

THE OCTAGON NEWS



Volume XLVIII No. 2

November 2021



Membership Renewal... Last Chance
 Pictures from October 9th Biscuits & Tea

Fast Idle

Ed Wolf

As the harvest season is wrapping up, make way for the Holiday season. All the good Halloween candy is gone by now, and the bad Halloween candy, well that's pretty much gone too. Any truly cringe-worthy Halloween pictures, may those not linger too long, or go viral. Changing of the clocks so that instead of the sun setting after dinner, it will start setting shortly after lunch. What car projects can we start planning for those indoor months ahead? A heated garage suddenly sounds like a great investment.

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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 November 17th

MG Car Club Officers

President.....**Ed Wolf**
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Member at Large.....**Cheri Farrell**
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And special thanks to Ron Parks for proofreading.

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Upcoming MGCC Events

Nov:

- 11 – Veterans Day
- 17 – Meeting at Bennett’s Publical
- 25 – Thanksgiving

Dec:

- 4 – National Cookie Day
- 4 – Holiday Party at Bennett’s Publical
- No December Meeting – Happy Holidays**

Jan:

- 3 – National Chocolate Covered Cherry Day
- 26 – Meeting at Bennett’s Publical

See meeting minutes for other area activities!!

Reminder that the Club meeting is on the 17th, and the holiday party is on Dec 4th at 6pm. Bring a wrapped gag gift for the White Elephant gift exchange. Feel free to re-gift an item you got from a previous gift exchange or go to the flea market and get something entirely new.

Wishing You and Yours all the best this month with many happy miles ahead and maybe just one or two more top-down driving days yet?

Membership Renewals for Upcoming Year

Carole Looft

By now you should have renewed your membership. If you have not, **this will be your last newsletter**. Dues are \$25.00 for club members who receive the newsletter by email. If you wish to have a printed copy mailed to you, then dues are \$35.00.

NOTE: The pro-rated amount is for **NEW** members only.

Please mail your dues to:

MG Car Club SW Ohio Centre
P.O. Box 20032
Dabel Branch
Dayton, OH 45420-0032

We appreciate your continued support of the MG Car Club Southwestern Ohio Centre and hope to see you at future meetings and events.

Holiday Party – Dec. 4th

Terry Looft



Our Holiday Party is coming up on Saturday **December 4th**. We will be gathering at **Bennett’s** at **6:00** in our regular meeting room. Because we will be ordering food, an RSVP to looft@earthlink.net would be helpful if you are planning to attend.

As always, please bring a gag gift for each one attending, and of course, desserts are always enjoyed and permitted as carry in.

Again, the holiday party will be at **Bennett’s** at **6:00** in our normal meeting room on the **4th**. I hope to see a big turnout.



Pictures from October 9th British Biscuits & Tea

Photos by Ron Parks





New member, Andy Heins. Welcome to the club!



Thanks, Dave, for organizing these events!

Be a Safer Driver

Steve Markman

Following the untimely and tragic death of our friend Bob Farrell, and then learning about the death of someone on their way home from British Invasion in Stowe, Vermont, I got to thinking about what I do to drive more safely, especially in my MG. I don't know any details of Bob's accident, but knowing Bob, I'm sure he was driving safely and doing everything properly. Classic cars lack most of the safety features we probably take for granted in our modern cars. In the early days of automobiles, it was assumed that since the vehicle was an inanimate object, any accident had to be the fault of the driver, and thus safety consisted of teaching safe driving habits. You've probably thought about all, if not most of the following things, but here is my take on them.

