

THE OCTAGON NEWS



Volume XLVII No. 4

February 2020



Cecil Kimber Birthday Party
MGA Coupe Restoration Update

From the Driver's Seat

Diana Hodges

This time of year is tough for us northern car hobbyists. Days are getting longer, carrying the promise of warm spring days, followed by our summer car activities. But the rain, sleet, snow mix that rolled through this week brought me back to the cold reality that it's only February. Winter still has us in its grasp. Our cars have been carefully stored away long enough that I'm suffering from automotive withdrawal. The promise of the driving season being right around the corner is like being a kid waiting for Christmas morning! For a certain person I live with, who some of you might know, it might as well have been Christmas. The temperature broke 40° and he spent a couple of days in the garage going over cars like he was getting them ready for a show the next day. One by one I heard various engines running and maniacal giggling coming from the garage. Didn't have the heart to tell him they were calling for snow.

Over the last few years, we've



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 **Bennett's Pubical Family Sports Grill**, 67 South Main St, Miamisburg 45342, at 7:30pm. The next meeting will be:

Wednesday, Feb 26, 2020

MG Car Club Officers

President.....**Diana Hodges**
phone.....937-760-0272
email.....diana.l.hodges@earthlink.net

Vice President.....**Terry Looft**
Phone..... 937 382-1520
email.....tlooft@earthlink.net

Secretary.....**Sam Hodges**
phone.....937-581-4767
email.....sammgb@earthlink.net

Treasurer.....**Bob Farrell**
phone.....937-272-8911
email.....chersews@yahoo.com

Member at Large.....**Ed Hill**
phone.....937 461-6688
email.....chillmgb@aol.com

President Emeritus.....**Dave Gribler**
phone.....937-898-9928
email.....drivesmgs@yahoo.com

Web Master.....**John Scocozzo**
phone.....937-231-9188
mail.....jscocozzo@hotmail.com

Activities Chair.....**Ed Hill**
phone.....937- 461-6688
email.....chillmgb@aol.com

Membership Chair.....**Carole Looft**
phone.....937-382-1520
email.....carole@looft.net

Historian.....**Dick Smith**
phone.....937-434-1750
email.....rsmithomo@aol.com

WebPage.....www.mgcarclubswohio.com

NAMGAR POC.....**Dave and Lois Gribler**
phone.....937 898-9928
email.....drivesmgs@yahoo.com

Your Octagon News Editor and Production Staff

Steve Markman 937-886-9566
srmarkman@att.net

Terry Looft 937-382-1520
terry@looft.net

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Upcoming MGCC Events

Feb:

14 – Valentine’s Day (hint, hint, guys)
26 – Meeting at Bennett’s Pubical

Mar:

9 – National Nap Day
25 – Meeting at Bennett’s Pubical

Apr:

5 – Read a Roadmap Day
19 – Cecil Kimber Birthday Party
22 – Meeting at Bennett’s Pubical

See meeting minutes for other area activities!!

had several conflicts that have made us choose between MG events and other pursuits, cycling, family, etc. Fortunately, this year, the stars have aligned and many of these other conflicts aren’t conflicts at all this year. Apparently people have been reading the comment cards about rescheduling their events. Sam and I are looking forward to participating in more club events this year. Heads up, Terry, you’re on tap for the July meeting though!

Our club’s social events also help me through these waning days of winter. We had a pub run to Tipp City recently and those in attendance enjoyed a nice evening at Harrison’s. We had a decent turnout considering the wintry mix of weather that day. I really think Sam was planning on driving an MG right up until the snow started to come down. I would like to try to have a few more pub runs and try to get members together more often. One of the things I’m proposing is moving the pub runs around the Miami Valley. This last one was north; the next might be South, or East. So, if you have a favorite hangout in your neck of the woods, let us know! We are always looking for new places to try.

And maybe, just maybe, I won’t have to pop a certain someone’s bubble by pointing out snow in the forecast.

