

THE OCTAGON NEWS



Volume XLVI No. 7

May 2019

Back Up to Twelve Full Pages of Exciting News
Should You Fix or Sell an Old Car?



Starter Switch

Dave Gribler

Many thanks to VP Steve for pinch-hitting at the April meeting. I thought to call but we were just hitting the shower right around the time of the meeting after doing a long day's battle on the beach collecting as many tiny umbrellas as we could to protect us from the relentless sun and occasional afternoon rainshower. Friday's final leg of the return trip was already delayed three hours by the time we arrived in Chicago, looking like it would be cancelled (it wasn't) and we were looking at a 4 am arrival at our doorstep. Instead we elected to skip the flight, rent a car and just drive the final 300 miles. Unfortunately we had a Saturday morning conflict with a rehearsal (again!) and had to miss the Tune-Up Clinic. Troubleshooting the remaining, nagging MGC instrument problems would have been perfect items for the tune-up clinic. At least I managed to find time to set the MGA front alignment before we left. I've had reports that at least one crucial repair operation was undertaken at the clinic. Thanks to Steve and Mimi for hosting!

If you attend the April meeting you are aware that our meeting venue is again in question. It is



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, May 22, 2019

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Upcoming MGCC Events

May:

- 4 – Star Wars Day (May the 4th be with you)
- 4 – Drive Your MGA Day
- 4 – Biscuits & Tea
- 18 – Brits in the Berg
- 19 – Spring Tour
- 19 – Drive Your MG Week
- 22 – Meeting at Rusty Bucket

Jun:

- 3 – Repeat Day
- 3 – Repeat Day
- 15 – Biscuits & Tea
- 23 – MG 2019
- 26 – Meeting at Rusty Bucket

Jul:

- 4 – Americana Festival in Centerville
- 13 – National French Fry Day
- 24 – Meeting at Rusty Bucket

See meeting minutes for other area activities!!

curious and troubling that an establishment that is nearly empty on Wednesday evenings does not value our presence. While not everyone that attends orders a full seven courses of bar grub and a growler of beverage, I feel we generally keep our end of the bargain. Admittedly, we've had a couple of poorly attended meetings recently but there was not a line at the door waiting to take our seats when we left on any of those nights. I've had discussions with a few trusted advisors on the topic but have not yet made any plans to part ways. Keep an eye on your email though as a decision could be rendered before the May meeting.

MGCC events still to come in May before our next meeting are "Brits in the Burg" May 18 and the MGCC "Spring Tour" on May 19.

Continuing on the "British Car Myths" article in *Moss Motoring News*, Myth #4 is the topic 'British Carburetors Need Constant "Fiddling"'. This is indeed a myth although many owners engage in carb fiddling as a misguided solution to an undiagnosed problem. John Twist's axiom is that 90% of all carburetor problems are electrical in nature. The first step in any troubleshooting effort involved with rough idle, lack of power and hard starting is a quick check of the distributor cap, points, wires, plugs and timing. If you're running an electronic ignition system the points are out of the picture since the electronic module either works or it doesn't (loss of smoke). If you have not yet fiddled with the carbs and go through a basic ignition system check, you've probably already solved your perceived carb problem. If, however

you haven't found the solution yet or indiscriminately started fiddling, take time to visually check several things. Before you start to take things apart, with the engine running, spray carb cleaner around the carb mounts to the manifold and around the ends of the throttle shafts and observe what happens. Leaks in those areas will cause the idle to increase when the carb cleaner is introduced. Go after any leaks you find before proceeding. Then check that the carb float is not full of fuel and the needle isn't sticking in the seat. This is much easier in the older HS type SU's than in the HIF's as the operation can be done with the carbs still mounted. Make sure all parts of the linkage move freely, cables are not frayed and return springs are in place. Take the piston chamber off the top of the carb, remove the piston and check that the needle is not worn and the internal diameter of the jet is not worn. Reassemble those bits and check that the piston drops freely when lifted and dropped, then make sure to fill the top of the piston with oil. If you're dealing with a Stromberg also check the condition of the rubber piston diaphragm. If you're finding a lot of worn parts it might be worth considering a rebuild at some point soon, but you can probably attain reasonable results with some careful adjustments. The entire carb tuning process for each make and model is similar and beyond the scope of this tome. The process involves a few basic steps; initial static set-up, synchronizing in the case of multiple carbs, setting the mixture, adjusting the choke linkage and adjusting the fast idle. Keep in mind that just fiddling, that is turning idle trim screws, jet adjusting nuts and linkage bolts in an indiscriminate manner, probably isn't going to result in much of an improvement if there are leaks and worn parts. A pair of carbs that are in good condition can be dialed in to proper idle and mixture in as little as five minutes and will stay that way for a long, long time without any further fiddling.

