

# THE OCTAGON NEWS



Volume XLI No. 6

April 2014



Photos from Tune-Up Clinic  
New Members

## From the President

Ron Parks

Starting out with my usual dissertation on the weather, we think spring has finally arrived! So, we'll tweak our MGs at the tune-up clinic or on our own and start driving them. And, we can start posing our MGs in front of Bi-Centennial barns for our 2014 Moss Motoring Challenge.

Here's some good news. The Chinese company that manufactures the MG has announced plans to manufacture the MG in the United States in 2015. Not just in the United States, but in Dayton Ohio taking over the old GM truck plant in Moraine. This just keeps getting better. Plans are to produce a new MG roadster and offer huge discounts to MG owners in general, with more attractive discounts going to members of MG Car Clubs that are associated with the MG Car Club in England, the Mother club. Orders for new MG Roadsters can be placed starting April 1, 2015.



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 **Buffalo Wild Wings at Town & County Shopping Center**, at 7:30pm. The next meeting will be:

**Wed, April 23, 2014**

## MG Car Club Officers

**President**.....**Ron Parks**  
phone.....(937) 322-0717  
email.....[mgdriver@wob.rr.com](mailto:mgdriver@wob.rr.com)  
**Vice President**.....**Dave McCann**  
phone.....(937) 399-5711  
email.....[dave@mccannco.net](mailto:dave@mccannco.net)  
**Secretary**.....**Sam Hodges**  
phone.....(937) 581-4767  
email.....[sammgb@earthlink.net](mailto:sammgb@earthlink.net)  
**Treasurer**.....**Dave Estell**  
phone.....(513) 459-0155  
email.....[destell1@cinci.rr.com](mailto:destell1@cinci.rr.com)  
**Member at Large**.....**Terry Looft**  
phone.....937-382-1520  
email.....[terry@looft.net](mailto:terry@looft.net)  
**President Emeritus**.....**Skip Peterson**  
Phone.....(937)293-2819  
email.....[mgbskip@aol.com](mailto:mgbskip@aol.com)  
**Web Master**.....**John Scocozzo**  
phone.....937-291-1710  
mail.....[jscocozzo@hotmail.com](mailto:jscocozzo@hotmail.com)  
**Activities Chair**.....**Ed Hill**  
phone.....937- 461-6688  
email.....[chillmgb@aol.com](mailto:chillmgb@aol.com)  
**Membership Chair**.....**Carole Looft**  
phone.....937-382-1520  
email.....[carole@looft.net](mailto:carole@looft.net)  
**Librarian**.....**John Wolfe**  
phone.....429-3292  
**Historian**.....**Dick Smith**  
phone.....937-434-1750  
email.....[rsmithomo@aol.com](mailto:rsmithomo@aol.com)  
**WebPage**.....[www.mgcars.org.uk/mgcsocwoc](http://www.mgcars.org.uk/mgcsocwoc)

### Your Octagon News Editors

Steve Markman 937-886-9566  
[srmarkman@att.net](mailto:srmarkman@att.net)

Terry Looft 937-382-1520  
[terry@looft.net](mailto:terry@looft.net)

### Inside This Issue

3	Pictures from Tune Up Clinic
5	SU Carburetors (again)
9	Classifieds
10	Minutes From March Meeting

## Upcoming MGCC Events

### Apr:

23 – Meeting at Buffalo Wild Wings

### May:

5 – Cinco de Mayo (duh!!)

24 – 2<sup>nd</sup> Street Market

28 – Meeting at Buffalo Wild Wings

### Jun:

25 – Meeting at Buffalo Wild Wings

*See meeting minutes for other area activities!!*

If only this were true! April Fools!

We had a good turnout for the tune-up clinic at MG Automotive and everyone enjoyed themselves on a nice sunny Saturday looking at and talking about our MGs. Fast Eddie put new shocks on the front of his B and Dave McCann Jr. bled his brakes with the help of others manning his brake pedal. I myself succeeded in making my gas gauge stop working altogether, along with the temp gauge, tachometer and turn signals. Replacing a fuse got me back to where I started with my gas gauge reading low. Although not much else got done, we're calling it a success nonetheless. A big thank you goes to Steve Miller and Mimi of MG Automotive for hosting this event. Thank you!

I intend to register for MG 2014 in the next week or so. May 1<sup>st</sup> is the cutoff date for early registration. Not sure what benefits go along with early registration, but for their planning purposes, NAMGBR would like to get everyone registered by

then. You can go to the website and register online using Pay Pal or print a form to fill out and mail in. <https://mg-2014.com/registration/>.