Welcome New Members

Carole Looft

What??? No new members?

Come on, folks, tell your friends about us!!!

It’s a Birthday Party and You’re Invited!

Carole Looft



On April 12th, Cecil Kimber, founder of the MG Car Company will turn 132 years old. Although he is no longer with us, we will celebrate his birthday with a pizza party at Marion’s Pizza at Town & County on April 19. The club will provide the pizza, and there will be balloons, presents, party favors, a surprise or two and of course, birthday cake. It should be fun. You won’t want to miss this.



WHEN: April 19, 2020 5:00 PM
WHERE: Marion’s Pizza – 50 E. Stroop Rd. Kettering, Ohio

MGA Coupe Restoration Update

Ron Parks

The MG Car Club Southwestern Ohio Centre is continuing work on restoring the 1959 MGA Coupe that was donated to the British Transportation Museum. Apparently, a radiator was not donated with the car. Therefore, if you have a spare radiator for an MGA that you would like to donate to the museum, as a tax deductible donation, please contact me (937-207-9009 or MGdriver@woh.rr.com) and we'll arrange to acquire it. Otherwise, we will be buying a new one.

Speaking of donations to the museum, continuing work has depleted the funds donated by Deborah Wasserman, in memory of Pat and Reuben. Spending for necessary parts to this point will amount to \$1,600. More funds are needed to complete the restoration. I have personally made a donation to the British Transportation Museum's MGA Coupe "Restore Me" Fund on the British Transportation Museum's website. I encourage you to donate as well, to help drive this restoration through to completion. Individual or club donations can be earmarked for the MGA Coupe restoration by checking the box on the donation page. All donations are tax deductible! Here is the link to the BTM MGA Coupe "Restore Me" webpage: <https://www.britishtransportationmuseum.org/go-restore-me-mga-coupe>

The front suspension is back on the frame. We can thank Ed Wolf and Ed Hill for doing most of the work on the front suspension. Of course, you'll see in the photo that Dave Gribler and Bill Hunter were added to that team to suppress the springs to get it all put together. Ron Ramer has taken the lead in refurbishing the rear suspension, with the help of Mike Hirsh, Bill Hunter, Dale Katzfey and Ed Hill. The rear suspension is mostly re-assembled and reinstalled on the frame. Bearings and other parts to complete assembly have arrived and are staged for installation.



Art Barnes delivered a box of carburetors to Steve Powell, who has come up with two working carburetors by combining parts of the four (4) that were in the box. Dale Katzfey has covered the dashboard with new vinyl. He also has cleaned up and installed the gauges into the dashboard. I cleaned up and painted the drive shaft. Ed Wolf prepared the rack for painting and we painted it on Saturday, February 8th. Dave McCann painted the wooden floorboards and we have cut away the old floorboard rails in preparation for having the new ones welded into place. John Scocozzo took the lead in sanding and preparing the body for painting, with help from Rick Shields, Bill Hunter, Ed Hill and various others along the way. The body passed inspection and will be moved to the body shop for painting as soon as a bay is available. The body sets on a dolly that was built and donated to the museum by Ron Ramer. Our intention remains to create a running chassis prior to setting the body on the frame.

Thank you, to all who have helped! Our schedule has been to work from 10:00am to Noon on Saturdays, so as not to tie up our whole day. We accomplish a lot in those two hours, with several members contributing to the effort. There is plenty left to do, in refurbishing parts, assessing their viability and reassembling. Your help in this effort is much appreciated!

Steering Wheel Restoration

Tony Shoviak

After reading an article on steering wheel restoration in the May/June 2019 issue of *MG Driver* by Mike Rukman, I decided to give his service a try. I recently had purchased a 66 MG 1100 and the steering wheel needed improvement. The steering wheel was cracked, pitted and faded. Mike took about three weeks to perform his magic. The wheel looks like new and I am very pleased with the quality of the work and the price. I also sent my 69 MGC-GT steering wheel to have the leather wrap replaced. As you can see from the photos, the leather wrap was done very well. He also specializes in refinishing wooden steering wheels. I highly recommend Mike if you are considering this type of restoration.

