

# THE OCTAGON NEWS



Volume XLV No. 4 February 2018



Developing the Internal Combustion Engine  
Budget Bond Car

## Hot Exhaust

Ron Parks

I trust you all had a Happy Valentine's Day and that many of you had a good time at our February Pub Run. According to the Groundhog, we are into the last three weeks of winter. We'll see.

We will have had another work day at the British Transportation Museum working on inventorying parts for the MGA Coupe. We hopefully, accomplished accessing the condition of parts by category; brakes, fuel, electrical, etc. and assigned Moss part numbers to those items that need to be replaced. We will schedule future sessions as appropriate.

I hope you've registered for MG 2018 in Gettysburg if you intend to go. Travel plans for trips to GT43 in Richmond Virginia and MG 2018 in Gettysburg Pennsylvania are in the beginning stages. AAA will have more information for planning, and we're considering the Lincoln Highway, Route 30, in Pennsylvania for part of the trip to Gettysburg from Dayton. Plans will include



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, February 28, 2018**

## MG Car Club Officers

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### Inside This Issue

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## Upcoming MGCC Events

### Feb:

24 – Tortilla Chip Day

28 – Meeting at Rusty Bucket

### Mar:

11 – Johnny Appleseed died, 1845

28 – Meeting at Rusty Bucket

### Apr:

10 – Be Kind to Lawyers Day

25 – Meeting at Rusty Bucket

*See meeting minutes for other area activities!!*

meeting our members from the Cincinnati area somewhere most convenient for all. The return trip on June 22, 2018 for everyone who wants to caravan with us, will most likely stop overnight in Wheeling, West Virginia or perhaps Cambridge, Ohio areas.

My personal winter project this year is to get my overdrive transmission installed in the B. Everything is out of the engine bay that is coming out (see photo below). And, the car is at the body shop. I decided to leave the heater box in and just mask it off before the engine bay gets painted. While my MGB is at the body shop, I will work on degreasing the engine and replacing clutch and throw-out bearing and attach the Overdrive Transmission. I hope to be putting things back together sometime towards the end of March.

The torch was passed from President Emeritus, Skip Peterson to me during the January meeting and I am enjoying the Presidential print of Old Number 1 and the last MGB Limited Edition. It is hanging in my home

office on the wall behind me as I sit typing this.

Stay warm and come to our meeting at the Rusty Bucket on Wednesday February 28, 2018. Hope to see you then.



*Editor's note – nice wood floor in the engine compartment...how British!*



## Welcome New Members

Carole Looft

?? No new membes?

# Restoring My MGA

Dale Katzfey

**H**i, I'm Dale and I own an MGA. It needs work. So I thought I'd document what I'm doing so everyone could see the progress and offer advice if needed or not. It also might keep me motivated because I need to keep writing new stuff since I don't want to be like the VP with nothing to report (No offense, Ed. I know it's tough when your job consists of being there in case the president dies in office). First I'll tell you where I started and catch you up to where I am now. That will give me a couple of months worth of articles.

The car is a 1958 MGA Coupe. It was stored in a lean-to for many years before I bought it. I couldn't pass up the wire wheels and the Jaguar style fenders. The PO had it "professionally" restored before he put it in the lean-to. I guess "professional" only means he paid someone for doing the work. It did look reasonable on the outside, but the VW seats did not look right. There was no color scheme. The wiring was point to point with terminal strips, not a wiring harness. Fortunately I am electrical and a new wiring harness would take care of all those problems. The rear brakes were frozen and the tires were flat of course. But to me she's a diamond in the rough. For \$2,000 she was mine. I got her home and freed the brakes, inflated the tires and tried to get her started. I did and actually drove her for several months. Put fluid in the shocks and I could even keep her on the road for the most part. The oil leaked at the gage and would drip on the passenger's leg, so I stocked it with paper towels. After a while though, the oil does get a bit warm, even hot.

Finally decided to take her apart and restore her like I did with my TR6 years earlier. Fortunately it started coming apart easily. I found 7 animal nests in the car, plus a petrified brownie in the door. Looks like there are only a few bolts to take out before the body can be lifted off the frame (I assume it was designed that way). However the rockers seemed a bit suspect, so I thought I'd cut those out to see if the body would stay together if I lifted it off the frame. So, the first thing I did was to replace the rockers, which was the last thing I wanted to work on. So the car sat for over a decade while I worked on the interior.