Again, there is probably no room for pet and fishing pictures in this edition of the newsletter. There will be one final British Car Myth next month. See you at the meeting!

Welcome New Members

Come on, folks...tell your friends how much fun it is to drive an MG and be part of our club!!!

Coming Soon...Brits in the 'Burg.

Mike Edgerton

Don't forget the 16th Annual *Brits in the 'Burg*, coming Saturday May 18, 2019 at Riverfront Park in Miamisburg, Ohio. For information contact: Tim Bosse, event coordinator at 937-974-4076 or email at timbuk1@aol.com. or check the BTM website: www.britishtransportationmuseum.org/

Pictures From Tune Up Clinic



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Apparently some work actually was done this year, as Dave McCann's MGA wouldn't start as he was planning to leave. With all the expertise present, I assume the problem was resolved quickly.

Elementary Students Design Crosswalk to Encourage Drivers to Slow Down

David Aaro Fox News

A pair of bright elementary school students have designed a 3D crosswalk to get drivers to slow down in their Massachusetts neighborhood, according to azfamily.com. This multidimensional safety idea works like a speed bump. It appears to rise up off the street due to an optical illusion, forcing drivers to slow down in fear of messing up their vehicles.



According to azfamily.com, fourth-grade students from Brooks Elementary School in Medford, Isa and Eric, came up with the design to encourage drivers to "stop and think." "When you're walking across you can tell it's painted, but what we hope is, when you're driving, you'll see it as 3D, three dimensional. So it looks real," Isa told WBZ-TV.

WBZ-TV says they got the idea after Eric's brother almost got hit by a car. "We were thinking of a way we could do something to help make the street safer," Isa told WBZ-TV. Working with the Center for Citizenship and Social Responsibility, (CCSR) it took a year before the two future engineers would get their project approved.

Their teacher at CCSR, Mike Coates, applauded how the persistent youngsters worked with the city bureaucracy. "I think it's great. It certainly would make me stop," says Coates. "It's a great example of them sticking to an idea and going through all the steps and talking, in this case, to all the adults and all the powers that be."

The actual painting was done by local artist Nate Swain and the city plans to add the 3D crosswalks to three elementary schools this summer. China, Israel and Canada have already implemented 3D crosswalks.

New U.S. Postal Service Truck to be Picked This Year

Gary Gastelu_ Fox News

The United States Postal Service Long Life Vehicle may finally be reaching the end of its road. The search to replace the iconic but outdated Grumman LLV truck, which went out of production in 1994, began four years ago and has entered its final stage, with road tests of the competing vehicles now complete. The Grumman LLV was built from 1987 to 1994 and was originally expected to stay in service for 24 years.



According to Trucks.com, U.S. Postmaster General Megan Brennan told a congressional committee last week that a final decision is expected by fall, about a year behind the program's original schedule. The contract calls for 180,000 trucks to be delivered over five to seven years at a price between \$25,000 and \$35,000 each, which means it could be worth as much as \$6.3 billion to the winner.

The basic parameters for the vehicle laid out in the original request for information called for a right-hand-drive van with an aluminum or composite body, sliding curbside doors for both the passenger compartment and cargo area, a payload capacity of 1,500 pounds, ceiling height of 6 feet, 4 inches, an overall length of 19 feet and an all-wheel-drive option. A specific type of powertrain was not specified, but the cost of operation is part of the assessment.

Five vehicles are in the running, at least three of which are collaborations. Details largely remain confidential, but they have been spotted making the rounds, so here's a look at what may be pulling up in front of your home soon.

AM GENERAL – The South Bend, Ind., company behind the Humvee has a long relationship with the federal government and the production capability to get the job done. Its straightforward-looking proposal features Volvo interior components suggesting a potential tie-up with the Chinese-owned brand.



