

# THE OCTAGON NEWS



Volume XLIV No. 8

June 2017



2<sup>nd</sup> Street Market Photos  
BCD Registration Form

## Hot Exhaust

Skip Peterson

You're getting your newsletter early this month, since the co-editors and distribution staff are heading west for the ultimate MG adventure. Here's hoping for a smooth ride west for Terry & Carole Looft, Dar Planeaux and Kathy Goodman as they represent the MGCC SWOC at both the NAMGAR and NAMGBR convention in California. Dave and Lois Gribler will also be on the west coast for the NAMGAR event but not traveling in the group. My back is getting sore just thinking about driving an MG that far!

Rain ruined Ron Parks' plans for the May drive, but we're saddling up on June 11<sup>th</sup> for a do over. Ron will keep you posted as to the plans.

It was a gray day for the British Meet at the Market, but the rain held off and a few members attended, according to my sources. My day got away from me and I didn't make it.



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:

**Wednesday, June 28, 2017**

## MG Car Club Officers

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## Upcoming MGCC Events

### Jun:

2 – National Doughnut Day  
28 – Meeting at Rusty Bucket

### Jul:

13 – Barbershop Music Appreciation Day  
26 – Meeting at Rusty Bucket

### Aug:

5 – British Car Day at Eastwood Lake  
8 – Sneak Some Zucchini Onto Your  
Neighbor's Porch Day  
23 – Meeting at Rusty Bucket

*See meeting minutes for other area activities!!*

The Cincinnati British Car Day will be held at Harbin Park in Fairfield on Sunday, July 9<sup>th</sup> from 9 am to 4 pm. If someone wants to organize a caravan, we can discuss it at the meeting. There is more information available at [www.bccgc.com](http://www.bccgc.com).

Remember, you can also register online for our British Car Day at [www.britishcardaydayton.com](http://www.britishcardaydayton.com).

For a little different kind of car show, Dayton Cars and Coffee, held every other Saturday, has now moved again. The overwhelming turnout at The Green forced organizers to find a bigger venue, and they are now gathering at Austin Landing. The initial meet had well over 500 cars. There is everything from hot rods, Jeeps, classics and super cars. It's easy to find something you like, or have never seen before. The next date for Cars and Coffee will be Saturday morning, June 10, from 8 am to 11am. It's a lot of fun and very casual.



## Welcome New Members

Carole Looft

Clint & Kristi Chapman  
1100 Paddock Trail  
Springboro, Ohio 45066  
(937)681-7144  
[Clint.chapman@motoman.com](mailto:Clint.chapman@motoman.com)  
1979 MGB



# Pictures From 2<sup>nd</sup> Street Market

Photos by Steve Markman





## Oakwood's "That Day in May"

Ron Parks

**T**hree club members participated in the car show and parade at "That Day in May" celebration in Oakwood; four if you count Tim Dunham, the car show organizer. Steve Veris (not pictured) was there in his Lotus Europa, John and Susan Scocozzo in their MGB V8 and Ron Parks with his Granddaughter, Chloe in his Triumph TR4A. The rain held off and we were able to finish the parade with our convertible tops down. Was a fun time!



*Editor's note – Tim: Sorry to let you down the second year in a row, but it was pouring down south at 10:30 as I went to take out the TD, and the roads still were wet at 11. Third try will be the charm!*

# Unrequited Love for the British Roadster

Brenden McAleer  
From *The Globe and Mail*



**T**he 1967 MGB is from an era when the English roadster ruled both the racetrack and the roads. For a car that's not guaranteed to start on any given day, one needs plenty of patience to deal with Dad's 1967 MGB – but it's worth it.

Today, it started. Such is not always the case. My father cranked the key for what seemed like an eternity, muttered, "Come on," under his breath and, with a flatulent braap, the little crimson MGB burst to life. This time.

This is my father's 1967 MGB. It is a lively little thing, representing possibly the high point of the breed. It has clean lines, unblemished by the rubber bumpers and high ride height later models would sport, and it has a lovely set of refinished wire-spoke wheels with knock-on hubs. When it's warmed up and chugging along, its 1.8-litre four-cylinder rumbles and parps and sounds generally cheerful.

The appeal of this thing is clearly evident. It looks like fun, and it is. However, if you are not an initiate of the Church of the British Roadster, you're probably sitting there saying, "Sorry, what was that you said back there about the whole not-starting thing?"

