

THE OCTAGON NEWS



Volume XL No. 3

January 2013



Holiday Party Photos
Happy New Year

Skip Peterson

Happy New Year! It's 2013, and luckily we all survived the Mayan debacle. A huge THANK YOU goes to Sam and Diana Hodges for hosting a wonderful holiday party. We had a big crowd, the food that was carried in was delicious and the beverage selection was excellent. To top it off, there were some outstanding gag gifts.

I get a lot of car magazines, in fact, probably way too many... Let's see.... Autoweek, Automobile, Classic Motorsports, MGA!, MGB Driver, Hemmings Sports & Exotics, and last year, I reconnected with one of my all time favorites... HOT ROD.... I grew up reading HOT ROD, Car Craft and Rod & Custom. To this day, I think HOT ROD is a great publication, it's full of stories about people who really love cars, all kinds of cars, but mostly, cars with a lot more cubic inches and horsepower than we are used to.

They also love pristine machines, rat rods, and



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, January 23, 2013

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Upcoming MGCC Events

Jan:

17 – Ditch New Year's
Resolutions Day
23 – Meeting at K of C Hall

Feb:

14 – Valentine's Day
27 – Meeting at K of C Hall

Mar:

11 – Tool Worship Day
27 – Meeting at K of C Hall

*See meeting minutes for other
area activities!!*

racecars. I think it's truly the most liberal and untainted car publication that exists. If it has wheels and an engine, they're interested.

While thumbing through the latest issue, I noticed a pretty sweet machine in the readers rides section... a photo of a plum MGB GT, sporting silver racing stripes, a huge front air dam, flared fenders, big tires and a hole punched in the center of the hood for an air scoop. The photo was submitted by Jim Blackwood of Longmont, Colorado, and the caption is as follows: *The sickos at the British American Deviant Automotive Sportscar Society (B.A.D.A.S.S.) stuffed a Buick 455 into this MGB and called it the MGBGT-V8.* Now that's what I call cubic inches! None of this small block Rover or Chevy V6, no sir, this is real power, something Tim the Toolman Taylor would have loved.

After more research online, it appears that this car was the project of five guys, Jim Blackwood, Dan Blackwood, Steve DeGroat, Max Fulton and Carl Floyd, and was built over a two-year period. There is also an online forum that indicates Jim Blackwood lived in Florence, Kentucky when the car was being built, so it might be a local car. There is a YouTube video of the

night they started it for the first time, and another thread on a Moss forum indicates that the organization, BADASS, solicited money to fund the project, and that the end goal was to show it around the US and then auction it off with the proceeds going to charity. Here is the link to YouTube: www.youtube.com/watch?v=9OwKAwVEIKk I have no idea where the car is today, but if it shows up at BCD in Dayton, we're putting it in the British Conversion class, and based on power alone, it will probably win.

Welcome New Members

Carole Looft

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1968 MGB



Pictures from Holiday Party

Photos by Ron Parks



More pictures from this years' holiday party are posted on the club's website.

An A Story

Steve Markman
Terry Lutz

No, this isn't an A as in MGA story. It's a Ford Model A story. But most of us love reading about cars *and* airplanes, and this story includes both. So, here goes.

I first met Terry Lutz about the mid 1970s. I was working at the flight simulation laboratory at Wright-Patterson, putting together a simulation of the new F-16 fighter. Terry had just returned from his first flying assignment, flying F-4 Phantom IIs in Germany, and the F-16 program office sent Terry to work with us for a few months. We quickly became good friends. A few years later, Terry went off to



Terry's Model A before restoration.

attend the Air Force Test Pilot School at Edwards Air Force base, and eventually became an instructor there. By that time, I was managing my laboratory's flight test aircraft, so our paths crossed many times. Although Terry's work since then has taken him around the world, the internet has made it easy for us to remain friends (to tell you the truth, I think it's been 20+ years since we've seen each other). It was at Edwards where Terry bought his Model A.

