

# THE OCTAGON NEWS



Volume XLIV No. 3

January 2017



Pictures From Holiday Party  
MGs in Commercial Advertisements

## Hot Exhaust

Skip Peterson

**H**appy New Year! We had a very nice Holiday gathering at Ben-nett's Pubical, and more gag gifts are now ready to be re-gifted this coming December. Don't forget where you hid them. I hope everyone had a great Christmas and we're looking forward to a great 2017.

I just renewed our chapter status with NAMGBR, and some new folks are taking over some positions and it appears that NAMGBR is going to be more proactive in the future. I'm a big supporter of all national registers; I think they provide another opportunity for sharing of information, technical knowledge and camaraderie. Attending their annual gatherings is always fun, and each time I have, I've come away with another MG friend. I personally belong to NAMGBR & NAMGAR and I think their publications alone are worth the dues. I also follow both groups' Facebook pages and it also keeps me in the loop and there is good information exchanged very quickly.

That brings me to social media, namely Facebook. While it certainly can occupy a lot of time,



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, January 25, 2017**

## MG Car Club Officers

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9	Minutes From November Meeting

## Upcoming MGCC Events

### Jan:

19 – National Popcorn Day  
25 – Meeting at Rusty Bucket

### Feb:

14 – Valentine's Day (hint, hint, guys)  
22 – Meeting at Rusty Bucket

### Mar:

11 – Worship of Tools Day  
22 – Meeting at Rusty Bucket

*See meeting minutes for other area activities!!*

and create lots of consternation regarding many topics, it also can provide a lot of information in a timely and easy to use manner. We only have 13 followers on our Facebook page, you can find it by searching Southwestern Ohio Centre – MG Car Club on Facebook, and I hope you'll consider joining.

Lastly, I'm still looking for historical information about the club. If you have old newsletters, prior to 2003, please contact John Scocozzo, jscocozzo@gmail.com and he will be glad to scan them into PDF's that we can publish. If you have any other items, memorabilia, or remember events, please jot them down or send them to me, mgbskip@aol.com, or John and we can get a better handle on our history.

Now it's back out to the garage, NOT.... it's 7 degrees as I write this, and that little heater has been running non stop and it's still only 40 degrees in the garage. Maybe next week.

## Welcome New Member

Carole Loof

Bill Coyne  
302 Hathaway Rd.  
Dayton, Ohio 45419  
937-299-8763  
William.coyne4888@gmail.com  
1960 MGA

## MGB Oil Filters

Skip Peterson

**J**ohn Mangles of All British Car Repair in St. Louis had a very interesting story in the recent MG Driver. He has always used WIX 51311 oil filters because he says they have the best anti-drain back valve that helps keep oil in the filter which helps oil pressure build more quickly on start up. That's the same WIX filter I have currently on my MGB, installed just before the trip to Louisville.

Mangles recently changed oil in a customer's car and got no oil pressure. Assuming a bad filter, he tried another with the same result. Further checking and a number of phone calls later, he discovered through his supplier that WIX and other brands had changed the size of the oil filter but didn't change the part number. The filter is so short that it blocks the flow of oil from the fill tube, creating no oil pressure.

Mangles determined that the Bosch #72137WS oil filter is the same size as the old WIX filter and he is now using that with no problem. The WIX filter is 3.37 inches high, while the Bosch filter is 3.74 inches high. Better check the physical size of your oil filter in the future to make sure you have one that does its job.

## Pictures from Holiday Party

Photos by Ron Parks





## MGs in Commercial Advertisements

Submitted by Skip Peterson



*Editor's note – Good catch, Skip!*

## Car of the Month

### My 2011 Honda Odyssey

Steve Markman

**T**his story isn't really about my Odyssey, so I won't bother showing a picture of it (besides, you can see plenty of identical cars on the road). It's a rant against General Motors, how they think the same of me as Hilary Clinton thought of Donald Trump supporters, and why I doubt I'll ever buy another General Motors car again.

