

THE OCTAGON NEWS



Volume XLIII No. 2

November 2015

Don't Forget to Renew Your Membership!
Five Affordable Classic Cars



From the President

Bob Farrell

Here it is. November already. You can tell it's November by the grocery ads for turkeys, my neighbors have their Christmas lights up, the leaves are falling, it gets dark at 5:30 and Mary and Dar have left for Florida.

I survived the first club meeting as club president. There were a few omissions, I'll admit, but thanks to Carol Looft, who kept giving me cues, I made it through. Practice makes perfect, so I will try it again on November 18th.

I have put the MG on the lift and probably won't drive it again until next March or April. Cheri and I put a little over 3000 miles on the car this year: a record for us for a year. It will set in the garage and quietly leak oil till spring.

The Christmas party will be 6:30pm, December 5, 2015 at the Rusty Bucket. Don't forget to wear your ugly Christmas sweater or shirt or whatever. You may bring



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, November 18, 2015

MG Car Club Officers

President.....Bob Farrell
phone..... 937-477-9862
email..... rfarrell@woh.rr.com
Vice President.....**Dave Gribler**
phone.....937-898-9928
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email.....sammgb@earthlink.net
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Upcoming MGCC Events

Nov:

18 – Meeting at Rusty Bucket

Dec:

5 – Holiday party!!

No meeting & no newsletter

Happy holidays!!

Jan:

27 – Meeting at Rusty Bucket

See meeting minutes for other area activities!!

“deserts”. Please bring gag gifts for the gift exchange. They should not cost any more than two or three hundred dollars. LOL. If there are any questions about the Christmas party, please call Carol Looft at (513) 254-4848.

One last thing. Penn Station’s special for November is a fried bologna sub. It is good.



Welcome New Members

Carole Looft

Dan & Paola Deutsch
8750 Brooks Creek Dr.
Apt. 1926
Cincinnati, Ohio 45249
1968 MGB GT
1977 MGB

Membership Renewal Time

Carole Looft

September is the month for your membership renewal. Dues can be brought to the meeting or sent to:

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

Renewals are \$18/year for current members. Dues are only pro-rated for new memberships. 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. Thanks.

Upcoming Holiday Party

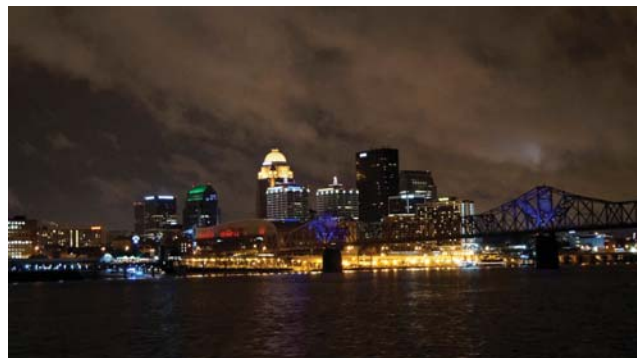
Terry Looft

The Holiday Party this year is scheduled for 6:30pm on Saturday, December 5. It will be held at our club meeting location, The Rusty Bucket. In an effort to have an idea of the amount of food needed, please RSVP to tlooft@earthlink.net or 937-382-1520 if you will attend. Again this year we will be able to bring along a favorite dessert to share, in addition to a 'gag gift'. Please save this date, as this party is always a fun time for all of us. We hope all of you will be able to attend.

NAMGBR Annual Meeting in Louisville

Ron Parks

A group of MG Car Club Southwestern Ohio Centre members attended the Annual General Meeting of the North American MGB Register in Louisville, Kentucky on Saturday October 24, 2015. Besides the meeting, the group had a nice lunch downtown in the historic Brown Hotel and participated in a tour of the hotel facilities of the Airport Crowne Plaza where MG 2016 will be held June 13 – 17, 2016. The facilities are very nice. The car show will be at a beautiful park downtown on the Ohio river. The MG 2016 website should be up soon so that we can register for the event and book our rooms. Saturday evening after the meeting, we cruised on the Spirit of Jefferson river boat and enjoyed dinner and viewing the Louisville skyline at night. It was a fun weekend and a nice preview of the MG 2016 venue.



Secrets of the MGB

Jonathan A. Stein
Hagerty



With almost 400,000 MGBs built over the course of 18 years, you'd think that there would be very little left that the entire world didn't know about MG's most prolific model.

