

THE OCTAGON NEWS



Volume XLII No. 6

April 2015



Tune-Up Clinic Pictures
MGs at Amelia Island

From the President

Terry Looft

In my March letter, I had talked about hoping for the end of the snowfall, and now, here come the thunderstorms. I'm not sure if it's progress toward summer or we just can't win weather-wise. Let us hope good weather is on the way without the bad stuff that comes with it in the spring. We are looking forward to driving the cars on more than a once-in-a-while basis.

What a great turn out we had at the tune-up clinic. The weather was great, lots of cars and lots of problems fixed. By far the best one ever! Thanks to Steve and MG Automotive. (PS, this is all speculation as this is being written before it happened).

Not much to report on the MGA restoration this month. Progress is being made, though. I have finished all the welding on



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 Rusty Bucket, 2812 Miamisburg-Centerville Road, 45459, in front of the Dayton Mall, at 7:30pm. The next meeting will be:

Wed, April 22, 2015

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Upcoming MGCC Events

Apr:

11 – Tune Up Clinic at MG Automotive
22 – Meeting at Rusty Bucket

May:

2 – Drive your MGA Day
23 – Car Show at 2nd Street Market
27 – Meeting at Rusty Bucket

Jun:

24 – Meeting at Rusty Bucket

See meeting minutes for other area activities!!

the frame and it now is painted and ready for parts to be bolted on. A number of things are going on behind the scenes; machine shop, plating, and lots of little things to bring it all together. We will be checking on the body this week for both the MGA and the V8 and report at the meeting.

Our new name tag blanks have arrived, so if anyone needs a new one or a replacement, just place your order and we will see that you get it. Also, the replacement window decals are here, if you are in need of one of those too. Check with Carole if you need either.

Not much else to report, (almost like a VP report). See you at the meeting. Bring anything show and tell, tips, tricks, or anything else to pass on to the membership.

Reuben Wasserman Turns 80!!

On March 27th, Reuben Wasserman turned 80 and his daughters threw a party for him. Many club members were able to attend, as well as lots of Reuben's other friends. Rumor had it that Reuben likes chocolate, so I think that he now has a supply that will last for a long time! Many more happy ones, Reuben!



Pictures From Tune Up Clinic



Some of us actually worked on our cars.



Not sure what others of us were doing.



Most of us chatted, enjoyed the nice Spring day...



...and consumed coffee and donuts.



Thanks again to Steve Miller and MG Automotive for hosting this year's event.

Lonely MGs at Amelia Island

Mike Edgerton

The Amelia Island Concours d'Elegance and the accompanying classic car auctions attract world-class cars, spectators and bidders. Unfortunately, there were only five MGs spotted during the weekend. Only one MG was nestled among the more than 300 concours vehicles displayed on the fairways of the Golf Club of Amelia Island. Malcolm and Barbara Appleton brought their stunning 1932 MG F1 Magna to compete in the "Pre-War Sports Cars" class. The Magna earned the coveted "Amelia Award" for the class.

Gooding & Co. auctioneers sold a 1952 MG-TD for \$31,900 and a 1957 MG-A for \$33,000. RM-Sotheby Auctions hammered a 1959 MG-A Twin-Cam for \$82,500 and a 1938 MG TA crossed the block at \$115,500.

Also displaying at the Amelia Concours from the greater Dayton area were Richard & Helen Harding (1928 Auburn Speedster), Bob & Diane McConnell (1956 Kurtis-Kraft Indy Roadster), Rick Grant (1965 Aston Martin DB) and Andy Manganaro (1954 Fiat 8V).



1952 MG-TD



1938 MG TA



1932 MG F1 Magna



1959 MG-A Twin-Cam

Charlie McCamey's MG Quilt

Kathy Abbott
(Charlie's daughter)

I guess that after you've been a car guy for a long time, you find yourself with a lifetime supply of T-shirts. Last Christmas my sister Colleen and I decided to have a quilt made from all the car show T-shirts my Dad had accumulated thru the years as a surprise for him. Our cousin is a seamstress and we approached her about making the quilt if we would supply her with the shirts. She agreed to do it. We sneaked the shirts from my Dad. We don't know if he ever noticed the slight dent in his pile of shirts; if he did, he never said a word to us.

