

THE OCTAGON NEWS



Volume XLI No. 7

May 2014



Remembering Pat Wasserman
Caravan to the National MGB Meet

From the President

Ron Parks

Well, my weather thing this month is the question "Is it going to rain on 2nd Street Market show day, May 24th?" I may actually get to go this year, absent conflicts with spring fishing trips. Which car I drive will be determined by the sky and the necessity, or not, of having a top that can be put up. *(editor's note – I recall that it rained last year)*

We all had a good time on our spring outing to the local distillery! That's a bold statement I know, as our spring tour has not taken place as of this writing. But, I'm going out on a limb and assuming we will have had a good time on the short drive and visit to the distillery followed by dinner at Harrison's restaurant in Tipp City. Odds are?

If you're like me you reserved your hotel room for MG 2014 in French Lick, Indiana, a long time ago and just recently registered for the event itself. If not you may go here to register either



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, May 28, 2014

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Upcoming MGCC Events

May:

5 – Cinco de Mayo (duh!!)

24 – 2nd Street Market

28 – Meeting at Buffalo Wild Wings

Jun:

1 – Doughnut Day

25 – Meeting at Buffalo Wild Wings

Jul:

23 – Meeting at Buffalo Wild Wings

24 – Amelia Earhart's birthday (1897)

See meeting minutes for other area activities!!

online or by mail. <http://mg-2014.com/>

It's summertime, so let's get-em out and driv-em! We did one evening last week. We drove the MG down to the Clifton Mill for dinner. Unfortunately they were closed, but fortunately Linda immediately came up with a backup plan and we ended up at Taylor's Tavern. You might recall dining outdoors at Taylor's Tavern on our fall tour a few years back. They are still there and the food is still good. We may have to do a pub run there sometime this summer.

Our remembrance of Pat Wasserman is in this issue. Again, our condolence to Reuben and the Wasserman family on Pat's passing. We will miss her!

Welcome New Members

Richard and Mary Miller
719 Oakwood Ave.
Dayton, Ohio 45419
(937) 294-4289
rkmiller2@aol.com
1974 ½ MGB



Remembering Pat Wasserman



Patricia Wasserman, or Pat, as we all knew her, died peacefully on Monday May 12, 2014.

Pat was a very friendly person who enjoyed visiting with folks at our parties, tours and such. She was obviously enjoying herself in the photo taken at one of our car shows. Pat often accompanied her husband, Reuben to MG Car Club meetings, car shows, and other activities while their health allowed. She enjoyed them all and always joined in the fun.

Pat was involved in community and religious activities throughout her life. She took charge when needed and brought help, joy, and learning to many, many people in the community.

Pat loved her MGC. She could not drive Reuben's MG TD, so Reuben hunted around and found a very nice MGC with an automatic transmission. There was only one problem—her feet would not reach the pedals. Reuben considered affixing blocks of some sort on the pedals, but discovered that a previous owner had reversed the seats and seat rails. This misalignment of the seats would not allow them to slide all the way forward. Properly positioning the seats fixed the problem and allowed Pat to have several enjoyable years of driving. Everyone knew her car, as the license plate proudly proclaimed "PATS MG."

You can't help but smile when you think of Pat. We all will miss her.

Caravan to the National MGB Meet in French Lick, IN

Carole Looft

We are in the final stages of planning the drive to French Lick, Indiana in June. We will meet on Sunday, June 15, at the **Dayton Mall Elder Beerman north parking lot at 9:00 am.**

The route from there is:

Head west on **OH-725** through Miamisburg.
Pick up **OH-4 S.** to Hamilton (stop - Hamilton at McDonalds at Liberty Square)
OH-128 south to Miamitown
US-50 W into Indiana (stop - McDonalds in Greendale, IN - exit 16 from I-275)
US-50 W to Versailles, IN

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US-421 S to Madison, IN
IN-56 (Main St.- Madison –(stop- lunch at Shooters)
IN- 56 to French Lick

The total distance is about 200 miles. I will have a more detailed outline of our route for all of you on June 15th. If you want to join us along the route, and skip meeting at the Dayton Mall, that would be fine, too, just let us know where you can join us.