VT HACKNEY/WORKHORSE – Commercial truck specialist VT Hackney has teamed up with electric vehicle outfit Workhorse on a battery-powered prototype that could potentially spawn a plug-in hybrid using technology Workhorse has been developing for a pickup.

MAHINDRA – The Indian automaker Mahindra last year opened a manufacturing facility in Michigan to build a small off-roader and would need to expand its operations in the United States to meet the contract's domestic manufacturing requirements if its truck is chosen.



KARSAN/MORGAN OLSON – Turkey's Karsan previously tried and failed to win the contract to build New York City's Taxi of Tomorrow, but may have an inside line on the mail truck. Its American partner in the endeavor, Morgan Olson, is a corporate descendant of Grumman.

OSHKOSH/FORD – Oshkosh and Ford are working together on the only production-based model in the final five. Based on a high-roof Ford Transit van, which can be had with a diesel engine and will be available with all-wheel-drive starting next year, the entry has been modified with the required sliding doors and plenty of protective body cladding.



Should You Fix Up or Break Up With Your Car?

Nerd Wallet Associated Press

You're looking at a \$1,200 repair estimate for your ailing car when an ad catches your eye: a brand new set of wheels for a mere \$450 a month. At first, dumping your old car might seem like a no-brainer — and you can't help picturing how good you would look in that new car. But automotive experts say you'll almost always come out ahead — at least financially — by fixing old faithful. There are, however, other important considerations when deciding whether it's time to say farewell.

THE COSTS OF BUYING NEW – "Even though the repair cost might hurt, you really have to think about buying a new car as a tremendously more expensive proposition," says Jim Manelis, head of direct lending for Chase Auto Finance. At the very least, for a reliable used car, expect to spend a minimum of \$2,000, plus tax and registration fees, says Mark Holthoff, editor at Klipnik.com, a community website for used car enthusiasts. Depending on the severity of your car's problems, "You can buy a lot of repairs

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for that kind of money," Holthoff says. Of course, there does come a point when it isn't worth pouring money into a beater.

BUT WHERE'S THE BREAKING POINT? – "Start with the scale of the repair," Manelis says. "Is it a \$1,200 fix or is it a \$5,000 fix?" Then, look up the current value of your car using an online pricing guide like Kelley Blue Book. When repair costs start to exceed the vehicle's value or one year's worth of monthly payments on a replacement, it's time to break up with your car, according to automotive site Edmunds and Consumer Reports, the product review site. As an example, say you've already spent \$1,500 on repairs and now need a new engine for \$3,500, and instead you could get a new or more reliable used car for \$400 a month (\$4,800 a year). Beyond repair costs, Consumer Reports says to factor into your decision the savings from a new car with better fuel efficiency and the new car's loss in value over time. Manelis also suggests thinking about your current car after repairs. Once it's fixed up, what will it be worth and how long will it continue to run reliably?

To help answer the question of fixing a car or buying a new one, do a cost-per-mile comparison with the "[Fix-it or Trade-it](https://www.atra.com/fixortrade)" calculator created by the Automatic Transmission Rebuilders Association (<https://www.atra.com/fixortrade>). However, Ron Montoya, senior consumer advice editor at Edmunds, says there's another equally important consideration: peace of mind. "If breakdowns become frequent and you feel unsafe on the road, that's the time to replace it."

DECIDING WHAT TO DO – To make the best decision for your situation, consider the pros and cons of both options.

