

THE OCTAGON NEWS



Volume XLII No. 2

November 2014



Pub Run Pictures
Last Chance Membership Renewal Notice

From the President

Terry Looft

I thought about going back a few years and re-using my Nov Prez letter from back then for this month, but it would have taken too many changes. So, here is # 2 of 11 for this term. I knew there was a reason I voted for Sam.

My projection was correct; we had a good turn out and a great meal at our last pub run at Buffalo Jack's. Always looking forward to the next one, but that will have to be in January. Without a meeting in December to plan one, maybe we can get something going at this meeting or via email.

Not much to report on the MGA build off. The car is still setting on the trailer waiting for the word to travel to the body shop. It seems that body shops are universal in that there are cars out there that are not even wrecked yet but are still ahead of mine in line for shop space. My GT has been in a shop here for 3 years now and no end in sight. I'm worried that Carole's A will meet the same fate.



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, November 19, 2014

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Upcoming MGCC Events

Nov:

19 – Meeting at Buffalo Wild Wings

Dec:

13 – Holiday party at Buffalo Wild Wings

No meeting – Happy Holidays!!

Jan:

28 – Meeting at Buffalo Wild Wings

See meeting minutes for other area activities!!

Hoping, though, to get it to the shop before Thanksgiving. So, Skip, take your time, I don't think there is any hurry.

The only other project to report on is my powder coating set up. It's progressing nicely, the oven tested out and the spray booth set up will serve. I will be able to get up to 4 wheels, or a motorcycle frame size parts in the oven. I hope to do some test parts soon. I'll post some pictures along with a test report.

Talking about another long, drawn out project, my 1976 MGB GT factory V8 finally got to Ohio. The deal was made back in February and only two weeks ago it saw the light of day being pulled from the container in Cincinnati. Something I did not know at the time, was, that because of problems with the customs paper work, there was talk of having to send the car back to Scotland. Thanks goodness my broker, the shipping company, and customs got things worked out. This car is the fastest MG I ever have driven. A little faster than a raped ape and slightly slower than the scalded dog (on the car guy speed scale). It runs and drives perfectly; it looks great; it's a keeper! I need to do

some detailing under the bonnet and the wheels could use a little attention, otherwise, it's a fun car to drive, I had long forgotten the sound of a V8. (yes Mike, I have crossed over to the dark side. I'm glad I did!)

Don't forget the holiday party coming up in December. Make sure you mark December 13th on your calendar.

And don't forget the meeting is a week early this month because of Thanksgiving. Nov meeting is on the 19th.

Dave McCann Jr. has asked that anyone who participated in our local version of the Moss Motoring Challenge, please bring their score sheets to the November meeting. If you'll recall, our local challenge was to photograph ourselves with a copy of the Moss Motoring Challenge flier in hand, with a bi-centennial barn and our MG or other British Sports car also in the picture. Awards would then be presented at the Holiday party on December 13th.

On a sad note we lost a car guy this past week. Tom Magliozzi, one of the hosts of 'Car Talk' better known as "Click and Clack, the Tappet Brothers" passed away at 77. He and his brother were great fun to listen to and try to guess the answer to the problem of the day.

See you at the meeting!



Pictures from Pub Run

Photos by Rob Parks



Welcome New Member

Carole Loft

Clark Wolfe
5685 Preble County Line Road
Lewisburg, Ohio 45338
937-671-2247
1967 MGB GT

Last Chance Membership Renewal Notice

If you have not renewed your membership, this will be your final newsletter notice. In January the membership roster will be updated with only current paid members. If you have not renewed, dues can be brought to the meeting or sent to:

P.O. Box 20032
Dabel Branch
Dayton, Oh 45420-0032

Renewals are \$18/year. If you need to make any corrections or additions to the information we have on hand for you, drop a note along with your payment, and we will update our records. Thank you.

The Mechanics of Being a Non-Mechanic

Karl Sparklin

I know, I should be ashamed of myself.

Admittedly, I'm a casual MG owner. I don't really have the technical know-how, time or money to do the proper job properly. I don't spend enough time caring for my MG, but boy, do I love driving it. It started early.