Everlee Looft and Emerson Looft all ready for their trip to French Lick, Indiana.

Here's what we need from those of you who will be going: An email to let us know you will be driving along (or let me know at the May meeting), your cell phone number so I can compile a list to distribute to everyone, a hand held radio so we are all in communication with our 'leader.' Don't forget your club antenna flag if you have one. We will be discussing this further at the May 28th meeting. You can contact me at clooft@earthlink.net .

“T” Tech Session

Steve Markman

Before I tell you what we did, I'll tell everyone from our club who missed it, which was most of our members, that you missed one heck of a great day of learning and MG friendship.

On Saturday, April 19th, Jim Pesta from MG Services in Cincinnati, along with about a half dozen of his friends from the Southwest Ohio T Club, came to Bob Hanseman's house to demonstrate two maintenance procedures on MG TD engines. One was done on Bob's white TD with right hand drive, which he bought in Munich Germany, and the other on my red TD, which Jim promptly nicknamed "The Lady in Red." (My apologies for not getting the names of everyone who came from Cincinnati, but we appreciate that each of you gave up a beautiful Saturday to drive all the way up here to help fellow TD enthusiasts.)

The first procedure was done on Bob's white TD. Bob hadn't noticed any problems when he drove the car, except complaining about a perpetual case of vapor lock (all Bob's fuel lines were covered with insulation in an attempt to keep engine heat away from the lines). Jim performed what is called a "Leak Down" test. The procedure is fairly simple: the spark plugs are removed and a compressed air source is screwed into one of the spark plug sockets. A stethoscope then is used to listen for air leakage in the other cylinders, the exhaust, and the intake manifold. Based on the sound, an approximate amount of leakage is estimated for each of these locations. The compressed air source is then moved to each other spark plug hole and the same readings are taken. From



Jim Pesta (L) instructs Bob Hanseman (C) on how to read the two pressure gauges to determine the amount of air leakage. Steve Veris watches intently.

this, it can be deduced where the probable leak(s) is (are) located. In Bob's case, it was a small leak between cylinders two and three, indicating a deteriorating head gasket. Jim told us that the way the water jackets in the head was designed, the area between number three and four cylinders is a hot spot in the engine, and the hot exhaust gases passing between numbers two and three probably didn't help it any. Bob decided to replace the head gasket. If you could give an MG's engine a physical exam, this would be the way to do it! *(editor's note – subsequent teardown indicated that the head gasket was fine but the head had a slight warp.)*



Jim Pesta (in the blue T-shirt – an appropriate attire for the day) prepares to compress the valve spring on Steve's TD. Note the purple custom-made spring compression tool..

After a break for lunch, in which Bob and Jeanne fired up the grill, we moved on to my TD. My problem was that when I start the car, it always emits a cloud of blue smoke, but then burns no additional oil. In fact, over a driving season, in which I only drive 400 – 500 miles, I seldom add more than a quart. And, when I change plugs, the two in front always are very dirty when compared to the other two. I'd always assumed the rings were going, but Jim said it sounded like bad valve seals, and he had a procedure to replace the seals without pulling the head off the engine.

We removed the spark plugs, valve cover, and, under Jim's watchful eye, the rocker arm assembly. Jim then

inserted about 18 inches of rope into the first cylinder through the spark plug opening and rotated the

engine to compress the rope against the top of the cylinder, locking the valve in place so it could not fall into the cylinder. Jim then used a home made tool, basically a lever, to compress the spring. I then removed the two keepers and the worn rubber seal, quickly placed a new seal over the top of the valve, and then replaced the two keepers. When Jim released the force on the lever, the spring popped back up and locked everything back into place. We then moved on the next cylinder, until all four were done. While I had the usual cloud of smoke on the first startup, subsequent startups were free of the big blue cloud. BTW, the gasket still isn't leaking, but I have a new one on hand waiting to be installed.