FIXING YOUR CAR

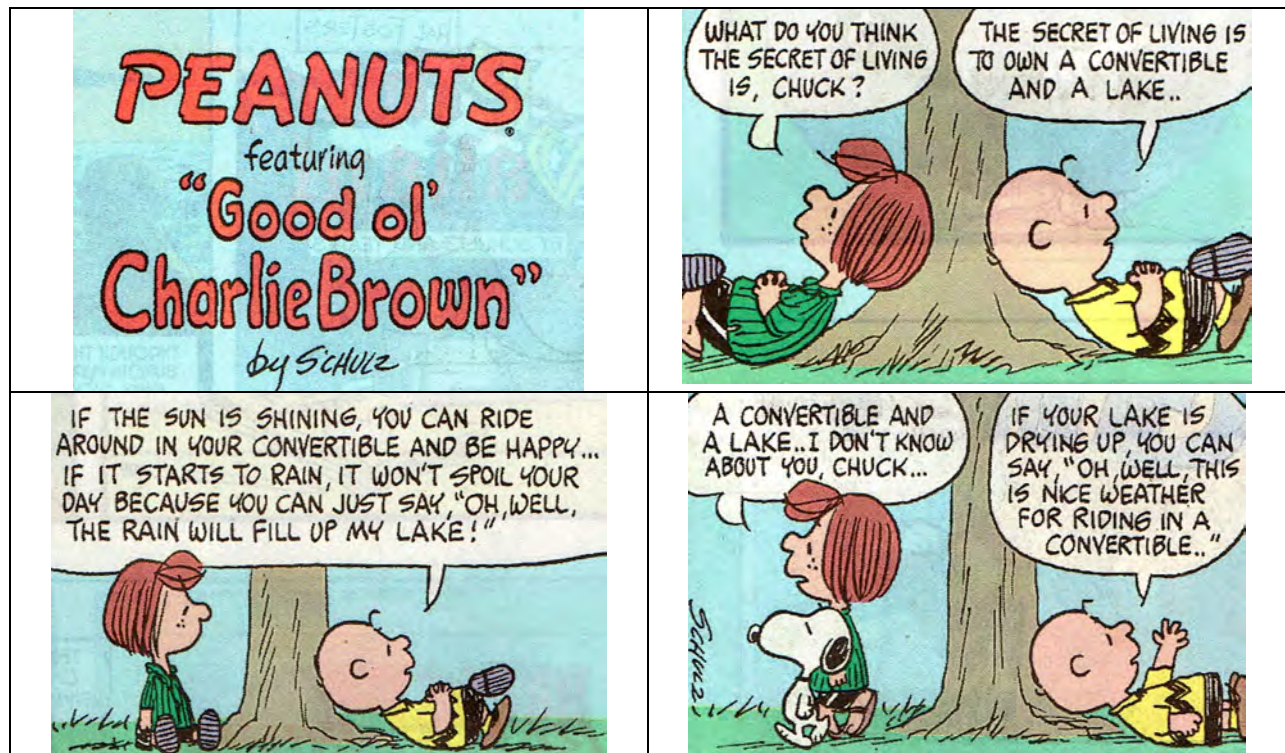
- Faster than shopping for and buying a new vehicle.
- No change in insurance costs.
- The car's history is known.
- You won't waste time and money advertising and selling your car.
- But your repaired car might soon need more repairs.

BUYING A NEWER CAR

- Purchase can include warranties and sometimes maintenance.
- Recent cars have advanced safety features.
- Younger cars are more reliable.
- You'll stop wasting time schlepping to the repair garage.
- But a new car loan is a long-term financial commitment.

IF YOU DECIDE TO FIX UP – "It's imperative to have a mechanic that you trust" before you move forward with any repairs, Holthoff says. For example, the service department at a dealership might be more interested in frightening you with repair bills to get you to buy a new car. Once the car is purring again, Holthoff says to continue driving it long enough to make up for the cost of the repairs. Later, if you decide to sell, you can do so with confidence once the car proves itself reliable again, and you've reaped the benefit of the repairs.

IF YOU DECIDE TO BREAK UP – Even if you decide to part ways with your car, you'll have to get it running again or sell it as-is for less money. If you can, make the repairs, then repay yourself after you sell the car. "Honesty is the best policy," Manelis says about selling a car with issues. Get an estimate for repairs and show that to a prospective buyer, then tell them you're willing to reduce the price of the car by the amount to fix it.