That's all for this month.



Rust damage to the right rocker. What a mess! Left side was just as bad.



"Professional" rocker repair with cardboard, unsaturated fiberglass, and Bondo! No new metal here.



# Valentines Day Special...Wedding Pictures



John and Sue Scocozzo



Bill and Leslie Hunter



Art and Cathy Barnes, 1971



Karl and Ellen Sparklin, and Karl's new family

# Winter Picture Special

Don't let anyone tell you that MGs can't take the snow (at least for a picture)



Terry Looft's MGB



Terry said January was cold to the bone



Looft's London taxi



Art Barnes and his MGA



Bob Pinnell's MG TD was his daily driver



Jeff Field's MGA





Mike Maloney's Arkley



John Scocozzo's MGB



Steve Markman's MG TD with snowblower



Ron Parks' MGB (sans engine, so I didn't insist he push it out into the snow)

## Current Club Equipment Locations

The following items have been located and are available for use by club members. Please contact Steve Markman if you are safeguarding any other club items:

Engine hoist	Ron Parks
Tire balancer	John Wolfe
Popup and banner	Ron Parks
Supply trailer	Terry & Carole Looft
MG sign	"
Aunt Sally game	"
President's gavel	Ron Parks
Picnic supplies	Art Barnes

Picnic signs	Art Barnes
Corn hole MGA hood	“
All publications	British Transportation Museum
Engine stand	Bruce Miller (privately owned, but available for loan)

## Early Developments in the Internal Combustion Engine

Steve Markman

I've always wondered which came first, the internal combustion engine or the gasoline that fuels it. Were they both invented together, or was gasoline developed because the engine required a specific type of fuel? I started researching this on-line, and came up with some interesting information on the development of the internal combustion engine, so I thought I'd start there.

Many scientists and engineers contributed to the development of internal combustion engines, going at least to 1794. As an engineer, my best guess is that the idea was based on the workings of the steam engine, which used high-pressure steam to push a piston down the inside of a hollow cylinder and then turned this linear motion into rotary motion by means of a crankshaft. These early engines ran on anything that could be pumped into the combustion chamber, which included liquids, gasses, and even dust (my guess is that this was coal dust). As early as 1807, an internal combustion engine powered a boat on the Saône river in France. The same year, a Swiss engineer built an internal combustion engine ignited by an electric spark. A British engineer demonstrated his engine in a land vehicle in Kent in 1826, possibly being the first “automobile.”

These early engines were called atmospheric gas engines. Prior to the invention of the spark plug, as best I can figure, fuel and air were ignited in a continuously-burning flame outside the combustion chamber. The burning fuel was drawn into the combustion chamber through a slide valve on the downward stroke, at atmospheric pressure. At some point, the piston closed the opening and the combustion continued to push the piston down as a result of the gasses expanding from the combustion. Again, as best I can figure, this appears to be a two stroke engine, since there was no compression stroke to compress the fuel prior to ignition

Research continued through the 1800s to develop an engine that actually was useable on a commercial level. Up to this point, most of the engines were large and heavy, and could not exceed 200 rpm due to their ignition and induction systems. British engineer Edward Butler constructed the first petrol (gasoline) internal combustion engine. Butler also invented the spark plug, ignition magneto, coil ignition and spray jet carburetor. By 1883, an engine built by Gottlieb Daimler achieved over 900 RPM. In 1885 Daimler constructed what is generally recognized as the prototype of the modern gas engine: small and fast, with a vertical cylinder, it used gasoline injected through a carburetor. In 1889 Daimler introduced a four-stroke engine with two cylinders arranged in a “V,” having a much higher power-to-weight ratio. With the exception of electric starting, which would not be introduced until 1924, most modern gasoline engines are descended from Daimler's engines. Other contributors whose names you might have heard of (if you ever took a course in thermodynamics, anyway) are George Brayton, Nikolaus Otto, Karl Benz, and Rudolph Diesel (inventor, obviously, of the Diesel engine, which used the heat from compressing the fuel/air mixture to ignite it).