The hardest part of the procedure probably was removing my valve cover. When I first owned the car, it always leaked oil down the side of the engine. Replacing the gasket didn't help much, so I assumed the valve cover probably was warped. I cleaned off the gasket and put a healthy amount of silicone gasket sealer on *both* sides. Over the eight or nine years since, that gasket never leaked, but removing it in one piece proved impossible (I was lectured endlessly that silicone sealer only should be used on one side). Fortunately, Bob had a full tube of gasket sealer, which I used to seal everything, which got me home without any oil leakage. When they first saw my engine, everyone raved about how clean I kept it—now they know my secret!

Jim talked his way through everything he did, letting us learn from his years of experience. He even brought a special wrench to rotate my engine; how did he know that my bumper is misaligned so that the hand crank won't work? He gave us all "hands-on" experience and added confidence in tearing into our engines. As I said at the beginning, those of you who didn't come missed a lot. Our thanks again to Jim Pesta and members of the Southwest Ohio T Club for a great day.

The MG Liquid Suspension Special

Skip Peterson

The MG name appeared at the Indianapolis 500 for a couple of years, although there was no MG engine in a car, or any factory involvement. But the handling and ride was all MG as the hydrolastic suspension for the MG 1100 provided the rear suspension for these Joe Huffaker built racecars.

The idea came from West Coast MG importer Kjell Qvale (pronounced shell kev-all-ee) who wanted to show off the suspension and also promote the brand. This was 1964, the infancy of the rear engine Indy car, so Qvale had Huffaker build three of the cars, all powered by four cylinder, double over head cam Offenhauser (Offy) engines.



One car was sold to Sheraton-Thompson to be driven by A. J. Foyt. Foyt tested the car and set a track record with it at Phoenix, but also decided he didn't really care for the rear engine car and being surrounded by gas tanks. The car was sold back to Qvale, and Foyt opted for his front engine Offy roadster. Foyt won the 1964 Indy 500, his second victory, and also the last time a front-engined roadster made it to Victory Lane.

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Meanwhile, Qvale had three cars entered at Indy, with rookie sports car racer Walt Hansgen in #53, Bob Veith in #54 and Pedro Rodriguez in #48. Rodriguez crashed in practice and didn't make the race. Hansgen qualified 10th with the car and ran as high as 2nd in the race before a long pit stop to replace fuel injectors. He finished 13th, while Bob Veith started 23rd and finished 19th.

In 1965, Qvale put all three cars in the race, the rebuilt 1964 car was driven by rookie Jerry Grant and called the Bardahl M.G., while Hansgen and Veith were back in the cars from 1964, with Hansgen finishing 14th.

Four new cars were built for 1966, still employing the hydrolastic suspension and severely offset to the left for better cornering. It is said that some BMC front suspension parts were also used. The MG name never appeared on the cars after 1965, but these cars competed at Indy in the 500 until 1969. Some of the drivers behind wheel included Bobby Unser (finished 8th), Chuck Stevenson, Gary Congdon, Wally Dallenbach, Eddie Johnson and Sam Sessions. Sessions raced the same car in 1968 and '69, finished 9th and 12th.



There is no way to tell which of the cars is shown in the photos of the restored car displayed at Indy last year, but the original #53 that Walt Hansgen drove was painted blue and sported the MG octagon on the side. The restored car appears to be a 1965 model with a wider nose opening.

About Walt Hansgen; he was an accomplished sports car racer and SCCA champion when hired to drive the MG car. There are many rumors that in 1964, Hansgen swerved to avoid the spinning car of Dave McDonald, causing Eddie Sachs to swerve directly into the path of the flaming car. Both Sachs and McDonald died in the crash, one of the most horrific in Indy 500 history. Hansgen lost his life testing a Ford GT40 at LeMans in 1966, crashing in the rain.