The front of the quilt is completely T-shirts, even the small pieces. It's hard to pick out, but there also is a photo of him that our cousin somehow transferred to cloth and incorporated into the quilt. The back is fabric she found online and is all different models of MG's.

Needless to say, Dad was thrilled. We tried to talk him into bringing it to a meeting, but he won't.



Front side of Charlie's quilt.



Back side of Charlie's quilt.



British Pub – Ames, Iowa

Carole Looft

On a recent trip to Ames, Iowa, we happened upon a local British Pub. The quaint little bar was called The Mucky Duck Pub and it had quite a few British adornments throughout. Parked in front, as its signature landmark, was a round-wheel arched Midget. Upon closer inspection, we could see it was a little scruffy, and closer yet, we realized it was being used as a planter. The whole interior of the car was filled with dirt and there were remnants of plantings that had long since dried up and died. It was a sad sight to see! After inquiring inside as to the fate of the car, we were told it had been a non-running, unsalvageable car. Here's the picture, it doesn't look that bad to me! We have rescued a lot worse than this.



Car Enthusiasts Come from All Walks of Life!

Carole Looft

I have to share a story that happened to Terry and me about a month ago. It was one of those nice, unusually warm days that had popped up amongst the otherwise chilly March days. It was so nice, in fact, that we both thought it would be a great 'top-down' day for taking out the car for lunch. As we drove through town, we caught a glimpse of another sports car stopped at a side street waiting to merge into traffic. It too had its top down. Ah – someone else was enjoying this nice weather.

We got to the restaurant and as we were getting out of the car, we were surprised to see the other sports car pulling into the parking lot too. Of course we had to stop to talk! The driver was a young guy, maybe early 30s, and it was quite obvious that he was wearing a pilot's uniform. The car he was driving was an Alfa Romeo. We talked about both cars for a bit, and he shared the story of how he came to be driving an Alfa Romeo. As the conversation wound down, Terry inquired about which airline the fellow worked. He replied that he really wasn't with any airline, that this was his costume – he was a male

stripper. Both of us were speechless! Terry backed up and I began looking for the Velcro. The conversation ended not too long after.

(Note from the Prez: ‘although I did feel a strong bond with the uniform, at no time did I want to ask him out for drinks’)

Why More Drivers Should Brake With Their Left Foot

Alex Lloyd
Yahoo News

Braking with your left foot has been a contentious subject ever since the birth of automatic transmissions. If you have just two pedals in your car, and presumably two feet to operate them, then why would you not use one for each?

Back in 1964, *The New York Times* reported that, in at least eight states or Canadian provinces, braking a vehicle with your left foot would result in failure of one’s driving test. And yet at that same time, a further three states actually encouraged the practice. Others were mostly indifferent. This caused a sharp divide as to which method was correct, and over the last 51 years, that divide hasn’t softened.

Ask any professional racecar driver and the verdict will be unanimous. Braking with your left foot is a safer, more efficient way of driving. For most road users, providing you have basic skills behind the wheel, left-foot-braking is a safer practice for you, too. Here’s why:

If you’re traveling at 60 mph, covering 88 feet per second, it takes roughly 4.5 seconds to come to a complete stop—or 271 feet, according to *Edmunds.com*. In the event of an emergency, 132 feet of that stopping distance will be the time it takes for you to perceive the incident followed by the time it takes for you to react to that recognition. In those first 132 feet, then, you won’t even graze the brake pedal.

There’s not much we can do about the 0.75 seconds it takes on average to perceive an incident. While that number may vary slightly between individuals, the length of time it takes to recognize a situation and begin to react is largely unchangeable.

Reaction time is a similar story. But when you consider the additional 0.75 seconds it takes for your right foot to come off the gas pedal, move over to the brake, and then depress said pedal to begin slowing down the car, there is a giant chunk of time we have unnecessarily lost.



Saturday, May 2, is *Drive Your MGA Day*. Someone sent me a beautiful add to print here, but it was a mix of pdf items and I couldn’t copy it or piecewise reproduce it. Sorry, but this is the best I could do.