You can check out Mike's website at NEW2YOUWHEELRESTORATION.COM.

You can compare the before and after photos I have included of my MG 1100 and MGC-GT steering wheels.



MGC GT wheel recovered



Close-up of leather wrap on MGC GT wheel



MGB wheel before



MGB wheel after!!

Possible Joint Activity with Miata Club

Jim Carson

I recently met with members of the Cincinnati Miata Club to discuss possible joint activities this summer. (Miatas basically are British cars, but they're made in Japan, so they don't leak oil!) Members from the Austin Healy, Mini, and Triumph clubs attended, also. All were eager to plan some sort of activity for this summer, as yet to be worked out. I'll keep everyone posted as plans develop.

Who Invented the Phillips Screw?

Steve Markman

While most screw heads are called something related to their shape, i.e., slotted, star, hex, I always wondered why the crosshead pattern was called a Phillips screw. Once again, the source of all information, the internet and Google, came to the rescue. Believe it or not, the Phillips screw was not invented by someone named Phillips, but a man named Henry Phillips had a lot to do with making it a success, so here's the rest of the story.

Metal screws were first used during the middle ages, and I'd imagine that each was made my hand and therefore quite expensive. The slot was the standard head design, as it was easy to make, as well as the screw driver with which to drive the screw. With industrialization in the late 1700s, methods of mass-production were developed. (In 1770, English instrument maker, Jesse Ramsden (1735-1800) invented the first satisfactory screw-cutting lathe. Englishmen, Henry Maudslay (1771-1831) invented a large screw-cutting lathe that made it possible to mass-produce accurately-sized screws.). Then, in the early twentieth century, especially in the auto industry, mass production and the production line led to the development of power drivers for inserting screws quickly. However, anyone who ever used a power driver to drive a slotted screw quickly realized the difficulty of keeping the driver centered and not damaging the surrounding surface.

In the 1930s, along came an inventor named John P. Thompsen of Portland, Oregon, who developed a cruciform-shaped head and the matching screw driver. He must not have been a very good salesman, as he failed to interest the expanding automotive industry in his invention (apparently not uncommon, as there were earlier cruciform head designs that never caught on, either). It is not known how Thompsen knew Henry F. Phillips, who was the managing director of the Oregon Copper Company, a mining outfit in eastern Oregon, but when the patents were granted in 1933, the rights were assigned directly to Phillips, even though Thompson was credited with the invention.



Phillips then formed the Phillips Screw Company, improved the design, and promoted the adoption of his product. Interestingly, the Phillips Screw Company in Portland never manufactured screws; its aim was to license the design to manufacturers and collect the royalties. He soon persuaded the American Screw Company to manufacture the screw, and in the next four years the Phillips Screw Company obtained six additional patents modifying the design. By 1936 the screw was available to consumers, and the first industrial customer was General Motors, which used Phillips screws to build Cadillac automobiles in 1937. Soon after, it was adopted by the railroad and aviation industries.

Henry Philips died in 1950 at the age of sixty-eight.

Prince Harry Sells His Audi Line an Ordinary Guy on AutoTrader UK

Source: Some automotive news site on the internet

Every once in a while a member of the British Royal Family will do something so ordinary that it'll make you think, "Huh, they're just like the rest of us." It feels good, frankly. Like when Prince Harry was spotted in the discount frozen food section of his local grocery store a couple years ago—this was pre-Markle Harry, mind you. Earlier this year, the younger prince also listed his 2017 Audi RS6 Avant for sale on AutoTrader.co.uk. With just 7,184 km on the odometer and an original sale price of around \$140,000 before options, the vehicle was listed at \$120,000.