The MGB's ability to start on a given day would determine whether this car could be rolled out of the garage for a drive through the countryside.

Once, the English roadster ruled both the racetrack and the roads. There were all manner of flavours to experience, from the genteel styling of the big Healeys, to the mongoose-nimble Lotus Elan, to the slightly scandalous Jaguar E-Type.

Canadians embraced all these machines wholeheartedly, forming clubs to take them out racing on decommissioned airstrips and touring the countryside, and inadvertently helping hundreds of mechanics send their children to university.



That was all before my time, but I still have a great fondness for the MGB and its ilk. Dad bought it when I was only a few months old, and as a baby I was wedged into the parcel shelf on more than one occasion. Once, we drove all the way to the Okanagan like that. Safety hadn't been invented yet – later, like everyone else, we bought a Volvo.

Dad and I restored the MGB in the early 1990s, and by that I mean I handed him wrenches while he lay under the car and swore at it. My father is from Northern Ireland and hails from a strong rural tradition of swearing at machinery. I have adopted the practice and can report it's both effective and extremely therapeutic.

Aside from picking up an expanded and highly incandescent vocabulary, working on the MGB helped me learn about engines and gearboxes and brakes and suspension. It gave me an appreciation for the art of engineering and filled me with the lasting satisfaction that comes from taking something apart and being

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able to put it all back together again. It taught me problem-solving, and patience, and that you never really get all the grease out from under your fingernails.

All this stuff sounds appealing and worthy, but let me point out a rather large caveat. While everybody might enjoy a puzzle or a crossword or other light challenge, no normal person sets up a chair on the side of a highway to pursue their hobby.

However, two summers ago, that's exactly where Dad and I were, sitting on the shoulder in the MGB with rueful expressions. On the first day of a three-day group classic car tour, the MGB had coughed, spluttered and then gone silent. It refused to start.

Two guys in a 1953 Alfa Romeo Giulietta Sprint Speciale pulled up. "Everything okay?" the driver asked.

Now look. Everyone knows British cars can be unreliable. They are sometimes cantankerous and always unpredictable. However, getting rescued by an Italian car? That's just not on.

The MGB decided to start.

The next day, it broke down twice. We eventually traced the trouble back to an intermittently failing fuel pump and were able to rig a temporary fix with some borrowed spare parts. On returning home safely (miraculously), my father bought and installed a new fuel pump, took the old one apart to see how it worked, called me up to describe – in detail – why it had failed and then fixed it.

Everyone knows British cars can be unpredictable. But the appeal of the MGB is that it looks fun - and it is.

New fuel pump or no, there was no guarantee the MGB would start today. However, it did, and we eased it out of the garage, crunching down the gravel driveway and out onto the country roads of my childhood. It was a cold, damp day, with the snowline low on the mountains and a light rain misting the windshield. Dirty snow lay in the ditches and on the fields, winter still clinging, white-knuckled, to the landscape.

The 'B buzzed happily over the frost-heaved tarmac, open to the elements and tiny. It had rained heavily the day before. It was going to rain tomorrow. It would rain again this afternoon.

However, as is sometimes the case with an old British car such as this, our luck held. We stole a drive from the weather, took a few pictures, then tucked the car back in the garage. I headed back to the city.

As it happens, that week I was driving a Porsche – the new Cayman. It displayed almost relentless competence, darting through the corners with ease and dispatching the highway cruise effortlessly. Yet, something was perhaps missing.

Taking the new Porsche Cayman out for a spin after driving the MGB, it felt like something was missing. As the traffic grew heavy with featureless crossovers and trucks, Rush's Red Barchetta came on the stereo. In the song, a young man defies the establishment by sneaking away for an illicit drive in a sports car from long ago. The lyrics are based on a Road & Track story written about an MGB in 1973.

It's a question of need. As the self-driving, shared-ownership future beckons, the man-machine connection will be severed. We will no more develop an affection for a car than we would for a laptop.

But the MGB needs an owner. It needs mechanical knowledge, careful handling, a certain level of driving skill. It requires understanding. Perhaps a car that won't start every time isn't for everyone. On the days it does, though, the experience is worth it.