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According to *Evidence Solutions*, eliminating that cumbersome process of going from one pedal to the other can save you 60 feet of stopping distance at roughly 55 mph. So, if your left foot were positioned over the brake pedal, using it to slow the car down would eliminate most of those 0.75 seconds you would have otherwise wasted. That 0.5 of a second or more saved could be the difference between avoiding an accident. How much money have automakers invested over the years in technology such as ABS, brake rotor material and other lightweight components to help shed 60 feet of braking distance? It's all there to be had, simply by using both feet.

But wait, there's more: Racecar drivers use left foot braking for the reasons mentioned above. Only for them, the time it takes to switch pedals is time they could still be on the gas accelerating. The other reason is by having the option to overlap both the gas and brake pedals simultaneously during a turn, one can better manage the car's inherent pitch and roll. This can eliminate many handling deficiencies. For the skilled road user, this technique may help better control a car during an evasive situation, although admittedly, the number of drivers that will benefit from this are limited.

There are, however, valid points as to why left-foot-braking may not be suitable for every driver. While there is no evidence to back these claims up, there is a thought that when an inexperienced driver panics, they may get confused and depress both pedals at the same time. I'd counter that by saying when an inexperienced right-foot-braker panics, they may get confused as to which pedal is which and hit the gas rather than the brake. We've seen it happen many times before; what's the lesser of two evils? And in almost all new cars, this is no longer a concern; in the wake of the Toyota sudden acceleration cases, nearly all have systems that let the brake override the accelerator if both are pressed by accident. (For the drivers that grew up with three pedals, those that were perhaps taught to press the clutch and brake simultaneously when doing an emergency stop to avoid stalling, that ingrained process may be harder to shake than for other motorists.)

Yes, it's true that few things are more annoying than a left-foot-braker resting their foot on the brake pedal and annoyingly flashing their brake lights over and over again at the traffic behind. This is, admittedly, a problem. But there's a very simple cure:

Firstly, never rest your foot on the brake pedal, always keep it about an inch away. This would seem obvious, but evidently it's not.

Secondly, if traffic is light and you're leaving a safe distance between you and the vehicle in front, you don't need to hover your foot over the pedal. In this case, leave it on the footrest.

See, left-foot-braking on the road only truly helps during an emergency situation, where, despite leaving a safe gap to the cars around you, you need to stop in the shortest possible distance. In these situations, smart drivers can often see an issue coming.

We notice the cars around us tailgating — traffic speeding up and slowing down like an accordion. Or, on a busy side street, we see kids playing, or that dog that's not on a leash. It's these cases where we should move our left foot over from the dead pedal and hover it over the brake, just in case the unexpected happens. When the potential dangers let up, go back to the dead pedal and relax as usual.

While the theory makes sense to many, those drivers that have attempted braking with their left foot on the road typically respond predictably: "It's like I hit a brick wall," they say. Yes, it takes practice to coax your left foot into braking with the correct pressure. It's like riding a bike without training wheels — at first it's tough and you want to give up, but when you get the hang of it, you wonder why you didn't

do it earlier.

I'd recommend not jumping in both feet first (excuse the pun). Practice on a deserted road, and over time, gradually introduce the technique into traffic. If for whatever reason you feel you just can't safely adjust, then leave it. There's no shame in that. But if you can make the switch, that distance you may save in an emergency — one day — could make all the difference.

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: 1951 MG TD. Complete engine rebuild two years ago. New leather interior, newer top, ivory exterior with green leather interior. RH drive. Excellent curtains. \$15,800. Bob, 937-286-2501. (Mar 15)

For Sale: 1977 MGB. New paint and body work completed in 2014. British racing green. Original spoked wheels. New replacement chrome bumpers. Newer interior and carpet. Replaced windshield. This car has been garaged and hasn't seen inclement weather since purchased in 1998! We're moving and looking for a good home for this beauty. 29,300 miles. \$15,000, but negotiable. Contact Christopher Gulliford, chrisingulliford@woh.rr.com, or 937-554-7801. (Mar 15)

For Sale: 1978 MGB. Yellow, original 45,600 miles, great condition, good driver, boot and Tonneau cover, Rostyle wheels professionally reconditioned, all replacement keys, newer tires, British Motor Certification. This car has been stored in a garage or in a climate controlled facility. Tuned up yearly the past 10 years at MG Automotive. Located in Kettering. Asking 7500.00. Call Cheryl Ross (MGCCSWOC member) 937-499-0080, or cherylross8344@aol.com. (Feb 15)

Early crash testing.