Little Red is Back From the Dead

Long-lost 'Little Red' 1967 Mustang Shelby GT500 worth millions recovered and restored

Gary Gastelu | Fox News



A long-lost experimental 1967 Ford Mustang Shelby GT500 EXP that was discovered rotting away in a field nearly two years ago has been fully restored and put on display at the Barrett-Jackson auction in Scottsdale, Ariz. The vehicle was used by legendary car builder Carroll Shelby to develop parts for his high-performance models and its style inspired the 1968 California Special Mustang

before it was returned to Ford to be discarded, as prototypes often are.

But it turns out this one never was. Instead of being sent to the crusher, the car, affectionately known as Little Red, was shipped to a Colorado Ford dealer and sold to a customer with no mention of its unusual history. After driving it for a few years, he resold it to a man in Wyoming who later moved with it to Texas, where it eventually broke down, had parts stolen from it and ended up left on his cousin's property in the town of Weatherford.

Barrett-Jackson CEO Craig Jackson tracked it down while doing research on another experimental Shelby he has owned for over 15 years that's nicknamed "The Green Hornet." The Green Hornet and Little Red are the only GT500-style cars Shelby built using notchback-roof Mustangs instead of the

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familiar fastback design. To put into perspective just how special these cars are, Jackson placed the Green Hornet up for auction in 2013 and received a high bid of \$1.9 million, which was below his reserve price so he decided to keep it.



While many had failed to find Little Red before him, Jackson and classic car specialist Jason Billups realized that everyone had been searching for the vehicle using its Shelby-issued serial number rather than the Ford VIN. Once they figured that out, finding where it was last registered was no problem at all.

Although Shelby modified the car several times during testing, Jackson worked with Ford and Mustang researchers to bring it back to what's considered its ideal form, which includes a split hood scoop, side scoops, black vinyl roof and a unique independent rear suspension.

During its time with Shelby, the car had several different engines installed, including supercharged and twin-supercharged 428 V8s, but didn't have one at all when Jackson found it.

Jackson hasn't yet said what's under the hood today, but will be revealing that and the entire history of Little Red in a documentary that's currently in production.



Classifieds

For Sale: 1978 MG Midget. New top, interior, exhaust, master cylinder, rear bushing, steering wheel, radiator, and a box full of about \$350 worth of other new parts. Garaged. Asking \$3,000. Call Bob at 937-253-9935 after 4 PM. (2/20)

For Sale: 1979 Triumph TR7. Car has 70k actual miles. Rust-free body will need a new slave cylinder installed which I do have and also will need the starter replaced or rebuilt. I did have it running and I do have a video. All of the electronics work. Asking \$1,200 or best offer. Josh Gierke jgierke87@gmail.com. (1/20)

For Sale: 1980 MGB. Green with tan interior and it is a driver that always has been garaged. Tires are 13 years old, 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, but willing to negotiate. Not driven in a year due to medical issues. Tom Hawkins, (937) 239-4574 (Cell#) evenings only, or thawkins2@woh.rr.com. (10/19)

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. (10/19)

For Rent: Car storage in Wilmington, Ohio. \$30/mo for one car, \$50/mo for two cars for club members. Non-club members \$35/mo per car. Indoor heated and dry. Electric for battery maintainers. Terry Looft 937-527-7353 or tlooft@earthlink.net . (10/19)

***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 January Club Meeting

Sam Hodges

The January 2020 meeting of the MGCC SWOC was called to order by President Diana Hodges precisely at 7:32 due to a small technical issue being experienced by the Secretary.

