

THE OCTAGON NEWS



Volume XLVIII No. 7

May 2022



Pictures from Tune-Up Clinic
Potholes

Fast Idle

Ed Wolf

The driving season now is here for sure. Everyone who loves driving their MG in stop-and-go city traffic, getting caught at red lights, or being stuck behind someone blocking your lane, raise your hand. No one?... as I suspected. So let's hit those back roads and enjoy!

Get off the familiar roads. Try a new one. Just make a turn you don't usually take and follow the road to see where it leads and what new sights you'll come across. You'll find your way back home eventually. Maybe you'll even find a new mom-and-pop ice cream shop you never saw before.

Sometimes the ride is speedy, sometimes bumpy. Sometimes you have to slow down to enjoy the ride. Put the top down or open your windows and turn your radio off. Enjoy the sights. Try to smell the lilacs, the roses, and maybe even the wild onions. O.K., maybe even an occasional dead skunk, but that soon fades and the



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 May 25th

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Upcoming MGCC Events

May:

- 9 – National Lost Sock Memorial Day
- 15 – Tour of Waco Museum
- 21 – British Transportation Museum Car Show
- 25 – Meeting at Bennett’s Pubical

Jun:

- 1 – Perrysburg
- 14 – National Pop Goes the Weasel Day
- 22 – Meeting at Bennett’s Pubical

Jul:

- 4 – Americana Festival
- 27 – Meeting at Bennett’s Pubical

See meeting minutes for other area activities!!

pleasant smells return. Let it refresh your energy and spirits. Depending on your outlook, a long ride can be short, or a short ride can be long. It can be uncomfortable or relaxing. That’s up to you.

Notice whether the wind is at your back or in your face. Sometimes it is annoying, sometimes a pleasure. Sometimes it is hot and sticky, sometimes cool and refreshing. Pay attention to it, but whatever it is, it is. It’s just there.

We share the ride with friends and loved ones, seeking their advice and guidance both on the road and off, but sometimes we have to take the ride by ourselves. Enjoy it as they would want us to. A country drive is a little like life. Enjoy it. Learn from it.

Hope to see you at the next event or out on the road.



Pictures from Tune Up Clinic

Photos by Ed Wolf and Ron Parks



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Thanks again to Steve and Mimi for opening up their shop to host our Tune-Up Clinic.

What is Authentic? What is Original? What is Over-Restoration?

Steve Markman

One of the questions I'm often asked at car shows when showing my 1950 MG TD is "Is it original?" My answer always is "No, but it is authentic." I then go on to explain that once the car has its first oil change, it no longer is original. I then go on to explain how 'authentic' is different from 'original.'

Over the years I've seen plenty of British and other cars at car shows. The way I look at it, I see three categories regarding the extent of restoration: unrestored, authentic restoration, and over-restored. You may have more categories. I'll expand on each. I won't even discuss the few MG TDs made into hot rods or drag racers, as I have to hold down my lunch when I think about them.

I've seen many unrestored cars at shows and cruise-ins. None were shabby, but usually showing their age, even when cared for well, showing their patina of age, which one would expect for a vintage car. Even when garaged and driven lightly, age still takes its toll. That doesn't mean they're ready to be parted out, just in need of some serious work. Paint and interior may be worn, engine may not be putting out anything near full power and even may be putting out a bit of burned oil and unburned gas with the exhaust, and the transmission may be shifting roughly. The things that stop working all together may be the only items that get any real attention. At a show several years ago, I parked next to a really rough-looking MG TD. Chatting with the owner amongst the row of sparkling TDs, he smiled and said "Watch this...I can do something none of you can do with your cars..." He proceeded to shake his soft drink can and then placed it on the hood (Excuse me...bonnet, for you British purists). As the contents foamed up and spilled out of the can, he smiled again and said "Doesn't bother me a bit." I'm sure he loved his car as much as I love mine. Maybe he even has more fun, because he doesn't worry about every little scratch or blemish.