Seat belts – If your car doesn't have them, add them, even if not equipped originally. Period appropriate belts are available and don't detract from the classic appearance you probably want to preserve. I doubt any judge at a car show would mark you down for having them, if installed nicely. I added them soon after purchasing my MG TD. They're airline-style belts with chrome buckles. At shows, rather than hide them, I cross them neatly across the seats. I secured them firmly to structure, and after owning my TD for twenty years, this modification is the only time I've drilled into original metal. I purposely added only the lap belt and not a shoulder strap, because being a convertible, the top end of the belt cannot be attached at a point above the occupant's shoulder. In a crash, a shoulder strap attached lower down can cause a serious spinal compression injury. If you recall, convertibles pretty much disappeared in the late seventies or early eighties because of the lack of roll-over protection. When they reappeared about a decade later, the top of the door and door pillar were raised to be nearer the occupant's neck, allowing the shoulder strap to be mounted higher up, and the windshield frame was beefed up to serve as a roll bar. And I almost forgot...if you have them, use them.

Watch your speed – Modern cars are made to absorb energy in a crash; classic cars were not. Classic cars, especially convertibles, also have little to no roll-over protection. (Take note of where the top of your door is relative to your shoulder, and your wind screen will provide little roll protection.) Will your

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car continue to travel straight ahead if you have to jam on the brakes or make a sudden yank on the steering wheel? Have you ever tried it to see what happens? I haven't and don't plan to try it.

Keep clear of other cars – Keep your distance from other cars, as best you can. While you can't control how close someone pulls up behind you for a close look, you can keep extra distance from the car ahead of you. This will give you a bit more reaction time and greater distance in which to stop if you have to hit the brakes. I especially hate to stop at a traffic light that is at the top of a hill. The TD will always roll back a foot or so as I gently engage the clutch, and I'm always afraid that the car behind me is way too close. I have two intersections near my home where I've found myself in this situation, and thus avoid them.

Make sure your brakes are working properly – If you're used to keeping extra distance and braking gently, you may have fewer than four operating brakes and not know it. A panic stop could result in your car getting into a skid and going out of control. I'm probably as gentle on my TD as any driver ever has been, and usually brake gently. A few years ago, I was driving home on a wet road (yes...I have been caught in the rain a few times) and approached a traffic light at the bottom of a steep hill. I thought I'd have enough time to make it through the intersection, but didn't. I hit the brakes and the car swerved about 45 degrees (well, it seemed like that to me) accompanied by an awful screech. I took the car to MG Automotive a few days later and Steve Miller checked the brakes. It turns out I was driving with only one operating brake shoe. Obviously, since I always brake gently, I never realized that three brake shoes weren't working. Lesson learned. That's probably the only big scare I've ever had in the TD.

Tires – Make sure your tires are properly inflated – Our MGs are so light that the tires may still look like they're full of air, even with only ten pounds or so of pressure. Your car may drive O.K. while going straight, but probably will feel "squishy" on a corner or after a sudden yank on the steering wheel. And while I'm on the subject, consider switching to radial tires if you're still using old-style bias ply tires. It may change the "authentic" look just a bit, but I think the safety increase is well worth it. I switched about ten years ago and couldn't believe the difference. I bought a low-priced set, given that I only drive the TD about 400 – 500 miles per year and don't drive it aggressively. I'd probably never wear out the tires before they timed out. Pulling out of the tire shop for the first time, it felt like I was driving a different car, one about twice as wide and twice as heavy. The tires really gripped the road, especially on a turn. This probably is because the radial layout of the steel belts cuts down on sideways flexing and a softer blend of rubber really grips the road. With my old tires, hitting a manhole cover in a turn resulted in the car skidding sideways a bit, probably not much, but enough to get my attention. No such sensation now. Being told that tires start to crack and should be replaced after seven years, I finally had them inspected after about ten. The technician said they looked great, probably because the car spends about 99.9% of its time in the garage, and the sun's ultraviolet rays are what cause most of the damage. He recommended having the tires inspected every year. Good advice.

Maintain situational awareness – This means keeping your eyes moving, not focused just on the road ahead, but all around you. Might someone pulling into an intersection or riding on a bicycle not see you? Could a child playing in their yard or a pet suddenly dart into the street? Anticipate what could go wrong and be ready to respond.

