400 to have the paint fixed. Dave Frances (former MGCCSWOC member), 1625 SR 121 South, New Madison, OH 45346 (SW of Greenville), 1-937-996-0229, NFrances@bright.net.

For Sale: 1971 MGB. The underside has been rebuilt with new brakes, front and rear suspension, new tires and wire rimmed wheels. The engine runs well. It does need some body and interior work. Located in Kettering OH. Asking \$1,350. Contact Mark Fussnecker, MFVACS@Prodigy.net or call 937-673-6357.

For Sale: Parts from a 1979 MG Midget, everything but the body--New Top. The car had only 18K miles on it when it was totaled. Located in New Paris, OH; call Don Stokes at (937) 437-1502.

For Sale: '78 MGB engine, and a '74 MGB 4 sped trans. Engine was running when pulled from car, but was using oil. Trans was working, but he has no idea about the internal condition. Asking \$200 for both. Located in Jeffersonville. Contact Randy Lovett at 740-426-6523 or on his cell at 937-604-3134.

For Sale: 1969 Red MGC/GT. Chrome Dayton wire wheels, new tires & tubes, new windshield, rubber, and trim. Overdrive. 513-267-1784 (cell) or 513-539-4643 (home).

MG Car Club Minutes, April, 2006

Sam Hodges

The April 26th meeting of the MG Car Club was called to order at 8:03 p.m. Skip was missing in action during those three minutes. Skip announced that we were safe tonight as Linda was going to take the minutes in Sam's absence. (I think that he said something like Sam writes between the lines.

Kathy Goodman forgot the papers for the treasurer's report and will e-mail them for the newsletter.

Grille badges – We have sold 110 of the badges that we ordered and have 10 left. They are to be shipped on the 30th of the month. We will have them at the May meeting.

Liability Insurance of \$248.00 is due. This includes \$30 for the one day coverage of BCD. Jim Cooley moved to pay and it was seconded by Bill Hammond.

Skip reported that a TR 2 sold at Barrett Jackson's Auction for \$97,200. Jennifer wants to sell the MGA when it is done and get it out of the garage.

Tune-Up Clinic – We had a great turnout with 25 cars. Some people actually worked on the cars. Thanks to Steve Miller for providing us such a great place to hold the tune-up clinic and Bill Hammond for getting the donuts (they were gone before I got there at 9:30) and coffee. He will get more next year! Ron Parks took many pictures and shared them with Steve Markman for the newsletter. Thanks!

Membership – Carole reported that we now have 99 members for the year. Bill Taylor and Bruce & Pam Schieman – 1979 MGB joined at the tune-up clinic and Mike Rowles – 1972 MGB roadster joined at the meeting.

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Our newsletter editor wasn't at the meeting and must have been at the goldfish meeting. Upcoming activities: April 30th – Pub run to O'Leary's at 5:00 p.m. It is on Rt.

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48 in Centerville

May 7th Austin Healey Swap Meet in Akron
May 20th – British Car Meet at the 2nd Street Public Market in Dayton
May 27th – June 4th – British Car Week
June 4th – Taj Ma Garaj Car Show at Delco Park
June 4th – British Return to Ft. Meigs in Perrysburg
June 21st – 25th – MG 2006 in Gatlinburg, TN
July 9th – Cincinnati Car Show (new location in Fairfield, OH)
August 5th – BCD at Eastwood Metro Park
August 19th – Mid-Ohio
August 27th – Summer Picnic at Dick Goodman's

Skip is helping with the Taj Ma Garaj car show and could use some volunteers. They will have a class for British cars. Louie asked Ron if they will have a class for Spitfires and Skip reported that they would if they could get it there.

Gatlinburg – Graham can't be here tonight. Diane contacted the Biltmore about having our picture taken with the cars there. We would have to be there at 7:00 a.m. and be finished by 7:45 a.m. If we have 20 wanting to go to the Biltmore Estate we can get a discount of \$36 per person. It is an 85 mile scenic drive. Most plan to leave on Wednesday morning and group together at the first rest stop in KY. We could have lunch in London or Corbin, KY. We can set up a couple of other stops to regroup. Where we have lunch is about 220 miles from Dayton and we would have 130 miles to go yet to Gatlinburg. We have a 3:00 p.m. check in so that should be about right. Louie is going to trailer his car with his truck so if you need more space for a suitcase he can help. Dick Goodman might also be driving his El Comino. Dave Gribler will share his check list to get the car ready with the club. Lois suggested that you pack in gym bags on grocery bags that will fit into small places. Lois also said that they found out that you can get 7 quarts of oil in the engine compartment of an MGA. Graham and Diane will not be coming back with us.

Beer break was called at 8:38 p.m.

Meeting continued at 8:52 p.m. Ops! The first lady just closed the door on our new member. Sorry, we don't use "new member." It should have been "recently joined."

Pub Run at 5:00 p.m. this Sunday at O'Leary's on Rt. 48 in Centerville across from the Elder Beerman store.

Sunshine Report – Nancy Johnson had viral pneumonia and while they were treating her for it they ran some more tests and found out that she had Mylar Dysphasic Syndrome which means that



Steve Markman's grandkids, Eli, 6, and Kara, 9, enjoy the cruise-in at McDonalds on Wilmington Pike last September

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she is low on white blood cells. She is taking chemo injections and hope they help her so that she doesn't get leukemia. A card is being sent around for you to sign for Nancy. We also found out that Carole Looft has been on crutches because her grand dog tripped her.

New Business – The chrome car club badge was sold for a belt buckle!

If you want anything embroidered with our club logo for the Gatlinburg trip bring it to O'Leary's this Sunday. The cost is \$8.00 and we should have them back by the May meeting.

Remember to pack your MG Car Club Antenna Flag to take to Gatlinburg. They are still available for \$5.00 if you need one. See Carole Looft.

Be sure to check your tires and breaks before the trip to Gatlinburg. Tires may look OK if they haven't been driven much but they won't last more than 6 to 10 years because of age.

For Sale – Steering wheel hub \$20 – The Roland & Diane Reichel still have many MG parts available after cleaning out their garage. They would like them to be gone this weekend. – Chris Hardy needs a trailer to move his MGA. Terry Looft will give him a call.

David McCann won a trophy from his Bay Area MG Club. It is a traveling trophy for Whatever the Hell Reason.

Gumball Rally was won by Phil Johnson.

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