So, getting back to my original quest, how did gasoline get hitched up to the internal combustion engine? Which came first? It turns out...it was gasoline. Gasoline was considered a useless by-product of the refining of crude oil to make kerosene, which was a standard fuel used for lamps through much of the 1800s. Oil refining of the day used a relatively simple distillation process that separated crude oil into portions, called fractions, that heated the oil then condensed the vapors. Gasoline had a light weight and lower boiling point than kerosene, so it boiled off first and generally was discarded. (I assume this was because it burned too easily and thus was unsuitable for use in lamps.)

As the engines evolved, engineers realized that they ran best on lighter fuels such as gasoline (remember, the fuel has to ignite and burn in only a few thousandths of a second), but the refining process could produce only about 20 percent gasoline from a given amount of crude oil. A gasoline shortage developed, even as the search for oil pushed into Indiana, Oklahoma, and Texas. For this reason, most early automobiles were electric or steam driven. Of the 4,200 cars built in the United States in 1900, only one-fourth used internal combustion engines.

As the demand for gasoline soared, chemical engineers worked on methods to extract more gasoline from the crude oil. Two engineers at Standard Oil of Indiana, William Burton and Robert Humphreys, came up with the idea to distil the kerosene under pressure. This caused the heavier kerosene molecules to “crack” into lighter gasoline molecules. The thermal cracking process produced twice the amount of gasoline, or 40 percent, from crude oil. Further development added chemicals to the mix to act as catalysts, yielding higher amounts of gasoline, while the refining process worked at lower pressures (which, I’d assume, increased safety at the refinery, and possibly made the equipment lighter and less expensive).

So basically, that’s how we got to where we are. I won’t get into further developments of engines or gasoline, such as the addition of lead to make the engine run smoother, or other chemicals that replaced the lead. Maybe I’ll look into this next winter.

## Budget Bond Car:

2019 Aston Martin Vantage has looks that thrill

Gary Gastelu | Fox News

**A**ston Martin has a new car for would-be James Bonds on budgets. The 2019 Vantage V8 is the first all-new Vantage since 2005, the entry-level model racking up over 21,500 sales over the years to become the brand’s all-time best seller. That’s thanks to its relatively low price for an exotic car that now starts at \$149,995.

For that, you get the latest take on Aston Martin’s signature sleek, sinuous muscular styling, inspired by the DB10 that was specially-designed for 007 to drive in the film 'Spectre.' Here it features a dramatic splitter and mesh sieve of a grill jutting from its





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shark nose, and a large diffuser under the rear bumper that all give it a very motorsports look.

Performance to match is delivered by a Mercedes-AMG-engineered 503 hp twin-turbocharged 4.0-liter V8 under the Vantage's power dome hood that's virtually the same one in Aston Martin's \$198,995 DB11.

It sends power to the rear wheels via an 8-speed automatic transmission (sorry, no manual transmission is available...yet) and electronic torque-vectoring limited slip differential capable of 100 percent lockup. Aston Martin says the zero to 60 mph sprint takes 3.6 seconds on the way to a 195 mph top speed.



The two-seat cabin has a storage deck behind the seats, and a sculpted, leather-wrapped dashboard in front of them that steps away from Aston Martin's recent single panel 'waterfall' center console design. It's topped by an 8-inch infotainment system display controlled by a knob on the transmission tunnel that will be familiar to anyone who's driven a Mercedes-Benz lately, because it's also supplied by the German automaker.

There are a lot of buttons and knobs, but don't go looking for any to engage autonomous driving (or an ejector seat) as the only driver aid is a blind spot monitoring system, which is always helpful in a swoopy coupe.

Even higher performance models and a convertible version are sure to follow, but let's not get ahead of ourselves as this Vantage doesn't even hit showrooms until next spring. That's also around the time the racing version of the Vantage will start showing up on tracks around the world. The Vantage GTE uses a competition prepped engine based on the production car's V8 and features an aerodynamic package that makes the street model look mild in comparison.

