

THE OCTAGON NEWS



Volume XL No. 9

July 2012

Pictures from GT-37
Car of the Month



From the President

Sam (Fidel) Hodges

Well fellow MGer's, it's done. After two-years of planning. After 24 months of meetings. After all of the pleas for your help, it appears that we pulled it off. It's still too early to officially tell (I'm typing this on Thursday night after the last of the events has finally wrapped), but from the preliminary reports, it would seem that NAMGAR GT-37 was indeed a hit. From talking to several of the participants, one of the common themes was just how nice, friendly and accommodating all of the MGCC SWOC members are. Well, I could have told them that. At the car show, I had a chance to talk to several participants (*and eaves-dropped on a couple of conversations as well*) and it would seem that the members of NAMGAR really liked Carillon Park as a venue for a car show. Again, I could have told them that, too. While I was not there, reports that I



Southwestern Ohio Centre -- MG Car Club
P.O. Box 20032, Dabel Branch
Dayton, OH 45420-0032

Club Membership Information

Membership dues for 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 7:30pm. The next meeting will be:

Wed, July 25, 2012

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Upcoming MGCC Events

July:

25 – Meeting at K of C Hall

Aug:

4 – BCD

19 – British Car & Bike Cruise in
at The Pub at the Greene

22 – Meeting at K of C Hall

Sep:

11 – Picnic at Goodman's

26 – Meeting at K of C Hall

*See meeting minutes for other
area activities!!*

heard were that the Ladies Tea was a huge success as were the D&D tours. The only complaint there was that there just weren't enough slots to accommodate everyone. I heard several people talking about liking the setup of having tech sessions for the truly devoted while there was still shopping and other activities for the less technically inclined.

Yet again, I'm not surprised. I've been a member of this club since 1996 and all of the things that our guests discovered about our club, our members and our town, have been fixtures the entire time that I've been around. And with that, I wish to thank all of you who stepped up and volunteered for an event. It's all of your hard work and dedication that makes these events seem so effortless and in turn makes the MGCC SWOC shine.

On a personal note, don't you hate fixing one thing only to discover the other 3 items that the original problem was masking? After plenty of spins around the block, lots of late night tinkering, and a few new scars, I think my '77 MGB is about okay. The engine went back together just fine, but all of the 'tuning' that I'd done to make the 3-cylinder MGB run well

just did not take to the newly rebuilt 4-cylinder engine. As I've oft heard, most carburetor issues are ignition issues. So, with that in mind, I started playing with the ignition. The car has a Petronix system so that took some of the guess work out of it. After timing it three times, I had it to the point where I couldn't find anything else to adjust, so I finally started playing with the carb. After much more tinkering, I discovered that the true source of my problems was neither of these items, but instead it was the carbon canister. Apparently, running with a smoking, broken piston did a great job of gooing-up (*technical term*) the canister. Once I disconnected it (*Shh! No one tell the EPA*), the car ran like a charm. I've been running all over south Dayton and I'm once again in love with this car. The suspension has been rebuilt with polyurethane bushings and after we took the idiot out of the loop (*I accidentally left the passenger side sway-bar disconnected*), the car now handles like an MGB should – whatever that is. A quick rebuild of the rear brakes to replace a frozen parking brake adjuster and a leaking rear wheel brake cylinder and now the car stops as well as it goes. Funny thing is, there's still an oil leak on my garage floor even though the engine has all new gaskets, Hmm, wonder what it could be? (*Spoiler: I know what it is. It's the transmission output shaft seal leaking. Maybe after BCD I'll tackle that little issue....*) [*Actually, it's just marking its territory so he doesn't park the Corvette on that side – Di*]

Welcome New Member Joe Grof

Carole Looft

Our newest club member is Joe Grof who inherited his mother's 1961 red MGA in 2010. He tells the story of how his family came to have the MGA.

In 1966 his mother wanted a car to take to parades and enjoy. They found a Model A Ford, which they purchased, and, after the restoration work began, found out that the car was actually his uncles very first

car. His mother ended up giving the car to his uncle. Then, after watching the Elvis Presley movie, *Blue Hawaii*, his mother decided the MGA would be the car for her. She found her MGA in 1968 and it sat in the garage until 1993 when it went off for a restoration. His mother passed away in 1995, but she was able to enjoy her car for a couple of years. The car then sat for fifteen years in his father's garage, untouched. Upon his father's death, Joe now became the owner.

