



## Upcoming MGCC Events

**Oct:**

21 – National Babbling Day  
24 – Meeting at K of C Hall

**Nov:**

14 – Operating Room Nurse’s Day  
21 – Meeting at K of C Hall  
(remember—it’s the third  
Wednesday this month only)

**Dec:**

No meeting – happy holidays

*See meeting minutes for other  
area activities!!*

So check the oil and fluid levels, tire pressure and lights, and get a full tank of gas for a fun afternoon on back roads. We’ll meet at the Big Lots parking lot on Central Ave. in Miamisburg at 1:30 pm, and the first car out will take off at 2 pm. We’re not going to try to keep together, it’s just too hard, but we can cruise off in groups of cars and it should be fine. There will also be a set of questions to answer if you like. There might even be a prize for the winner!

On a personal note, I again want to thank the members who have volunteered for what was a very busy summer. In my humble opinion, we did a helluva job on GT-37. After a short break, good old BCD came off without a hitch and then a number of you spent a long day at Carillon Park helping with the Concours. I sincerely appreciate your time and effort; this group can certainly get it done.

Now, regarding thank you’s; I’m not sure being elected President is going to get a thank you. I’m flattered that you elected me, but I also noticed the competition wasn’t too tough. That said, I’ll do my best to keep things moving forward. I will not be cutting any budgets, we have no deficit, and I might even

move to make the beer breaks longer!

See you soon!

## Election Results

In case you missed the last meeting, here are the MGCCSWOC officers for the coming year:

President Skip - Peterson

Vice President - Ron Parks.

Secretary - Diana Hodges

Treasurer - Bonnie Hankey

Member at Large - Mike Edgerton.

Congratulations to our new officers, and a big “Thank You” to all our outgoing officers. Read more about the hotly-contested battle for these elected offices in the minutes.

Member Featured Car of the Month...

## Keith Koehler's 1996 MGF



make the August and Sept. shows and failed to do so. Some say it was luck to get it through customs, but I took the chance. It had papers and the door tag to meet US standards.

It is cool to drive: mid engine 4 cyl, Rover engine, power steering, power windows, 5 speed ... I am now spoiled...It corners like a Ferarri....well I really would not know that, but I think that's how a Ferarri would corner.

I'm looking forward to showing the new MG to everyone and enjoying lots of club activities.

I am a new member; I met some great club people at the cruise-in at the PUB last month, and joined the club. I'm a long-time MG lover, having owned a 1971 MGB GT back in the 1970s and a 1979 MGB LE in the 1990's. Last year I got back into it with a 1980 MGB with 11,000 original miles, not a restoration...pure original, down to the tires.

Also my new MG is finally here: a 1996 MGF with 23000 original miles. I bought it on eBay, believe it or not, from Canada last July 4<sup>th</sup>, and it took me till September 7<sup>th</sup> to get it here. I wanted it here to



## Driving In The Dark

*Charlie Key*

*Reprinted from the St. Louis Metro Gazette  
Newsletter of TheMG Club of St. Louis*

Let us address a very common safety problem with our T cars (could apply to many LBC's): dim lights. Your car can be the most beautiful one ever known to mankind but at the same time it can be unsafe to drive after dark. Bright, reliable lamps will help to let you enjoy that party or show and still see to drive home. Dim lamps (headlight or others) are usually caused by poor ground connections. The electrical current is carried to the lamps by wire from the battery, but is transmitted

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back through the lamp housing, bodywork, and frame. If something impedes the flow of current from one part to another, that circuit will not carry a full load, thus dim lamps and sometimes no lamps. This makes night driving more of a challenge and very unsafe. A simple test to check for a bad ground is to take a length of wire and connect it to the ground side of the battery. Then touch the other end of the wire to the component at various places. If the lamp gets brighter this tells you there is a bad ground and current flow is poor through the housing.

In an unrestored car the problem usually is rust, but in the re-stored car, paint normally is the problem. Once you have found the faulty ground, work backwards to the battery ground. Clean all connections starting with the bulb itself, then the socket, then the bolts mounting the lamp and so on. Sometimes you will need to go back as far as the fender bolts and frame mountings. (I will say that before you get in too deep make sure the battery ground cable is in good order and tight, this might save you some steps). Now after you have located the problem and corrected the fault, the lamps will work great, however how long will they work? I suggest the use of di-electric grease on all connections, however, this has it's drawbacks in some places as it may make things too slick to remain tight. For these connections the use of a star washer is the correct repair. The teeth bite into the metal and give a great lasting connection. If all of this work does not give you the desired results then the problem might be a bit more complex.

