
THE OCTAGON NEWS

Volume XXXVI No.11

September 2002

Dues Due!

New Column...I Fixed It Myself!

From the President

Terry Loofft

Has it been a year already? It has gone fast, but we are coming to the end of my run as president. I hope it has not been too hard to put up with, but it was new to us having never done anything like it before, at times it could even have been fun. We (lots of help from Carole) did our best. Thanks for all the support from the membership, it's a group effort and that's why we have such a great club. So, I hope there will be a good turn-out for the Sept. meeting on the 25th. We will be holding elections for the upcoming year and as Matt and I can attest, you 'don't have to be present to win'!!! You may want to come to watch the excitement. The show season is all but finished, but we have the fall drive and this month's pub run to look forward to. The pub runs keep getting bigger and better. I think the fall drive is shaping up into a fun time also, don't forget to keep Sunday the 13th open for that. Remember, for all the gamblers at heart, there will be a poker run combined with the drive.



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 Sep 25, 2002

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WebPage.....
.....<http://www.car-list.com/carclub/mgbskip.html>
Online Club.....
.....<http://clubs.yahoo.com/clubs/mgcarclub>

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Upcoming Events

SEPT:

25 - Meeting (K of C hall)

OCT:

13 - Fall Drive/Poker Run

23 - Meeting (K of C hall)

NOV:

1 - Fish Fry (6:30 K of C hall)

? - Meeting (K of C hall)

Membership Info

Linda Wolfe

We would like to welcome the following new members:

James & Susan Conrad - 1972 MG Midget
436 Brett Drive
WPAFB, OH 45433
(937) 878-7829
Keydet78@cs.com

Dar & Mary Planeaux - 1958 MGA
408 Forest View Drive
Fairborn, OH 45324
(937) 878-6974
DarandMary@aol.com

As stated in last months newsletter, dues for the 2002-2003 year are due **now**. We have received membership dues from Conrad, Crabtree, DiPisquele, Eisenmenger, Gillenwater, Greenburg, Gribler, Hammond, Hoffmann, Jenkins, Kenny, Markman, McCann, Miller, Packer, Parks, Peterson, Planeaux, Rodgers, Shaneyfelt, Smith, Wasserman, Wolfe and Zorn. We ended up with ninety-nine memberships last year! Wow!

Remember if you want to run for an office or vote during the elections you dues must be paid! Thanks!

Johnson, Hooker Take Awards at Concours

Congratulations to Phil Johnson and Joe Hooker for their awards at this years Concours show!

I Fixed It Myself!

Steve Markman

This is a new feature for the newsletter that I hope will encourage everyone to help pass on tech tips, big and small. I don't think that any of our club members are professional auto restorers, but we all love to tinker (ya, right) with our cars. Isn't that half the fun of owning a classic car (well, maybe a quarter)? We've all fixed things, and we're all eager to pass along information that we learn to others. We may not know how to overhaul a transmission, but we've all found something amiss, identified the problem, and fixed it. Thus, the purpose of this article is to encourage members to pass along information on the little things they've fixed, improved, or just come to live with. You can be to the point, or drag out the story as I tend to do. I'll do the first story regarding a recent incident.

I've always bragged about how my 50 TD does not leak oil. A few weeks ago I finally arranged to take a friend for a ride. I pulled up on his brand new driveway, picked him up, and off we went for a spin. When we came back, I parked on the drive and we stood around a chatted for a few minutes. When I went to get back in, I noticed a big black puddle, perhaps six inches in diameter, on his spotless white concrete. Then we saw the drops all along his driveway and down the street as far as we could see. Embarrassed as could be, I lifted the hood to check the engine, apologizing profusely, explaining that **my MG doesn't leak oil**. We

looked around the engine compartment and couldn't find oil anywhere. Worse, the dipstick didn't even show any oil!

I started the engine to see if I had oil pressure. This time we saw oil pouring out onto the drive. I lifted the hood again and quickly found the source...the banjo fitting where the oil returns to the engine block. Oil was shooting straight down...not dripping...shooting!

