

# THE OCTAGON NEWS



Volume XLVII No. 5

March 2021



Ron Parks Discovers a New Use for Duct Tape  
A Brief History of Petrol

## From Under My Car

Terry Looft

It is meeting time again already. How time flies. Only 7 more meetings until the elections!

We are going to do something different for the upcoming meeting. We are going to go 'in person' at Bennett's for the March Wednesday meeting on the 24th. The weather is getting nice and I think people will be more comfortable getting out as many of us have had all of our covid shots by now. Let's hope so anyway. I am hoping for a good turn-out. We have a lot of things to discuss.

One item we should be scheduling is the tune-up clinic and also working out details of a pub run, which is kind of in the works. Let's see what we can get going on those fronts.

Otherwise, it has been pretty much the same thing this past month; still working on cars and generally planning trips this summer. The big show this summer is the 'all



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 **twenty-five (\$25.00)** 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:

**Next meeting March 24<sup>th</sup>**

## MG Car Club Officers

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And special thanks to Ron Parks for proofreading.

### Inside This Issue

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## Upcoming MGCC Events

### Mar:

6 – National Day of Unplugging  
24 – Meeting at Bennett's Pubical

### Apr:

5 – Read a Roadmap Day  
28 – Meeting at Bennett's Pubical

### May:

4 – Star Wars Day  
26 – Meeting at Bennett's Pubical

### Jun:

6 – British Return to Fort Meigs

*See meeting minutes for other area activities!!*

register' 5-year get-together in Atlantic City. It's looking like we are getting more members interesting in traveling with us to New Jersey. It should be a leisurely drive both ways. We are also planning to attend the V8 meet, which is just prior to Atlantic City, in Indiana. Then later in the fall there is The British Invasion in Stowe Vermont which is always a fun event. And, of course we are keeping our fingers crossed for our own BCD. It could shape up to be a busy summer.

If you have gotten your MG Driver, you will notice in the 1100/1300 registrar column, NAMGBR will now be admitting all AD016 cars. All variations of the AD016 of which the MG 1100/1300 is one, will be permitted to join as members and participate at the NAMGBR shows. The Austin America is the main one that comes to mind. There are a lot of them in the US. The AA was kind of the Buick or Oldsmobile to the MG 1100 Chevy. But overall the same car. I hope this will make the 1100/1300 class much bigger and more competitive.

That's it for this month. Hope to see you at the meeting on the 24<sup>th</sup>.

## Join Us Traveling to New Jersey and Vermont

Carole Looft

**W**e're inviting any of you who are considering attending the 5-year 'all register' show in Atlantic City this summer to join us traveling to New Jersey. The show runs from June 14<sup>th</sup> thru the 17<sup>th</sup>. We are planning a two day drive both going out and returning.

Also, we will be driving to Stowe, VT in September for the British Invasion show. This is a large, 'all British marque' show which draws close to 1000 cars.

If you would like to travel with us to either of these, we welcome you to join us. Just email either Terry or me for more info. [tlooft@earthlink.net](mailto:tlooft@earthlink.net) or [clooft@earthlink.net](mailto:clooft@earthlink.net)

## MGA Coupe Restoration Update

Ron Parks

**W**e continue to work towards attempting to start the engine. We are still several workdays away from that happening, of course. We would have had the transmission buttoned up, were it not for a broken bolt. It is our hope that an EZ-out will remove it next time so the transmission can be closed and filled with oil. Some distributor stuff and heater hoses were worked on. A plywood shelf was made to hold the squirrel cage and dash instruments for engine start-up. Next time we will work on attaching the exhaust and carbs. Baby steps!



# A Brief History of Petrol

Steve Markman

(With special thanks to Dave Gribler, chemical engineer,  
who made sure there was no techno gobeldy-gook)

I guess I always assumed that petrol, or gasoline, as it is known in the United States, just magically appeared with the development of the internal combustion engine. Yes, sort of, but a lot of things happened before that.

We all know (I assume) that petrol is refined from crude oil. But how did that come about? How did we know to pump crude oil and make it into the variety of products available today, especially gasoline? It all had to do with the quest for a fuel for lamps that burned cleanly and gave off a bright, consistent flame. Initially, crude oil was not considered a source for such a fuel. Typical early fuels were oils derived from animal fat and olive oil.