The hot side of the circuit may have a bad connection or there might be a faulty switch. This will require the use of a voltmeter or a simple test light to show current.

The volt-meter is best because you can measure battery voltage. First measure the battery voltage itself to get a base measurement; that way as you check the voltages on the hot side of the circuit you can tell if there is a voltage drop, thereby isolating the fault that needs repair. Start these tests from the lamp socket first and work your way back to the battery. The most difficult place to do testing is behind the dash at the switches so by working backwards that will be the last place to look. If a meter or test lamp is not available to use, a long piece of wire with a clip on each end can be used as a bypass wire. Simply connect each end to bypass any section. If by bypassing that section there is no improvement then that section is OK. However, should it solve the problem then repair or replace that section or switch.

In choosing new connectors by which to make your repairs, I would recommend staying away from those wonderful crimp connectors. Those wonders have caused many problems in car wiring, the idea is OK but they are usually not installed with the correct crimp tools and will give very intermittent connections. If you have to use a crimp type connector, solder it on; that is the only way to make it reliable. In fact, the very best way to solve electrical problems is to use solder on all connections even if it is a screw connection. In that case the tips of the wire should be tinned. Then the screw will hold tighter and continue to keep a good connection.

The new wire looms sold for our cars are a great way to rewire but these do not have the wire ends tinned. These bare wire connections will be good for some time but will loosen from wire collapse and become a bad connection. This type of fault can be very hard to find because you may move the wires while getting to them for testing and the faulty connection will be good for your test, so the puzzle will not be solved.

A little story about doing it the right way. My son Adam and I were driving a rally when we came upon a fellow competitor along the side of the road in his newly restored car. At first it appeared that the fuel pump had gone out; it was new but must have been faulty. Two other people had stopped to help and two other pumps were tried with no successful results, so the tow truck was being called. I convinced the gentleman to let us take a look, so we started to check it out. A quick test of the circuit found no current, however the ground was good so we started to trace it back to the power source. Very soon we noted that

a new wire harness had been installed with the use of crimp connectors for all the connections. A jumper to the hot side of the fuel pump showed that indeed that was the issue. All this trouble for an eight cent part installed incorrectly on a newly restored car that, in my opinion, should never have had a crimp connector used in the first place.

That kind of story is told so often when having old cars as a hobby. The point is that first you need to sort out wiring problems with a logical method of tracing and finding the problem and then make the repairs with the right, high quality equipment installed correctly.

## Brake Fluid Tech Talk

Barry Rosenberg  
Peachtree MG Registry

I am going to go over another subject that has been discussed here before. One of the most repeated questions I get is: **What brake fluid should I use?** Then they start asking about DOT 3 or should I use DOT 4, or what about DOT 5, silicone fluid. So, now I will give you the experts' answer. I have been saying the same thing for years, a lot of my thoughts came from racing and experience in my shop. Now, this months Hot Rod magazine has an article about this subject and is saying the exact same things. How about that; I knew what I was talking about after all.

First off, what are the differences in the fluids; the first is that DOT 3 and 4 are polyakylene glycol ether-based fluids.

They are hygroscopic, meaning they absorb water from the air, and are the most common brake fluid used. DOT 5 is silicone based and is hydroscopic, meaning they do not absorb water from the air. And they do not remove paint or shoe leather die. And now there is a new guy on the block called DOT 5.1. It is a polyglycol based fluid and is more like the DOT 3 & 4 fluids in that it absorbs moisture from the air.

Now, what else is different enough to make the decision of which to use so hard. There are several other differences. If a brake fluid can absorb moisture from the air, then it will contaminate the entire system as the moisture is completely dispersed in the system but has less chance of boiling causing steam pockets which create voids in the system and therefore a very compressible pedal. The DOT 3 & 4 contain corrosion inhibitors to help stop the internal damage moisture can cause. On the other hand, DOT 5 fluid does not absorb the moisture and seeing as how it is in the system, as all systems are vented to the atmosphere, the moisture will collect as minute droplets inside the system. There, it seems to migrate to the calipers and wheel cylinders where it can form larger droplets and will boil at high temps. Calipers can reach over 200 degrees when used repeatedly and water boils at only 212 degrees. There is one other big difference; silicone fluid is more compressible than the others, about twice as much, especially at high temps. And one more flaw with it is that as you gain altitude, the fluid expands at the lower atmospheric pressure, again adding to the soft pedal feel. It is also known that silicone fluid can react with some of the new rubber seals we get and will have the same effect that we had when using old American DOT 3 with the original English rubber seals; they swell up and fail. Now, about the new DOT 5.1; first, it is still hard to find here. It is more similar to the DOT 4 than the 5 but has a higher boiling point than either. It will absorb moisture but will work with the new and older rubber seals. And it can be mixed with other DOT 3 or 4 fluids whereas silicone must not be mixed.



