
THE OCTAGON NEWS

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February 2003

More New Members!
MGB Meet in St. Louis

From the President

Ron Parks

Happy Valentine's Day! Spring is coming, believe it or not and the season is shaping up with lots of MG Car Club activities in which to participate. We'll need to schedule our annual tune-up clinic so we can get our cars ready to go. We'll try to settle on a date for the tune-up clinic this month at the meeting. I don't know about you, but it's been too cold for me to work in my garage this winter. There are several little things I must complete on my MG before spring, not the least of which is getting it back out to the body shop for fender repair from my deer strike. Hopefully March will be milder?

Plans are being made to travel to St. Louis in June for NAMGBR's annual event. "MG 2003" is to take place June 18th thru the 22nd. All models of MGs are welcome! One group from the club is planning on leaving Dayton on Wednesday June 16th and another on Thursday June 17th for the one day drive to St. Louis. So, take your pick of a Wed-

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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 Linda Wolfe 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 Feb 26, 2003

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Upcoming Events

FEB:

26 - Meeting (K of C hall)

MAR:

15 - St. Patrick's Party (Gribblers)

26 - Meeting (K of C hall)

28 - Fish Fry (6:00 K of C hall)

APR:

23 - Meeting (K of C hall)

MAY:

28 - Meeting (K of C hall)

JUN:

1 - British Car Show – Perrysburg

19-22- MGB Register – St. Louis

25 - Meeting (K of C hall)

JUL:

27 - All Ohio Meet – Columbus

AUG:

2 - BCD – Dayton Metro Parks

From the President (con't)

nesday June 16th and another on Thursday June 17th for the one day drive to St. Louis. So, take your pick of a Wednesday or Thursday departure to caravan with other MGs, make your hotel reservations and get set for a good time.

The monthly Pub Runs of last year seem to be a tradition now as the first one, to the Quaker Steak and Lube, is now history. We can look forward to several more Pub Runs this year.

All who worked the last fish fry, "Thank you!" And, thank you Mr. Fish Coordinator (Terry Looft) for reminding us all about the fish fry! We have one more on March 28th.

See you at the meeting on February 26th.

Editor's Note

Steve Markman

The spammers have been having a heyday with me lately...up to a couple dozen a day. I don't need a new mortgage, don't want to buy Viagra, am not looking for women or money-making opportunities, and I'm quite satisfied with the size of all my body parts. I've been getting quite ruthless in deleting all this junk (polite word for it). When sending items to me by e-mail, *please* make sure you put "MG" somewhere in the subject line so I don't miss it in a spam-deleting frenzy.

Meet our Newest Members!

By Carole Looft

New members John and Carol Campbell joined the club around the first part of December and some of us got to meet them when they were able to attend the Christmas Party shortly thereafter. The Campbells live in Loveland and own an Iris Blue 1965 MGB. John, who is a consultant by trade, is a cousin of Dave Estell. John and Carol found their car advertised locally and all the restoration work already had been done. That's probably a good thing for John, because he's already got another project in the works. He is in the midst of restoring a 1964 Mini Cooper. The Campbells helped us out at this last Fish Fry and they are known for having a fondness of Irish Pubs, or any Pubs for that matter, I'm told! I'm sure when the weather turns nicer we'll be able to get a glimpse of the car and we'll be seeing John and Carol at a lot more of our other club get-togethers. Welcome John and Carol and your MGB.

Fish Fry Thanks!

Terry Looft

We had a pretty good turn-out of volunteers for the fish fry on the 31st of January. Twenty one members came to help out and as always it seemed like everyone had a good time. The last fish fry of the season will be on March 28th, so

keep that date in mind. Thanks to everyone who came and helped. The more helpers we have make it easier on all of us.

Club Logo Embroidering

Skip Peterson

If anyone has anything they want embroidered with the club logo, bring to this month's club meeting.