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 years. 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, April 23rd Meeting

Sam Hodges

President Ron Parks, “Since I wasn’t here last month, what kind of car was it? Dave just called me with his report. He’s got a correction for one of the jokes in the minutes. Apparently it was a Scotsman, not an Irishman.”

Ron, “What I would have reported is that this room is reserved Sat. Dec. 13th for the Holiday party. Lots of thanks to Dave for filling in, Dave & Lois for their party, Steve & Mimi for the Tune-Up clinic, Skip for the donuts and coffee and Eddie for showing us how to do shocks.” Carl Sparklin, “Shocks or shots?” (*...it’s a legit question...*)

Ron continued, “Do we need a new motion to buy a new, non-leaking coffee pot?” Steve Miller, “Was it a Lucas Coffee pot? If so then it’s not broken.” Skip, “That was an old BCD coffee pot.” Mike Edgerton, “Was it leaking motor oil?”

Mail Call. We got a renewal for the P.O. Box. The MGCC voted to renew the P.O. Box rental. Motion approved. We also got a renewal notice for the Insurance Policy. We need to make sure it didn’t auto-renew. Skip also paid the renewal for the Mother Club. We are once again a member in good standing.

Vice President Dave McCann was not here but did phone in the report. Ron, “The Vice President’s Report has 2 corrections for the minutes. 1 It wasn’t an Irishman, it was a Scotsman (*already corrected*). 2. The number of people at the Gribler’s party was 14.

Minutes were next on the agenda. Since we’re talking about corrections anyway. Skip Peterson motioned to accept the Minutes as reported. Mike Edgerton seconded. Minutes approved.

Treasurers Report. Dave Estell, “The club ran out of money so we had to come home.” We had Total Income to the MGCC consisting of: Regalia Sold (\$72.00) + Membership Renewals (\$141.00) for a **Total Income of \$213.00.** Total Expenses: 10-Months pre-payment for the Octagon News (\$300.00) + Gumball Rallye (\$10.00) + Postage Stamp (\$19.60) + Tune-Up Clinic Refreshments (\$31.95) + Mother Club Membership renewal (\$86.24) = **A Total Expense of \$447.49. Total Loss to the MGCC was \$234.79,** that when subtracted from our existing Treasury balance of **\$5,154.33** equals a new **Treasury Balance of \$4,919.66** in the primary checking and **\$379.02** in the savings account. Bob Farrel motioned to accept the Treasurer’s Report as delivered. Charlie McCamey seconded. Eddie opposed as per the usual. Treasurer’s Report approved.

Membership was next. Carole Looft, “We have a new member with us tonight. Richard Miller. He was at the Tune-Up clinic. He owns a 1974 MGB and is from Dayton.” Richard Miller, “I bought it in April of 1976 with 3,800 miles. I used to attend when the MGCC meetings when they were at Urban Suburban...” Skip, “So you remember the night Lucente won?” Ron, “That was a while ago...”

Sunshine Committee – The last time we talked to Reuben, Pat was heading home from therapy on April 22. (*Unfortunately, we learned Tuesday, May 13th that Pat had passed away.*) Reuben’s car sold to a man in Virginia who is very pleased with the car. He took it on a 1,200 mile jaunt and it performed flawlessly.

Webmaster John Scocozzo wasn’t at the meeting. Skip, “I saw him at Lowe’s yesterday...” Ron, “Maybe that’s why he’s not here. Couldn’t afford it.”

Newsletter Editor Steve Markman. He’s not here either.

Carole Looft, “I want to explain the \$300 charge for newsletter. We buy the covers in bulk (6,000 according to Terry) so these should last us about 6 months. If you can get them electronically, please consider that option. We’re spending about \$1.02/newsletter mailed.”

President Parks, “The website has a hyperlinked list of the upcoming events and their sign-up sheets.”

Activities with Eddie. Eddie Hill, “Huh? There’s a new car show called Cars-n-Coffee taking place from 9-noon at the Home Depot parking lot at Feedwire & Wilmington. There’s a Saxby’s coffee right there. May 24th is the Second Street Market show. June is British car week.”