My first car was a '71 Fiat 850 Sport Spyder convertible. A tiny beautiful machine, with a whopping 48 hp engine. Every entrance ramp was a race with death, but if I wanted to make a lane change, I could have moved over underneath semis, that Fiat was so low. Friends at work used to pick it up and put it sideways in parking spots so I couldn't go home. Unfortunately, EVERYTHING was small in that car: if the molecules of gasoline turned sideways in the carburetor, it would die, and often did. I finally dumped it for more reliable transportation, until I could afford to have a fun little sports car as a SECOND car.

Eventually, this took the form of a '77 MGB. I did love driving it, but the driving height was decidedly peculiar. At 6'3", sitting normally, my eye height was right at the top windshield rail. I could either scrunch down unnaturally to look through the windshield, or look like some carnival clown peering over the top of it, squinting into the wind, catching bugs in my teeth. Eventually, paying city taxes became more important than owning that particular MGB, so it went.

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But now I knew what I wanted! A chrome-bumpered MGB. Soon, I had my current '72 model. Some idiot had sprayed it some weird yellow color from the original white, but it ran well and most things worked. I bought it. That was over 20 years ago. For most of its history, this MGB has needed very little attention to make it drivable. I was foolishly unmotivated to do even the most common preventative maintenance, and the 'B just didn't seem to care. It came to have more brown than yellow on the body, but it ran just fine. The emergency brake froze, the windshield wiper motor wound up in the basement somewhere, and dashboard instruments failed, but on it went! I got used to this. My wife and I loved to drive around on summer evenings, often taking the dogs to the ice cream places, and it was a summer pleasure, a part of our life together.

Then my wife developed such back problems that she could no longer get down into our beloved 'B. I lost interest in driving it because the fun had gone out of it somehow. It sat for 2 or 3 years. I think it felt neglected and has decided to get even with me for putting up with such little care, yet running its little heart out. Elle is now better, and I have now spent two summers trying to fix a myriad of things it throws at me. Skip and Ron have come over to help with wheel cylinders and brakes and carburetors and clutch master cylinders.... For a while, it would run, but not stop. Later, it would stop, but not run.

But this summer, I actually got it out on the road! At first, I ran it around the block to see if it would REALLY get even with me, and just stall out, just out of pushing range. Then, I braved a much larger block, and was so thrilled to be out in it again, I took the attached picture to share with others, proof that it wasn't just a hangar queen. Unfortunately, I was too busy smiling and waving and taking pictures to notice that little gauge you probably can't quite make out in the lower right: the temperature gauge isn't really supposed to go past "H." I missed it. But it turns out that the car comes equipped with another indicator of high engine temperature that kicked in as I pulled in the driveway: gray smoke pouring out from under the "bonnet".

So now it runs, and it stops, but it burns up. Still not optimum. I'm now learning all about the cooling system: Youtube and Steve Miller are equivalent wonders. The radiator is fine, and the thermostat has been replaced. Still no luck. The next guess is the heater-valve that's been frozen since the Clinton administration. We'll see...

As I'm walking around it in the garage, I swear I sense the car smirking at me, still getting even for such neglect. Still planning its next failure, dashing my hopes of having effortless fun in our MGB. Will that loose fan belt stop turning the alternator? Will the car invoke the spirit of Lucas and turn my running lights into a disco scene? Will the reasons for all those extra bolts on my workbench suddenly and spectacularly become obvious?

It's one step at a time. Right now, my goal is simply having it running, stopping, and not burning up!



Everyone knows what a chrome-bumper MGB looks like, so here's *my* favorite view of my car (except for the temperature gauge)!!

Tom Magliozzi, Popular Co-Host Of NPR's 'Car Talk,' Dies At 77

Courtesy of Car Talk
November 03, 2014

Tom Magliozzi, one of public radio's most popular personalities, died on Monday of complications from Alz-heimer's disease. He was 77 years old.

Tom and his brother, Ray, became famous as "Click and Clack the Tappet Brothers" on the weekly NPR show *Car Talk*. They bantered, told jokes, laughed and sometimes even gave pretty good advice to listeners who called in with their car troubles.