By the mid 80s, Terry left the Air Force and went to work in Buffalo NY as a test pilot for the company that operated my aircraft, so we continued to see each other. At his home for dinner one night, he showed me a load of parts he was cleaning, but they meant little to me, as it would still be many years until I would become a car guy.

By about 1990 or so, Terry moved again, this time going to Northwest Airlines as a DC-9 and A320 pilot. He took an early retirement a few years ago and moved to France to work for Airbus. How many people that you know spent the first day on a new job flying in the right seat of an A380? Is that cool or is that cool?

Throughout his career, Terry continued to haul Model A pieces around the country and work on them a bit at a time. Here's the story as Terry tells it.

I purchased my Model A from Hurley Hansen, who was one of the aircraft crew chiefs at the NASA Dryden Flight Research Facility. I met him when I was flying a test program on NASA's C-47 aircraft.

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Here is what I started with in 1980. The original Sport Coupe top of the Model A had been removed and replaced with some sheet metal to protect against the sun and what little rain falls in the high desert. The rumble seat lid and panel below the rumble seat also had been removed so you could put a few bales of hay in the back, creating what you might call a “desert pick-up truck”. When I got the car home, it became apparent that it had a 1930 body mounted on a 1928-29 frame, with 1928-29 fenders. I decided that the best choice was to keep the body, update the frame, and replace the fenders, and restore it as a 1930 Sport Coupe. I worked on the A on and off, but mostly off, over the next three decades as time permitted.

By 1986, I had the car up through primer, after taking it all the way down to nothing on the frame, and building it back up to a car with doors and some old seats I bought at a swap meet. I overhauled the engine in my garage at Edwards, but never ran it. Almost everything I needed to finish the car, you know, the hard parts like lights and radiator shell and landau arms, were in boxes. In 1986, I moved to Buffalo to work at Calspan as an engineering test pilot (Steve Markman was our Air Force program manager, by the way), and no more work was done on the car. It moved from Buffalo back to Michigan when I left Calspan after a few years and it sat in a storage building near my house for the next 13 years while I was flying for Northwest Airlines. During that time, I built an RV-8 homebuilt, in the same building, after adding some heat!. It remained there when I went to France to become a test pilot for Airbus. Parker, the guy that painted the airplane runs a body shop, and is excellent at what he does. *(editor’s note – somewhere in editing, I deleted Parker’s first name...sorry about that.)*

I finally got serious about the A about 3 years ago, after a hiatus of about 26 years. After living in France I figured, what the heck, I’ll talk to Parker about finishing the car. At that point it was still mainly paint and assembly work. So during the Fall of 2009, I was home and inventoried all the boxes that contained all the parts. Parker trailered the car to his shop, and I took all the boxes. He worked on it part time, and we discussed this and that on email, and on short visits home. Each time I was home, we would discuss progress and what to do next. Parts needed to be ordered, such as tires and glass for the doors and rear window. At the end, he got it running and did some initial driving on the grass runway that he maintains. We had some starter problems and some water leaks, but so far no big problems. I really didn’t get home

that much, and let Parker work his magic. Eventually, he ran out of parts to install, and I drove it home!



What a difference 30+ years makes!!

It looks great, but still needs some work on the engine to get it running like I know it should. This’ll have to wait until I leave Airbus and move back home to Lansing for good next summer.

Terry – if you’re ever in Dayton on the fourth Wednesday of the month, you’re always welcome at our MG Car Club meeting.

A Few Anecdotes about Desert Car Lovers

Terry Lutz
Toulouse, France

In the late 1940s, the area around Edwards AFB, where I lived at the time, was alive with old cars. I remember driving east of Lancaster on Avenue J and seeing a mile-long fence made with Model T frames stuck in the ground as fence posts.