Check your exhaust system – Most of us don't think much about our exhaust system until we suddenly hear an unexpected and unearthly roar. Most of our classic cars don't seal that well, and exhaust fumes, even from a small leak or near the rear of the car, can enter the passenger compartment. For summer driving with the top down, this shouldn't be a problem, but for those chilly fall or spring drives with the top up, be cautious of the smell of exhaust...it might not be coming from the car ahead or behind you.

When you're working under your car, be sure to do a visual check for any dark, sooty spots on the exhaust manifold, pipes, and muffler. There are numerous products to seal small holes that can give you maybe another year of service, or at least hold you until you can replace the defective part.

Keep your nose on alert – Your nose is pretty sensitive to smells, but the sensitivity fades as the smell lingers. Pay prompt attention to them. A sweet smell might be a coolant leak. Rubber burning? Might be an electrical short or a tire problem. Exhaust smell? See above paragraph. Ever driven with the parking brake on? A burning smell might be the first thing that gives it away (no comment).

These are just a few ideas, the things I think about when I drive, but especially think about when I drive my MG. Please, plan ahead, be aware and be safe.

Ten Terrible Mistakes Drivers Make

Joe Finnerty, Published in *The Sun*, July 26, 2017

1. Running the tank low on fuel

Leaving your tank to get dangerously empty allows the dirt, rust and grime that sits at the bottom of it to get sucked into the system, attacking the fuel pump and filters. Fuel also acts as a lubricant and coolant so letting it run dry can increase wear and tear on the fuel pump leading to failure and an expensive replacement.

2. Resting your hand on the gearstick

Most people let their hand rest on the gear stick while driving but it can be damaging to your gearbox. The lever is attached to a control rod in the gearbox that has selector forks designed only to make contact with gears for a short amount of time. Leaving your hand resting with a certain amount of force will make the forks rub against the rotating collar causing unnecessary wear.

3. Resting foot on the clutch pedal

Similarly, resting your foot on the clutch can cause your clutch to engage, especially if your car has a high bite point. Riding the pressure plate against the clutch causes heat and wear – and new clutches don't come cheap.

4. Revving the engine before it's warm

Just like athletes, cars need to warm up first. When you start the engine, the oil pump pushes oil around the system and this oil takes time to fully circulate. Starting up the car and driving straight away is like waking up from a deep sleep, opening your eyes and then immediately trying to do a 100m hurdle race. You should leave the engine to run for 10 seconds before setting off.

5. Delaying regular maintenance

It might be a pain keeping up with services, and expensive, too, but if you don't you'll suffer a build up of horrible sludge and burnt oil in your engine. This muck can block oil galleries and stop the oil protecting your engine, which can result in catastrophic failure. And when you change the car's oil, make sure you change the filter, too.

6. Ignoring dash warning lights

A recent survey found 98 per cent of drivers didn't really understand the most common dashboard warning lights, such as tyre pressure, engine emissions and fog-light indicators. You might, wrongly,

ignore a message telling you that a bulb had blown. But ignore one that says ‘DPF’ – aka ‘diesel particulate filter’ – and you might not even get home. Don’t ignore the dash warnings – because your car’s clever computer knows what it’s doing.

7. Ignoring your handbrake

If you’ve got an automatic car, it might be tempting to simply always leave it in ‘Park’ mode rather than engaging the handbrake. But doing this puts lots of pressure on one part – a little metal pin called the ‘pawl’, which engages a notched ring that’s attached to the transmission output shaft. Over a long period of time, abusing the pawl can dislodge or damage it, meaning you might one day leave your house, look frantically for your missing car, only to find it parked at the bottom of a hill.

8. Stamping on the brakes

If you’re always on the brakes because you’re driving too close to the car in front you need to back off. Not only is it hugely unsafe but sudden stops cause faster wear to the brake pads and discs.