The earliest sources of crude oil came from oil found seeping from the ground, often called “rock oil.” Someone probably heated the oil, for who knows what reason, but that drove off the lighter elements it contained, and left behind a thick, black goo that became hard as it cooled. Descriptions of this process were given in Islamic handbooks such as those of Muhammad ibn Zakarīya Rāzi (854–925 A.D.). The streets of Baghdad were said to have been paved with tar that was derived from crude oil obtained from natural fields in the region.

In the 13<sup>th</sup> century, Marco Polo described the output oil from what is now Azerbaijan as hundreds of shiploads. Eventually, Arab and Persian chemists realized that the gasses that evaporated from the heated oil were flammable and devised a way to capture and condense them back into a liquid to use as fuel. Thus, a crude refining process was developed. This process in various fashions apparently became well-known throughout Babylon, Egypt, China, and the Philippines.

Jumping ahead to the middle ages, most people still lived in the dark after sundown. Candles, with their flickering and inconsistent light, were the only illumination other than the fireplace. By the early 1800s, numerous liquid fuels had been developed, including rapeseed oil, lard, and whale oil rendered from whale blubber (and the more expensive spermaceti from the head of sperm whales), and various lamp designs were developed to burn them. By 1850, the U.S. Patent Office recorded almost 250 different patents for all manner of lamps, wicks, burners, and fuels to meet growing consumer demand for illumination.

Before the invention of kerosene, two-wicked “burning fluid” lamps, as they were called, were popular but dangerous sources of light. Up until the mid 1800s, the most popular lamp fuel by far was the “burning fluid” called camphene, an aromatic but dangerous mixture of turpentine, alcohol, and camphor oil extracted from the wood of camphor trees. It was inexpensive and burned bright, but was volatile and the lamps could explode.

Kerosene was first produced from coal in 1846, and proved to be a better fuel for lamps. But the modern history of the petroleum industry probably began in 1854 when Ignacy Lukasiewicz began producing kerosene from



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oil in Krosno Poland. However, since crude oil was available only in very small quantities from natural seepage, such limited availability restricted the uses for petroleum to medicinal and specialty purposes.

The refining of crude petroleum in North America began with drilling of the first oil wells in Ontario, Canada, in 1858 and in Pennsylvania in 1859. With the discovery of “rock oil” in northwestern Pennsylvania, crude oil became available in sufficient quantity to enable larger-scale processing systems. The earliest refineries employed simple distillation units, or “stills,” to separate the various components of petroleum by heating the crude oil mixture in a vessel and condensing the resultant vapors into liquid fractions. Crude oil is a mixture of many different chemicals, each with a different boiling point, so they could be separated by heating the crude oil to the specific temperature that caused the desired component to boil, then cooling the vapor to condense it into a liquid. The primary product of this process was kerosene, which proved to be a more abundant, cleaner-burning lamp oil of more consistent quality than whale oil or animal fat. The product, or fraction with the lowest boiling point from the still was naphtha, a forerunner of gasoline. Its initial commercial application was primarily as a solvent. Fractions with higher boiling points were used as lubricants and fuel oils.

Jumping ahead to the late 1800s and the invention of the internal combustion engine, they obviously needed a liquid fuel that could be vaporized in order to burn. I’d imagine that just about every flammable liquid that was available was tried, and naphtha proved to be the best, but still not really adequate. Gasoline was one of the waste products of refining and had no real value, but proved to be the better fuel for internal combustion engines.

All of the products of oil refining consist of molecules made of carbon and hydrogen, but of different combinations of these atoms. Thus they are collectively called “hydrocarbons.” Early refining processes produced mostly kerosene and little gasoline, but better refining processes were developed that increased the proportion of gasoline by getting the carbon and hydrogen atoms to separate and rearrange into the desired molecules. These techniques included heating the crude to higher temperatures and under pressure, adding various chemicals to the crude oil, and using catalysts to help the process. Over the years, various additives were mixed in to the gasoline to make it burn cleaner and reduce pre-ignition.

So, why do we call it gas when we know that it is a liquid, and why does the rest of the world call it petrol? Recall that crude oil often was called rock oil. The Latin words for rock and oil are *petra* and *oleum*. The word *petroleum* can be traced to 14th century France, and somewhere became shortened simply to “petrol.” And why do we Americans call it gasoline? I’m sure there’s more than one story, but I found this one in several sources. In England in the mid 1800s, a publisher named John Cassell, but who also was an importer of miscellaneous items, imported a fuel oil that was basically gasoline, and marketed it as *Cazeline* (in a lot of organic chemistry, -ene or -ine is used to denote a specific type of chemical bond between atoms, such as in benzene). When others tried to sell similar products, assuming the term *Cazeline* was a generic name, Cassell protested, and they started calling it *Gazeline*, which eventually became ‘gasoline.’ The name stuck here in America, but not in most of the rest of the world.