I had a lot of help with my Model A from a guy named Don Ross. Don was a no-kidding rocket scientist, having worked for many years on Lehman Ridge overlooking Rogers Dry Lake, where rocket engines were test fired. Don restored Model A's in his garage in Lancaster, and did a great job. One of the many things he taught me was how to "derust" metal using a battery charger. I completely disassembled the body, and cleaned both the rust and the paint from all the sheet metal parts with this method.

At the end of each summer, Don would compete in a potato race at the Antelope County Fair. Five potatoes, painted red, were laid out in a line every 20 yards. The objective was for someone in the right seat to spear the potatoes by hanging out the right window, with a stick that had a nail in the end. The driver could only guess exactly where the potatoes were. I saw Don drive the course while some young guy speared all 5 potatoes in less than a minute.

Don was a college student during the Great Depression, and supported his family by hunting skunks and selling the pelts. He had enough extra to buy a Model T Ford to drive. That car had a special body, which made it an "Opera Coupe". Many years later, he found one of these rather rare cars, and restored it to like new condition. Sadly, Don donated it to a Museum in Missouri, which went bankrupt, and the car was sold at auction.

Another Antelope Valley old car restorer was John French. John had a Model T and each year he raced the Model T in a race called the Montana 500. This was a flat-out race against the clock, but there were some rules. The windshield was shut at the beginning of the race, secured by a tongue depressor. Eventually, the guys had their cars supeped up enough that race officials made them put restrictor plates under the carburetors.

John always had his Model T at the Antelope Valley Fair. He competed against other Model T's in a two-lap race. After the first lap, the car had to stop in front of the grandstand. The driver had to jump out, jack up the right rear wheel, remove it, run around the car with it, and then reinstall it before completing the second lap. He also raced against a horse each year, for one lap. The horse always won, to the great delight of the crowd.

Finally, I must mention Carl Bergman. Carl simply knew how things worked. He would go to a flea market and buy some obscure contraption, just to know how it worked. He had a card made up that said "I Like Old Cars!" If there was an obscure car out there, Carl had restored it,



Terry Lutz with his RV-8 homebuilt.

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including a car once sold by Sears and Roebuck, featuring an umbrella for a top.

One year, Carl went to Nebraska on the rumor there was a Cretor's popcorn wagon mounted on a Model T frame that might be for sale. He found the popcorn wagon lying on its side in a dry wash. He made a deal with the owner, and gave him a check for \$500 to hold it. He told the guy he would be back in 2 weeks with a trailer to pick it up. When Carl arrived with the trailer, the guy said "Who are you?" When Carl reminded him about the deposit, the guy reached into his shirt pocket and said "Here's your damn check...". But Carl was the wiser one. He pulled out a wad of cash and started peeling off \$50 dollar bills for the balance owed. Proof that money talks!

Carl restored that popcorn wagon to full functionality. Each year, he and his wife Alma would take it to the Antelope Valley Fair and hand out bags of popcorn to the kids. The last year I saw him, Carl had one of his gadgets going next to the popcorn wagon. He found a hand-cranked gadget that would make rope out of heavy string. With several large rolls of different colored string, he would make 6-foot lengths of rope for the kids, with the colors of their choice.

I could say a lot more about the old car people I met in the high desert. They were a wonderful bunch and they helped me with a little perspiration and a lot of inspiration. They were the kind of people you never forget. If they're no longer with us, I hope that others have come along to take their places.

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: 73 MGBGT Freshly painted & well sorted. New fuel tank, new fuel pump, new exhaust, rebuilt carbs, replacement gearbox, new clutch, new windshield rubber seal, new steering rack boots, new brake hoses, brand new paint job. Runs great, oil pressure is 50-60 psig, engine is very responsive, gear change very smooth & precise. No oil leaks. Interior & chrome in very good condition. The dash has been fitted with a dash cap. The underside of this car is very solid, the only corrosion visible is in one of the battery boxes. Asking price is \$6,500.00 Contact Bill at greenwoo.william@att.net or 614-397-7074. (1/13)

For Sale: 1952 MG TD . Full restoration in 2002. Two tone green in Almond and Woodland Green. Was an original British Racing Green. New Biscuit Tan interior. A little over 27,000 miles on the odometer. Serial # is TD/9311. Body Type 22381. Body number 8701. Very detailed and highly maintained. Shows only a few blemishes from driving. Please call Nick Winblad at 937-938-1869. (1/13)

Attention MGA Owners!!