Of course there's no secret when it comes to the engine, transmission and suspension, which were heavily based on those of the MGA. And, it's equally well known that unlike the MGA, the MGB used unibody construction. But

here are a few things you probably didn't know.

One of the reasons the engine bay of the MGB was so wide was to accommodate the Twin Cam cylinder head of the MGA Twin Cam. But many development and reliability problems sent BMC scurrying away from the powerful but problematic engine.

The MGA coupe works development car, registered KMO 326, served as a high-speed test bed for the MGB's revised front suspension and disc brakes.

A disproportionate number of early MGBs destined for North America were finished in Iris blue, a light blue shade carried over from the MGA.

Although the MGB/GT design was prepared by Pininfarina, the original concept for the car came from MG General Manager John Thornley, who conceived the fastback as a poor man's Aston Martin.

Although North American-bound MGBs received a new padded dashboard without a glove box beginning with the 1968 model year, UK market cars continued on with the less-yielding metal dashboard.

There are plenty other little bits of trivia about the MGB that might not necessarily be considered secrets. For the North American market, 1969 was the first year of reclining seats and the last year of leather seating surfaces. In 1973 and 1974, U.S. market B/GTs received fabric upholstery, while roadsters used vinyl. And of course there were those unsightly rubber bumpers that were introduced in mid-year 1974 as the most expedient way to meet new 5-mph crash regulations. The solution to meeting the new federal headlight requirement was even less elegant: raise the ride height until the lights were legal. It didn't do much for the handling, but the car continued to sell until the bitter end in 1980.

Remembering George Barris, Creator of TV's Original Batmobile

Associated Press

LOS ANGELES – George Barris, the legendary custom car builder who created television's original Batmobile and helped define California's car culture with colorfully designed vehicles ranging from the stunningly beautiful to the simply outrageous, died Thursday, November 5, 2015. He was 89.

Barris, who had been in declining health, died at his Los Angeles home with his family by his side, said Edward Lozzi, his longtime publicist and friend. No cause of death was given.



This 1966 photo provided by Lozzi Media Services and Barris Kustom Industries shows designer George Barris with the original Batmobile in Los Angeles.

Barris customized cars and buses for TV shows, movies, celebrities and heads of state and was a pioneer in designing small, plastic models of those customized cars. The models popularized his wildly imaginative vehicles all the more when they were assembled by millions of American youngsters in the 1950s, '60s and '70s.

"He was the man who started the American pastime for Baby Boomers," Lozzi said. For decades Barris worked out of a shop in a modest North Hollywood neighborhood, just down the street from Universal Studios. Passers-by would often be startled to see the Batmobile or another stunning vehicle sitting inside the shop and to meet Barris if they strolled in to check it out.



We all remember the Munster Koach...

Barris also worked on The Munster Koach for the 1960s TV show "The Munsters," and "Black Beauty," the car Bruce Lee used in the TV show, "The Green Hornet." He also customized cars for numerous well-heeled private collectors, Lozzi said, as well as buses for traveling rock musicians.

Born in Chicago on Nov. 20, 1925, to Greek immigrants James Salapatas and Fancia Barakaris, who later Americanized the family name to Barris, George was 3 when he and his older brother, Sam, moved to Roseville, California, to live with their aunt and uncle after their mother died.

Barris would say years later that they customized their first car as teenagers — a 1925 Buick they were given for helping in the family restaurant. They sold it and used the money to work on another. After

fully customizing a 1936 Ford in high school, Barris formed the Kustom Car Club. The unusual spelling of "custom," never fully explained, came to be his signature.

The brothers, meanwhile, moved to Southern California after World War II and began designing cars for private buyers. Their colorful, sometimes outlandish refurbishing of convertibles, coupes, sedans, hot rods, even lowrider cars soon brought them to the attention of Hollywood.



...and the Monkeemobile

Their clients came to include Frank Sinatra, Elvis Presley, Burt Reynolds, Sylvester Stallone and numerous other celebrities and studio executives. For a brief time in the 1940s, Barris also raced his cars at speedways but gave it up when it took too much time from his customizing work. After Sam Barris left the business in the 1950s, George and his wife, Shirley, continued on their own.

His most famous creations, such as the Ala Kart and the Hirohata Merc, remain instantly recognizable on the car collector circuit to this day. The most famous of all, the Batmobile, built from a refurbished 1955 Lincoln Futura, sold at auction two years ago for \$4.2 million.