As Paul Harvey used to say... “And now you know the rest of the story.”

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## Duct Tape – Yet Another Use!

Ron Parks

Some of you will fondly recall the pride Dave and Lois Gribler felt some years back, when they heard of their, then teenaged daughter, Joanne, who, when traveling with a friend's family, pulling out a roll of Duct Tape from her bag to solve a problem, thus impressing her friend's family with her resourcefulness!

Well, here is yet another use for the miracle tape!

My task was to replace the rubber seals that surround the wing windows in my MGB. I had purchased the seals when I restored the car in 2002 and decided the old ones were good enough for a while and apparently, they were. Now, nineteen years later, they had to be replaced. So, here's what I did.

First, I tried, unsuccessfully, to loosen the nut that holds the tension spring and washers to the window's pivot pin, without loosening the entire assembly. It is just as well this did not work, as I most likely would have dropped the nut, washers, and spring, necessitating retrieval with a magnet. So, I bit the bullet and loosened the assembly so it could be raised enough to expose the pivot pin. I removed the two nuts on the bottom of the wing window frame, the two bolts on the front beneath the plastic plugs in the door and the screw at the bottom of the door that holds the track for the roll-up window. Then raising the assembly, taking care to keep the roll-up window in its channel, made it easy to remove the hardware from the pivot pin and take the window out. The raised wing window frame was propped up by a roll of **Duct Tape** (see photo).

The rubber seals are held in place by fitting into a channel. The old rubber can simply be pulled out. The new rubber seal is then forced into the channel with a plastic trim tool; mine was purchased at Harbor Freight. Before refitting the seal, I had to repair the top hinge. It was riveted into the frame and had loosened. I enlisted the help of another miracle cure for this task, J B Weld. After 24 hours of curing time for the J B Weld and with the rubber seals in place, I reassembled everything and moved on to the driver side.

While I was at it, since the door panel was removed anyway, I repaired the speaker wire going to the speaker in that door and replaced the courtesy light switch. I will replace this switch on the driver side too, so that in the future, when we enter the car at night, we still will not be able to see anything inside the passenger compartment, but knowing that the courtesy light is on will be comforting!



Book Review:

## John Haynes, The Man Behind the Manuals

Ned Temko

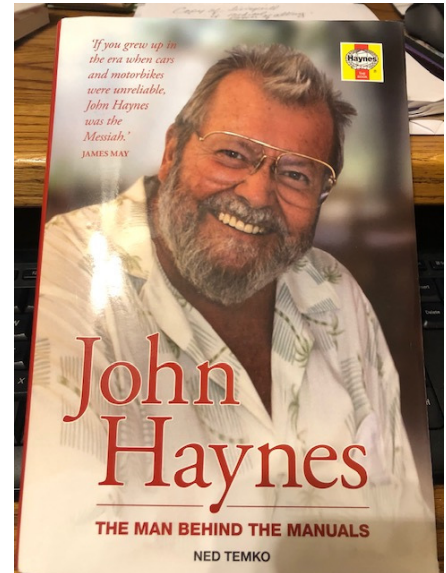
**T**his book is a biography of John's life and his drive to develop and publish a non-professional's manual to repair their cars. John Harold Haynes was born March 25, 1938 and died February 8, 2019. It covers his early childhood in Ceylon (now known as Sri Lanka), John grew up on a tea plantation. After his formal education, he joined the RAF and spent many years as an officer. Loved racing and working on cars and wanted to produce a workable manual for the average car owner. The car manuals of the day were more designed for a professional mechanic. He designed his manuals by taking an actual car model, tearing it apart and putting it back together. Documenting and photographing the entire process.

The Austin Special pamphlet, "Building a 750 Special", was his first endeavor, printing this on a mimeograph machine and assembling the book himself. With the help of family, he continued to produce more books, eventually buying printing and marketing companies to handle his books.

One of his most valued possessions was a prize won at school, the book "Wheels to Fortune". It was a biography of William Morris; owner of Morris Motors and MG. John saw his own future in Morris's successes, keeping this book his entire life.