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If you want to change to silicone then you must thoroughly flush out your entire system with something like de-natured alcohol before putting it in. And you must be very careful filling your system with the DOT 5 silicone as it has a tendency to capture tiny air bubbles making it harder to bleed out. It would be a good idea to rebuild your system with seals that are compatible with the silicone fluid. You cannot just drain out the old Castrol fluid and refill with silicone. Speaking about Castrol fluid, all you can get now is “synthetic” Castrol. This is compatible with the older fluids, as it is not a silicone. But never mix it with silicone.

Now, to summarize, DOT 3 or 4 fluids have a slightly lower boiling point, is less compressible, distributes moisture evenly in the system, contains corrosion inhibitors, and ruins paint. DOT 5, or silicone is more compressible, creates water bubbles and could create steam pockets, can damage new seals, forms more tiny air bubbles but does not affect paint (unless you will need to paint over where you spill it).

So, what are you to do? There is an alternative for performance without going to some exotic racing fluid and it is from Ford. They have a heavy duty DOT 3 fluid part # C6Az-19542-aa or Motorcraft part # PM1C. It has the same properties and flaws of other DOT 3 fluids but the boiling point is much higher, 550 degrees dry. So what are the boiling points of the other fluids you may ask? Here they are:

Fluid type	Dry Boiling Point	Wet Boiling Point
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DOT 3	205 deg C	140 deg C
DOT 4	230 deg C	155 deg C
DOT 5	260 deg C	180 deg C
DOT 5.1	270 deg C	190 deg C
Ford	550 deg C	290 deg C

Now, think where you drive your car and how it is driven. If it is a lot of mountain roads, or hard street driving or track time where you are on the brakes a lot, then DOT 3 is out; you should go with either DOT 4 or the Ford fluid. If you do mostly city driving at moderate speeds with highway cruising, then either DOT 3 or 4 or Ford is good. If you have very limited driving and show your car or trailer it all over, then use DOT 5. If your car has anti-lock brakes, then NEVER use silicone fluid. The antilock systems are calibrated for the compressibility of a DOT 4 fluid and not that of silicone so it may cause confusion when braking hard (unless your car specifications call for it of course). One thing you can do, and I do not but you should, is to drain your system every two years or so and refill with fresh fluid and bleed, regardless of what type you are using. Moisture is a problem with either type and needs to be removed every so often. To read more about this, get a copy of the HOT ROD December 2010 edition and turn to page 114. They go into a little more detail and list the experts they went to for information; AP Racing and Wilwood Engineering are two.

## 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:** 54 MG TD parts. Many good parts left over from restoration that I would like to sell at a reasonable price. The list includes all the parts necessary to put together a rolling chassis including the

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frame. Some of the parts include: 4 wheel rims, rear axle with differential, front and rear brake drums, all brake cylinders, 2 front springs, two rear springs, 4 girling shocks, 4 Armstrong shocks, left hand rack and pinion steering mechanism, left and right front suspension assembly, fire wall, gas tank (needs work), various bumper irons.

Jon Hobbs,  
[jhobbs3@woh.rr.com](mailto:jhobbs3@woh.rr.com). (10/12)

**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, and 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. 6) Torin Big Red Creeper (folds to store, like new condition). 7) Heavy Duty (2-5 ton ?) car ramps. Contact Phil Johnson, 937-885-5661 or via email at [pjohn11858@yahoo.com](mailto:pjohn11858@yahoo.com). (9/12)

**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](mailto:pjohn11858@yahoo.com). (9/12)



Steve Markman met Miss Ohio 2012 at a recent cruise-in from Children's Medical Center. At an event filled with American muscle cars, there definitely are advantages to having the only little British car!!

## MG Car Club Minutes, September 26<sup>th</sup> Meeting

Kathy Goodman

Called to order by President Sam Hodges at 7:32 PM

President's Report: Nothing really.

Vice President's Report: Nothing new.

Minutes: Motion to approve Linda Wolfe , Second Skip Peterson. Motion approved

Treasure's Report: Current balance \$2,090.30. BCD and GT37 profits are not in yet. Motion to approve Terry Looft , second Jennifer Peterson.. Motion approved.