Barris, meanwhile, remained active until recent months. He and his son, Brett, took part in a signing last summer at a Los Angeles car dealership for their recently published book, "King of the Kustomizers: The Art of George Barris."

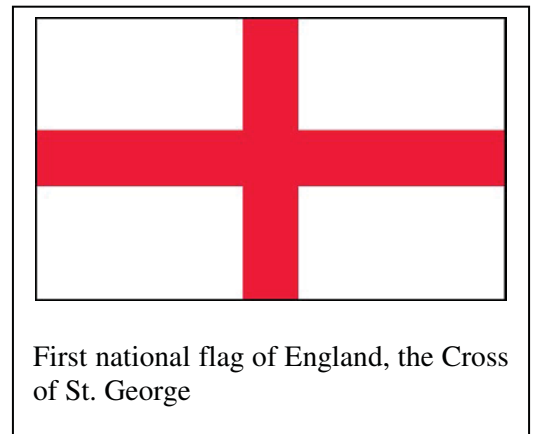
History of the 'British' Flag

Steve Markman

Editor's note – This article appeared in the February 2009 Octagon News. I'm repeating it for all of our members who joined since then (and for any members who can't remember that far back).

As British car enthusiasts, we all have some connection to the British flag, be it in our club logo, stickers on our cars, or the design on t-shirts. But, did you ever wonder where the design came from? It is an intricate design, so you probably suspect that there's a story and some history to it (after all, it *is* British), and you're right. So, here's an abbreviated version of the history of the British flag.

First, you need to understand the difference between England, Great Britain, and the United Kingdom. They are not interchangeable, although we often use them that way. First, Great Britain is an island. Second, England is one of several states on the island of Great Britain. And last, the United Kingdom is a country made up of the member states of England, Scotland, Northern Ireland, and Wales. So, first of all, it's really

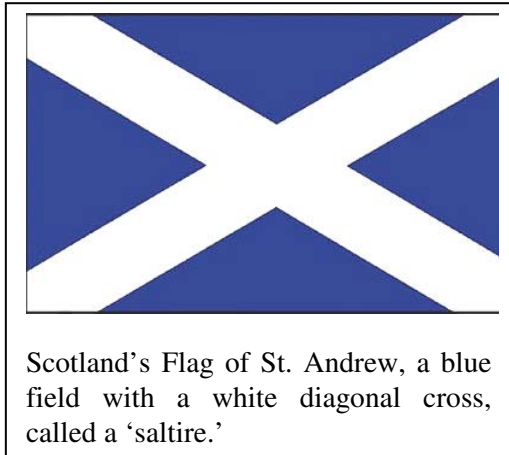


First national flag of England, the Cross of St. George

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not even a British flag, but the flag of the United Kingdom. But, we'll overlook that for the sake of this discussion. Lets go back about 800 years ago. At this point in the history of the United Kingdom, England, Scotland, Wales and Ireland were separate countries. However, this was soon to change. In 1194 A.D., Richard I of England introduced the Cross of St. George, a red cross on a white ground, as the National Flag of England.

In 1536, under Henry VIII, the Act of Union was passed making Wales, in effect a province of England (it never was conquered, but joined “peacefully,” and the flag of England became the flag of Wales as well).

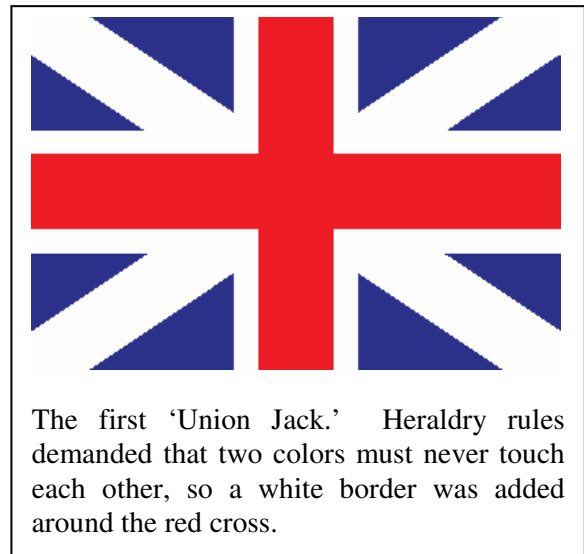


After Queen Elizabeth I of England died in 1603, King James VI of Scotland inherited the English throne and became King James I of England. But, the two countries were not united. Each country still kept its own parliament and flag.