Joe will not be keeping his mother's car. His plans are to sell it and possibly buy a Porsche. At this writing, I believe he has found a buyer and a transfer of title is in the works. Joe, welcome to our MG club.

Editor's note – Joe displayed the MGA with a For Sale sign at the Americana Festival in Centerville on July 4th. He was approached by a local collector who made an offer. The deal was finalized and the car was delivered a few days later.



Member Car of the Month...

Tim Dunham's 1968 MGC

Tim Dunham

I, unfortunately have not had the time to execute many of my plans (dreams) for the 1968 MGC GT which now lives safely in my very nice neighbor's garage. Perhaps of more interest may be my rapid path to classic car ownership. When I was 16, I acquired a 1957 Jaguar Mark VIII saloon car in good running condition for the large sum of \$200! I sold it a few years later to purchase the boys dream, a 1966 Corvette roadster, with a 427 and factory side pipes. Of the two (except for the financial value of the Vette) I wish I had the Jaguar.

I had read about the Carlisle Import and Specialty Manufacturer show for several years. Finally, I hooked up with my old Porsche buddy to go see the show in May of 2008. Originally, I was going to the show to see the wild specialty (kit) cars. That was enjoyable, but, I have always had a love for "old, smelly British cars". If they are weird, so much the better. Unbeknownst to me, the old British car bug bit me quite hard at the show and left a permanent infection. My friend stayed with his Porsche / Mercedes roots, but I just could not develop a passion for the German cars. They are quite nice and I do have fond memories of my Porsche Turbo, but the passion was missing for me. Therefore, besides the "kit" cars, I examined every British car there at least 3 times with a few forays over to the



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Citroen section (I *did* say I like weird). I almost bit on a 3 axle, 6 wheel Land Rover for \$13,000. Not sure why, but it met my weird factor quite nicely.

We were done with the show Saturday afternoon, so we got back late that night, a day earlier than planned. That Sunday morning I woke up with a case of the serious British car fever! I remember in the Dayton Daily News a few weeks ago there was a 1968 MG for sale. I think it was a rare model, with a 6 cylinder engine. The weird hairs on the back of my neck were well beyond tingling. I ran out to get the morning paper and I was in luck; the car still was advertised for sale. With trembling hands and fighting a loud voice in my head saying, no, 'do not do this, Tim,' I called the number. The owner's wife said the car was still available and I could see it that evening after her husband returned from a golf game. Well, by that Thursday the car was sitting in my garage and the title was in the safe! What had I done? I was just divorced the year before: how was this a smart financial move?

Well, it certainly has been good for the mind and the soul (and actually gentle on the wallet, particularly when you look at the cost of German car parts). It had been years (20+) since I had done any work myself on a car, but, I decided that learning to maintain and improve the C (that quickly became known as Midge...MidGe) would be part of my old British car hobby. At first the car started and ran great, but I ran quickly into frustrating, no run problems. With great help from club members (thank you!) and John Twist, I got it figured out. In close succession, one of the needles in SU's was not tight, therefore, it would drop out and stop fuel/air flow to the carburetor. At the same time the coil was going out, causing the engine to stop running. Frustrating at the time, but, once diagnosed, a great learning experience. Since that time I've had the headlight switch fry (lots of smoke from under the dash) which I repaired with a new switch and new electrical lines with relays for the headlight circuit. I am considering a total rewire with a modern wiring system in the future as I would like to drive the car regularly without worry. But so far, no more problems.

At purchase, the primrose yellow paint looked nice, but there were two nasty rust pops on the hatch and the passenger door. Also, the lip of one front fender had a ding, but no paint break. I just thought this was going to go nowhere good, but I really liked the car. So by the fall of 2008 I had the car in at a recommended shop for old car body work. They stripped things down and applied several new coats of primrose yellow followed by 4 coats of clear. At that time I had them put in a replacement windshield, as the old one after 40 years was pitted and difficult to see through at night. All of the trim was repaired or replaced as needed. So upon its return, the outside really looked like a new car.