## Classifieds

**For Sale:** Cars owned by Bob Kraft. 1971 Black MG Convertible, Mileage 11,242, Suggested price \$3,500. 1972 Project SAAB, Mileage 91,630, Has windows that roll circular, rather than straight up and down horizontally! Suggested price \$1,200. Green Karman Ghia project car, tan interior. All prices are "or best offer". Respond to my email if interested. [MAKIronsides@aol.com](mailto:MAKIronsides@aol.com). P.S. Marilyn loves reading the minutes and sends her regards to everyone. (2/18)

**For Sale:** 1980 MGB . Green with tan interior and it is a driver and has always been garaged. Tires are 12 years old bought new, rust is very minimal on the undercarriage, top seems to be in pretty good shape and new battery. We have owned it since 2005. Interior has a slight tear on the driver's seat (previous owner had a screwdriver in his back pocket and forgot about it when he sat down). We are the 4th owner that we know of. I can mail color pictures on request. 49,000+ miles. \$7500. Tom Hawkins, (937) 239-4574 (Cell#) evenings only, or [thawkins2@woh.rr.com](mailto:thawkins2@woh.rr.com). (1/18)

*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.*

## Minutes from January Club Meeting

Sam Hodges

**T**he January Meeting of the MGCC SWOC was called to order by President Ron Parks at 7:31. Ron, "First warning." And then again at 7:32, Ron, "Second warning..." At 7:33, Ron declared "Meeting adjourned!"

President Parks continued, "I think I'll go through the mail first. We got multiple letters from several sources requesting donations. I guess we're on their lists now. The Food Bank and Salvation Army both sent thank you letters detailing the assistance our donations provided to local families. We also have a thank you letter from the British Transportation Museum."

Ron, "We also received a renewal from the MGCC Mother Club. I'll make contact with them and make sure that we're still current. I checked and I thought we needed a new librarian since John Wolfe was the old MGCC librarian, but now, according to the website, if you need anything, contact Pete Stroble."

Carole said that today is Lois Gribler's birthday. They're probably out having a nice dinner, unless U.C Basketball is playing (which they were).

Pres. Ron, "My winter project is coming along. I think I've got everything disconnected. Tom Davis is coming over to help me pull the engine. I did pull the shift lever this time so Bill Hammond won't be up there laughing at me. I've got the hoist and we're hoping to get started at 2:00 tomorrow.

Ron, "I scheduled the year's worth of meetings and it turns out that the 3rd Wednesday in November this year is the Wednesday before Thanksgiving. So this year, we need to change the meeting to the 4th Wednesday where it always is." Stay tuned For further details...

Ron, "The 2018 Holiday Party is already set. It'll be Saturday, December 1st at Bennett's Pubical in Miamisburg. Mark your calendars.

Next on the agenda was the Vice President's Report. Ron, "Let the Minutes read that the Vice President's Report reflect that 'Dave's not here'."

Minutes were next up. Bonnie Hankey motioned to accept the Minutes as reported. Art Barnes seconded. The Minutes were approved by the MGCC members present.

Treasurer's Report was next. Treasurer Cheri Farrell, "The MGCC had more income again this month. The MGCC had total gains of: Membership Dues (\$304.50) for a total gain to the MGCC of \$304.50. We had total expenses of: Postage (\$10.35) + November Gumball (\$10.00) + Holiday Party (\$691.09) + Food Bank Donation (\$250.00) + Salvation Army Donation (\$250.00) + Donation to the British Transportation Museum (\$250.00) for a total expense to the MGCC of \$1,461.44. Monthly total gains when added to

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losses means a loss to the MGCC of \$1,156.94. When subtracted from our beginning balance of \$3,963.78 leaves the MGCC with an ending balance of \$2,806.82 in the primary checking account. The Savings account currently has \$380.02. Total ending balance of all accounts was \$3,206.84. Dave Estell motioned to accept the report as presented. Rachel Johnson seconded. Treasurer's Report approved by the MGCC as presented.

Membership was next. Carole Looft, "We currently have 72 members. We had one new member join in December. Woody G., owner of a 1952 MG TD from Westchester.

Birthdays in January were: Ed Wolfe, George Chase, Rick Shield and Lois Gribler."