Early in his reign James attempted to combine England and Scotland in a united kingdom of 'Great Britain'. He presented this to his first Parliament, on 22 March 1604. The union was resisted, but James defied them. On 20 October 1604 he proclaimed a new title for himself as King of Great Britain, but essentially he was the king of two separate countries. A problem arose, which flag should be hoisted on the king's ships; English sailors resented the

Scottish colors and the Scots scorned the cross of St. George.

The problem was solved in 1606 when a compromise led to the creation of the first Union Flag. On 12 April 1606, the national flags of Scotland and England were united into a single flag, the first 'Union Jack'. However, this flag was used only at sea for over a century. Ashore, the old flags of England and Scotland continued to be used by their respective countries. Ever wonder where the term 'Union Jack' originated? The forward-most mast on sailing ships of the time was the 'jack' mast, and since the national flag was flown on the jack mast and only at sea, it became known as the 'Union Jack.'



It wasn't until 28th July, 1707, during the reign of Queen Anne, that a royal proclamation made the Union Jack the national flag of Great Britain, for use ashore and afloat. (The Act of Union of 1707, during the reign of Queen Anne, formally joined England and Scotland together, finally creating a single kingdom with a single Parliament, called the 'United Kingdom of Great Britain'. This act accomplished what King James I had failed to do a century earlier. England, Wales and Scotland now were united together under one monarch and one parliament.) Since the national flag now was used on land also, technically the term 'Union Jack' became obsolete, but remains in common use.



The Cross of St. Patrick, Ireland's national flag.

On 1 January 1801, Ireland joined Great Britain and it became necessary to represent Ireland in a new national flag. This union resulted in the flag that has been flown ever since.

The appropriate placement of the white and red crosses (saltires) must have presented some challenges, but it was eventually worked out. The symbols of Scotland and Ireland (the white and red saltires) were placed side by side on the Union Flag. But, since Scotland joined the Union nearly two hundred years before Ireland, the white St Andrew's Cross was placed uppermost in the top left quarter,

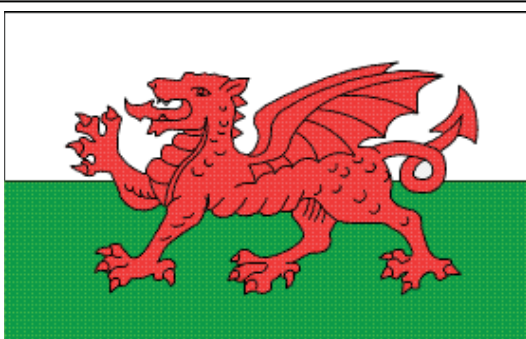
this being the most honorable position according to heraldry, while the red Irish Cross was given the position below it. But, notice that on the opposite quarter, the red is on top of the white! In heraldry, this is known as "counterchanging." Thus, the new British flag is not symmetrical. Last, in order to avoid having the red of the Irish Cross directly touch the blue field of the Scottish Cross, an edging of white was added to the red Irish Cross. So, while giving the appearance of a red stripe that is offset on a white background, it actually is the white and red saltires placed side-by-side, arranged according to strict rules of heraldry.



The UK's current flag, in use since 1801. This is how it should look when the staff is on the left. It is not uncommon to see the flag accidentally flown upside down!

England, Wales, Scotland and Ireland were now all joined together and called the United Kingdom of Great Britain and Ireland. The name was later changed to United Kingdom of Great Britain and Northern Ireland when the greater part of Ireland left the United Kingdom in 1921. This is its correct name today.

Thus, the 'British' flag, which, to be correct, really should be called the flag of the United Kingdom of Great Britain and Northern Ireland, is a merging of the crosses of St George, St Andrew and St Patrick, the Patron Saints of England, Scotland and Ireland. But, why is Wales not represented on the Union Flag? What ever happened to Wales?



The flag of Wales

The Welsh dragon does not appear on the flag because when the first union flag was created in 1606, Wales was already united with England from the 13th century. This meant that Wales was a principality instead of a kingdom and as such could not be included. However, with the rising trend of nationalism and political correctness, there is a movement to have the Welsh dragon incorporated into the "British" flag. I'll leave it to you figure out how heraldry and counterchanging rules would apply to this!