Editor's note: sorry, but I had exactly this much space to fill.

MG Car Club Minutes, March 25th Meeting

Sam Hodges

MGCC March meeting called to order at 7:33... One day we'll start on time...

President Looft, "This place is as noisy as the last one (Speaking in reference to the motley MGCC rabble that refuses to settle down). First item, of business, Rueben is having a birthday. Did everyone get the email? The MGA is coming along nicely. The body's been sandblasted, and the engine and gearbox are coming along. If everything goes according to schedule, it might be back of the road before the end of the season. How's the competition coming?" Skip Peterson, "Theres no competition going on..." Terry continued, "The MGB V8 is also coming along nicely." Dave Gribler, "It only take a couple of days to bolt the body back together."

Vice president's Report. VP Sam Hodges, "I've got something that I can get into now or save for a Tech Tip." Terry, "Let's save it for a Tech Tip." Sam, "In that case, I was reading the February issue of Hemming's Sports & Exotics and I noticed that both the Dayton Concours and the Tiger National meet were listed in their calendar of events. Funny that the Tiger event was mentioned but BCD wasn't, since the Tiger gathering will be AT BCD this year. Otherwise, I got nuthin."

Minutes were next. Motion to approve the Minutes as reported was made by Louie DiPasquale. Motion seconded by Dick Smith. Motion approved.

Terry, "Is that Eddie down there not disagreeing with anyone?" Eddie Hill, "What? I wasn't paying attention..." Let the record reflect that Eddie voted yes - by default.

Treasurers Report. Dave Estell, "So we're spending more than were taking in, just like the Federal Government.

The MGCC had total expenses of: Skip Peterson Name Badge reimbursement (\$408.95) + Newsletter postage (\$28.00) equals a total loss to the MGCC of \$436.95. The MGCC had gains from Regalia (\$46.00) + Interest gains (\$0.01) for a total gain to the MGCC of (\$46.01). Total loss to the MGCC was \$390.94 that when subtracted from our beginning balance of \$4,664.49 leaves the MGCC with an ending balance of \$4,273.55 in the primary checking account. Gumball cash-on-hand was \$70.00 after payment of the February Gumball Rallye. The Savings account currently has \$379.37. Eddie Hill motioned to accept the Treasurer's Report. Linda Wolfe seconded. Treasurer's Report approved.

Membership with Carole Looft. "I've got one renewal so were up to 88 members. You'll never make your goal at

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this pace." Terry, "I don't have to, my record's safe with me." Carole continued, "Nancy Edgerton, Larry Youngblood, Linda Wolf, Charlie McCamey, Ron & Linda Parks all had birthdays this month. Linda Parks' is actually today but Ron is here instead. Ron, "Anyone have a spare bedroom?" Terry, "This might be your last birthday. You might not be getting any older after this."

Activities with Eddie was next. Eddie Hill, "There's Rueben's birthday this Friday..." Terry, "...it'll be an open bar." Mike Edgerton, "I think your pants are on fire." Eddie, "Saturday, April 11th is the Tune-Up Clinic at MG Auto in Kettering. Rain date will be the following Saturday, the 18th. Let's make sure that we use the coffee pot that doesn't leak." Ron, "We've got new gaskets so we're good." Diane Cooper, "Everything else there is going to be leaking, why not the coffee pot?"

Saturday, April 18th is the Think Spring Fling drive. The Second Street Market show is May 23rd. NAMGAR in Frankenmuth, Michigan, June 15-19th. Perrysburg is June 7th. Moss Motors has a car show in Virginia 6th of June. BCD is August 1st this year. The University Motors Summer party is the second weekend of August.

Sunshine Committee. Carole Looft, "I've got a report on George Chase. He was scheduled for a triple bypass and when they went in to perform the procedure, they discovered they needed to do a quadruple instead. He went home the Tuesday before this meeting and should be okay." Terry, "The lesson, don't shovel snow..."