Through much hard work and support from friends and family, John was able to produce Haynes manuals into one of the leading motor publications in the world. This book delves into the trials and tribulations of a very driven and complex individual who strives to fulfill their dreams. "The Man Behind the Manuals" was published in April 2020.

Thanks to Tony and Janet Shoviak for submitting this article.



## Classifieds

**For Sale:** Items taken from my 1974 MGB: vinyl covered, biscuit color seats. These seats were rebuilt with new foam and webbing assembled over repainted frames. Asking \$150 for the pair. Honeycomb grill (1973 & 1974), good condition. Asking \$75. Reasonable offers accepted. Ron Parks, H 937-322-0717, C 937-207-9009, or [MGdriver@woh.rr.com](mailto:MGdriver@woh.rr.com). (3/21)

**For Sale:** 1979 MGB. New Stayfast Acrylic top, new top frame, new tires (as of summer 2020), working AC, new wiring harness, trailer hitch with wiring, twin Su's, Fiero seats. Asking \$7500. Call Larry Youngblood at 937-689-6995. (1/21).

**For Sale:** Hayden Electric Fan, used, excellent shape. Listed in the current Moss catalog, MGT-154 on p. A27. \$35 includes shipping. Dan Mortensen, agsdanny@aol.com or 859-384-7821. (1/21)

**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, dry, and security system. Electric for battery maintainers. Terry Looft 937-527-7353 or tlooft@earthlink.net. (10/20).

*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. srmarmarkman@att.net or 937-886-9566.*

## Minutes from February Club Meeting

Diana Hodges

**T**he second ever Zoom.com meeting of the MGCC was called to order on February 24, 2021. Due to technical difficulties, the Secretary was unable to verify the exact start time of the meeting. *I'm going to assume it was 7:31. After a brief technical delay - my laptop wasn't loading my email so I didn't have the link and my iPad doesn't like Zoom, I finally got into the meeting.* There are 25 members in attendance on the Zoom call.

After some comments about my arrival, it was just in time to have the Minutes from last month approved.

Treasurer's Report was next on the agenda. Treasurer Bob Farrell was similarly having technical difficulties. President Terry Looft, "Diana, how did you pay the mother club dues last year?" President Emeritus Diana Hodges, "I just put it on a credit card and then submitted a reimbursement." President Looft, "Then that's what we'll do."

Membership Chair Carole Looft, "Last month there were 64 members. There was 1 new member who's come back. Ken Weber out of Cincinnati who has a white chrome bumper." So for now, we're at 64 members."

Birthdays in February: Carol Estelle, Margo Carson, Mark Schneider, and Dan Mortensen.

Vice President Jim Carson got into the Zoom meeting. V.P. Jim, "I was having issues with Zoom on my laptop but my wife always gets me in with her iPad. Anyway, I met the new owner of Valley Vineyards. We might be able to do a CoVid Convoy down and have dinner outside." Terry Looft, "It would be interesting to see what their pricing is." Carole, "We were looking at it for Valentine's Day but they were asking \$55/person." *That might be the Valentine's Day penalty.* Terry, "Maybe if we can kill our own cow." Jim continued, "The new owner suggested that we come down on a Sunday when its not too busy. The other alternative would be Cartridge Brewery in the old Peters Cartridge factory."

Activities with Eddie should be next. Eddie's having trouble getting into Zoom. Carole, "We're trying to get him to come into this century. Apparently his computer is still running Windows 98." Terry Looft, "It's so old there's no possible way it'll get onto Zoom." Dave Smittle, "Anyone can join Zoom just by calling into the telephone only line."

Terry, "Do you want to take a 30-second Beer Break to refill? The MGCC took 30-seconds to grab another beer or two.

Terry continued, "Does anyone have any update on the Tune-Up Clinic?" Steve Miller, "We're wide



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open to the clinic. We usually do it in April, but we can work around whatever works for the club members.”

Dave McCann, Sr., “We have the Woodsons from Virginia joining Dave, Jr. so we do have guest tonight.” Carole, “So everyone be on their best behavior.”

Terry Looft, “Atlantic City is still on so far. We’re planning a 2-day trip out and a couple of days there. If you think you can make it, then start planning accordingly. It should be a good time. It won’t be a fast drive with a bunch of 1100s.”