So, now you know.

Surprise and Delight: Five Affordable Classic Cars

Hagerty

Some cars wear their price tags on their sleeves, while others can be surprisingly affordable in spite of being historic, iconic or otherwise famous:

1927-31 Ford Model A: The Model A is a bedrock car for the classic car community. Forty years ago, it was probably what the majority of the people involved in the hobby thought of as an entry-level classic. For such an iconic car, the Model A remains surprisingly affordable with driver-level cars still available in the high teens.



1967-69 Pontiac Firebird: The Firebird was launched the same year as the Camaro, but it never seemed to gain the popularity of its Chevy brother. And with the demise of Pontiac during the GM bankruptcy, it's in danger of becoming the forgotten twin. A pity, as you could make the case that the first-generation Firebird was at least as appealing as the Camaro. Today, they're surprisingly affordable, often trading at a significant discount over Chevy's pony car.

1936 Cord 810 Beverly: The Cord 810 is hands-down one of the prettiest American cars of all time. Even collectors who don't otherwise have an interest in pre-war cars are often drawn to them. Deal with the primitive front axles and the funky transmission and you'll enjoy a surprisingly affordable experience with a milestone classic. Cord sedans can still be found for under \$50,000.

1983-92 Porsche 944: The 944 is the car that saved Porsche. Built by Audi, in numbers larger than Porsche could ever have achieved, it was a strong seller for almost 10 years and pulled Porsche's financial chestnuts out of the fire. Bad ones can be money pits, but well-maintained, low-mileage cream-puffs can be had for well under 10 grand, so why mess with a mediocre example?

1980-81 DeLorean DMC-12: For such a famous car, the DeLorean is surprisingly affordable. Even with the renewed attention as the result of "Back to the Future Day" on Oct. 21, the price of a decent DeLorean seems to never be far from where it has been for years – the \$20,000-\$30,000 range.

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: 69 MGB. Red. Hard and convertible tops. Runs well. Recent engine rebuild. \$3000 OBO. Call Ron Long. 937-263-6027. (9/15)

For Sale: 75 MG Midget. New paint, interior, and tires. Eighty miles on engine since rebuild. Too much to list. \$4500.00 Call Greg Isaacs, 937-456-1989. (9/15)

MG Car Club Minutes, October 28th Meeting

Sam Hodges

MGCC October 2015 meeting was called to order by new President Bob Farrell t 7:33 for the first time...

And so begins the new regime... President Bob, "Terry, I want it on record that I started on time and packed in a bigger crowd." Secretary Sam Hodges, "No, you DIDN'T started on time."

Bob Farrell, "Hi, my name's Bob." Club, "Hi Bob!"

President Farrell continued, "Apparently we've started over with the alphabet. Our last several Presidents' were Ron, Skip, Sam & Terry so we're starting over. Charlie, you're on deck."

Bob "I'm sure that you all know that the Shenandoah meet was cancelled due to weather." Ron, "They gave us our money back."

President Bob then proceeded to tell the story of a recently trip to Hershey for one of their fall events. (Long story short, he saw some really cool stuff and did some cool things...)

Bob, "That's all I have. Beer break?" - We knew we didn't make a mistake electing him President.

Vice President Dave Gribler, "I got nothing." Rick, "Sam, did you train him?" Secretary & Former VP, Me, "Yep. 45-full seconds of training. I think he nailed it."

Minutes were next. Dar Planeaux motioned to accept the Minutes as reported. Skip seconded the motion. Club voted, Minutes approved. Eddie, after some prompting, opposed.

Treasurer's Report was next. Bob, "Our new Treasurer John Scocozzo is in the Cayman Islands with the checkbook... Actually he's off on a business trip, I we think.

The MGCC had total expenses of: MGCC Newsletter postage (\$31.95) for a total loss to the MGCC of \$31.95. The MGCC had gains of: Dues & Regalia (\$173.05) + BCD Proceeds (\$2,400.00)

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for a total gain to the MGCC of (\$2,573.05). Total gain to the MGCC was \$2,508.19(ish) that when added to our beginning balance of \$2,468.19 leaves the MGCC with an ending balance of \$5,394.19(ish) in the primary checking account. The 'ish' uncertainty is due to the fact that I did not receive a copy of the Treasurer's Report and I'm going from my notes taken during the meeting. Expect next month's report to make an adjustment to this report to correct the uncertainty. The Savings account currently has \$379.45. Dave Gribler motioned to accept the Treasurer's Report. Ron Parks seconded. Treasurer's Report approved.