If there was one thing that defined Tom Magliozzi, it was his laugh. It was loud, it was constant, it was infectious. The Magliozzi brothers grew up in a tough neighborhood of East Cambridge, Mass., in a close-knit Italian family. Tom was 12 years older, the beloved older brother to Ray. They liked to act like they were just a couple of regular guys who happened to be mechanics, but both of them graduated from MIT.

After getting out of college, Tom Magliozzi went to work as an engineer. One day he had a kind of epiphany, he told graduates when he and Ray gave the 1999 commencement address at their alma mater. He was on his way to work when he had a near-fatal accident with a tractor-trailer. He pulled off the road and decided to do something different with his life. "I quit my job," he said. "I became a bum. I spent two years sitting in Harvard Square drinking coffee. I invented the concept of the do-it-yourself auto repair shop, and I met my lovely wife." Well, he wasn't exactly a bum; he worked as a consultant and college professor, eventually getting a doctoral degree in marketing. And Tom and Ray Magliozzi did open that do-it-yourself repair shop in the early '70s. They called it Hackers Haven. Later they opened a more traditional car repair shop called the Good News Garage.

They got into radio by accident when someone from the local public radio station, WBUR, was putting together a panel of car mechanics for a talk show. "They called Ray, and Ray thought it was a dumb idea, so he said, 'I'll send my brother' and Tom thought, 'Great, I'll get out of breaking my knuckles for a couple of hours.' And he went over and he was the only one who showed up," recalls Doug Berman, the longtime producer of *Car Talk*. Berman says the station liked what Tom did and asked him to come back the next week. This time he brought Ray. The rest, as they say, is history.

In 1987 *Car Talk* went national on NPR. The Magliozzi brothers were a huge success. Listeners loved their blend of humor, passion, expertise and just plain silliness.

When it came to cars, Berman says, the brothers really did know what they were talking about. But, he says, that's not why people listen to the show. "I think it has very little to do with cars," he says. "It's the

guys' personalities. And Tom especially — really a genius. With a great, facile mind. And he's mischievous. He likes to prod people into honesty."

Tom and Ray haven't done the show live for two years; *Car Talk* has been airing archives of old shows. Berman says Ray would like to continue doing that, as a tribute to his brother.

What To Do If the "Check Engine" Light Goes On

From ConsumerReport.com

Editor's Note – I know, this doesn't apply to MGs

You're driving along in your car or truck and suddenly a yellow light illuminates on your dash telling you to check or service your engine. If you're like most car owners, you have little idea about what that light is trying to tell you or exactly how you should react.

Call it the most misunderstood indicator on your dashboard, the "check engine" light can mean many different things, from a loose gas cap to a seriously misfiring engine.

"It doesn't mean you have to pull the car over to the side of the road and call a tow truck. It does mean you should get the car checked out as soon as possible," says Dave Cappert of the National Institute for Automotive Service Excellence, a Virginia-based organization that tests and certifies auto technicians.

Ignore the warning, and you could end up damaging expensive components. It also can be a sign that your car is getting poor fuel economy and emitting higher levels of pollutants.

What the Light Means

The "check engine" light is part of your car's so-called onboard diagnostics (OBD) system. Since the 1980s, computers increasingly have controlled and monitored vehicle performance, regulating such variables as engine speed (RPM), fuel mixture, and ignition timing. In some cars, the computer also tells the automatic transmission when to shift.

When it finds a problem in the electronic-control system that it can't correct, the computer turns on a yellow warning indicator that's labeled "check engine," "service engine soon" or "check powertrain." Or the light may be nothing more than a picture of an engine, known as the International Check Engine Symbol, perhaps with the word "Check." In addition to turning on the light, the computer stores a "trouble code" in its memory that identifies the source of the problem, such as a malfunctioning sensor or a misfiring engine. The code can be read with an electronic scan tool or a diagnostic computer, standard equipment in auto repair shops. There also are a number of relatively inexpensive code readers that are designed for do-it-yourselfers.