Sunshine Committee is next. Carole, “Charlie McCamey gave his car to his daughter Kathy in Findlay. We got word that Charley not only has Bell’s palsy, but in December he came down with Covid. In January. He had an emergency appendectomy. Charlie is turning 89 on March 9th. I think we should all send Charlie a birthday card.”

Newsletter Editor Steve Markman. “I hope everyone enjoyed the article on my snowblower. Someone else promised an article about their 1947-48 yard tractor that they still use. I also want to thank Dave Gribler for making sure that I described all the techno-babble properly for an upcoming article. I did take the TD out today for 20-minutes or so. The volt meter I installed and wrote about last month worked as expected. It showed about 12 volts after startup, but rose to about 14 volts after a few minutes of driving at normal speed.”

Dar Planeaux joined the call from Florida. Dar, “It was almost 80 outside today.” Carole “Someone please mute Dar.” Terry, “It was in the 50s today here. The snow’s starting to melt. We had the doors open to the shop and were busy powder coating.”

Did everyone hear about Kurt Niemeyer having a fire and losing the museum? He’s devastated.

Webmaster John Scocozzo. “I did add the Forums to the website. A lot of people did try to sign up. You need to signup in order to post. You can browse without signing up. You can upload 10-pics at a time. There’s a space for a swap meet as well.” Carole, “There you go Ron, your seats.” John, “I divided it up into different categories.”

Tony Shoviak joined us from his hospital bed. Terry, “As far as he knows, he’s on the Spring Drive right now.” Bob Farrell joined the call, briefly before disappearing.

Terry, “We got a message from Skip about BCD. Currently it’s on hold and the Park District will let us know when they reopen.”

New Business. One thing that was brought up was that Dick Smith was the Club Historian. Any thoughts on who could/should replace him? What does the Historian actually do? Ron, “Maybe Jeannie has a lot of his old archives.” Dave Gribler, “Is there anything about the job in the bylaws?” Carole, “I’d have to check.” Ryan Looft, “Call Linda Wolfe. She’d know.” Dave, Sr., “Has it been more of an honorary position?” Carole, “I think so.” Dave, Sr., “I think Lois would be good for that.” Ron, “(To Dave Gribler) You muted her Dave?”

Terry L., “Maybe we could do another Pub Run. Nick’s in Xenia has really expanded their outdoor area. Maybe something to think about.”

Treasurer Bob Farrell finally got back into the call. Let’s get the Treasurers’ Report while we can. Bob,

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“The MGCC had gains of: Squat. Zilch. Nada (\$0.00) in income for a total gain to the MGCC of \$0.00 We had total expenses of: Donation in Dick Smith’s honor to the British Museum (\$250.00) for a total expense to the MGCC of \$250.00. Monthly total losses when subtracted from the gains means a loss of \$250.00 to the MGCC. When subtracted from our beginning balance of \$4,610.93, this leaves the MGCC with an ending balance of \$4,360.93 in the primary checking account. The Savings account now has \$381.62. With Cash-on-Hand of \$50, total ending balance of all accounts was \$4,792.55.” Jim Carson motioned to accept the Treasurer’s Report as presented. Ron Parks seconded. MGCC voted and approved of having money.

Tech Tips. Jim Carson, “I got some of the paint that we talked about last meeting and I’m going to try to paint the panels at Steve Miller’s place this week. I’ll let you know next month how it goes.”

Terry, “We’re replacing the window frame for our MGC and we took it to our normal shop and we found that we could get it polished and cleaned and it’ll be cheaper than buying a new one. We’ll report on getting that one restored. The other thing I’m working on are 3D printing the visor clips that are always breaking.”

For Sale. Ron Parks, “I still have seats. The price is coming down. Make name an offer.” Ed Wolf, “Are those front seats or back seats?”

The next meeting will be March 24th at Bennett’s. We’re going to plan on that. Get your shots. Be brave and come out.”

Gumball Rallye. Carole, “Ed Wolf doesn’t qualify. Mr. Scocozzo wins the Gumball.”

Ron, “We’ll start the MGA Coupe project again on Sat. March 6th if everything goes well.”

Carole, “John sent out the email about the new member’s car needing an engine. Terry reached out to see where she’s at and what we can do. She joined the club to get info for her car. Reach out to her if you think you can help.”

Meeting adjourned 8:23.

**MiniMania**



**MG AUTOMOTIVE**

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