Newsletter was next. Steve Markman, "Nothing special to report." Ron Parks, "In the pics that were taken at the Mum Festival, Bill and Leslie Hunter are the couple in front of the MGB, and Mike Maloney is in front of the Arkley.

Skip, "There's a surplus of the Concours posters from the year that featured the MG. For \$5 you can get a copy if you notify me (Skip)." A signup sheet was set up at beer break at the meeting.

Peanut Gallery, (Pretty sure it was Terry Looft) "You forgot Membership. Bob, "Oh, yeah. Membership." Carole Looft, "Renewals are coming in. We're at 56 members so far. Dan Deutsch is with us tonight." Dan introduced himself, "I moved to Cincinnati after 10 years in Singapore. Since May I've put about 5,000 miles on my car. A week ago Monday, I broke down and bought a 68 MGB GT."

Activities with Eddie, Eddie, "To quote Gribler, I got nothing. The Holiday Party will be Saturday, December 5th. Bring your favorite desert. Next month's November meeting is a week early, November 18th. Mark your calendars. Next year MG National is in Louisville. Eddie, after pronouncing it 'Louis-Ville' proceeded to set off about 5-minutes of the MGCC trying to correct the pronunciation. Looivulle, LouiS-ville, Lewisville, Luval, etc. and several other pronunciations that I can't even begin to figure out how to type were thrown about the room. Terry Looft, "Who didn't know that the toothbrush was invented in Kentucky? If it had been invented anywhere else it would have been a 'teethbrush'."

Eddie continued, "The Crowne Plaza is the Hotel of choice. Keep checking the website for more information." Carole Looft, "You'll have to register for the event before you can reserve your room. They're trying to prevent people from reserving and then not coming." There are several other hotels but the Crowne Plaza is the main hotel. They're expecting 1200+/- cars. It's out near the airport. Check the website MG2016.com for more information.

Beer Brake called...

Back from Beer Break at 8:21

President Bob, "Old Business. Charlie?" Charlie McCamey, "I'm here."

Bob, "Antenna flags?" Carole, "They've not been received. I dropped the ball on that. They will be coming though. T-Shirts are in though."

Terry Looft, "The Holiday Party will be December 5th, right here at the Rusty Bucket. 6:30. The restaurant will provide some food and we can bring deserts as usual." Carole, "Please RSVP so that we can nail down the food order." Eddie Hill, "Bonnie only counts as 1/2 anyway."

Can Koozees are in. Are they presentable? Skip, "They were grey, had an MG and some club on it so I assumed they were okay."

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...Loud car (Subaru WRX) drives by... Skip, "Must be an MGC." Terry, "It's a Triumph." Eddie, "Can't be. It's running."

Bob, "Sept 1, 2016 the club will be chartered for 50 years." Someone asked if there's going to be a club celebration in honor of the 50th anniversary. Terry, "I motion that we look into it. Maybe it can be combined with the summer picnic." And, in typical MGCC fashion, before the words had cleared the air, Terry was voted in charge of planning our 50th Anniversary celebration - whether he wanted to or not... Art Seconded. Eddie (and I think Terry) opposed.

October Birthdays: Carole Looft, Steve Powell, Graham Cooper, Dar Planeaux and Dick Smith had birthdays in October.

Ron, "Have we done Sunshine Committee?" Jennifer Peterson, "It's coming." President Bob, "No. It's probably not." Sunshine Committee (Pres. Bob forgot to leave a place-marker in his notes) Ron, "Steve Powell tore his achilles tendon from a fall. It's repaired and he's currently on a knee scooter. Dave McCann Sr. is doing much better as well."

Tech Tips. Skip, "When you're setting the valve cover, use a couple of straws as guides to direct the head down onto the head." Terry, "Which side did you glue the gasket to?" Skip, "I glued everything to everything." Terry, "If you glue it to the head instead of the cover it creates a dam to help stop some of the oil from running out when you remove the cover."

For sale. Nothing

Next meeting is November 18th. A week early due to Thanksgiving.

Gumball Rallye, New member draws... Cherie Farrell win Gumball

Meeting adjourned 8:36 (Might be a record...)

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, blocky 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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