Manufacturers originally used the OBD system to help technicians pinpoint and troubleshoot malfunctions, but the systems now are required under federal laws governing automotive emissions. Although larger trucks have been exempt from the requirement, that quickly is changing.

"The 'check engine' light is reserved only for powertrain problems that could have an impact on the emissions systems," says John Van Gilder, General Motors' lead OBD development engineer.

Exactly what the OBD system looks for depends on the make, model and year. The original systems varied widely in their capabilities. Some did little more than check whether the various electronic sensors and actuators were hooked up and working.

That changed by 1996, when, under OBD II regulations, carmakers were required to install a much more sophisticated system that essentially acts like a built-in state emissions testing station. The computer monitors and adjusts dozens of components and processes. For example, it continually samples exhaust emissions as they come out of the engine and again when they leave the catalytic converter, a device that removes carbon monoxide and hydrocarbon pollutants from the exhaust. The system also monitors your car's fuel system to ensure that gasoline vapors are not escaping into the atmosphere through a leak or even a loose or missing gas cap. In most cases, if a problem occurs, the computer will wait to see if it corrects itself before turning on the light. Modern OBD II systems are so thorough that state testing centers increasingly are checking for any stored trouble codes and foregoing the traditional tailpipe emissions test.

Some states are considering an advanced OBD system that would allow them to do away with emissions testing. If the “check engine” light comes on, the system automatically would send a remote signal to state officials, who would contact motorists who don't have the problem corrected within a reasonable amount of time. Privacy advocates are criticizing the idea as being too intrusive. Depending on the system, officials might be able to trace where the vehicle had been. Proponents say the system would free motorists from the time and expense of having to undergo annual or biennial emission testing, and it would help ensure that emission-related problems are detected and fixed more quickly.

Remote diagnostics already can be found on GM vehicles equipped with the OnStar communications system. When the “check engine” light goes on, GM car owners can notify an OnStar representative, who can read the trouble code and provide advice.

What to Do

If your "check engine" light illuminates don't react like one Connecticut motorist, who simply poured an extra quart of engine oil into her 2002 Toyota Corolla. Although extreme situations, such as low oil pressure or an overheating engine, might trigger a "check engine" light, your dashboard has other lights and gauges to warn you about those problems and probably a lot sooner. The best advice is to read your owner's manual beforehand and learn the purpose of the “check engine” light and every other gauge and warning indicator on your dashboard. Periodically, you also should test the “check engine” light and other dashboard warning lights. Usually, you can do this by turning the key to the key-on/engine-off position. Consult the owner's manual for more information. Replace any bulbs that aren't working.

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.

Nothing??

MG Car Club Minutes, October 22nd Meeting

Sam Hodges

New (*and former*) President Terry Looft banged the gavel on his first (*and 42nd*) meeting as President precisely at 7:30, but that's not when the meeting actually began... *more like 7:30:48.*

Skip Peterson had a slight problem with his Gumball Rallye tickets. Skip, "I borrowed Eddie's pen and I wrote 'Eddie' on the ticket."

President Looft. "Let's thank the outgoing officers. It'll be tough to be as smooth as Ron was but we'll try our best."

Terry continued, "One thing I was dreading was, right off the bat, we lost Bill Hammond. He was an old-time MG'er who's definitely going to be missed." Skip, "The cutest part, there were only about three guys living in the building. I think Bill had a lot of female followers around the home. Bill had quite the following." Ron, "Bill included everybody. He left no one out. He always made sure that everyone was included." Terry, "We're gonna miss him."

Thank you Ron for leading on the Pub Run. We had a nice turnout at the gathering. They have a nice menu of alternative game food, venison, buffalo, etc.

Terry continued, "Thanks to Ron for the Shenandoah Valley show. Thanks for the interesting routing." Ron, "You saw the gravel road..." Terry, "We were almost home. Carole was driving the Jaguar 'spiritedly' and about ½ mile from home I saw the flashing lights in the mirror. Turns out that the Jag was first come, first serve. Carole ended up getting her first ever speeding ticket." Carole shrugged it off.