Since that time it has been more basic maintenance and limited driving fun. My life has been a lot busier than I had hoped. Current plans include some basic touching up of past restoration (under coating and a few more exterior details). I did want to convert it back to servos, so I have found and purchased a C pedal box and master cylinder. Now, I am not so sure. I actually like the hard (when going very slow) steering and the pedal pressure. I think I will look into getting "crisper" brakes with more bite by going to steel lines, different pads and maybe some caliper/rotor changes. What I really miss is the perfect heel and toe alignment of my Porsche's brake and accelerator pedals. I need to stick my head down there and see if I can bend or weld something up to get the same alignment.

Perhaps of greater importance, I really want more air flow in the interior that would be available from a newer MGB dash with center vents. I think I will move this up on the list and consider the rewire at that time since the dash will be removed. Eventually, I would like to get the carpet and leather looking new, like the exterior.

I was going to do a Downton conversion on the car. However, an opportunity to add a turbocharger was presented, and I got side tracked and now own about all the parts to turbo charge the C except the new

exhaust system. I was asked, “why not just drop in a V8?” Well, without the six, it really would not be the lovely historical MGC that it is. The 6, while putting a bit more weight on the front than would be liked, is not that much different than a Healy. If you make a few changes, anti-sway bar on the front and rear axle wind up, it motors through the curves nicely. The engine is quite stout internally. Therefore, the turbocharger with mild boost becomes a bit of a simpler bolt on deal as opposed to the total rebuild required for an accurate Downton conversion. I am not looking for “ultimate” horsepower, just a bit more squirt (say 225 HP) to go down the road. At that, some chassis changes will be required for the 225 HP, I really do not want to build an entirely new car under the MGC body; I like what is there now. Also, I think it tripped my weird meter, there are a few Downton conversions out there, but turbocharged C’s are pretty rare.

I sort of thought of it as if Abingdon continued to produce the car, what would they do to fix some of the design mistakes? Replacing the “pillow” dash with the rather nice B dash of 73 or 74 is a no-brainer. Redesigning the 6 would be atypical of the industry and too costly. So we could hope for an aluminum head from the racing program and a turbocharger to really make a difference from the B. Probably they should have upgraded the interior a bit and added some wheel flairs with more rubber underneath. Ah, I think I see some more “project – dream” plans forming. But, for the moment I still enjoy the nice burble of the 6 and the abundant torque. The car is still a great modern-day cruiser.

Members Take Honors at Americana Festival

Five club members tolerated 100+ degree heat to display their cars at the Americana Festival in Centerville on July 4th. Louie brought his other British car, instead of his MGA, but we let him park under the club banner because his car was for sale.



John Scocozzo's MGB, Steve Markman's MGTD, Joe Hooker's MGTD, Louie DiPasquele's other British car, and Joe Grof's MGA on Far Hills Ave at the Americana Festival



Steve Markman took first place, and Joe Hooker took second place, both for the import class

Pictures from GT-37

Photos by Skip Peterson, Dar Planeaux, Ron Parks, and Jeff Opt



GT Orientation....raffle tickets, anyone?



Hospitality Suite Hosts, Carole & Terry



Aviation Funkhana - Air Mail



Tuesday Night Big Band Concert



The Petersons showing off their swing dance steps



SWOCMGCC with the NAMGAR Abingdon Award



MGA 1500s on the show field at Carillon Park



MGA Twin Cams and Coupes at the car show



MG Olympics – Corn Hole



MG Olympics - MGA Hubcap Frisbee Golf



Dave Gribler accepting the Abingdon Award from NAMGAR Chairman Bruce Woodson



Skip accepting 2nd Place Car Show award - Other British class.



Another load of hospitality room supplies!

Dick Goodman's Memorial Picnic

Photos by Ron Parks

People having fun at his house...how Dick would want to be remembered.



Classifieds

Free classified policy: We are happy to run your auto-related ad for three months free of charge, but may cut older and non-MG related ads as space requires. Please contact the editor when your item sells or if you wish to continue the ad for an additional three months.