*Above article submitted by Skip Peterson. See, you don't have to write one yourself, just find one!!*

# First Car Ever Caught Speeding to be Displayed in the UK

**MOTORAUTHORITY**  
The Luxury and Performance Leader

Zach Bowman

**T**his 1896 Arnold Benz Motor Carriage is largely held to be the very first car to receive a speeding ticket, and it's headed for the Concours of Elegance at Hampton Palace Court in the United Kingdom.



The UK in the 19th century was a tough place to have an automobile. The law at the time required drivers to maintain a speed of no more than 2 mph and be proceeded by someone walking in front of the vehicle waving a red flag. For reference, that's a little quicker than the average speed of an ambling cow.

It's unclear whether Walter Arnold knew the rules when he came pattering through Paddock Green in Kent on January 28, 1896, but a constable spotted him greatly exceeding the speed limit, traveling at an estimated 8 mph. To make matters worse, no one was running ahead, waving a red flag. The officer happened to be on a bicycle at the time and managed to catch Arnold and write him a citation. He was later convicted of speeding and made to pay a lofty fine of a shilling "plus costs."

It's not all bad, though. The incident helped build awareness of the automobile, and the UK passed the Locomotives Act later that year, thereby raising the speed limit to a more functional 14 mph and abolishing the flag waver all together. Car owners celebrated by, what else, racing from London to Brighton in an event known as the Emancipation Run. Arnold and his Benz Motor Carriage were there.

It would take drivers in the United States another three years to earn their first speeding ticket. According to *Gizmodo*, that dubious honor goes to Jacob German in 1899. Even better? He was driving an electric car. German was 26 at the time, working for the Electric Vehicle Company, a firm that leased electric cabs. New York required all drivers to maintain a speed of no greater than 8 mph on streets and no more than 4 mph around corners. German was doing 12. Like Arnold, German was brought down by a patrolman on a bicycle.

Arnold's Motor Carriage will be at this year's Concours of Elegance at Hampton Palace Court, along with other quick hardware like a Le Mans-winning Jaguar XJ-9 and a Harrods liveried McLaren F1. Fast company. The public may view the cars on September 1, 2017.

## Want to Drive the Wienermobile?

**T**he job of driving the Oscar Mayer Wienermobile is reserved solely for graduating college seniors, preferably with a bachelor's degree in marketing, public relations, advertising, journalism or communications. Furthermore, the position only lasts for one year, from June to June, before drivers (aka "Hotdoggers") are replaced with a new batch of college grads. Each driver is also required to undergo about 40 hours of training before getting behind the wheel of the 27-foot vehicle, though that hasn't prevented one driver from accidentally accelerating into a house and crashing the Wienermobile into a stranger's deck and garage.



## 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: 1952 MG TD. Green. Same owner since 1954. Great shape, everything works except clock (which is typical). Call Steve Markman for details. 937-886-9566. (5/17)

For Sale: 78 MG Midget. New top, interior, and other new parts. Asking \$4,500. Call Bob, 937-253-9935. (5/17)

For Sale: '61 MGA, British Racing Green, Frame-off mechanical restoration by MG Automotive, professional body and paint restoration, For those that knew Louie DiPasquale, this is the car that he won multiple show and Concours events with. Only serious offers will be considered. Asking price, \$30,000. Please contact Tag McGough 937-572-5014, or email [tag@midwestmtrs.com](mailto:tag@midwestmtrs.com). (4/17)

For Sale: Michelin X Redline radial tires, 185-15, with tubes, would make excellent spares. \$150 takes all, cash-and-carry. Vic Snively, Vandalia, OH 937-620-5582. (4/17)

For Sale: 1969 MGB GT – Troy OH – restored in 2014. No rust – Damask red paint with clear coat finish. All new interior, new chrome, new wheels and tires. Has electric overdrive. Looks and runs great – have \$12,500 invested in it. asking \$11,250. Have many photos. Email Greg Cox at [gregc@coxspecialty.com](mailto:gregc@coxspecialty.com). (4/17)



## MG Car Club Minutes, May Meeting

Sam Hodges

President Skip Peterson, calls the meeting to order at 7:36. Skip, "We have a weather bulletin..." Terry Looft, "There's 100% chance of weather?" Skip, "We're here. And all of this (motioning to the large ominous clouds on his iPhone) is going that way (away from us). The bad news is that the Sunday drive was postponed. You'll notice that Ron's not here tonight. He's in hiding. It's been postponed until June 11th. There were a couple of roads that were under water."