My car is the second category: authentic restoration. An authentic restoration should make the car look like it did when it came off the assembly line, but it may include period-appropriate accessories. My car's previous owner, who restored it, took great pains to keep as many original parts as could be saved. He had to replace the wood frame and the interior, as the originals were too far gone, but all the metal is original, the frame and engine numbers matched, and neither the engine nor the transmission had ever been rebuilt. Other worn parts were replaced with modern reproductions of the originals. He even welded over where another previous owner had drilled through the fenders to mount side-view mirrors, then polished the metal leaving no trace of the repair. (The only give-away is the blob of metal on the under side of the fender where it isn't visible.) The color isn't original, either. It is red, but I think a deeper red than was an original MG color, based on verbal descriptions. The original color can't be reproduced exactly because the dyes used years ago aren't available today. Colors fade over time and exposure to sunlight (red is the worst), and color samples from period sales brochures may not even be that accurate. Unless someone has original paint samples that have been stored in a cool, dark location, I doubt many original colors can be reproduced exactly through the use of laser-scanning analysis. Of all the red TDs I've seen, only one matches my color, as the owner saw my car (years before I owned it) and had his painted the same color (or maybe it was the other way around...I don't remember). MG TDs came in five or six different colors. They even could be ordered in primer only, so the owner could have it custom-painted. Thus, almost any color, even two-tone, could be considered authentic or period appropriate. However, many of us have replaced bias ply tires with radials, used modern enamel paint instead of lacquer, and upgraded electronics to make them more reliable. Generally, these are upgrades

that are internal and would not be noticeable. I added seat belts, but the color matches the interior and they have chrome buckles, and look period-appropriate. And one last thought... Sometime in its earlier life, my TD threw a rod through the oil pan. The owner welded a patch over the hole. It's still there, and I wouldn't think of replacing the oil pan with an undamaged one. It's part of the car's history. Of course, you have to crawl under the car to see it, and the rest of the car looks great!

My last category is over restoration. This is when a restorer makes the car better (in their opinion) than it looked when new. I've seen stereo systems and plush interiors to name a few. I've also seen paint jobs so shiny that I needed to put on my sun glasses when looking them over. Old cars, even when new, never sparkled like that. My MG TD came from the factory painted with lacquer. I've tried and tried, but I don't think one can put enough wax on lacquer or buff it enough to make it sparkle like a modern enamel/clear coat paint job. And, to be honest, to me it just doesn't look right, but when judging is by popular vote or the Mayor's Choice award, the sparkly car always will get their vote. There also is one car that shows up often that has everything in the engine compartment chromed. Even the bolts; even the hoses, which appear to be some sort of flex-metal, not rubber. The only things not chromed are the rubber belts, and I'll bet we'll see those replaced with something made with a chrome finish some day.

...and don't get me started about trailer queens that only get driven from the parking lot onto the show field, but if that is what gives pleasure to the owner... I've admired them, but think the owner is only getting half the pleasure that is to be had. In all it still comes down to the owner's objective. Why do you have it? To drive? To preserve the marque? To do both? I think the most important thing is the pleasure the owner derives from the car—to drive and enjoy these great cars as they were meant to be, whether they are rough or pristine.

American Motors Metropolitan:

Steve and Dan Markman

I remember the Metropolitan, but never realized it actually was built in England. Thanks to my friend Dan Markman (no relation) of Houston TX for this info. The photos are of Dan's latest addition to his collection of early 50s American orphan cars (and one MGB and one Rolls).



In 1953, George Mason approved his Nash designers to build the car, but the tooling cost to make them in Wisconsin was going to be too high. So, he contacted Austin Motors in England, as they were already building the Nash Healey sports car. They agreed to build the Metropolitan in their plant. Thus, the Metropolitan was built in England, at the Austin plant, with an Austin engine under the hood, and then they were sent to Wisconsin for distribution to the American Nash and Hudson dealers.