Join over 2,000 enthusiastic owners in the restoration, preservation, and sheer enjoyment of driving an MGA, Magnette, or variant of this noble breed. You'll receive six bi-monthly issues of *MGA!*, our full-color, award winning magazine, invitations to National and Regional Get-Togethers throughout the U.S. and Canada, plus a knowledge base and support group second to none. All this for just \$37.50 per year (North America), or \$52.50 (International). **Get more information at <http://www.namgar.com>, or contact registrar@namgar.com.**

For Sale: 1979 MGB. California Car. Engine rebuilt in 2005 with a little over 3,500 miles on engine. Repainted in 2005 British Racing Green. New Canvas Top in 2005. All Wheels and Convertible Top frame Powder coated Gloss Black. New Carpet in Trunk with Wheel cover. New Panasonic radio/CD player and speakers. New Brakes 2010. New Exhaust front to back. Too many other new items to list. Best Offer. Moving must SELL Daniel Bentancur. Cell 937-422-2335 Work 937-904-7383 (1/13)

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 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. (10/12)

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. \$23,500 Phil Johnson, 937-885-5661, or pjohn11858@yahoo.com. (9/12)

MG Car Club Minutes, November 28th Meeting

Diana Hodges

Meeting was called to order on time, even though it was at 7:36, it really was called to order at 7:30.

Yet again, as has become the norm for November, the lectern was missing for this meeting. Skip proceeded to kneel behind what was left of the lectern...

President's Report. Skip Peterson, "NAMGAR. Do we still have anything left to do here?" Dave Gribler, "We (Dave, Lois and MGCC-SWOC) got a shout out in the November issue of NAMGAR's magazine.

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Thank you again for all that you did to make this event the success that it was.”

Pres. Skip, “Michael Caputo produces MGB and MGA calendars every year. They’re available at www.MGBcalendar.com. Steve Markman, “He doesn’t do a T calendar?” Skip, “That’s exactly what he said, ‘...sorry about the T folks’.” Jennifer Peterson, “Are you going to order one for yourself?”

Vice President Ron Parks. GT37 website. Ron, “John has put some pictures up, so you might want to go out and take a look. As far as my ‘Brand-X’ car, the steering column is assembled, the instruments are in the dash, but I took a break to insulate my garage.”

Skip. “Next up, the Annual Holiday party (*which you missed*). Beer, wine and mixers are on the MGCC. Everything else is on you.”

Minutes Report. Skip, “They were published...” Phil Johnson motioned to accept the Minutes as reported. Jennifer seconded. Minutes approved. Skip, “I’ve discovered that you have to pay attention to the italics.” Dave McCann, “He’s writing italics right now.” (*No I’m not... well, maybe I am...*)

Treasurers Report was next. Bonnie Hankey, “Going through the material I received from Glenn, I found a copy of the by-laws...” *The Club collectively gasped.* Carole Looft, “Oh, I have those. Every new member gets a copy. They were updated last in 2004. (*Shows you how much we check these things*). Discussion then ensued about changing the bylaws to increase the limit on the check writing ability of the Treasurer. Technically, the limit on the Treasurer’s ability to write a check without having to clear it with the MGCC is \$50. We need to – *according to the bylaws* – have a Board of Director’s meeting to discuss raising it to \$100.00 or \$150.00. Can we have a meeting to change them through e-mail? Daves’ McCann and Gribler approve Bonnie’s actual report.