I was afraid to drive the car home at this point, not wanting to have to stop and add oil every mile or so. My friend was gracious enough to let me keep the TD in his garage until I could decide what to do. He drove me home and we returned with my toolbox. I removed the rigid steel pipe that leads from the oil filter to the engine.

The part looks like a U-shaped pipe with a brass banjo fitting brazed to each end. I took the part home and jury-rigged a test jig with which I could pressurize the pipe. Sure enough, I found air bubbles coming through the weld on the engine side. I took the pipe to Ed Mosher at Kettering automotive, who brazed the part for me while I waited (I'm a regular customer with four other passenger cars...your service may vary). I also stopped by MG Automotive to get four new copper gaskets, but Steve Miller didn't have any in stock.

When I reinstalled the pipe, I realized why the weld had broken. The oil filter assembly is mounted to the side of the engine with a strap. Oil travels from the oil pump to the filter, then back into the engine through rigid lines. The strap holding the assembly had come loose. Obviously, not only the weight of the assembly, but also all of the vibration loads and the shock loads from every bump in the road was going through the welds. We'll probably never know why the MG designers didn't use more flexible lines to make the design more tolerant to a loose oil filter clamp. (If they had thought it out better, it wouldn't be British...would it!)

Anyway, I got it all back together a few days later, salvaging the original copper gaskets. A

minimal leak persists...the pipe always is oily, but there never is enough to drip on the garage floor. I don't know if the other weld might have a crack also, or if the copper gaskets might not have enough give left to them to seal properly. I have a small rag wound around the pipe, and will order a new set of copper gaskets and replace them this winter. If that doesn't fix the remaining drip, then I'll have the other banjo fitting rebrazed.

I now have an additional item to check in my winter maintenance...make sure the strap holding the oil filter assembly is snug.

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Ron's MGB Restoration Update

By Ron Parks

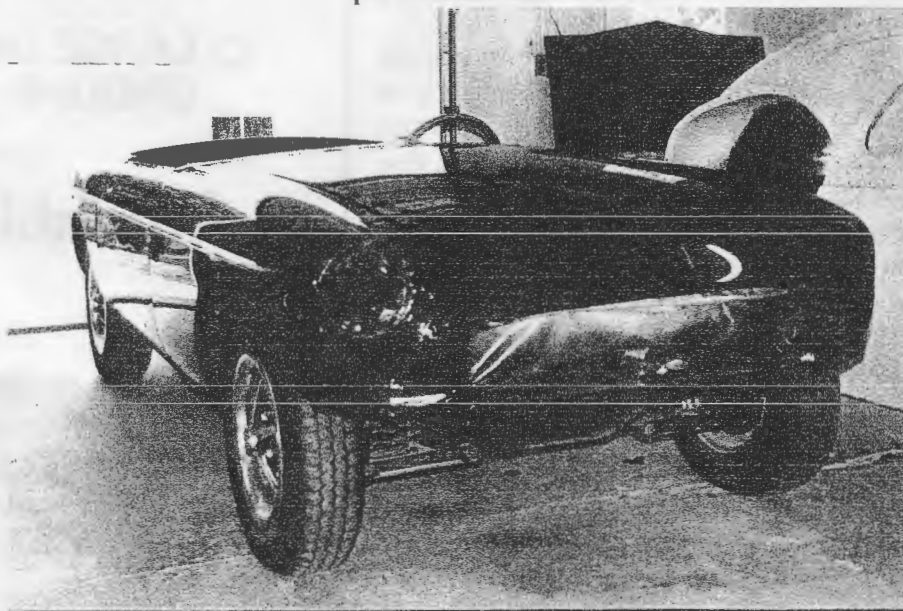
Well, as usual, things have taken longer than I had hoped, although progress has been made. I will not have the car done in time to take it to Indy on the 22nd, as I once foolishly thought I might. Oh well. We'll have fun with the car next summer.