MGB Meet in St. Louis

Terry Looft

I have checked on rooms for the MGB meet in June. There is only 20 rooms left (probably less by the time you read this) on June 19, one of the meet days. Please get your rooms now. If you think there is any chance of going make a reservation now! You can cancel a room reservation up to the same day. I don't know why this one day is full but it won't last long.

We are planning to leave early Wednesday morning and doing a one day drive to St. Louis. We will need rooms for June 18, 19, 20, and 21. We will head home on the 22nd. The hotel is the Sheraton West Port @ 314-878-1500. We have not blocked any rooms. You must reserve your own. This will be a fun trip. Lets have a good showing for our club. Any kind of MG is welcome. Lets show up those Emerald people!

Remember...a journey of a thousand miles begins with a broken fan belt and a flat tire.

From the MG Bulletin Board

...the question:

Does anyone have any experiences with anti-theft devices such as steering wheel covers/locks and handbrake/gear lever disablers? I'm just

wondering whether the bright modern yellow things actually fit an MG and if they are worth the money.

...the replies:

Put a GOOD cut off switch attached to the ground side and hide it up under the dash and use it all he time. No one unfamiliar with the car will be able to move it except on a flat bed. I cut it off there just like the ignition

Best & cheapest is to take the rotor with you. If you keep your car reasonably clean, it takes all of 30 seconds. You can probably do it in less time than it takes to get the Club out of the boot and there is no danger of damage to what ever. Doubt anyone is carrying a spare around with them like the old days.

Anti-theft devices such as steering wheel covers/locks ...I would be afraid some idiot would cut my steering wheel if I used one of these! I use a Battery Cut-Off and also have a "hidden" switch on my fuel pump. The Battery cut-off can be easily by-passed if they have a bolt. The "fuel pump" cut-off is my hope that if they hot-wire the car they will be able to start it...but it is not going to go very far till the floats run dry....hopefully they would then find themselves in an "uncomfortable" enough place that panic would set in and the attempt would be terminated. In speaking with my insurance agent, theft of these cars is rare compared to modern autos. I receive a 20% discount on my insurance for the 2 simple steps described above, so ASK your agent! "Rotor" is a good trick also but makes me wonder ...if they can't start it they might come back with a trailer and you might not know they tried to take it. Years ago we nearly "lost" a Bug-Eye that had a fuel cut-off installed....when people saw the thief abandon the car in the middle of the road one of them followed him to a local pub where he was caught. I stick with this method for that reason.

The fuel cut-off is perhaps one of the best anti theft devices for the money. If the car does not have fog lights installed (or if they are installed, but not used) the fog light switch on the dash can be used as the cut-off switch. It is an unobtrusive switch already in place, that anyone not familiar with the car probably won't even know it is a switch.

The Octagon News (February 2003)

Label up your spark plug leads with the slip on numbers available from auto shops. BUT - don't put the numbers on the leads in the correct order. When you park up swap over the leads so the numbers match - but remember the correct order. Even an expert, who would very quickly hot wire the coil and SU pump, wouldn't expect the leads to be transposed - especially since the numbers would appear correct.

An excellent deterrent is a switch to ground connected to the CB terminal of the coil. This effectively does the same thing as if the points never open. It's effective even if someone tries to "hot-wire" it. The wire from the coil to the switch is easily hidden, and the switch can be placed under the dash.

A VISIBLE locking device is preferable. Take a piece of pipe, suitable cleaned up and painted bright red, with one end flattened and drilled to suit a good quality padlock. Adjust the handbrake lever so it is on, facing the gear lever. Cut the pipe length to suit this lever, with the gear lever forward in first or reverse. With the pipe fully home on the handbrake, it needs to line up with the forward selected gear lever, and padlock them together. Cheap and very effective.

Register your car with a MG club Registra. Keep records of engine, chassis, gearbox, rear axle, speedometer, dynamo, etc serial numbers. If your car gets stolen, they are often broken up for parts. When buying parts from autojumbles, or individuals, check with the registra to see if it is a 'known' stolen item.