Skip continued, "Terry & Carole are the MG 1100 & 1300 registrars for the North American MGB Register." Carole Looft, "Ryan & LeAnn are the next generation coordinators. They'll work to get younger people in to the club." Terry Looft, "Kathy Goodman is an example of what the next generation is all about. Getting not just the young people involved, but also second generation as well."

Skip, "I want to remind you to register for BCD. We'll get an application in the newsletter. "Is that okay with you Steve?" Newsletter Editor Steve Markman, "That'll take care of 2 pages." Skip, "Spoken like a true editor, only 10 pages to go." Speaking of Newsletter, we're doing it early this month so that the Loofts can leave on time for California. The Gathering of the Faithful is having an event July 11-15 in Akron. Go to GOFcentral.com for more information.

Vice President's Report. Skip, "Mr. Vice President?" V.P. Ed Wolfe "Hi." Skip. "Skip, "Hi Ed." Eddie Hill, "You did a great job as President stand-in." Terry Looft, "Very Presidential. There might be another opportunity after September."

Minutes were next. Dave McCann, Jr. motioned to accept the Minutes as reported. Bonnie Hankey seconded. MGCC approved the Minutes as reported.

Treasurer's Report was next. Treasurer Cheri Farrell, "The MGCC had total expenses of: Newsletter Postage (\$16.59) + April Gumball (\$10.00) + Erie Insurance Renewal (\$240.00) + Post Office Box Renewal (\$76.00) + Tune-Up Clinic Coffe & Doughnuts (\$41.17) for a total expense to the MGCC of \$383.76. The MGCC had total gains of: Membership Dues (\$10.00) for a total gain to the MGCC of \$10.00. Monthly total gains when subtracted from losses means a loss to the MGCC of \$373.76. When subtracted from our beginning balance of \$2,200.89 leaves the MGCC with an ending balance of \$1,827.13 in the primary checking account. The Savings account currently has \$379.86. Total ending balance of all accounts was \$2,206.99. Eddie Hill makes his first motion since the Lithuanian Social Club days to accept the Treasurer's report. Bonnie Hankey, Dar Planeaux and Charlie McCamey, all in unison, seconded.

President Skip continues, "Carol Shemansky's (MGA register) husband passed in March. There's a card circulating. She will be at the MGA event in Solvang, CA.

Skip, "1/2 the Sunshine Committee is at home not feeling well after having had some dental work done." So, we'll move on to Membership Committee. Carole Looft, "We have a new member with us tonight, Clint Chapman, owner of a 1979 MGB. His brother in-law bought the MGB brand new and its been through their entire family. Their daughter learned to drive in it." Clint, "I've got pictures of its entire history. It's fully running and driving, but has some overheating and slight vapor lock issues. I'm looking for your technical prowess in getting it back to full form." Skip, "Technical prowess? Get that in the

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minutes! Is it all original? There's a push on now to not restore cars?" Clint continues, "It's been stored about 8 years and it's had an engine rebuild. It's a California car so it's a no rust car."

Skip, "Does that get me up to 80?" Carole, "No, 74." Terry, "That's barely room temperature." Carole continued, "Birthdays this month are: Mike Hirsch, Rosalie Orr, Sue Scocozzo, Leeann Looft, Chuck Irvin, Joe Waeber, and Jeannie Smith."

Newsletter Editor Steve Markman. "I'm always looking for articles, especially \*cough\* about cars. Clint, do I have to save 2 pages or three?" *Editor's note – Actually, I didn't cough, I cleared my throat.*

The half of the Sunshine Committee that was present reported that Mary Planeaux had surgery on her knee but she's here tonight.

Website. John Scocozzo, "I just picked up some old newsletters to fill in some more holes in our history." Skip, "Kathy Goodman handed me a bag full of pics that Dick Goodman took at various events, BCD and the Summer Picnic mostly."

Activities with Eddie. Eddie Hill, "The Spring Tour has been rescheduled June 11. This weekend is the British Museum's Second Street show. The Ault Park Concours is also June 11. The Mid Ohio Vintage races are June 22-25. The Centerville Americana Festival is July 4th. July 9th is the Cincinnati BCD. \$15 and you get a free t-shirt."