Ron Parks, “This is just as good a time as any to talk about our Spring Tour.” Steve Powell, “We have one date available – Sunday May 18th. What we want to do is resurrect the old distillery fall tour. Meet in Tip City at the McDonalds at 1:00. There’s a \$10 cover charge at the distillery.

Beer Brake called for at 8:01. Ron, “After we get our beer, we’ll have a toast to the owner of a 1965 MGB who just turned 65 (*cough* Dave Estell *cough*).

Back from Beer Break at 8:16 with a toast to the new Hammond/Louie of the group – Dave Estell.

Old Business. The Moss Motoring challenge. Ron, “We’ve got flyers up here for the taking. I see a note about inviting Mike Joy to BCD.” Skip, “I need to invite him to BCD. Can’t hurt.”

Ron, “Any other old business?” Jennifer, “I saw Louie Sunday, he’s fine.”

New Business. Ron, “Did you all get the email on MG90? Did you want to do it? We could come up with something. We’re planning on hosting the Summer party. Can’t tell the date yet, but keep checking for news.”

Charlie McCamey, “May 9-11 I’m having an estate sale. I’m moving to 10 Wilmington Place and I’ve got some things for sale. The MGB I’ve had for 37 years is NOT for sale. I’ve made arrangements for storing it in the winter. I’ve been in that house since 1973 you can imagine I’ve got a few rakes and hoes and a bag of lugnuts. I’m not going to try telling you all I’ve got, just that it’s an estate sale, Fri-Sun.”

Bob Hanseman, “Last Saturday we had a T-Series Tune-Up Clinic with Jim Pesta and Steve at my place. We had a leak down test and when I pumped air into No.3 cylinder and it came out of No.2. We learned a lot of things there. It was a good clinic.”

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Ron, “We have a new U.S. Citizen in Graham Cooper.” MGCC “Hooray! But you still have that accent?!?”

Carole Looft, “French Lick – Terry and I did a test run. It’s about 4 hours – 200 miles. We have a roadmap that’s a good idea of the route we’re going to run. We’re thinking of leaving around 9:00ish, but that’s negotiable.” Skip, “Every caravan gas stop is 45 minutes so... Are we taking the supply trailer?” Terry, “We need to find a place to re-supply the supply trailer. The grounds are immaculate and the hotel looks like a Hollywood set. If it’s not marble, it’s gold-leaf.” Jennifer Peterson, “Thank you for doing a recon-run and gathering all this info.” Terry, “There’s even a Denny’s across the street for those who want breakfast.” Carole, “We can discuss this more later, but that’s our report.”

For Sale. Bruce Miller, our member from Richmond has these K&N MGB flier set. Make me an offer, I need to find them a new home.

Greg Issacs of Eaton, “I’ve been rebuilding these things for years and I’ve an accumulation of MGB & Midget parts. The next step for half these parts is recycling. If I’ve got what you need, we can make a deal. I’ve got a ’73 Midget that’s also for sale. My wife wants the room.” Ron, “What’s she going to restore” Greg, “She’s got a dry-rot Camaro she’ll probably want to work on.” Diana Hodges, “A girl after my own heart.”

Ron, “Anything else for sex?” Dave Estell, “What’s on your mind there Ron?” Ron, “I meant Tech Tips, not sex tips. Skip, Help me out!”

Tech Tips? Skip, “If you have any questions about shocks, ask Eddie.”

Gumball Rallye – Dick Smith wins the \$10.

Bonnie Hankey motioned to adjourn. Eddie Hill Seconded. Meeting adjourned at 8:42.

The logo for MiniMania features the word "MiniMania" in a stylized, bold, black font. The letters "M" and "n" are particularly large and have a jagged, blocky appearance, suggesting a car or mechanical theme.The logo for MG AUTOMOTIVE features the words "MG AUTOMOTIVE" in a bold, blue, sans-serif font. The "MG" is larger and more prominent than "AUTOMOTIVE".

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



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