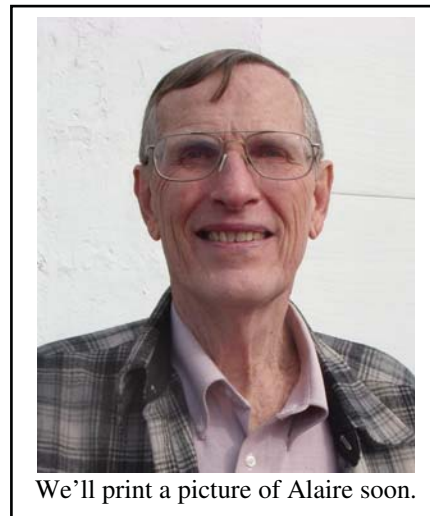
We'll talk about a spring drive at the meeting and maybe a pub run.

Let's get-em out and drive-em!

## Welcome New Members

Carole Looff

Elijah & Alaire Turner  
1655 Kingsway Drive  
Beavercreek, Ohio 45385  
(937) 429-1044  
[elijahwturner@gmail.com](mailto:elijahwturner@gmail.com)  
1958 MGA roadster



We'll print a picture of Alaire soon.

# Pictures From Tune Up Clinic

Photos by Ron Parks and Steve Markman







A big thank you goes to Steve Miller for hosting our tune-up clinic again this year in his shop at MG Automotive. He and Mimi do a great job with this. The coffee is ready when we arrive and Steve is very helpful lending advice and his tools. Thank you Steve and Mimi!

## Caravan With Us to the National MGB Meet in French Lick, Indiana

Carole Looft

**T**he National MGB Meet this year is in French Lick, Indiana. The dates are June 15 to June 19. A group of our club members are planning to attend this event. We will be coordinating a group caravan drive on Sunday, the 15<sup>th</sup>. The driving distance from the Dayton area is about 200 miles. There are several routes we can choose in getting to French Lick. One is a leisurely drive down the Indiana side by following the river to Madison. Then travel west to Salem, over to Prospect and south to French Lick. Another option is Hwy 50 to Versailles, Ind. and then down to Madison, and again over to Salem, Prospect and south to French Lick. We can discuss the route, times, and preferences at the

upcoming meetings in April and May. Please join us for a fun, leisurely drive if you are planning on attending this national event. There will be more information in the May newsletter.

## Pictures from Dinner at the Gribler's Home



Linda McCann, Lois Gribler, Dave Gribler, David McCann, Jeannie Smith, Dick Smith, Dave McCann (back of head)



Linda Wolfe, Steve Veris, Terry Looft, Bonnie Hankey, John Wolfe (back of head)

## The SU Carburettor

Doug Beagley

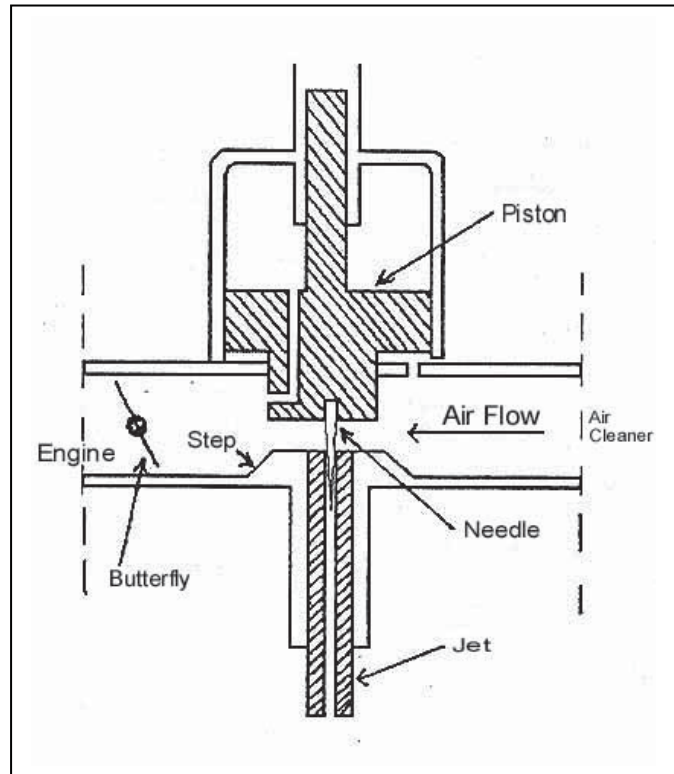
Reprinted with kind permission of the NWMGT Register

(Editor's note – I've used this article before. Everyone tells me how "simple" the SU carburetor is. Over the years, I've read many articles to try to learn how it works. This is the first one I've seen that understandably explains the SU. Thanks for the great job, Doug!)