9. Being in too high a gear

Keeping engine revs low can save fuel but “lugging” – being in too high a gear at too low a speed – actually creates unnecessary strain on the engine and can damage your cylinder heads, leading to expensive repairs. Similarly, using a low gear that has the engine screaming is going to cause unnecessary wear and tear, too.

10. Not letting your turbo cool down

Has your car got a turbocharger? This is a contraption that forces extra air into the combustion chamber and increases power. And it takes longer to cool down, compared to your engine, when you come to halt. It’s important you idle the engine for around a minute before switching off in order to make your turbocharger last longer and make sure the bearings don’t break.

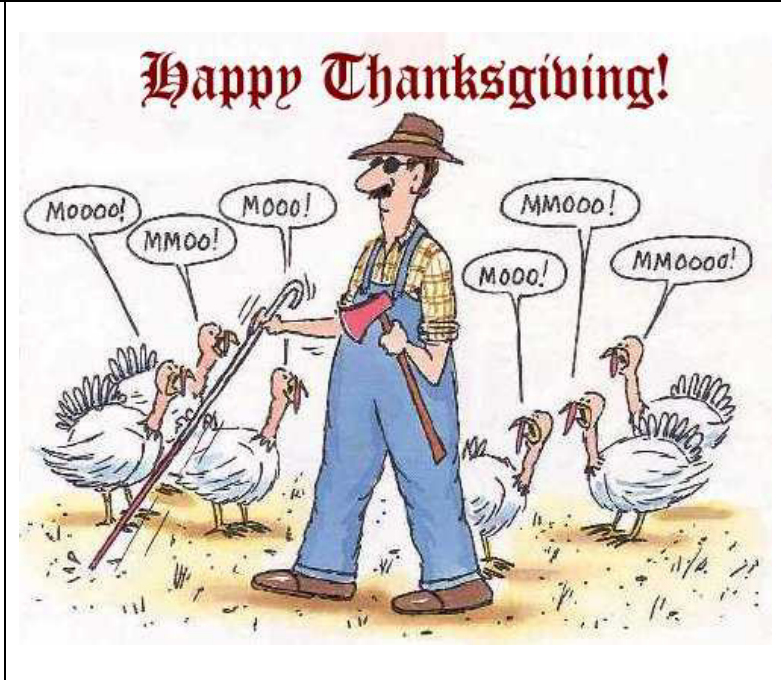
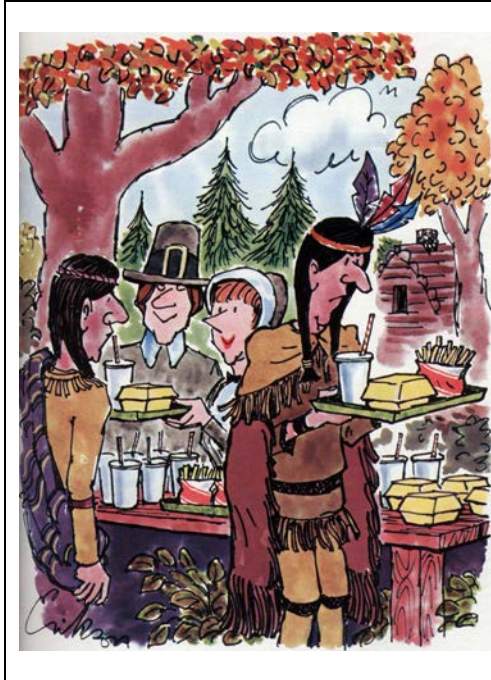
Classifieds

For Sale: 1973 MGB, yellow, currently not running but all there...\$2000. Contact Dave Schwager, 937-751-4872 (11/21)

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 and dry. Electric for battery maintainers. Terry Looft 937-527-7353 or tlooft@earthlink.net. (10/21)

For Sale: 1968 MGB project car. \$2,000 including a windshield still in the box and new carpet mats. Needs rescue after being garaged for 4 years. Chrome bumpers in good repair, no body damage. Headlights, taillights, mirrors and gauges are intact, no breakage. Contact Ron Reynolds in Vandalia (704) 606-6402 or <pastorreynolds@gmail.com>

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. ish to continue the ad for an additional three months. srmarmarkman@att.net or 937-886-9566.