Membership was next. Carole Looft reported that we currently have 82 members (*the record’s 120*). Renewals are coming in slowly. Carole, “We put reminder stickers on the newsletters of those who haven’t renewed to renew but that stops in January.

Newsletter Editor Steve Markman. “Joe retired as co-editor and Terry has taken over the distribution role.” Terry Looft, “We’ve got a handle on it. We’re developing our own system...” Steve Powell, “What, you fly around in the Cessna and drop them off?” Carole Looft continued, “If we pre-buy the copies, we can get it for \$0.04 so we went ahead and bought 2,000 copies. However, we might go over the \$50 check writing limit.”

Sunshine Committee. Dave McCann Jr. reported that hopefully Dave McCann Sr. will go home tomorrow. He’s been in the rehab section for 2-3 weeks now.” On a related tangent Dave Sr. was at the Holiday party and looking fabulous!

Webmaster John Scocozzo. “Nothing new.”

Activities with Eddie. “The only thing left on the calendar this year is Holiday party.”

Lois Gribler, “Mark your calendars for March 16th for the annual Gribler’s St. Patrick’s Day party. It’s also Ron Park’s birthday.

Beer brake called at 8:05

Back from beer break at 8:20.

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The annual **Christmas gift card** presentation to Jim for his hosting us at the Knights of Columbus Hall was next on the agenda. Somewhere there's a picture of Jim and his new Steinmart gift card. (*It was actually a Pine Club gift card*) Jennifer Peterson, "You're taking us out to eat, right?" Someone made a motion to make Jim an honorary member. Motion carried in perpetuity... Jim is a member for life... *whether he wants to be or not – that's just how we roll.*

Skip. "Last meeting we talked about coming up with a **BCD sign** for The Pub. www.Build-a-sign.com came through and for \$43.75. We now have a new BCD sign for The Pub. Sometime next spring, we can have a pub run, *maybe* invite the Triumph Club and hang the sign."

Skip – to Dick Smith. "We talked about the tent..." Dick. "I'll send you my files." (*I heard it, but I don't understand what that exchange was all about...*)

Annual Charitable Donations. Linda Wolfe, "I'd like to recommend the Red Cross and the local Food Pantry that we usually use." Terry Looft, "How much money actually gets to the Red Cross and helps people as opposed to running the company?" How about the Salvation Army? Bonnie Hankey, "The Food Pantry says that \$100 provides 800 meals." After some more discussion as to where our donation would do the most good, it's decided that we would make the entire donation to the Food Pantry. John Wolfe motioned to donate \$500 to the local Food Pantry. Donation approved.

British Museum of Transportation. Dick Smith, "We're having a Christmas Party at EuroClassics on Wednesday, December 5th. We'll have Rick Grant's cars as a backdrop, so come by in you can (...and you missed that too...)

Tech Tips: Steve Powell. "Tighten as you go. I had Dave Gribler help me pull the engine and gearbox from my MGA a while back and when I put it back in, I didn't tighten as I went because I wanted to get all the bolts started first. After getting it all back together and driving the car for a while, I kept hearing a knock. After going through the exhaust, I discovered that the transmission was loose in the mount. Finally tightening those screws solved the vibration issue.

Skip, "If you're looking for a metal shop, Metal-Brita off of Neff Road can chrome everything. They're very good and can do anything, plastic, aluminum, gold, uranium, plutonium (*okay, just the metals we can actually get*). I'm going to take a few pieces off my MGA there..." Terry, (and THAT table) "You have an MGA?!?"

For Sale. Jeff Opt, "Save it up for the white elephant exchange."

Gumball Rallye –the last of the \$5.00 gumball rallyes. John won. John, "Can I hold onto it until January?" *I wrote "John won it... without realizing that we've got about 10 'Johns' in the club.* John Zeno won the Gumball Rallye.

Meeting adjourned 8:39.

MiniMania



MG AUTOMOTIVE

Parts, Service and Restoration for
MG, Triumph, Austin Healey and
Related Autos

Steve Miller

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