**O**ne of the most universal features of almost all MGs is their twin, semi-downdraft carburetors. They are efficient units, produce maximum power, and are simple and easy to maintain and adjust. The last mentioned is a fact and I hope, through simple explanation of the basic function of the unit, more people will understand and thereby be able to intelligently maintain their SUs.

I have prepared a sketch showing the basic parts of any SU carb. Please familiarize yourself with it. The engine is to the left of the unit and the air cleaner to the right. The carb is a variable venturi unit and, as such, is one of a rather rare breed. Any of you who have come the route of English motorcycles and are familiar with Amal carbs will recognize the similarity.

First, we should discuss the venturi. This feature is in all carbs. It is a tube in which there is a reduction in diameter, or a restriction. If you check the sketch you will see that there is a sort of step in the middle of the carb, right below the piston. If you have a flow of air through the venturi, the air will have to move faster to move through the restriction. When this happens the pressure within the restricted area will drop. Those who are familiar with aerodynamics will recognize this as being the reason that aircraft wings lift. If you wish to actually see this in effect, go to a bridge where there is a rapid flow of water. Due to the supports of the bridge there is a restriction of the water flow. If you watch, you will see that where the water passes between the supports it speeds up and also the level of the water drops. This is visual proof of the situation we are discussing.



Returning to the sketch, you will see that if the engine is running, air will be drawn through the carb from right to left and, in doing so, will have to accelerate through the middle area and, thereby, bring about a reduction in pressure under the piston.

Now, assume that we arrange a supply of gasoline from a float chamber that will keep the gas level at the top of the step, or center, of the venturi. You will see immediately that the decrease in pressure present within the venturi area will cause the gasoline to be picked up and carried downstream by the airflow. Bear in mind that the pressure on the gasoline within the float chamber is at normal atmospheric pressure and not affected by the venturi. You will now see the necessity of having the correct float level within the float chamber, too high and the mixture will be rich, too low and the mixture will be weak.

Look downstream from the venturi and you will see the butterfly, a common feature of carburetors. This is rotated by pressure upon the gas pedal (accelerator is a better term). Opening the butterfly will allow a greater volume of air/ gasoline or mixture to flow through the carburettor, but the flow of gasoline will not vary. As the revs rise, the mixture will lean out, which is the reverse of what is needed.

Now, refer to the piston and you will note that below the piston the air pressure is that before the restriction, or at atmospheric pressure. However, there is a drilling from within the venturi to the volume above the piston. Therefore, the faster the air passes through the venturi, the less pressure above the piston and the piston will move up the cylinder. When this occurs, the piston will take with it the needle that is entered into the jet from which the gasoline emerges. It will then follow that as the revs rise the piston will rise and the needle will move out of the jet, thereby increasing the flow of gasoline and keeping the mixture at its most efficient throughout the whole rev range.

You will see that the shape of the needle will be of the greatest influence in the performance of the carburettor and, for this reason, there are a multitude of different needles available for the SU carburetors, and there is a right one for your carburettor and car. If power is needed at the top end, the taper will be sharp and the needle fine at the tip. If the rich mixture is needed for acceleration at low rpm,

then the taper will start early.

You will soon appreciate that the position of the jet within the carburettor is critical, too. So this feature is used to allow for a rich mixture for starting purposes. When you pull the choke control all that occurs is that basically the jet is lowered. This will have the same effect as raising the piston, or enriching, the mixture. As the engine warms up and the mixture becomes a better emulsion, then the mixture can be leaned, the choke pushed in and the jet returns to its normal position. You will notice, if you look at the linkage on your carburettor, that there is a little more to it than that. As the jet is lowered, the butterfly is opened and so we not only have a richer mixture, but we also have an increased idle speed, all to make the cold engine a little more tractable.

There is one additional feature we should discuss. You will notice that there is a small dashpot, or sort of shock absorber, on the top of the cylinder. You will find a hexagonal nut that has a shaft and a small brass piston that operates within the main piston. Its purpose is to prevent the piston from moving up and down within the cylinder too freely. The hollow top of the dashpot should be filled with 20W oil. Failure to do so will result in erratic performance as the piston pops up and down and changes the mixture very rapidly. .