Vice President's Report. Newly elected V.P. Sam Hodges had nothing to report. (*This is going to be weird for the next 11 months...*)

Minutes were next. Former Vice President Dave McCann pointed out a correction that needed to be made to the Minutes as reported. There was a mistake made in the Treasurer's report whereby the value of the savings account, \$379.02, was added twice, once in the overall balance and then again. The Secretary then informed the outgoing V.P. that we don't do corrections... Otherwise, Minutes, as reported, were approved.

Treasurer's Report was next. New Treasurer (and former V.P.) Dave McCann, "I always wanted to take a trip... We had Total Income to the MGCC consisting of: Membership Renewals (\$470.00) + Regalia (\$78.00) + Savings Account Interest (\$.02) for a **Total Income of \$548.02**. Total Expenses: Gumball Rallye (\$10.00) + Group Patch Purchases (\$296.00) for a **Total Expense of \$306.00**. **Total income to the MGCC was \$242.02**, that when added to our existing Treasury balance of **\$4,304.07 (as corrected per Treasurer McCann's comments)** equals a new **Treasury Balance of \$4,622.60 including \$379.08** from the savings account. Dave Estell motioned to accept the Treasurer's Report as delivered. Carole Estell seconded. The MGCC questioned the legitimacy of the former Treasurer motioning to approve the report for the account that he was the custodian of. As per the norm, we quickly forgot what we were questioning after the promise of a beer break... *Eddie would have opposed if he had been*

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paying attention, but by the time someone told him his window to oppose had closed, we'd already moved on. Treasurer's Report approved.

Carole Looft and Membership. Carole, "We currently have 49 members who have renewed." Terry Looft, "That's pretty weak for my first month." Carole, "We've got John Moskeland in attendance tonight with his grandson. He's looking to start restoring his '61 MGA." Dave Estell, "Hey, maybe he can get in on the challenge."

Carole, "I thought it would be great to know when everyone's birthday is. That way, we could put something in the Newsletter that listed the members who have birthdays that month." The few that she already had were announced. Carole, "And don't you think that they should buy at beer break?" (*She does know this crowd...*)

Activities with Eddie, "It's the end of the season, not much to report except the Holiday Party. Next month's meeting is a week early – Nov. 19th."

Sunshine Committee. Terry, "Nothing?" Skip, "I talked to Louie and he's doing fine." Ron, "I talked to Steve Powell and he says that Reuben is doing well."

Newsletter. Steve Markman, "Car show season is over and I'm looking for input. Did I not get a picture of you or your car this year? If so, send one to me. Excuse my poor face recognition capability; I may trip over you at a show and not realize you're a club member. So, unless you want to see a bunch of silly articles, send me something about your car, or something interesting..." Lois Gribler, "...Unless you want to see fish..." Steve, "I do have two new dogs staying with us. How about pictures of them?" Terry Looft, "How about something tasteless?"

Webmaster is absent.

Carole Looft, "I'd like to back-track. The article in the Newsletter about Bill said that donations to Hospice are being accepted." Skip, "I'd like to motion we donate \$75 to Hospice in Bill's name." Dave Estell seconded. MGCC unanimously approved."

Terry, "Are we up to Beer Brake?" Skip, "I think we should buy a round in Bill's honor." Dave Estell seconded. Eddie actually double seconded.

Beer Brake called at 7:55.

Back from Break 8:16.

Skip (*raising a glass*), "To Bill." MGCC, "To

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Bill!”

Terry, “**Old Business.** Club Patches...” Skip, “I’ve got 200. They arrived from the Hang Gui factory in Huang Li, China. I don’t think they expected us to have the order slip to the factory. Their unit price, \$0.10. It was packed and shipped by ‘Lucy’.”

Terry, “How about Window decals?” Skip, “I got those through Rallye productions.” Steve Veris, “They were what, \$.08/per?” Terry, “So noted.” Skip, “Do we know how big the old ones are/were?” Someone coughed up a tape measure. As measured they’re 3x3... Linda, “Do we need a motion to order some? Anything over \$50 has to be motioned.” Skip, “I’m just checking prices at this point.”