Beer Brake called at 8:01.

Back from Break 8:21.

Groans from the club as Pres. Skip tries to reconvene the meeting. Skip, "The natives are getting restless."

Skip, "This is your last call for several copies of MG Driver. If no one takes them, they're off to the recycling bin."

Old Business. Charlie McCamey, "Don't have any."

Skip, "I really want to talk about..." Terry Looft, "Want to talk about Dues?" Eddie, "Or stationary?"

Skip, "I want to encourage everyone to go to the Second Street Market show."

Jeanie Smith. "We're having issues with the Second Street Market trying to push us out. They're moving us around so we're looking for something else. The car show runs 9-3 and we're trying to get the Museum to be open around 3ish for an after-show."

Eddie Hill, "BCD. We're going to 1 class of Lotus and we're separating the TR250/TR-5 because we had so many." Skip, "The featured marque will be MGC. We might get 3-4. We're having a BCD meeting on the side, bear with us..." Eddie, "I'm trying to get the layout together. The biggest class last year was the conversion class. Want to put them up front instead of the back?" Skip, "Sounds good to me. Probably Mike Maloney's fault." Mike Maloney, "If you're not going to California, The MG V8 Conversion group will be gathering in West Virginia in June."

New Business. Skip, "That must have been it."

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Tech Tips. Skip Peterson, "Clint needs a tech tip? Get rid of the pollution control and see if the car will go over 50mph." Terry, "Switch to SUs." Skip, "It'll go 65 then."

Terry Looft, "I got my windshield back together. It was easy using a lubricant from NAPA called 'Slide glide'. Took 30-mins to get the windshield back together. A couple of bar clamps and it went right back together."

For Sale - Dave McCann, Jr. "Anyone want an MG GT body? It was the project I bought before I bought a complete car."

Trivia. Skip, "The MG Liquid Suspension Indycars from '64-69 were engineered by Huffaker Engineering. Kjell Kvale came up with the idea." Steve Miller, "Huffaker was west coast BMC factory race team and Group 44 was the East coast factory BMC team." Terry Looft, "The liquid solution was made of glycol - (alcohol & water). And it was the exact same suspension dampers used on stock MGs. BMC actually put warning stickers on the suspensions to 'not drink' the suspension fluid."

Gumball Rallye. Skip, "Clint, this is sort of your initiation ritual." Clint, "You didn't tell me about this!" Skip, "First you get a t-shirt, and then you get to pick a ticket..." Dave McCann, Sr. Won Gumball \$10 & a t-shirt.

Mary Miller won the other t-shirt.

8:41, Skip, we might want to let the meeting go a little longer (as it's pouring rain) Motion to adjourn - the sound of crickets chirping... Skip, "Somebody? Anybody?" Bonnie and Dar motion to adjourn.



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Kettering, Ohio 45429  
(937) 294-7623

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## British Car Day 2017 Registration

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_ Phone \_\_\_\_\_

e-mail \_\_\_\_\_ Miles Driven to BCD \_\_\_\_\_

Yr./Make/Model \_\_\_\_\_ Class \_\_\_\_\_

Require trailer parking Yes \_\_\_\_\_ No \_\_\_\_\_

**Advance registration (includes free t-shirt) \$15.00 \_\_\_\_\_**

***Deadline: Must be received by July 21, 2017***

**t-shirt size S \_\_\_ M \_\_\_ L \_\_\_ XL \_\_\_ XXL \_\_\_**

**Additional t-shirts (day of show \$15) \$10.00 \_\_\_\_\_**

**S \_\_\_ M \_\_\_ L \_\_\_ XL \_\_\_ XXL \_\_\_**

**Vendor registration \$25.00 \_\_\_\_\_**

**Total \_\_\_\_\_**

**Make checks payable to: British Car Day 2017**

**Mail to: BCD 2015, 1754 Lindenhall Dr. Loveland, OH 45140-2120**

**Neither I, nor my heirs, will hold the Miami Valley Triumphs; The MG Car Club, Southwestern Ohio Centre; Five Rivers MetroParks, or any other sponsors or persons associated with this event, liable for any personal injuries or any damages done to me or by me, my party or my car, while engaged in this event or while traveling to or from this event.**

Signed \_\_\_\_\_ Date \_\_\_\_\_