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To say that I was a loyal GM customer would be an understatement. Let's see, there was the 67 Camero, the 68 Impala, the 72 Nova, the 77 Malibu (our first new car), the 83 Cavalier (first station wagon), the 87 Ciera, the 93 Achieva, the 97 Silhouette (first mini-van), 99 Intrigue, and the 08 Lacross. (My dad also bought only GM cars, so I came about this loyalty honestly). That's ten cars, so you'd think that even a company the size of GM would appreciate such loyalty. Guess again.

The issue was with the Olds Intrigue. It was my wife's car – nice and roomy, four doors, a comfortable ride, and plenty of power. When it was six years old with about 71,000 miles (and of course, out of warranty), the engine started to make a clattering noise and overheated. We took it to Kettering Automotive, an independent shop we've used for years and years – expensive, but competent and 100% honest. I'm still friends with Ed Mosher, the former owner. I don't recall all the specifics, but after a few days, Ed determined that the engine had a "spun bearing" on the crank shaft. This bearing is pressed into place on the deepest, most inaccessible part of the engine. Oil flows through this bearing then up to the top of the cylinders, some to the front three and some to the rear three. With this bearing slightly out of position, oil wasn't getting to the top of the engine, thus the overheating.

Ed always put his customers first, and confronted with something he'd never seen before, always would spend time researching the problem. GM assured him that this was unheard of—it'd never happened before. Ed next started consulting several automotive websites and user groups used by professionals. He found about a dozen prior instances of this problem, and the result was always the same: the engine is not repairable. I wrote several letters, ultimately to the CEO of GM about extending the warranty or at least sharing the cost of repair. I was blown off at every level, but they offered me a loyalty certificate for \$2,400, good for my next purchase of a GM car. I filed that letter in a safe place.

With the car only six years old, otherwise still in great shape, but worth zero, we decided to have Ed put in a salvaged engine. After a few days of searching, he found one from an Intrigue that'd been rear ended and totaled, but with the front end unharmed. About a month after this all started, it was nice having the car back.

Skip ahead about three years and maybe another 40,000 miles. Guess what...exact same problem. This time it was a no-brainer. The car would get traded in for whatever the dealer would give us for it.

I was already pretty-much turned off to GM, but with the promised loyalty rebate and several thousand dollars built up in rebates on my GM Master Card (which I no longer have—they used to give 5% rebate toward the purchase of a GM car—a pretty good deal), buying another GM car made economic sense. We decided on an 08 Buick Lacross. The salesman put in for the Master Card rebate, and said he'd take off the loyalty rebate as soon as I could get the paperwork for it.

If I wasn't already turned off to GM, the following event was icing on the cake. I pulled out the letter promising the \$2,400 loyalty rebate and called the phone number listed. I was told that no such offer ever was or could have been made. And, even if it had, the "new" GM was under no obligation to honor it, as the "old" GM no longer existed following their bankruptcy. At this point, the owner of the dealership got involved, arguing with corporate that he had a signed sales agreement and was waiting for GM's action to save the sale. They offered \$1500, but that was it. Period. Reluctantly, we agreed, but their greed cost them a whole lot of future business from a formerly loyal customer.

So, how do I like my Odyssey? It's a soccer-mom car with lots of nice comfort and convenience features. It doesn't hold an alignment very well, and even the smart neighborhood kids can make the hands-free calling work with my smart phone, nor the built-in garage door opener. And, I've never figured out why the doors often lock when the car is parked in the garage. Gas mileage is acceptable for such a big car,

but not any better than my old Silhouette, although the engineers had thirteen years to improve engine technology. Maintenance issues have been minimal after 5 1/2 years and 107,000 miles. Would I buy another one? Probably, since I heard they beefed up the steering linkages.

Oh, and one last thought. The Buick Lacross suffered a transmission failure after seven years and 146,000 miles. My wife now drives a Hyundai Sonata. She loves it, but gets a bit frustrated at times (as do I) because just about everything operates through the touch-screen display instead of dedicated buttons and knobs like our good-old British cars.

## Rotting ‘Yard Find’ – Aston Martin DB4 Worth a Fortune

FoxNews.com

**T**he 1962 Aston Martin DB4 has been rotting away on a Massachusetts property since it was brought there from California by its second owner in the 1970s, according to Worldwide Auctioneers. Trees grew around it as it settled into the soil and its engine bay filled up with leaves and weeds over the years.