Minutes from October Club Meeting

Sam Hodges

The October 2021 meeting of the MGCC was called to order by new President Ed Wolf precisely at 7:31. It was really 7:29:43 but he really never had a shot at me recording it correctly.

Newly elected President Ed Wolf, “My name is Ed Wolf and I want to thank everyone who voted for me. I promise to uphold my campaign promises.” Terry, “I thought those were to get even with those who elected you?” President Wolf, “That, and to raise dues.”

President Ed continued, “We have some sad news. For anyone who doesn’t know, Bob Farrell died. We had several cars and even more members show up for the funeral. Thoughts & prayers to Cheri. We might have to make a decision about our Treasurer in the future. Turnout tonight is quite impressive. I just worked out that its because the elections are over.”

Vice President’s Report was next on the agenda. John Scocozzo, “I got nothing. I’m just glad that you’re here tonight.”

Minutes were next. Lois Gribler motioned to accept the Minutes as reported. Art Barnes seconded. MGCC voted. Minutes were approved.

Treasurer’s Report was next. Secretary Sam, “I received a copy of the Treasurer’s Report from Cheri Farrell.” Sam, “I’ve got the Treasurer’s Report. The MGCC had gains of: BCD Related income of (\$1,500.00) + Membership Dues (\$385.00) for a total gain to the MGCC of \$1,885. We had total expenses of: September Gumball (\$10.00) + Printer purchase and Postage (\$333.64) + Picnic Expenses (\$329.26) for a total expense to the MGCC of \$10.00. Monthly total losses when subtracted from the gains means a gain of \$1,212.10 to the MGCC. When added to our beginning balance of \$3,838.18,

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leaves the MGCC with an ending balance of \$5050.28 in the primary checking account. The savings account now has \$381.88, with cash-on-hand of \$60. Total ending balance of all accounts was \$5,492.16.” Dave Gribler motioned to accept the Treasurer’s Report as presented. Ron Parks seconded the motion to accept the report. MGCC voted. Treasurer’s Report approved.

Membership was next. Carole Looft, “Renewals are coming in. We’ve renewed 48 people so far. No new members yet. For this point in the year, you’re doing well.” Ed, “Is this where I bring up raising the dues?” Carole, “Treasury is doing good so not yet.”

Birthdays this month: Steve Powell, Graham Cooper, Mike Edgerton, Dar Planeaux, Ellen Sparklin, and Jeanie Hansen.

Activities with Eddie. Ed Hill, “Car show season is done. The only thing that I know about is the Holiday Party. Saturday, Dec. 4th @ 6:30.” Carole Looft, “One gag gift per person plus a dessert to share. Just remember that \$10 doesn’t go a long way anymore.” Ed Wolf, “\$10 does go a long way at garage sales.” Terry Looft, “No more oily parts, Sam.” Me, “That was one time. Everything I have left is more greasy than oily.” Terry Looft, “The Peterborough, Ontario 2022 show will be coming online in December. There aren’t a lot of rooms so if you think you want to go, book early.” Lois Gribler, “June 6-10, 2022 NAMGAR will be in Colorado Springs, CO.” Ed Wolf, “The November meeting is 17th due to Thanksgiving.”

Ed Hill continued, *(I just realized typing the minutes that there are now two ‘Ed’s’, so I have to be careful with what slander I attribute to which Ed.)* “The MG T-register wants to have their annual meet here next year.” Ron Parks, “I received an email from Jeff Fields about next year and they’re apparently having some scheduling conflicts. The T-Register meet might not be happening next year. We’ll have to wait and see.” Terry Looft, “We were kind of set up for this.”