The only adjustments on the SU that are used from day to day are the mixture nut and the idle screw. The large brass nut at the base of the jet controls its position relative to the level of the gasoline within the float chamber. Screwing it down has the reverse effect and will result in the mixture becoming richer.

You should now be in complete agreement with me that the SU is the simplest of carburettor instruments and the easiest thing to keep in good order. With so few parts, what can go wrong? Very little. Once in good order, I have found it best to keep them scrupulously clean and then leave them well alone. A little dirt in the cylinder will restrict the movement of the piston and do all sorts of odd things to the mixture. For those of you with TC and TD models, you have the 1¼" instruments and your standard needle is the 'FS'. If, for some reason, you want to go richer, use 'EM', for weaker use 'AP'. For those with the TD Mark II and TF, yours is a 1½" and the standard needle is 'GJ', richer is 'HI' and leaner is 'GL'. If you need to replace the needles, use the standards and you can order them from any supplier of SU parts. At high mileages, it is necessary to replace the jets and needles as they do wear and cause irregular running and rich mixtures. The replacement is no great chore and is well worth the time.

## Why Did The Chicken Cross The Road?

*Editor's note – I know this has nothing to do with MGs, British cars, or even cars. But it involves a road, so that's close enough. Due to lack of more meaningful input from club members, here's what I scrounged up. No political position on behalf of the MG Car Club, its officers, or newsletter editor is in any way implied.*

SARAH PALIN: The chicken crossed the road because, gosh-darn it, he's a maverick!

BARACK OBAMA: Let me be perfectly clear, if the chickens like their eggs they can keep their eggs. No chicken will be required to cross the road to surrender her eggs. Period.

JOHN McCain: My friends, the chicken crossed the road because he recognized the need to engage in cooperation and dialogue with all the chickens on the other side of the road.



## The Octagon News – April 2014

HILLARY CLINTON: What difference at this point does it make why the chicken crossed the road.

GEORGE W. BUSH: We don't really care why the chicken crossed the road. We just want to know if the chicken is on our side of the road or not. The chicken is either with us or against us. There is no middle ground here.

DICK CHENEY: Where's my gun?

COLIN POWELL: Now to the left of the screen, you can clearly see the satellite image of the chicken crossing the road.

BILL CLINTON: I did not cross the road with that chicken.

AL GORE: I invented the chicken.

JOHN KERRY: Although I voted to let the chicken cross the road, I am now against it! It was the wrong road to cross, and I was misled about the chicken's intentions. I am not for it now, and will remain against it.

AL SHARPTON: Why are all the chickens white?

DR. PHIL: The problem we have here is that this chicken won't realize that he must first deal with the problem on this side of the road before it goes after the problem on the other side of the road. What we need to do is help him realize how stupid he is acting by not taking on his current problems before adding any new problems.

OPRAH: Well, I understand that the chicken is having problems, which is why he wants to cross the road so badly. So instead of having the chicken learn from his mistakes and take falls, which is a part of life, I'm going to give this chicken a NEW CAR so that he can just drive across the road and not live his life like the rest of the chickens.

ANDERSON COOPER: We have reason to believe there is a chicken, but we have not yet been allowed to have access to the other side of the road.

NANCY GRACE: That chicken crossed the road because he's guilty! You can see it in his eyes and the way he walks.

PAT BUCHANAN: To steal the job of a decent, hardworking American.

MARTHA STEWART: No one called me to warn me which way the chicken was going. I had a standing order at the Farmer's Market to sell my eggs when the price dropped to a certain level. No little bird gave me any insider information.

DR SEUSS: Did the chicken cross the road? Did he cross it with a toad? Yes, the chicken crossed the road, but why it crossed I've not been told.

ERNEST HEMINGWAY: To die in the rain, alone.



## The Octagon News – April 2014

**GRANDPA:** In my day we didn't ask why the chicken crossed the road. Somebody told us the chicken crossed the road, and that was good enough for us.

**BARBARA WALTERS:** Isn't that interesting? In a few moments, we will be listening to the chicken tell, for the first time, the heart warming story of how it experienced a serious case of molting, and went on to accomplish its lifelong dream of crossing the road.

**ARISTOTLE:** It is the nature of chickens to cross the road.

**JOHN LENNON:** Imagine all the chickens in the world crossing roads together, in peace.

**BILL GATES:** I have just released eChicken2014, which will not only cross roads, but will lay eggs, file your important documents and balance your checkbook. Internet Explorer is an integral part of Chicken 2014. This new platform is much more stable and will never reboot.