One of just 1,113 DB4s produced, the four-seat coupe is largely original, save for the new



January 18, and estimates that it will sell for somewhere in the \$375,000 - \$475,000 range. If that sounds like a lot for a derelict, the Hagerty Price Guide says that it could be worth at \$2.5 million or more when fully restored.

Or if you don't want to go to the trouble, you could buy a brand new one from Aston Martin, which is producing 25 continuation cars next year for about \$1.9 million each.



engine and paint job it appears to have picked up prior to its trip east. Its 3.7-liter inline six was rated at 240 hp when new, and the car features a 4-speed transmission with Laycock Overdrive, disc brakes and “knock-off” wire wheels.

Worldwide Auctioneers will be pushing the car across the block at its Scottsdale, Ariz., event on



# Insane Coyote Swapped MG Shoots for 200 MPH at Bonneville

Evan Perkins

*Editor's note – I lost the source for this article. To whomever I stole it from – my apologies.*

**B**onneville is both the alpha and the omega in the world of speed; a universal beacon for all that is fast. It was that calling that inspired of Colin Walker, his cousin Steve Walker, and David Chapman to pilgrimage from their home in Derbyshire, England across the Atlantic Ocean and the better half of the eastern United States to make their mark at SCTA Speed Week 2016.



The team's weapon of choice: a 1961 MGA, coated in Porcelain Green paint, swept by countless hand-fabricated touches, and powered by a Ford 5.0-liter Coyote V8.

The trio of guys met by happenstance when Colin and Steve wondered into Milner Offroad, the shop Chapman works at. "They walked into the shop, asking about building a roll bar," said Chapman. "I'm thinking it's a quick hoop, maybe a diagonal bar, and then they start talking about taking the car to Bonneville. Immediately, I'm interested."

The front bodywork hides a massive radiator, twin oil coolers for the Coyote V8 and an air-to-water-supercharger for the Whipple blower.



It was all downhill from there – in the best sort of manic race-car-building-way – while the team dreamed up the V8-swapped monster you see before you.

Car owner, Colin Walker, originally had plans to keep the car "all MG," and later even considered a form or larger displacement Jaguar power. But after some research and planning, he realized that neither of those engine platforms would deliver enough power to let the team reach their goal of joining the

hallowed 200 mph club. To efficiently, and quite awesomely, solve the power deficiency, an order was put in to Ford Performance for a Coyote crate engine.

"There is a history of Ford engines in MGs, the SV and the SVR," said Walker. "The trick, really, was to fit it all in the car." That solution came in the form of installing the engine first, then setting the body on top of it. "We really didn't want to make a ton of removable panels," said Steve. "That just doesn't work right."

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With the engine in the car, again, Steve's calculations, pointed to more power being necessary to hit the magic number. Because of the salt flat's elevation above sea level, the air is less dense and all engines, especially naturally aspirated mills, are down on power. What's the best way to overcome less air? Stuff more into the engine, of course. So, once again, the team raided the Ford Performance catalogue and signed on the dotted line for a Whipple blower.

Once stateside, Hennessey Racing added a smaller pulley, remapped the computer to run a higher octane fuel, and gave the engine more boost, via a smaller pulley. Those changes bumped the power from 624 to 675 horsepower.

Grunt from the boosted Coyote flows through a Tremec T56 Magnum, built by Liberty gears, and into a Strange Engineering 9-inch housing with a 12-bolt center section. "The pinion is very low in 9-inch," Steve explains. "That makes it very strong, but it takes more drag to turn. The 12-bolt is a much freer running setup."

In terms of the division of labor on the build, Steve handled most of the mechanical aspects while Chapman took care of the fabrication elements of the car.

"Aero-wise we wanted to keep as much of the shape of the original MGA as we could," said Chapman. Simon Gibson, a British fabricator who specializes in complex curves and is a master on the English wheel, handled the hood, front air dam, and the fairing behind the driver's helmet.