President Diana Hodges, “We received our monthly mail from the usual suspects. The Salvation Army, the Food Bank. We also received our monthly Safety Fast. Anyone want it?” Eddie Hill was the taker. Diana continued, “We got a thank you note from the Food Bank for our donation. So we were watching Barrett Jackson and who saw the first C8 get auctioned for \$3 million? And I know you have all at least heard about Bullit Mustangs selling for \$3.4 Million.” Carole Looft, “It might have been Steve (Powell). We don’t know what he spends his money on.” Terry Looft, “Where’s our Treasurer?” Diana continued, “That got me thinking about what was the most expensive MG ever sold. A quick Google search revealed that it appears to have been a pre-war K3 Magnette that sold in 2009 for \$372,000.”

Thanks to Dave & Lois Gribler for hosting the annual Christmas party. Eddie, “Can we try to bring back the good gag gifts?” Dave McCann, Sr., “Sam’s antlers are sure to make a comeback.”

Vice President’s Report. V.P. Terry Looft, “As a famous V.P. once said, I got nuthin.”

Minutes were next. Eddie Hill motioned to accept the Minutes as reported. Dave McCann, Sr. Seconded. MGCC voted. Minutes approved. Eddies course opposed.

Treasurer’s Report was next. Eddie, “I want to hear about that missing \$3.4 Million Bob.” Treasurer Bob Farrell, “We’ve got precisely 1% of that. The MGCC had gains of: Membership Dues (\$104.00) for a total gain to the MGCC of \$104.00. We had total expenses of: November Gumball (\$10.00) + Postage (\$14.00) + Decal Re-Order (\$67.95) + Food Bank Donation (\$200.00) + Salvation Army Donation (\$200.00) for a total expense to the MGCC of \$491.95. Monthly total gains when subtracted from losses means a loss of \$387.95 to the MGCC. When subtracted from our beginning balance of \$4,373.01 leaves the MGCC with an ending balance of \$4,089.06 in the primary checking account. The Savings account currently has \$380.73 with cash on hand of \$60.00. Total ending balance of all accounts was \$4,529.79. Dave McCann, Sr. motioned to accept the Treasurer's Report. Art Barnes seconded. MGCC voted. Treasurer’s Report approved as reported.

Membership Chair Carole Looft, “We have renewals coming in. Right now you’re sitting at 62 members. Hopefully we’ll get a couple more after they receive the reminders that I sent out. I did receive one renewal for next year, I’m assuming that it’s \$25?”

Birthdays this month: George Chase, Ed Wolf, Lois Gribler, and Rick Shields.

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Sunshine Committee. Sam Hodges, “For the first time in a long time, I’m not on it.” Jennifer’s not here. Jennifer’s sister passed and the Petersons are otherwise preoccupied. Carole Looft, “I talked to an acquaintance of Dick Smith. He’s not walking well and his eating is getting harder. Keep in mind that this is second hand information.”

Newsletter Editor Steve Markman, “I don’t really have anything. For those of you who get the Moss Motors magazine, did you see that Steve & Jayne Powell were in the latest issue?” Mike Edgerton, “What were you doing?” Steve Powell, “The article was about someone else, but our TC was parked next to that car.”

Activities with Eddie was next. Ed Hill, “The MGAs are going to be in Colorado Springs this year. The MGB’s will be in Calgary. Bris in the Burg (formerly the Second Street Market show) will be Saturday, May 31 in Miamisburg. Our annual British Car Day is Saturday August 1st. The Concours d’Elegance will be Sunday September 20th. We will be talking to Steve & Mimi about the annual Tune-Up Clinic to see what fits their calendar.” Terry Looft, “We’ve already got a caravan going to Colorado Springs. We also have a caravan going to Calgary. It’s a caravan of 2 so far, but we’re still calling it a caravan.” Dave McCann, Jr., “Are you staying for the stampede?” Terry, “Naw...” Carole, “Well, I don’t know...”

Our fearless leader President Hodges mentioned something about a possible pub run.

Beer Brake called at 7:46.
Back From Break 8:02.

Old Business. Charlie McCamey is here. Charlie, “No old business.”
We don’t have anything old except Charlie.