**CECIL KIMBER:** We have this great chicken, actually, an old hen, that can cross the road safely and fast. It has speckles. We're still working on a name for it.

**ALBERT EINSTEIN:** Did the chicken really cross the road, or did the road move beneath the chicken?

**COLONEL SANDERS:** Did I miss one?

## 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:** 1980 MGB roadster. Restored. Mustang grabber blue (Shelby color). New gas tank, fuel pump, distributor, timing gears. Painted bumpers, LeMans spoiler, louvered hood, luggage rack, American Racing aluminum wheels, carpeted trunk. Very nice. Call Bob Charles, 513-267-1784 (2/14)

**For Sale:** 1988 Jaguar XJ6. 75,000 miles. Black exterior & tan interior. Excellent interior. Paint and stainless trim very nice. New tires. Has been in storage 6 ½ hears. Engine needs a good 100,000 mile servicing. Includes fuel pump, master cylinder, fuel filter and books. Very nice car. \$5000. Call Bob Charles, 513-267-1784 (2/14)

**Wanted:** Nice, small car for granddaughter to drive to school & college. Will consider a trade for my restored 1980 MGB or my 1988 Jaguar. Call Bob Charles, 513-267-1784 (2/14)



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

Sam Hodges

**T**he monthly MGCC meeting was called to order at 7:42 by Vice President Dave McCann. Dave, “Ron’s in South Carolina listening to a timeshare presentation. Ron told me to open with a Joke. ‘An Irishman walks out of a bar... hey, it could happen... An Irishman told his wife to get her hat and coat, he was going to the pub. His wife asked ‘are you taking me to the pub with you?’ To which he replied, ‘no, I’m just turning the heat off while I’m gone.’” \*rimshot\*

V.P. McCann continued, “We had a great time at the Gribblers’ St. Patrick’s Day party. We had about 40 members show up. Thank you Dave and Lois for a really nice time.”

**Minutes** were next. Bonnie Hankey motioned to accept the Minutes as reported. Dick Smith seconded. Minutes were approved as reported. *Kind of hard to find fault with Minutes that were mostly fiction to begin with...*

**Treasurer’s Report** was next. Dave Estell’s not here... again... *Has ANYONE actually seen our Treasurer? More importantly, what’s this cancelled check for ‘car parts’ all about?* We had Total Income to the MGCC consisting of: Regalia Sold (\$84.00). We therefore had a **Total Income of \$84.00**. Total Expenses: February Octagon News Mailing (\$22.05) + March Octagon News Mailing (\$32.40) + Gumball Rallye (\$10.00) = **A Total Expense of \$64.45. Total income to the MGCC was \$19.55**, that when added to our existing Treasury balance of **\$5,134.87** equals a new **Treasury Balance of \$5,154.33** in the primary checking and **\$379.02** in the savings account. Louie DiPasquale motioned to accept the Treasurer’s Report as delivered. Skip Peterson seconded. Eddie opposed as per the usual. Treasurer’s Report approved – without the Treasurer.

V.P. Dave continued, “Louie’s here tonight. It came to our attention that sliced bread came to the grocery store in 1928. Therefore, Louie is older than sliced bread.” \*rimshot\*

**Membership** was next. Carole Looft, “We’ve got 92 members. We’ve got new members with us tonight. Elijah & Claire Turner owners of a 1958 MGA roadster are with us tonight.

**Sunshine Committee.** Rueben Wasserman’s birthday is tomorrow (*last month*). Carole Looft, “We did talk to Reuben and Pat’s undergoing some physical therapy because she’s gotten weak, but she’s doing okay.”

## OUR SERVICE PUTS US A-PART FROM THE REST.

At Little British, we know who we are and where our business comes from. As a growing company founded in the late 90's, we take pride in giving you high quality customer service. We will have the parts you need, the convenience you want, and at a lower price than you thought you would pay.

By being an online based company, we are able to keep costs low and maintain a flawless ordering system that is quick and user friendly. We have the parts for most British marques and models as well as fun collectibles and other useful items for the British car enthusiast. Log on to [www.LBCarCo.com](http://www.LBCarCo.com) and see why we excel at what we do.