The front bumper and grill are reinstalled. Although I did install the front bumper twice just for the fun of it! If you ever remove the front bumper brackets on your chrome bumper B, perhaps to paint them or for whatever reason, be aware that there is a left and right bracket. If you reverse them, as I did, the bumper is too high in the front and the angle is such that the sides or ends of the bumper are too low fully exposing the last bolt on the valance just in front of the wheel well. The hoies in the brackets used to bolt them to the body are not in the center of the bracket top to bottom, viewed from the side. They are actually more towards the bottom.

The trunk lid seal is on the trunk lid along with most of the hardware. Still working with the latch to adjust it so the trunk lid will close and reopen. I had a situation, in the car's past life, where I had it all assembled, shut the trunk lid and couldn't get it open. Had to force it and chip the paint. Trying to avoid this, this time around. I've installed the latch mechanism without the push button lock. This way I can open the latch by pushing on it with a screwdriver, measure the movement required to open the trunk

lid to make sure the button is providing at least that much movement. That's my theory, anyway? Right now the trunk lid is too tight to close with the rubber seal in place. Some adjustment to the trunk lid striker lock, that U-shaped thing that sticks up in the center, should fix that.

The new windshield is in the frame with the rubber seal. I worked with it part of a day with Scott Powell of S & S Loy's Autobody lending a hand from time to time. We had a mess with soap all over everything and did not get the windshield installed. The next time I came to the body shop a few days later, it was magically put together with windshield and seal in its frame. Scott had worked with it a little bit on each of three days. He says he could do it a lot quicker now that he knows how and would not hesitate to do another one. I'm having difficulty getting the frame/body rubber seal installed in the channels on the bottom of the windshield frame. We've been trying to tuck it in starting in the middle, which is not working. Am now going to act on suggestions for sliding it in from one end starting where the screw hole cutouts are located for the screws that hold the bottom frame to the side frame. After it is slid all the way across, then the two inches or so on the end would need to be tucked in. Once the windshield is installed, I can put the dashboard in and connect the instruments.



The Octagon News (September 2002)

The paint looks great! All the block sanding that Scott did, see photo, paid off. Notice in the front view photo, how true the reflection of the overhead garage door is on the hood. I'm very pleased with the paint job!

There are just a few more things I must do before I can drive it home: "Brake lights, turn signals, door latches, instruments, seat and seatbelt. This should happen before next month, but then you never know, do you?"

British Car Joke

(We're that desperate for input!)

Five surgeons are taking a coffee break...

1st surgeon: "Accountants are the best to operate on because when you open them up, everything inside is numbered."

2nd surgeon: "Nah, librarians are the best. Everything inside them is in alphabetical order."

3rd surgeon: "Try electricians! Everything inside THEM is color coded."

4th surgeon: "I prefer lawyers. They're heartless, spineless, gutless and their heads and their butts are interchangeable."

5th surgeon who has been quietly listening to the conversation: "I like British car restorers... they always understand when you have a few parts left over at the end."

Classifieds

'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@enr.udayton.edu.

Orange 1971 MGB for sale, 58,000 miles and runs and drives pretty well but needs a little work. There is some minor nose/hood damage and 3rd gear synchros might be starting to go. Asking \$3400. Numerous other vehicles for sale, including a 1967 Sunbeam Tiger, asking \$8000, a 1940 Cadillac Series 40, restored, \$18,000, a 1968 Cadillac, fresh paint, \$3,000, and a partially restored 1936 Chevy tow truck, engine and transmission appear done, with numerous other parts ready to go in, \$2,000. Terry at 937-426-5600.

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

Mark Gulley, past member, is selling his 1980 MG Roadster. Car is located at Lake Guntersville, Alabama. It is a fine running car and the body is in good shape, but the interior needs mending. The engine has a Weber Carburetor, aluminum valve cover, and a screw on oil filter. The engine has 140,000 miles and gets over 30 MPG on the highway and does not burn oil. The car is blue with a black and tan interior and comes with three different tops and has custom mag wheels. The MG has not been driven much this last year, but has been kept in a garage and covered. Asking \$2,000. Mark has owned the car since 1997. It was drive back and forth frequently between Washington D.C. and Fayetteville NC on Interstate 95 maintaining speeds of 70-75 MPH...a testament to the car's mechanical reliability. Contact Mark Gulley, (256) 582-5241

MG Car Club August Minutes

The meeting was called to order at 8:00 PM by President Terry Looft.