Mason had two marketing strategies for the car. One strategy was to sell the cars to married couples, so the husband could commute to the train station to go to work, and then the wife could use it to take the children to school or go get groceries with it. The other was to sell the car to single women who didn't have the money for a regular size car or did not want something huge like a Cadillac.

Production of the Met ended in early 1961, because the larger Rambler car was selling well for AMC. Left over 1961 Metropolitan were given 1962 serial numbers and sold into 1962.

Potholes in America

Angelica Stabile | Fox News

Ever been the victim of a pothole? That sinking feeling when you drive full speed over a deep rut in the road never fails to give a fearful jolt. Between the risk of bottoming out or damaging a tire, those fears aren't so outlandish, based on a variety of statistics. For all those who are setting off on spring and summer road trips this year — and at the peak of pothole season — here are a few key things to know before hitting the road.



One in 10 drivers need car repairs after hitting a pothole:

In 2021, one in 10 drivers who hit a pothole sustained enough damage to warrant repairs, according to a new survey from AAA. The average \$600 price tag on pothole-related repairs — last year alone — cost drivers a total of \$26.5 billion, said AAA. Pothole victims also are likely to have a second incident requiring repairs, bringing attention to the need for winter road repairs.

The tires, wheels and suspension get the brunt of the impact and fixing any of those items is pricey:

"Winter roads will likely give way to pothole-laden obstacle courses," Greg Brannon, AAA's director of automotive engineering, said in a statement. "When a vehicle hits a pothole with any kind of force, the tires, wheels and suspension get the brunt of the impact and fixing any of those items is pricey."

11% of AAA roadside help calls in winter, spring were tire-related:

AAA received 1.8 million tire-related roadside assistance calls in the winter and spring of 2021, the organization said. Potholes are formed from moisture collected in cracks and crevices that expand and contract due to cool temperature fluctuation. The weight of passing vehicles breaks up the pavement, eventually creating a deep hole known for wreaking havoc mostly on tires, alignment, suspension and shocks. Even though there's no way to decipher if tire trouble is a result of potholes in some cases, 11% of calls during this time were tire related.

Tips to steer clear of pothole damage: Check your tires before heading out on the road to avoid potentially expensive pothole damage, AAA advises. Be sure to test tread depth and tire pressure, as well as suspension and alignment by monitoring changes in vehicle handling or excessive vibration. While the health of your vehicle is important for staying safe, being alert yourself behind the wheel will lessen your chances of hitting a pothole. Avoid driving through puddles or any standing water that may disguise a pothole beneath.

What to do when you can't avoid a pothole: For starters, don't panic — and don't slam on the brakes. Drivers should, instead, gradually reduce their speed, minimizing extra force to the tire and decreasing the chance of severe damage, AAA recommends. After pothole impact, take notice of any unusual vehicle behavior, such as new noises or vibrations. Also, consider having your car inspected.

40% of major U.S. roads are in poor or mediocre condition: Almost half of all major roads in America need a tune-up. Forty percent of roadways nationwide are in less-than-OK condition, according to TRIP's January 2022 report. TRIP — the National Transportation Research Nonprofit — is a private nonprofit that researches, evaluates and shares economic and technical data related to surface transportation issues. America's roads, allowing drivers to maneuver 2.9 trillion miles annually, move a good portion of the \$18.7 trillion worth of commodities transported across the country, the organization reported. Around 62.9 million full-time jobs in industries such as tourism, retail sales and agriculture are completely dependent on ground travel, it also said.

Each motorist spends \$621, on average per year, on repairs: The TRIP report revealed that individual drivers are spending \$621 each on average per year in repairs, accelerated vehicle depreciation, increase fuel consumption and wear and tear on tires — totaling about \$141 billion in overall cost. In 2019, the U.S. confronted a \$786 billion backlog in needed roads and bridges improvements, according to a status report submitted to Congress by the U.S. Department of Transportation (USDOT).