The team is now on their fifth year of the project; and while this is their second time at Bonneville, due to 2014's cancellation, this is their first time actually running on the salt.

"We came out in 2014 and spent 5 days in the hotel, then went home again," said Steve. Despite being crestfallen at a lost chance to race, the trip wasn't all for not. It was there that the trio crossed paths with salt veteran, Rich Stuhaan. "He told us, 'I feel really bad for you guys coming all the way over here and not being able to run, if you need any help, just give me a call,'" said Chapman. "We rang him up and said 'we're looking for somewhere to store the car, can you help out?' and he did."

Not only did Stuhaan help store the car after the first attempt to race at Speed Week, he also donated the use of his truck, this year, to help the team make the race. "I'm just so happy for these guys because they put so much work into it," said Stuhann. "They've travelled back and forth so much and have had the car in and out of a container to get it here. They really needed to get it on the salt."

Fitting the ultra-wide Coyote V8 under the hood of the tiny MGA was a tremendous hurdle. The solution was to install the engine first, and the body over top. Still, packaging all of the other necessary components took expert-level Tetris skills.



So, after a half-decade spent building, and then waiting for the salt to be ready, the team is here, feet firmly planted on the expanse of Bonneville, and their goal within reach.

Currently, they are battling a fuel issue where the pump is proving unable to keep up with the engine. Confident they can remedy the problem, they are pushing forward toward a red hat stitched with the number 200. With one day left in completion, we wish these gentlemen, their story the epitome of what land speed racing is all about. God speed.

## 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. [srmarkman@att.net](mailto:srmarkman@att.net) or 937-886-9566.

**For Sale:** Electric radiator fan, 10 in. Best offer. Danny Mortensen, agsdanny@aol.com or 859-384-7821. (10/16)

**For Sale:** '79 MGB black, excellent condition, 74,700 miles, \$ 6,500.00. Rick O'Cull, 937-669-3399 fax 937-669-9602, Cell 937-623-0759. (10/16)

**For Sale:** 1948 TC which I must sell. It is titled a 1948 though the number 8915 seems to indicate late production. The car is solid, in un-restored condition, has been maintained over the years and was stored in N Michigan for many years. It is in running condition, front brakes need attention and ??? Asking price is \$18,200, obo. Bob Lakemacher, 614-846-9613 (10/16)

## MG Car Club Minutes, November Meeting

Sam Hodges

**T**he November meeting of the MGCC was called to order by Vice President Ed Wolfe at 7:31, as President Skip Peterson was absent.

President Ed (Please forgive any and all future 'Mr. Ed' references as they're just way too easy... like looking a gift horse in the mouth...) Vice President Mr. Ed, "I'm Ed Wolfe, VP of your car club. Thanks to the both of you who voted for me. Skip's in Florida, and he sends his regards. He did leave me some notes. 1-dDozen eggs, 1/2 gallon of milk, cheese... Oh wait, never mind."

Vice President's Report. Ed, "Um..."

Minutes We're next. Motion to accept the Minutes as reported was made by Bob Farrell. Terry Happensack seconded. MGCC voted. Minutes approved. Eddie's not here so no one opposed.

Treasurer's Report was next. \$4300.87 total. Treasurer Cheri Farrell, "I'm so excited to be in this fiscally responsible position. "The MGCC had total expenses of: Newsletter Postage (\$27.88) + 50th Anniversary Dinner Decorations (\$14.60) + 50th Anniversary Dinner (\$761.89) + October Gumball (\$10.00) for a total expense to the MGCC of \$814.37. The MGCC had total gains of: Membership Dues (\$142.50) + 50th Anniversary Dinner Fees (\$308.00) + BCD Profit (\$1,450.00) for a total gain to the MGCC was \$1,900.50. Monthly total loses when subtracted from gains means a gain to the MGCC of \$1,086.13. When added to our beginning balance of \$2,804.99 leaves the MGCC with an ending balance of \$3,891.12 in the primary checking account. The Savings account currently has \$379.75. Cash on hand was \$30.00. Total ending balance of all accounts was \$4,300.87. Dave McCann Sr. motioned to accept the Treasurer's report. Ron Parks seconded. Eddie, not in attendance, couldn't object.