Ed Wolf, “If anyone wants to volunteer for the British Museum of Transportation, 9-10 people have been showing up. There’s usually a good crowd. You can help out or just stand around criticizing what everyone else is doing” Ron Parks, “The two Saturdays before Thanksgiving we’re planning on showing up and getting the wood back into the MGA coupe.”

Sunshine Committee. Carole Looft, “I got a thank you card from Cheri thanking us for flowers for Bob’s service. I also called Jim Carson today and he’s dealing with a number of health issues. Keep him in your thoughts.” Dave McCann, Sr., “I just completed 20 radiation treatments on my face and I got a clean bill of health so hopefully I’m done with that.” Applause from the MGCC in attendance.

Newsletter Editor Steve Markman, “I hope you now understand how air conditioning works. If you have an idea for another article like that, let me know. I’m happy to research and write an article about it. With activity slowing down, I really don’t want to start the pet-of-the-month column, but I will, so send me input. On an unrelated note, I’ve been using the same Ohio license plates known as the gold plate, for 30-years now. I got a letter saying that they have to be replaced with newer plates.” Steve Miller, “He’s got 2-inches of stickers on it.” Steve Markman, “It’s getting close to two inches. The letter said that old plates lose their effectiveness over time and have to be replaced. I’m sure that really means that the license plate readers that police cars carry don’t work as well on the older plates.” Terry, “Have they fixed the Wright Flyer so that it’s towing the banner instead of pushing it?” *(Me, on a related note, I had the same letter waiting in the mail when I got home that night.)*

Ron Parks, “I want to clarify a comment Steve made in the last newsletter. In the picture of me wearing a Triumph T-shirt, it wasn’t that no one would sit with me. I ordered a sundae for desert, and it was so big

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that everyone was trying to get a spoonful. I was trying to shoe everyone away. It had nothing to do with the shirt...honest...HONEST.”

Webmaster John Scocozzo, “Still nothing. I got the pics from the Pub Run up but if you have any more pics from any events, I can always add them later.”

Beer Break called 7:50
Back from Brake at 8:04

President Ed Wolf, “Alright, back to the meeting. Next order Old Business.” Terry Looft, “I’m starting to hide.” Carole, “Is it Dave Sr. or Ron?” Dave McCann, Sr., “Ron. He’s older than me by a few weeks at least.” Ron, “As long as I’m still here, I’m okay.”

Ron Continued, “At the British Museum of Transportation there are a few things left to do on the chassis.” John, “We’re still trying to get the body ready for paint...”

President Ed, “Any New Business?” Terry, “Go for it. Move on. No more new business.”

Tech Tips. Last Saturday was the anniversary of the last MGB that rolled off the assembly line. Ed Wolf, “Seems like it was just last Friday. I do have a tech tip about tire pressure changing with temperatures. I found out that my old pressure gauge was off by about 4 lbs when compared to a new tire pressure gauge.” Terry Looft, “That’s within the acceptable limit of 3 lbs.” Sam, “Tell that to my Mercedes, or the Buick both of which keep telling me to correct the tire pressure on the one tire that’s only down 3 lbs compared to the rest. “

Ed, “Any other tech tips?” Dave McCann, Jr., “Don’t listen to Dave.”

Ron Parks, “I got new LED lights. For turn signals you have to replace the flashers. There are two in an MGB and in the older cars, one of them is under the dashboard, the other is under the center console.” In the newer, rubber bumper cars, they’re both under the dashboard.

For Sale. Lois Gribler, I have hubcaps for a ‘69 Pontiac Lemans for sale.”

Ed Wolf, “Next up, Elections...”

Gumball Rallye.
Dave Johnson wins the Gumball. Ed, “Well you can put that towards the get my MGB back on the road fund.”

Meeting adjourned 8:13. Thank you, Ed. You have a future here.

The logo for MiniMania, featuring the word "MiniMania" in a stylized, bold, sans-serif font. The "M" is particularly large and has a unique, jagged design.

MG AUTOMOTIVE

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

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