Classifieds

For Sale: MGB Biscuit color, Vinyl seats. These seats are in good shape with less than normal wear as, the foams, webbing, covers & head rests all replaced in 2002, when car was restored. A good buy at \$300, if you're looking for nice biscuit colored seats for your MGB. Contact Ron Parks with your offer, by phone at 937-207-9009 or email MGdriver@woh.rr.com . (4/19)

For Sale: 1978 MG Midget. New top and interior. Box of other new parts included. Asking \$3,000. Call Bob at 937-253-9935 and leave a message. (3/19)

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For Sale: Factory hardtop to fit late model Midgets. Black in color with original old fiberglass patina on the interior panel. All rubber in good shape. Located in Union, just north of Englewood. 689-69955 lyngbldoh@yahoo.com. (3/19)

For Sale: 1953 MG-TD \$4,000 to \$8,000. Located in West Liberty. Left-hand drive. Car No. 28359, Engine No. 28941, original to the car, still turns by the original crank but hasn't been started since the car was put on blocks 35 years ago. Current owner bought the car 37 years ago, installed new brake lines and tires, then put it on blocks for the winter ... and it's been in a heated garage for 35 years! Brakes, tires and shocks likely have dried out and all need replacing. Dashboard gauges and interior are complete and original. No tears in the leather upholstery but shows wear. The horsehair stuffing may have survived 65 years but foam probably has deteriorated. The wooden floorboards are rotted, but two floor replacements are included. Car body is virtually rust-free, including undercarriage. Minor dent on the left-front fender. Original side-curtain frames are intact but plexiglass needs replacing. Similarly, the vinyl convertible top looks serviceable. Phone Bob Harrison at (937) 844-8549. (2/19)

***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 or 937-886-9566.*

Minutes from April Club Meeting

Sam or Diana Hodges
One or the other

The April 2019 meeting of the MGCC was called to order by Vice President Steve Veris promptly at 7:31. V.P Steve, "I don't know if Mr. Gribler is vacationing or what, but he's not here. The last thing I went to was the Pub Run @ the Troll Pub downtown."

Vice President'S Report. Steve, "as V.P., I've got nothing. Can I(get a motion to approve the Minutes?"

Minutes we're next on the agenda. Mike Edgerton motioned to accept the Minutes as reported. Cheri Farrell seconded. MGCC voted. Minutes approved as read.

Treasurer's Report was next. Treasurer Cheri Farrell, "We had no income, but lots of bills.

As a side note, the credit union is very picky with what they will take. Unless checks are made out to 'Southwestern Ohio Center of the MG Car Club', they won't take it. It has to do with how the account was opened." Terry Looft, "Just make all checks out to Bob." Cheri continued, "The MGCC had total gains of: Squat. Bill. Zilch. (You get the picture). We had total expenses of: March Gumball (\$10.00) + Postage Expense (\$15.40) + Newsletter Copies (\$240.00) + Beer (Oops, Um, Supplies) Trailer (\$121.36) + Mother Club Dues for a total expense to the MGCC of \$461.36. Monthly total gains when subtracted from losses means a loss of \$461.33 to the MGCC. When subtracted from our beginning balance of \$2,875.20 leaves the MGCC with an ending balance of \$2,413.87 in the primary checking account. The Savings account currently has \$380.44. Total ending balance of all accounts was \$2,834.31. Eddie Hill motioned to accept the Treasurer's Report. Bob Farrell seconded. (Actually, I missed who did what so we'll just go with who was there from last month's Minutes. I think I had a beer being dropped off...)

Membership Chair Carole Looft, "We have 68 members, nothing new, no renewals, but we do have a bunch of birthdays."

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Birthdays in April: Linda McCann, Tim Dunham, Dave Estell, Jeannie Youngblood, and Mike Maloney.

(Vice) President(?) Steve Veris, "Dave asked me to bring up that we're getting some flak from management here at the Rusty Bucket over not ordering enough food & drink." Carole Looft, "Maybe we should think about a change again. This place would be empty without us." Bob Farrell, "They brought this up when I was President. Was it local or corporate?" Steve V., "I think it's local, but it could be a trickle down." Bob F., "I went to the Regional Mgr in Columbus and they said not to worry about it. If it's local management, then bump it up corporate." John Scocozzo, "Archers has a porch that would be tight for anything more than 30 people." Terry Looft, "If 20 customers is a problem, then I don't know what they want. Maybe we should start taking attendance just to see how many we're averaging each meeting." (Tonight, we have 18.) Terry Looft, "I'm afraid the decline is something that we might not recover from." Dave Johnson, "Do we know why the numbers are declining?" Bob F., "Maybe the fact that the club members are getting older." Carole, "I think we need to address it and if we need to move on, then we need to move on. I'd like to make a motion to start a review of our patronage here." Dave Johnson seconded.