Membership was next. Carole Looft, "We're slowly coming in with renewals. We had 3 more tonight.

That brings us up to 59. Birthdays this month were: Sam Hodges, Steve Markman, Cathy Barnes, Sandra Looft, Kaye Maloney, Marilyn Kraft."

Newsletter. Mr. Ed, "Steve's not here. He's visiting his father at the hospital and sends his regards. He wants to remind us that there's no December newsletter so look for the next one in January."

Sunshine Committee. Carole Looft, "Well, Dave McCann, Sr. is here. He's got another surgery coming up so he'll be down again." Terry Looft, "Can they install grease fittings so that you can just give yourself a couple pumps of grease?" Dave McCann, Sr., "They've got me put back together for now, but I still have to have another surgery on my knee."

In other Sunshine Committee news, Dave Estell was out doing yard work again and hurt his knee trying to break a stick for kindling. He's bruised and battered but okay. The stick is also doing fine and will recover as well.

Terry, "That'll teach you to do yard work." Carole, "Women just use their heads..." It was at this point that almost EVERY guy in attendance makes some form of a sign of breaking a stick over their head... Dave Sr., "You're telling that story in front of me?"

President Mr. Ed continued, "The Holiday Christmas Party will be December 2nd at 7 at Bennett's. Skip left a note on Gag gifts. It's not a case of motor oil, it's a broken distributor, a roll of duct tape, or an inappropriate apron of some variety."

Ed, "Going from the notes, there's something here about a beer breach, beach, BRAKE! It's hard to read from all the beer stains."

Beer Break called at 7:43. Terry, or we could press through and get this meeting over with in 10 minutes...

Back from Brake at 8:06. As a side note, I've been consistently misspelling one of the two 'breaks' in 'beer break' for the last 10-years. I always spell at least one of them 'brake' as a running joke. Only recently did I discover that my wife, who occasionally prof (ha! I see what you did! And I left it! - Di) reads the Minutes, has been correcting it under the assumption potion that I'm just a moron. While the assumption is correct, the typo wasn't a typo... Grrrrrr.....

Our next item is Old Business. Carole, "Charlie's here!" Charlie, "No new old business."

New Business. Carole, "This is the month that we decide who our annual donation goes to." Terry, "I move that we duplicate last year's donations (That would be \$500 to the Food Pantry and \$500 to the Salvation Army)." Dave McCann, Jr. seconded. No one opposed. Voted on and approved. Our Tax person will be relieved.

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Tech Tips. Terry Looft, "If I could only remember them."

Ed Wolfe, "I have one, If your temperature gauge is running high, and you spend the day draining the radiator and changing the thermostat and the gauge goes right back to running hot, it probably wasn't the thermostat." Terry Looft, & Dave, Jr. both make the same suggestion, "Buy a digital no-touch thermometer. They're under \$20 and you can easily diagnose the thermostat among other things."

Dave, Jr. "Harbor Freight has an underwood (Just as an aside, do I correct this or not? ...Nahhh - Di) work light for \$30 that's really highly rated. Dave then produced a work light that looked more like a Star Wars light saber than a work light.

There's a good radiator cleaning shop, Bill Junior's Radiator Shop on Springfield Street in Dayton.

For Sale, Lois Gribler. "There's a 1973 British acing (hmmm... Left it! - Di) Green MGB that's an older restoration. Newish mag wheels, new exhaust, tires, brakes, new wires, spark plugs and a host of other recently replaced items. Serviced by Steve Miller. Beautiful car according to Lois. Asking \$6,800. Contact Lois for more information.

Ron Parks has a 1973 honeycomb grille. \$269 at moss. Make me an offer.

Ed Wolfe has a slightly used thermostat recently tested, still works. And Trim rings, new or slightly used.

Gumball Rallye. Charlie McCamey draws Charlie McCamey for the \$10.

Next meeting January 25th at Rusty Bucket.

Meeting Adjourned 8:20.

Terry, "I think we found next year's President."

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