**Pertronix Electric Ignitions and Coils**

**Vintage Ads**

**Don Hoods**

**Mota-Lita Steering Wheels**

**Gunson Tools**

**Moss Motors**

**Halogen Bulbs for Most British and American Cars**

**Plus many others!**



**Little British Car Company**  
[www.LBCarCo.com](http://www.LBCarCo.com)

Jeff Zorn • 2931 I Aranel Farmington Hills, MI 48334  
Phone: 248-489-0022 • Toll-free: 800-637-9640  
Fax: 248-489-9665 • Email: [LBCarCo@LBCarCo.com](mailto:LBCarCo@LBCarCo.com)  
Major credit cards accepted

## The Octagon News – April 2014

**Newsletter** Editor Steve Markman, “Nothing special going on. Keep those articles & pictures coming in otherwise you get whatever I get through email. Probably dogs and cats.” (*That or the winning lottery numbers from the Ugandan Lottery and the contact information on how to claim my prize if you want it...*).

**Webmaster** John Scocozzo, “Nothing new to report.”

**Activities with Eddie.** Carole Looft, “Eddies having some tooth work going on today. He cracked a tooth and can’t be here tonight.” - *Which goes hand-in-hand with the fictional nature of the Minutes. How can Eddie have opposed the Treasurer’s Report when he’s not even here?!?*

Dave McCann, “Normally when we mention Old Business, we talk about Louie. But Louie’s already here so...” Someone added “...but Bill Hammond’s not...”



Happy 40<sup>th</sup> to Carole and Terry Looft, and many more. And, thanks to Ryan and Leeann for letting us join the celebration.

V.P. Dave continued, “Before we go on beer break, we have a presentation.” Ryan Looft, “Speaking of old business, we are here celebrating a 40<sup>th</sup> anniversary. My parents.” It was at this point that the celebratory sheet cake was brought out in celebration of Terry and Carole Loofts’ upcoming anniversary.

**Beer Break and Anniversary cake eating** called at 7:56...

Back from break at 8:13 after the Loofts shared their cake with us. *I can neither confirm nor deny having two pieces...but they were good if I did.*

Dave McCann. “The MGCC Bicentennial Barn challenge. There are 81 of the Ohio Anniversary Barns still around. We’re going to have our own internal competition to see who can get pictures of the most Ohio barns.

**New Business.** Skip Peterson, “Just a reminder about BCD, Saturday, August 2<sup>nd</sup> is this years BCD. Mark your calendar. We’ve already got about 25-30 cars pre-registered. Featured marquee this year is ‘Us!’ I sent an email to a bunch of magazines and Autoweek jumped on it and had us up on their website for a day. *I saw it too and it was pretty cool logging onto their website and seeing BCD front & center.*

Dave McCann resumed, “I have a renewal from the Mother club, I motion that we renew.” Dick Smith seconded. Therefore Skip will pay for it as usual and we’ll reimburse him, as usual.” Skip, with a stunned look on his face...

## The Octagon News – April 2014

Steve Powell, “I have the original brake drums, wheels and lugnuts from Reuben’s MGTD for sale. They’re in great shape, \$500 for the kit.”

Bob Farrell, “I have a 1974 MGB for sale. It has a blown motor.” Terry Looft, “Is that the Moss Blower?” Bob, “Lets say ‘locked-up’.”

Skip, “This is a quick story about Steve Powell who sent me a bunch of photos from a race in Washington Courthouse. Turns out that one of the pictures he took that day long ago turned out to be a picture of me at the same race. I started looking at the picture and it looked awfully familiar. Then I realized that I was in the picture.”

**Tech Tips.** Bob Hanseman, “April 19<sup>th</sup>, the Cincinnati MG T-Club is going to put on a tune-up clinic at my barn. We’re planning on doing a leak-down test, and maybe a demonstration of how to re-seal valves. I’ll let you know of the time. Anyone who wants to come is more than welcome. My house is on Trebein road in Beavercreek about 4 miles from Fairfield Commons mall.” Contact Bob for more information.

**Gumball Rallye** Bonnie Hankey won... again! Dave, “Isn’t this about the third one you’ve won this year?”

Dave McCann, “The next time we have elections, remember this night and why you don’t want me as your president.”

Motion to adjourn Skip & Bonnie. Meeting adjourned.

The logo for MiniMania features the word "MiniMania" in a stylized, bold, black font. The letters are slanted to the right, and the "M" and "A" are particularly large and prominent.The logo for MG AUTOMOTIVE features the words "MG AUTOMOTIVE" in a bold, blue, sans-serif font. The text is underlined.

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



**Steve Miller**

3733 Wilmington Pike  
Kettering, Ohio 45429  
(937) 294-7623

e-mail: [MgAutomotive1@aol.com](mailto:MgAutomotive1@aol.com)