For Sale: 1977 MGB Roadster. Excellent condition. 79k original miles. Second Owner. Restored 2004. Summertime car only. Garaged. Bob Carson – Troy, Ohio. (937) 335-1017 / Cel. (727) 643-0129. rhcarson@gmail.com (7/11)

For Sale: 1951 MG TD Viper red paint job. 8000-9000 miles since purchased in 1998. Complete frame off restoration by previous owner which included replacement of the original differential by one from an MGA, which raised the final drive ratio by about 20%, improving cruise performance. Splined chrome wire wheels. The interior features very good door panels and carpeting and what appear to be original leather seats. Also included is a full toneau cover, good canvas top, good side curtains and a good car cover. Consistently placed at the top against other TDs in the area. Other items included in the price are two boxes of trophies along with 2 boxes of MGTD parts. \$23,000 Phil Johnson, 937-885-5661, or pjohn11858@yahoo.com. (6/12)

For Sale: 1959 Morgan +4 (you Morgan people know what that means). Car is apart and in boxes, but it's all there. Original engine and transmission. Being sold with bill of sale. \$6000.00. 937 728-2246 Craig Anderson Engine Shop (6/12)

For Sale: 1952 MG TD. Mostly original, never restored, but looks good and runs well. 29,800 miles. No rust, new brakes. Original top and side curtains. British racing green with green interior. Only driven about 300 miles in last 15 years, but kept in garage. Matching serial numbers. Most work performed by MG Automotive. Located in Franklin. Call Tom at 513-464-6655, or twortley@hotmail.com. (6/12)

For Sale: Cleaning out garage. Take one or all of these items. No reasonable offer refused (unreasonable offers will be seriously considered).

1) MVP 2 1/4 ton Hydraulic Floor Jack (in original box). 2) Central Hydraulics 2 ton 12 volt Electric Scissor Jack (in original box). 3) Small Emergency Kit contains fire extinguisher, red railway fuses, first aid kit, raincoat. 4) 12 volt Trouble Light. 5) Emergency Triangular Reflector Stands (in original box) 6) Chandelles 2 Ton Jack Stands 2 sets of 2ea in original boxes. 7) Torin Big Red Creeper (folds to store, like new condition). 8) Heavy Duty (2-5 ton ?) car ramps. contact Phil Johnson, 937-885-5661 or via email at pjohn11858@yahoo.com. (5/12)

For Sale: MGB and Midget parts. Call for

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inventory. Greg Isaacs 456-1989. (5/12)

For Sale: 1980 AUSTIN-ROVER MINI COOPER S Mk IV; 998cc OHV, the "A" engine; 4 spd, disc brakes in front, 13" Alloy MiniLites with new wide oval tyres. Brite metallic green exterior, lite grey-green interior like new with walnut dash & sills. Alarm system, AM/FM CD. Car is ex-USAF shipped over from Cambridge England in '06. ZEEMAX ground effects fiberglass all around. Newer battery plus carpeting in boot. Included are: owners' manual, shop manual, performance enhancement book, 2 spare 998 engines(one ready to go) extra carb sets, sub frame piece, interior door panels, other bits 'n pieces. Orig.mileage: 14,013. \$9200.USD BRITISH CAR MEMORABILIA Collectibles... die casts galore, framed prints, books, manuals, pictures, parts etc for early MG, Rolls-Royce, Jaguar, Bugatti, VW and others. Hundreds of items, some rare, too numerous to list. Priced right. Moving clearance. 1979 VW Beetle Convertible Rare Triple White. Beautiful little car...definitely NOT a Brit but your wife will like it. Acquired from MY daughter in 2000. A Calif. car, fuel injected and under 60,000 orig. miles. \$9500.USD. HUGE GARAGE CLEARANCE: most items: FREE ! parts, junk, you name it ! I might have it. Contact Larry McCartt, 16 West Elm St, Monroe, 513.310.0313. (5/12)

For Sale: 1936 MGTA - Unbelievable original condition, numbers-matching car.58,000 original miles. All original tools - even trouble light which plugs into dashboard. Engine completely rebuilt. New wiring harness and brakes. Everything works, including original wind up clock on tachometer. Many extras, including custom car cover, leather headlamp covers for transport. Two tonneau covers - full and half. Side curtains and top like new. A one-of-a-kind jewel - and one of very few in this condition in the world. Chassis number 0510; engine number MPJG 773. Original black and red leather. \$50,000 firm. Contact Mike Jackson - (231) 922-9232 or tmjackson@chartermi.net (5/12)