Reports:

- Terry covered British Car Day from his perspective working one of the concession grills. At least the chefs were not hidden behind the shelter. Kudos for all those who pitched in to make BCD 2002 another success. There were a few minor glitches that next year's committee will smooth out. The All Ohio meet was a success once the rain moved on. We were gracious hosts for the Aunt Sally competition allowing another Club to take possession of the traveling trophy for a year. A good turnout for the picnic at Dick Goodman's. The beer trailer went home empty, while the membership appeared to be suitably sated. Harrigan's hosted 22 members for the monthly pub run.
- The minutes for the July 2002 meeting were approved as published after a motion by Vice

President Peterson to purge the item concerning his Miata event report was soundly called down by the membership.

- The Treasurer's report was approved by the membership.
- Membership reported 5 new members resulted from BCD and that 16 members had already renewed for next year. This number increased by the end of the meeting. New member John Jenkins, who maintains a rubber bumper MGB, was introduced to the membership.
- The Sunshine Committee reported that we all continue to do fine.
- The co-Editors need input in the form of articles and pictures for THE OCTAGON NEWS. Deadline is the second Wednesday of the month. The co-Eds want to mail the newsletter at least one week before the meeting.
- Activities covered up-coming club events and cars shows. Be sure to check the calendar in THE OCTAGON NEWS for the latest information.

The beer break was called at 8:29 PM. The meeting reconvened at 8:44 PM.

Old Business

- Regalia:
- Window decals are available from Linda Wolfe.
- Order name tags from Terry Looft. A form is in the newsletter.
- Antenna flags arrived and were available for \$5.00 each..
- The date for the fall tour through southern Ohio is October 13. Ryan Looft and Jennifer Peterson are making final plans that include a poker run.

New business:

- The next pub run is to Clancey's on Burkhart Road at Spinning in Mad River. Gathering time is 5 PM on Sunday, September 15, 2002.
- No tune-up or tech tips were presented.

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The Octagon News (September 2002)

· For Sale: 1. 1965 midget \$250 - contact John or Linda Wolfe. 2. 3 painted MGA wire wheels - contact Steve Veris 3. 1973 chrome bumper B - contact Dick Goodman.

· K of C activities: September 13 is annual Jimmy Buffet party. Bring your MG. 20 up front parking spots are promised. You do not have to work, just enjoy. Arrive between 6-6:30 PM. The first fish fry of the season is November 1. Plan to work and enjoy excellent fish and fixings. This is fun work and it supports our free use of the K of C hall for our monthly meetings.

· A motion was made and discussed to establish advertising rates for THE OCTAGON NEWS at \$100 for business card size, \$150 for one-half

page size, and \$200 for full page size. The motion was moved and approved.

· Charley McCamey was admitted to its 100K/200K Mile Register by the NAMGBR as an original owner of a MG passing the 100,000 mile mark. Charley's MG has over 151K miles on the clock.

The Gumball Rallye: Jennifer Peterson won \$5, Carol Estell won a collector BCD T-shirt, and Louie Dipasquale and Betty Shaneyfelt each won a leather treatment kit.

The next meeting will be 8:00 PM, Wednesday, September 25, 2002. This is election night.

The meeting was adjourned at 9:30 PM.



Steve Markman displays his 50 TD at the Centerville Americana Festival on July 4th. Send pictures of you with your car, or else you'll see lots more pictures of Steve and his car!

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Magnet type clasp (pin type no charge) _____ @ \$2.00 _____

Shipping (if unable to pick up at meeting) \$1.00 _____

TOTAL _____

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