Sunshine Committee. John Scocozzo, "Steve's Miller is doing better." Carole, "Does everyone know that he had triple bypass surgery in addition to the stroke?" Eddie Hill, "About the time that I was setting up the Tuneup Clinic, Mimi stated that they just got home from the hospital." Charlie, McCamey, "I called him and he's hoping to be back working mid-May."

Activities with Eddie. Eddie Hill: The Tuneup Clinic, with donuts, is this Saturday April 27. It starts at 9:00. May, 4th Is a Biscuit & Tea event. May 11 is Cars & Coffee. May 18th is Brits-in-the-Burg. May 19th is the Spring Tour. Ron Parks, "We'll start at the Valero Mini Mart on St. Rt. 42. Plan to be there by 2:00 and leave around 2:15. This is NOT a covered bridge tour. We'll take a circuitous route to Mt. Sterling Ohio." Eddie Hill continued, "May 25th is another Cars and Coffee. The last week of May after Memorial Day is Drive-Your-British-Car week. Perrysburg is Sunday June 2nd. Saturday, June 15th is another Biscuits & Tea. June 23-27th is the Travers City MG meet. July 4th is the Americana Festival in Centerville. Contact Steve Markman if you plan on going and want him to save you a spot. And Sunday July 14th is the Cincinnati Concours."

Dave Johnson, "There's a Miami Valley Face book group that has everything local listed by date. Look for 'Miami Valley Car Shows'. Every year in Cincinnati, there's a spring drive with the various groups. All of the clubs drive a route for charity It's this weekend, but it might be something for us to think about in the future."

Newsletter Editor Steve Markman's not here, so no report. Carole Looft, "Just a comment. The Newsletter is usually about 12-pages. Sometimes 10. This last one was about 8. If anyone has anything for Steve, please send it along." *Editor's note – Carole: Thanks for sticking up for me!!*

Webmaster John Scocozzo. "The Website's going. Nothing new. Just photos from some various events."

Steve Veris, "Beer Break?".
MGCC, "NO! Press on!"

Steve, "BCD. Skip's not here but he sent a report. This year separate categories for the Triumph Stag, GT6, Land Rover & Aston Martin have been dropped. Just not enough cars in prior years. This year will feature the original Mini and TR6 as the featured Marques. Online registration is open. We'll be selling our own ice cream." Eddie Hill, "It'll be soft serve obviously with refrigeration by Lucas." Diana Hodges,

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"The chocolate sauce will look like used oil." Steve V., "The entrance will be on the opposite side of the parking lot due to construction by the Park Service to stabilize the banks." John Scocozzo, "So basically it'll be over by the restrooms." Jeannie Smith, "Can they just use a pop-up?" Eddie, "Probably not just based on the number of cars and people." Ed Wolf, "Maybe we'll all learn to drive on the left?"

British Museum of Transportation. Mike Edgerton, "The AutoJumble was quite successful. We were up against the first Cars & Coffee. We had good weather meaning we were competing against people planting posies. We're still in the same old building and probably will be for the rest of the year. The drug rehab next door wants to buy our building and use it as a parking lot. Brits-in-the-Burg is coming up." Jeannie Smith, "If anyone has anything they'd like to donate, let us know."

V.P. Steve V., "Anyone have any info on the Concours?" Mike E., "We've got about 30 entries already. One of the featured Marques is Brass Era cars. The Brass guys said 'we're drivers not show cars.' We said, that's fine. We'll just have two classes one for drivers and one for show cars."

New Business. Apart from the motion by Carole to explore new meeting opportunities, nothing new.

Tech Tips. Ed Wolf, "I unfortunately had to learn a lot about driveshafts in the last few weeks. A vibration while driving might be a u-joint held on by vapor. There's something called u-joint phasing that some of you might know about." Dave McCann Jr., "There's a mark on the MG drive shaft that allows them to be properly phased."

Charlie McCamey, "What about old business?"

Gumball Rallye was won by Mark Schneider.

Motion to adjourn made by Terry Looft and seconded by Bob Farrell. Meeting adjourned at 8:14.

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

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



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