Rhode Island has the most pothole complaints on Twitter: An October 2021 study by Clunker Junker calculated the U.S. states that had the most complaints about potholes via number of tweets. Rhode Island came in at the top of the list — averaging 23.4 pothole complaints for every 1,000 km of road. Hawaii had the second most complaints, followed by New York, Massachusetts, California, New Jersey, Maryland, Pennsylvania, Connecticut and — finally — Florida with 11.4 complaints per 1,000 km.

Report a pothole in your state: Most states encourage residents to report a pothole when they see one.

Editor's note – My wife hit a pothole about 20 years ago in the city of Dayton. It trashed an almost-new tire and one of those expensive alloy wheels, costing several hundred dollars to replace. I sent a complaint and a bill to the city of Dayton, and they basically told me to get lost since the pothole was brand new and they hadn't had a reasonable chance to fix it yet.

Classifieds

For Sale: 1974 MG B Chrome Bumper with “Sabrinas.” Originally and currently painted “Mirage” that was only used in 1974. Ownership history thru current (8th) owner. Complete restoration 2008-2012 including inner/outer sills. Car in Sparta, TN. Asking \$19,000. For photos and details contact Charlie Bunnell; cebunn3@gmail.com, selling for a friend. (4/22)

For Sale: Luxury yacht. Great place to party in luxury with lots of your friends while cruising the world. Owner no longer able to travel outside of own country. \$50M or best offer. Email for more details, pictures, and secret location. vladimir@thievingoligarchs.ru. (5 22)

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. If you wish to continue the ad for an additional three months, contact srmarmarkman@att.net or 937-886-9566.

Minutes from April Club Meeting

Sam Hodges

The MGCC April 2022 meeting was called feebly to order by President Wolf at 7:31. President Ed Wolf, “Meeting time. We have a very full room tonight.” 33 Members were in attendance.

Vice President’s Report was next. Vice President John Scocozzo, “I got nothing.”

Minutes. Diana Hodges, “I move to approve the Minutes.” President Ed Wolf, “That’s a conflict of interest.” Ron Parks motioned to accept the Minutes. Dave McCann, Sr. seconded.

Treasurer’s Report was next. Ed, I didn’t get a report this month. Treasurer Sue Scocozzo, “That’s because we have a Treasurer. Sue continued: The MGCC had gains of: (\$277.00) in Membership Dues for a total gain to the MGCC of \$277.00. We had total expenses of: March Gumball (\$10.00) + P.O. Box Renewal (\$166.00) + Erie Insurance Premium (\$240.00) + Mother Club Membership Renewal (\$75.55) + Tune-Up Clinic Supplies [Coffee & Donuts] (&40.56) for a total expense to the MGCC of \$529.91. Monthly total gains when added to the loses means a loss of \$252.92, to the MGCC. When subtracted from our beginning balance of \$4,367.59, leaves the MGCC with an ending balance of \$4,114.68 in the

primary checking account. The savings account now has \$381.92, with cash-on-hand of \$30. Total ending balance of all accounts was \$4,526.60.” Dave McCann, Sr. motioned to accept the Treasurer’s Report as presented. Ed Hill seconded the motion to accept the report. MGCC voted. Treasurer’s Report approved.

Membership was next on the agenda. Membership Chair Carole Looft, “Sorry Ed, we had no new members. We’re sitting at 65 members and probably will be.”

Birthdays in April: Linda McCann, Tim Dunham, Dave Estelle, Mike Maloney, Gordon Lindsay.

Activities with Eddie were next. Ed Hill, “It’s spring time and activities have started. This Sunday is the Fly-In at Moraine Air Park. Runs from 8:00-1:00pm.” Lois Gribler, “8am? Do we have to be there at 8:00?” Dave Gribler, “Do we have to fly?” Lois, “My broom



Southeast British Car Festival
Dillard, Georgia

Save the Date!