For Sale: 5 Minilite Minotaur Spridget wheels for sale. The wheels were purchased from Moss and are in excellent condition. The tires are 205X60X13 and probably do not have over 3k miles on them. As best as I can remember the wheels and tires were purchased about 8 years ago, but have only been on the car for a short period. One wheel/tire has never been on the road. \$550. Mike Maloney me at mgoctagons@aol.com or call 937 776 7248 (5/12)



Steve Markman's MG TD is dwarfed by the C-17 aircraft that recently arrived at the National Museum of the U.S. Air Force

MG Car Club Minutes, June 27th Meeting

Kathy Goodman

Called to order by President Sam Hodges at 7:34 PM after a difficult time calling the crowd to order.

President's Report: When your cable goes out you decide to work on your MG. When you decide to work on your MG you try to fix an oil leak. When you try to fix an oil leak you discover a broken piston.

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When you discover a broken piston you order new parts. While you are waiting for the parts you decide to work on the suspension. When you decide to work on the suspension you break parts. Don't break parts in your suspension. Buy German.

I renewed our membership with the mother club.

In the march 2012 issue of Classic Motorsports there is a picture of Dave McCann Jr. at a VA car show.

Vice President's Report: nothing new

Minutes: Motion to approve Dave McCann, Second Bonnie Hankey. Motion approved

Treasure's Report: Current balance \$2,528. Motion to approve Bonnie Hankey, second Dianne Hodges. Motion approved.

Membership: We have 115 members. 1 new member, David Kerstein. His contact information is in the June newsletter.

Sunshine: Pat Wasserman and Rueben doing well. However, Pat fell and broke her wrist.

Activities:

Dates to mark on your calendar

7/1 Funktana and MG olymics practice runs at Greenon HS

7/7 Dick Goodman memorial picnic

University Motors Summer Party Reunion, Grand Rapids, MI 8/16-19. There will be a caravan from here.

7/15 Cinci BCD

8/4 our BCD

8/19 British car cruise-in the Pub at the Greene. 3pm. Door prizes and activities at 5pm

9/9 Club picnic at Goodman's

9/16 Concourse

Check the web site for additional activities

Newsletter: Nothing special.

Web Master: BCD registration is on line.

Old Business: Besides Bill and Louis

Update from 2nd Street. Good turn out. Made some decent money.

New Business: Picnic 9/9 at Goodman's. Kathy requested to have it one more time at Dick's house and then we can discuss rotating the picnic among other club members.

We received the bill for insurance renewal. Motion to pay made by Keith Hankey, second Dave Gribler. Approved.

7/22 The Sons of Italy Bocci Classic tournament is asking for MG's to display. Anyone bringing their car will get a free dinner. Cars should be there around noon.

Beer break – 7:53

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Reconvene – 8:10

GT-37: Highlights of Dave Gribler's report. 7/9-13

Thank you all for helping put this together. It is really coming together to be a really fun show. Numbers are right at what we thought: 115 people, 170 registrations, 156 cars.

Car show is all set up. Ron: Activities are planned and we are making final runs on road trips. MG Olympics and Funktana practice is being run on 7/1. Skip: Regalia. AAA provided the funding for the volunteer shirts. Everything has arrived and looks great. Door prizes are coming together. Vendor area will be very full and crowded. Volunteers are set. Still need volunteers for car show. Need around 12 people to marshall early morning around 7am on Wednesday. Itinerary is on web site

Tech Tips: Bill Hammond - when you clean crud from chrome, use aluminum foil and water.

Steve Veris. Check your points. If your car is running poorly, reset the points and it will run like a new car.

Wearing sunglasses in the rain really improves your visibility.

For Sale: Mike Rowles new Dayton Wire Spoke 15 x 5 60 spoke new MG jack, MGC valve cover gasket and various parts.

Louis is selling his Spitfire.

Phil Johnson is selling his TD.

Gum ball: Diane Hodges- \$5.00

Motion to adjourn by Bonnie Hankey, seconded by Keith Hankey. Motion approved.

Meeting adjourned 8:37



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