Newsletter Editor Steve Markman, "Keep the articles coming and don't forget that I'd like to do a piece on pets and your MGs."

Webmaster John Scocozzo, "The new website is up and running and I've moved some things around to make it more visually appealing. Otherwise, everything's fine."

Beer Break called at 7:51.
Back from break at 8:12.

Terry, "Old Business. Louie, were not used to you being here! Most of the old business is actually Skip." Terry continued, "The new name badges, cover sheets and window decals are all here. Skip, "I had nothing to do with the coversheets." Terry, "That explains the high cost of out lay this month."

Skip, "Mary Farrow (sp?) from Rallye Productions originally quoted us a price of \$2.42/each for the name badge blank. A couple of days later I get an email that says that there's been a mistake. They misquoted the price at \$2.42, and it should have been \$6.18. Then the boss said that they would honor the originally quoted price of \$2.42 so we got a REALLY good deal in the end." Eddie, "You should have ordered 200 more!" Terry, "Do you think you can get us \$2 grille badges?" Skip, "If I go with TaiwanGrilleBadges.com then maybe."

Terry, New Business. "Spring Drive." Eddie Hill, "I read in the Minutes from last month and it appears that you (Terry) are supposed to be the one organizing it." Terry, "I just brought it up since its my job." Dave McCann, "How about the Gribblers? They're planning a drive next month. To Key West..."

Mike Edgerton. "The Cincinnati Motorsports Journal puts this drive on every spring and its open to any car or car club members. It leaves from somewhere in Milford. Check your email for more details."

BCD. Skip, "Alpines East and Tigers East National meets will be held in conjunction with BCD this year. Ron found a DJ who thinks he can broadcast the entire park. He'll bring all the equipment and it'll

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only cost us an extra \$100. Ron took some pics that made it to the MGA magazine commemorating the MGCC and its founding members." Steve Powell (who's in the picture), "Let me see that?" Diane Cooper, "You don't get that magazine?" Steve P., "I'm only allowed to get two magazines." Dave Gribler, "Playboy's one, what else?"

Terry, "In the idea department, I don't want to use the word 'dying', but our membership is dwindling." Dave Estell, "Only under your Presidency." Terry, "Let's see if we can get some younger people interested in these cars." Sam H, "Just make sure it doesn't involve candy... That's a felony."

Tech Tips - Terry, "Has anyone looked at my exhaust pipes?" (The usual MGCC giggles and side jokes that accompany a comment like that.) Terry, "Aesthetic Finishes in Piqua does stripping, powder coating and ceramic coatings. They do a good job ceramic coating exhaust parts. \$15 per foot of straight pipe. Carole's MGA was about \$140.00 and the MGB V8 headers were \$165. It's not free, but it makes the engine perform much better. They could do an MGA chassis if you have the cash. It's baked in an oven to 800 degrees to remove grease then sandblasted and then powder coated. for about \$700. They do cars but they're really hotrod guys."

Lois Gribler. "When you buy new electric parts, check them before you put them in the car. We bought a new generator for the MGA and when we took it apart we discovered that the burshes weren't even touching the armature. It was built in India.

For Sale. Skip, "Bruce Archdeacon has a 1967 MGB, steel dash mid-restration. Contact Skip for more details. Steve Powell knows of an MGA 1600 with a MkII grill for sale. Contact Steve. Steve, "It's red, it starts right up."

Terry, "April 22nd is the next meeting. The Griblers' will be in Key West."

Gumball Rallye - Carole Looft wins Gumball.
Dave Estell, "Hey, now you can go buy another car!"

Skip motions to adjourn. Graham Cooper seconds. Motion to adjourn at 8:43.

The logo for MiniMania, featuring the word "MiniMania" in a stylized, bold, black font with a white outline. The letters are slightly slanted and have a jagged, hand-drawn appearance.The logo for MG AUTOMOTIVE, featuring the words "MG AUTOMOTIVE" in a bold, blue, sans-serif font. The "MG" is larger and more prominent than "AUTOMOTIVE".

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