The Southeast British Car Festival
Dillard, Georgia
September 15-18, 2022

The Peachtree MG Registry of Atlanta presents:
A Southern British Car Weekend in the mountains of North Georgia
All marques of British cars and motorcycles are invited to participate. Self-driving tours, guided tours, wine tours, local arts and crafts, silent auction, great food and fellowship.
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doesn't come out of the closet until 10." Ed continued, "The weekend after that is the drive to the Waco Museum in Troy on Sunday May 15th. We're leaving from Milano's in Beavercreek on Kemp road. Be there at 10 so that we can leave at 10:30 for the drive up. They want us there by noonish. Saturday May 21st, the British Museum of Transportation is having their 16th Annual car show. If you sign up by the 14th its only \$14. After that, it's \$18. June 1st is Perrysburg, followed by Peterborough Ontario June 19-23."

Sunshine Committee. Carole Looft, "Dave Estelle broke his leg but he's on the mend. Dave Smittle had open heart surgery for a valve replacement." Terry, "He's getting a valve job." Carole continued, "Also, Bill Hunter had knee replacement. Tom Davis had open heart bypass surgery."

Newsletter. Steve Markman, "I don't have anything." Ed Wolf, "Thanks for doing the newsletter." Dave Gribler "That article (about glass) was very transparent." Steve continued: "I've only got one article left, so send me some topics to research and write about, or send me info on your car or your car-related activities."

Webmaster John Scocozzo, "It's working. I haven't been doing a bunch to monitor, but it seems to be working." Terry Looft, "Is there anyway to upload photos? I've got about 25 from the Tune Up clinic that trying to send through email was becoming a chore."

Lois Gribler, "I think we should thank Mimi and Steve for hosting the Tune Up Clinic." A round of applause for Steve & Mimi.

Beer Brake called at 7:49.

Back from Break at 8:02.

Old Business, Ron Parks, "I'm here." Dave Sr., "Are you volunteering to be old business?"

Ron, "We've got an MGA Coupe event to try to get the doors, boot, and fenders right so that Dale Oaks can paint them. If you have some experience or want gain some experience, show up this Saturday and help John."

BCD. Skip Peterson, "We appear to have at least 5 sponsor this year. Cost on t-shirts and awards are driving the costs up. We're going to have a virtual meeting May 12th because 1/2 the members live in Cincinnati and we got tired of going to the bowling alley, especially after the shooting. The Daimler club is having their meet in addition to ours. They've revised their car estimate to 6-10 cars." Ed Hill, "BCD party on the grass Friday night?" Skip, "They're allowing us 6-cars. I have it in writing. I would like to send out a signup sheet of people willing to help park cars by June. This can of worms is wide open right now." Ed Hill, "There has to be a better way of letting people know what class/row they're in." Lois, "Give me the damn thing from 7-8, I'll get them in and then I can go home." Jennifer Peterson, "You have to smile."

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June 6-10, 2022
Colorado Springs, Colorado

FAMOUS FOR ITS SOPHISTICATION AND GENTLE VIBE, COLORADO SPRINGS EARNED THE NICKNAME THE "LONDON OF THE WEST" IN THE 1800S. AND IT STILL MEASURES UP. TRIPADVISOR JUST RANKED COLORADO SPRINGS 7TH AMONG THE "TOP 25 EMERGING DESTINATIONS" IN THE WORLD. BEST GET HERE BEFORE THE STAMPEDE.

REGISTRATION IS NOW OPEN!

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Tech Tips. Dave McCann, Sr., “There’s a new British restaurant in downtown Enon called ‘the Last Queen Pub’. It’s located at 210 W. Main Street. I volunteer to do a test run.” Ron Parks, “I think you’re going to need some help with that mission.”

For sale, nothing.

Gumball Rallye was won by Cathy Barnes

Meeting adjourned at 8:18.

Terry Looft, “I think we missed the end of the meeting.”

. The savings account now has \$382.38, with cash-on-hand of \$30. Total ending balance of all accounts was \$4,750.12.” Ed Hill motioned to accept the Treasurer’s Report as presented. Dave McCann, Jr. seconded the motion to accept the report. MGCC voted. Treasurer’s Report approved.

Membership was next. Carole Looft, “There were no new members. We did have 1 renewal. Membership now stands at 65 members.”



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