At this point, the MGCC took a detour to call Lois Gribler at the Bearcats basketball game and sing Happy Birthday over the phone.

Sunshine Committee, Jennifer Peterson, "Eddie Hill has the flu." Dave McCann, Jr. Reported that Dave McCann Sr. has shingles.

Newsletter Editor Steve Markman, "Next month being February, I want to repeat a column idea I did a few years ago. 'My first Love' (of the 4-wheeled variety). Another one we did before was wedding pictures. Snowfall pictures are also appreciated since it's winter. We could do either first love or wedding. I'm open to your choice." Terry Looft, "They're not necessarily the same thing."

Webmaster John Scocozzo, "Holiday Party pics are up on the website. Otherwise, nothing much going on."

Activities with Eddie. Eddie's not here. Ron Parks, "There is the Gathearing of the Ohio Faithful (GOOF) going on in Bucyrus, OH, May 17-19 if you're interested. We also have the British Museum MGA cataloguing party this Saturday morning." Skip Peterson, "Why don't we get a catalog and just enter all of the things we DON'T need, instead of trying to figure out what we do?"

Mike Edgerton, "Speaking of the Library, I can tell you that the Museum's is up and working. It's pretty well organized. We can find you all sorts of reference material. Additionally, the annual British Car show at the Second Street Market isn't going to happen this year. The Second Street Market has kicked us out. They feel that they need that lot for parking more than we do. This year's Spring show will now be May 19th, in Miamisburg at their Waterfront Park. If you know where Bennett's is, you've been to the park. Miamisburg is welcoming us with open arms. We've been calling it 'Brits in the Burg'."

Old Business. Ron "I don't have any. Thanks to Skip & Jennifer for the Holiday party." Carole Looft, "Did we miss the transfer of the Presidential picture?" Skip, "We had a small problem." Carole, "Did you break it?" Skip, "No, someone forgot to bring it. That's why it's here tonight." Ron, "Along with my camera."

Beer Break called for at 8:01.

Back from Brake at 8:16 - "Beer Break's over. No more fun!"

Skip, "There's an MG Channel on YouTube. There's a new MGB/MGC episode that is choked full of MGCC club cars. Look for MGCARSCHANNEL on YouTube."

Ron, "Jeff Fields called and wanted to let us know that they're going to have a GOOF and wanted some volunteers. However, the Local MG-T club stepped up so we're off the hook."



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Dave McCann, Jr. "The Richmond MG registration page is up. Richmond doesn't require that you register for the show in order to make hotel registrations. For the Gettysburg event however, you do."

Tech Tips. Ed Wolfe. "I actually have two. The first tip has to do with pressed in ball joints. It's a good idea that you look for snap rings before you try to press them out. The second, the plastic armrest door retainers are available again. They're \$.59 plus \$7.50 in shipping & handling." Dave McCann, Jr., "That's what 3-D printers are good for..."

John Scocozzo, "I saw a quiz on FaceBook that was asking what your first car was. As it turns out, those are mostly scams. That's why those quizzes are popping up. They're trying to find out what your security questions are. First pet's name, first car, city you're from, etc. I turned on tracking on our own website and about 10% of all hits are coming from China, Russia and Uzbekistan." Ron, "We've talked about making our newsletter member's only. Maybe it's time to revisit that." Terry Looft, "Maybe we shouldn't keep our server in the bathroom..."

Steve Powell, "I've got 4.3:1 rear axle for an MGA and a ring & pinion that's a 4.3 and another that's a 4.87 ring, both for T-cars."

At this point in the meeting, Ron and Skip are making the transfer of the MG Presidential picture. Skip, "It's been signed as of the date of the party. It's all yours! Don't drop that!" Ron, "Before Linda gets home from Cleveland, I'm going to hang this on the mantle. The Vice President will therefore handle next month's meeting, since I'll be dead."

Gumball Rallye was won by Terry Looft \$10 who hasn't won since Urban Suburban.

Motion to adjourn made by Dave Estell. Bonnie Hankey seconded. Meeting adjourned at 8:35.

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.

**MG AUTOMOTIVE**

Parts, Service and Restoration for  
MG, Triumph, Austin Healey and  
Related Autos



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