Etch the cars registration number on all glass components, this can be done quite small and not normally be noticed. A pen with a small industrial diamond tip can be used to do this.

Take good photo's of the car to fight your insurance company, who will value it at less then your 'agreed-value'.

British Car Magazine Changes Ownership

Motorsport Marketing, Inc., Publishers of *Grassroots Motorsports*, has announced their

purchase of *British Car Magazine* on January 30. *British Car* will be relaunched this spring as *Classic Autosport*, with *British Car's* Gary Anderson as editor.

Classic Autosport magazine will offer classic car enthusiasts more depth in its technical coverage and a wider range of classic performance automobile coverage – British, as well as European, American, and others. *Classic Autosport* will be all-color, perfect-bound and will start with at least 100 pages. In making the announcement, Tim Suddard, president of Motorsport Marketing and publisher of *Grassroots Motorsports*, said "As classic car enthusiasts ourselves, we have had a dream for over ten years of adding a classic car magazine to our activities. With the acquisition of *British Car*, we have the core around which to create the kind of magazine we have always wanted ourselves, in the same way we have built *Grassroots Motorsports*."

The expanded magazine will give *British Car* readers more tech features, emphasizing ways to improve reliability, safety, and performance of classic cars. In addition, *Classic Autosport* will be building its own project cars like those that *Grassroots Motorsports* is famous for building. Classic car meet and vintage racing coverage will be expanded. All of this will be added while the magazine will still maintain the enthusiasm for classic cars that *British Car* readers have come to expect.

The first project cars planned for the new publication include an MG Midget and Porsche 911, while the magazine will also campaign a pair of vintage racers: Publisher Tim Suddard will continue to run his Triumph TR3 at East Coast events, while Editor Gary Anderson will campaign an MGA on the West Coast.

The April/May issue of *British Car* will be the last one to carry the old name and logo. *British Car* readers will see no interruption of service, as they will be the first to receive this new and expanded publication. The first issue of *Classic Autosport* will be mailed in late May and on the newsstands by 3 June. The readers services number will remain the same: 1-800-520-8292.

MG Car Club January Minutes

Sam Hodges

MG Car Club Southwest Ohio Centre
Monthly Meeting Minutes Report
January 22, 2003

8:04 – President Parks calls meeting to order with details of his recent run-in with large woodland creatures (i.e. stories of the recent deer strike).

The Loofts were thanked for the wonderful Christmas party that they threw. (*I personally want to thank them for having it on the weekend that I was sick as a dog!*).

President Parks reported that most of the memberships have been renewed (the Motherclub, MGB Register, Insurance Policy, etc...) There was an issue as to the renewal of the MGA Register membership. Mr. Zeno was supposed to e-mail Pres. Parks with information relating to the membership chair of that club.

The Vice-President's report was not given as the Vice-Pres. was not in attendance. (*It has been decided that the Pres. and the Vice Pres cannot be in the same room anymore for security reasons. Should anything happen to one, their separation will ensure that the leadership of the Club will continue uninterrupted.*)

Louie Dipasquele motioned to dispense with the reading of the minutes from the December meeting. Ed Hill seconded the motion. Motion carried, minutes approved.

Treasurer's Report followed. Dave Estell reported with an itemized list that the club is currently in the black with a balance of \$2458 after the income from BCD was added to the balance sheet. Bill Hammond motioned to approve, Dick Smith seconded. Motion carried. Treasurer's Report approved.

Membership Chair Carole Looft reported on new members John and Carol Campbell of Loveland, OH, owners of a 1965 MGB. In a bold display of nepotism, John is the cousin of Treasurer Dave

Estell. Also new to the club are Dar & Mary Planeaux of Fairborn, OH, owners of a 1958 MGA. Also in attendance at the meeting was Ken Ellrick – here's hoping that I can report on another new member next month.

Mem. Chair Looft also reported that as of the last meeting the club has 70 paid members.