Terry, “Name badges, we’re back to that.” Skip, “I found a couple of places that might be able to help us out. I need to look into that.” Eddie, “No new members until we get new name badges.” Ron, “You’re going to be running behind there. I hope you only get 102 members.”

Carole, “I want to get back to the patches. My membership roster rolls over in January. If they haven’t paid by then, they’re not going to. I’d like to wait until then to actually hand them out after we weed out the non-renewers. What are we going to sell them for?” Steve Miller, “I say we sell them for \$.08 and out price the competition.” Skip, “I motion that every member actively on the roster get 1 patch per family membership, and you can buy extras for \$2.00/patch.” Seconded by Bonnie Hankey. Eddie opposed.

Old Business. Dave Gribler, “We had a closing meeting for BCD and we are distributing the leftover funds after the settlement of all debts. Each club will receive a check for \$1,800 from BCD.”

Dave McCann, “Maybe we should think about our annual donation.” Skip, “I think that whoever it is, we should consider donating to our charity of choice. Think about that for next month’s meeting.”

Terry, “I’d like to start a new segment about what we’re doing with our cars.” V.P. Sam Hodges, (...*yeah, this is gonna be weird...*) “I’ve been having problems with my 1977 MGB and the starter solenoid. After a few issues with not starting and deciding that the problem was a bad starter solenoid, I discovered that I had a brand new starter solenoid in the trunk. I then also remember that I was having this problem last fall when I bought the new solenoid, right before I put the car away for the winter.” Ron, “I rebuilt the brakes on the Triumph correctly this time with the parking brake actuator correctly oriented.” Ron continued, “Turns out that my MGB is more reliable than my daughters Toyota. Her car was dead and had to be towed back to Fredericksburg so I ended up ferrying everyone, one at a time, in the MGB up to the lodge.”

Skip, “Everyone knows about the airbag recall? Our BMW received a registered letter telling us to schedule something. Apparently they’re built by Lucy...”

Terry, “Well, we stripped the MGA down in about 4-days. It’s on the trailer and ready to go. The V8 is in the U.S. and we had to get a broker to get it through customs.” Ron, “Did you get the 1100 running?” Terry, “No, it’ll startup and run about ¼-mile before it acts up.” Skip, “Oh, it’s a dragster.” Terry, “I’d hate to see the ¼-mile times slip on that” Carole, “I actually had to tow it to storage.”

New Business. Terry, “Ron, we need to look into coversheets. We need to be thinking about it. We probably have about 4-months but it’s something we should start thinking about.”

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Tech Tips. Ron, “When you assemble your drum brakes in the back, you want to make sure that the parking brake lever pivot’s inside the drum otherwise the brakes are always on.”

Bob Farrell, “Out on S. Fairfield Rd. near Indian Ripple is a sad looking rubber bumper MGB for sale for \$600 with a sign that says ‘Winter project’.”

Don’t forget. Due to Thanksgiving, the November meeting is November 19th.

Gumball Rallye. We have a lot of things to give out this month. Jayne Powell won the customary \$10. We have several posters from Bill Hammond that are up for the special gumball.

Terry Looft won the Mini Concours print

Cathy Barnes won the Alfa Romeo Concours print

Bonnie Hankey won the Corvette Concours print

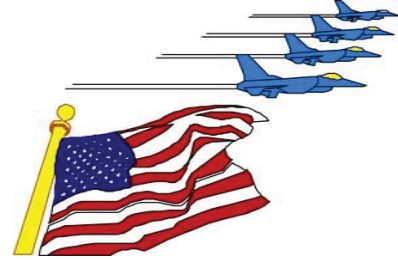
Dave McCann Jr. won the A.C.D. Concours print

Ed Wolfe won but passed on the unframed Corvette print

Bob Farrell won the unframed Corvette Concours print

Mary Planeaux won the MGA/MGB/MGC poster

Steve Miller won the final MG poster.



The giving continues. We have 5 leftover BCD shirts that Carole’s tired of seeing. Ron Parks, John Wolfe, Bob Nuessgen, John Moskeland, and Skip Peterson all won t-shirts.

Dave McCann motioned to adjourn. Dave Gribler seconded. Meeting adjourned at 9:02.

MiniMania

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