New Business. Jim Carson, “I also belong to the Cincinnati British Car Club. Tom Draper, of the Cincinnati Miata Club is inviting all local car clubs to take part in some of their drives and events. Healey, Triumph, MG, the more the merrier.” Eddie Hill, “What’s a Miata?” Jim, “It’s a British car made in Japan. I’ll report to the Miata meeting that there is some interest.”

Carole Looft. “I have here that April 12th is Cecil Kimber’s birthday. I’d like to propose a birthday day party for Cecil Kimber at Marions Pizza in Kettering.” Eddie, “April 12th is Easter.” Carole, “Then how about a belated birthday party for Cecil Kimber. We’d like the club to buy the pizza.” Dave McCann, Jr. motioned to have the MGCC sponsor a birthday party for Cecil. Jim Carson seconded. The MGCC voted and approved. There’ll be more information about this in the newsletter. April 19th at 5:00.

Diana Hodges, “In addition to the birthday party, I’d like to propose a pub run on February 9th. I would like to start a rotation where we have them north-south-east-west and we’ll start by having this one at Harrison’s 5:00 in Tipp City.”

Spring Tour. Diana, “I’d like to have a volunteer to plan a Spring Tour? Do we have any volunteers?” The silence was deafening. Diana continued, “In that case I’d like to volunteer Sam to put one together.” Sam (somewhat startled by the appearance of the bus over his head), “That’s funny. The Minutes say that Ron Parks volunteered to plan one.” Dave McCann, Sr. “Do I hear the train coming?” Sam, “We’ll put something together (I’ll never get used to referring to myself in the third person. Just freaky!).”

Mike Edgerton. “We’re looking for an MG for the Concours class of 1970. Also, if you know of a roaring 20’s car, we’d like to have that for a class of 100-year olds too.”

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British Museum of Transportation. We had a work party for the MGA Coupe. We discovered that we need a socket and adapter for the rear end driveshaft. Ed Wolfe, “I saw the socket...” Eddie Hill, “Didn’t Ron use it?” Ed Wolfe, “No I broke it.” So, it was there on the premises but we’re not sure what happened or if it actually got used. Eddie Hill, “We’re trying to get a hold of Dale Oakes to figure out what else needs to be done to prep the body. We did get a lot of sanding done, and a lot of other things done. We’re making good progress.” Dave McCann, Sr. “I primed & sanded the new floor boards. I thought that I was being a hold up, but it turns out I’m ahead of the curve.”

Tech Tips. If you buy a high torque starter for an MGB and you’ve got an old style distributor, just remember that it takes 12 volts to the starter. If you reach in to take the cap off and let the clips make contact with anything metal, they will melt and try their best to set the car on fire. It’s that clip that’s the real problem. If it falls down, makes contact, and you can set the car on fire.” Terry Looft, “I was drilling the holes for the seat brackets and as I was under the car watching the red spot grow, I realized I’d drilled into the power cable and the drill bit had welded itself to the car. Another tech tip, no halon fires extinguishers. Those things make a mess.”

Dave McCann, Jr., “I bought this recently (holding up the tool). It’s a Power Probe. It hooks up to positive and negative and you can test the flow in and out. Supplies up to 8 amps. They’re pretty useful for tracing electrical faults.”

Not for sale but more of a wanted, Ron Ramer is looking for positive earth tach for a 1965 MGB. If you have one, give him a shout.

For sale Terry Looft, “I’ve got 100 distributor clips. Never been melted or welded to an engine by accident.”

Motion to adjourn at... sometime.

The logo for MiniMania, featuring the word "MiniMania" in a stylized, bold, black font. The "M" is particularly large and has a jagged, mountain-like appearance.The logo for MG AUTOMOTIVE, with "MG" in a large, bold, blue font and "AUTOMOTIVE" in a smaller, bold, blue font below it.

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



Steve Miller

3733 Wilmington Pike
Kettering, Ohio 45429
(937) 294-7623

e-mail: MgAutomotive1@aol.com