Sunshine report was next. Since both Linda W. and Jennifer P. were absent, we don't know how anyone's doing... The grapevine has it that Charlie Avery was last seen hightailing it for Florida, but we have no real proof of that since both Linda W. and Jennifer P. were absent.

Thanks go out to Joe Hooker who mailed January's newsletter. (Editor's note...don't forget the person who compiled all the input and assembled it into the newsletter!)

Activities Chair Tim Oricko was similarly absent (...*what's with all of the absences. You people act like it's cold or something...*). Similarly, we don't know if we missed any good car shows/cruise-ins that happened in January/February.

MG 2003 St. Louis was brought up and discussed briefly. It was pointed out that the British Car Museum website has a calendar of events which can be found at www.britishcarmuseum.org. Beer Break was called at 8:22.

The meeting was called back to order at 8:40.

March 28th is the next Fish Fry at the K of C hall – mark your calendars and plan your days accordingly.

Old Business was next on the agenda. Jeff Opt informed the club that the club website should be up and working by the time you read this (*or maybe not...*). The new website can be found at www.mgcars.org.uk/mgccswoc It was also brought up that this will probably change sometime in the near future, but for now, this is it. There was some discussion about the content that we should have on the website. A text version of the Octagon news, photos, tech tips and an event calendar were some of the items that were proposed by the club.

The Octagon News (February 2003)

Next was New Business. A caravan to St. Louis is being planned by Dave Estell and Terry Looft. Stay tuned to future issues for more details.

What used to be the Valentines Day Party is now a St. Patricks Day Party. This is planned for 6:00p.m. March 15 at the Gribblers' homestead in Vandalia.

Bill Hammond suggested a Pub-Run to the Quaker Steak and Lube in Fairborn across from Wright State. Hammond and Zeno want the club to fund and "exploratory mission" for the 2 of them so that they might check to see if the place is a "suitable location for a pub-run." (...like *THAT'S going to happen...*) The club decided that February 16th would be the date of the next Pub-Run and the entire club would try it out. It was pointed out that if we all drive MG's then the collective oil-leaks would keep any parking lot dust to a minimum.

John Zeno won the Gumball Rallye (again)

Ed Hill Motioned for adjournment, Charlie McCamey Seconded.

January MGCC meeting was adjourned (Sometime around 9:15).

Classifieds

FOR SALE: '49 M.G. TC; primrose/biscuit: '54 M.G.TF cream/red: both are very accurate older restorations complete in every detail plus ! '52 M.G.TD green/green, original except for top. Needs NO restoration! M.G.A red/black; fresh painstaking restoration. Inquiries to: blakatgal@aol.com or 513-539-7406

Bob Higgins. is selling his 77 MGB. He says that it is in excellent condition and has been a great car but he has to sell it. It has 29,000 original miles, has always been garaged and has new wheels and tires. Asking \$7,300.00. He can be contacted at (513) 988-0682 or (513) 317-2011. He also sent a picture which will be at the next meeting.

Looking to buy an MGB. Please contact Ray Flanagan, Cleveland Ohio, Tel.440-236-3985

'79 MGB for sale from second owner of the car, which is all original. 21775 original miles, pageant blue and in excellent condition. There is a small dent on one fender. Ron Hilen of Hilen Classic Cars appraised the car at \$8500, which is the asking price. Located in Troy. Susan Fogt, 937-339-3232.

1977 MGB. It is in very good condition. Also some spare parts. Steve at MG Automotive is familiar with the car. Contact Tom Williamson, twilliam@engr.udayton.edu.

White 1962 MGA Mark II for sale. New mechanicals, hydraulics, tires, interior, and chrome wires. Dry storage in Cincinnati. Call 937-339-7236, or dav_men@msn.com.

77 MGB, restored in 1995. Original owner. New metal/paint, interior, top, radiator, hoses and belts. Call Tom Padkea, 937-335-3137.

57 MGA Coupe, original, garaged, not driven since 1968, 42,000 original miles. Call Chris Kossoudji, 937-890-2958.