Membership: We have 119 members. This is 1 short of Terry's record of 120.

Sunshine: Dave McCann is still in ICU and Springfield Medical Center. While he is on the mend he is not allowed visitors yet. Linda will keep us posted on his progress.

Activities: Dates to mark on your calendar  
11/1-4 Namgar Jamboree 18 in Homosassa Springs, FL  
12/8 Holiday Party at Hodges.

Check the web site for additional activities

Newsletter: Not present.



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Web Master: Working on getting images from summer activities on the website.

A big thank you to Kathy for hosting the annual club picnic. It was a big success.

Old business:

Fall tour. Petersons are putting together a fall drive to Houston Woods and back to Miamisburg for dinner on October 21. We will meet at shopping center by Odd Lots across from Krogers on 725 in Miamisburg at 1:30 and leave at 2. All cars are welcome. The trees should be at peek color so it should be a beautiful drive.

Skip has spoken with the people at the Pub at the Greene and they will be happy to hang a permanent BCD sign like our club sign that is currently on display. A 30 x 18 metal sign with the BCD logo from Build a Sign will be \$50 plus shipping. He will check with Triumph club to see if they are willing to split the cost with us. Suggestions were made to add “1<sup>st</sup> saturday in August” and our website. Motion to approve Terry Happensack. Second Bonnie Hankey. Motion approved.

Skip has also checked into new patches. After some discussion we agreed on a 3 x 3 patch with out logo without the script and an iron on backing. Pricing is \$1.41 if we buy 200. Plan is to distribute one to each club member and one to each new member with membership. We will sell the rest. Motion to approve Linda Wolfe. Second Terry Looft. Motion approved.

Beer break – 8:05

Reconvene – 8:18

Concourse – A big thank you to all who volunteered. It was a huge success again with around 4800 people attending. Financially it should set a record. A thank you to Mike Edgerton for arranging the fly over of Wright B flyer. It was a huge hit.

New business

We have a good balance in treasury. We should start looking into some new club memorabilia. Also the pop up tent needs replacing.

The new issue of MGA magazine is almost entirely about GT 37. It is highly flattering.

We have received and will be sending in the officer election ballot for NAMBGR. There is only one nominee for each office so a vote is not necessary

Terry Looft has volunteered to take over the mailing of the newsletter. Thank you to Joe Hooker for doing such a great job for all these many years.

Al Moss the founder of Moss Motors passed away yesterday at 90. He was still active and restoring a car till the end.

Rick Brown the web master for NAMBGR has also passed away.

Our sympathies to both their families.

Election

President

Steve Veris nominated by Linda Wolfe. Declined

Bob Farrell nominated by John Scocozzo. Declined

Skip Peterson nominated by Terry Looft. Second by Bonnie Hankey

Motion to close nomination Kathy Goodman. Second Linda Wolfe. Motion approved

Vote to elect Skip Peterson unanimous.

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### Vice President

Ron Parks nominated by Jennifer Peterson. Second by Linda Wolfe  
Motion to close nomination Eddie Hill. Second Kathy Goodman. Motion approved  
Vote to elect Ron Parks unanimous.

### Secretary

Diana Hodges nominated by Kathy Goodman. Second by Bonnie Hankey.  
Motion to close nomination Skip Peterson. Second Jennifer Peterson  
Vote to elect Diana Hodges unanimous

### Treasurer

Terry Looft nominated by Jennifer Peterson. Second by Kathy Goodman  
Bonnie Hankey nominated by Terry Looft. Second by Joe Hooker  
Motion to close nomination Keith Hankey. Second Steve Veris Motion approved  
Bonnie Hankey elected by written ballot

### Member at Large

Mike Edgerton nominated Jennifer Peterson. Second Dar Planeaux. Motion approved  
Motion to close nomination Terry Looft. Second Linda Wolfe. Motion approved.  
Vote to elect Mike Edgerton unanimous.

### Tech tips –

From Sam - one should never push on the rear lens of a MGB. They will shatter.

From Kathy – Keep your garage doors closed this time of year. My squirrels have found that my MGB is a great place to store nuts. FYI - Irish spring soap shavings work better than moth balls to repel rodents.

Gum Ball to Bob Farrell. The September prize is \$15.00 and a one year member ship

A very big hip hip hurray to Sam for a great year.

Motion to adjourn Phil Johnson. Seconded Bonnie Hankey. Motion approved.

Meeting adjourned 8:42



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