

# THE OCTAGON NEWS



Volume XLIX No. 8

June 2023



Photos - 100<sup>th</sup> Anniversary of MG Pub Run

Photos - British Return to Ft. Meigs

## Presidential Musings

Dave Johnson

While Rachel and I were not able to make the latest club drive, we did manage to spent plenty of time on the road and behind the wheel. We took a quick trip to Southwest Missouri to visit her Mom and see a bunch of the rest of the family.

The route from Dayton to Springfield Missouri is one that I have been taking since 1982. That is the year that I met Rachel. We finished our undergrad degrees in 1985 and 1986. I have lost count of the times that I have driven this route back and forth.

This trip we ran into the worst traffic on South I44 that I can remember. It was almost bumper to bumper the whole way! So very tiring! We had taken our Miata, so I got plenty of clutch time. Long highway miles is not really fun in a small sports car. Air conditioning is a wonderful thing! Hopefully one day I will be able to see



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 June 28<sup>th</sup>**

## MG Car Club Officers

**President.....Dave Johnson**  
Phone..... 937-902-8888  
email.....daydave@hotmail.com  
**Vice President.....Ron Parks**  
Phone..... 937-322-0717  
email.....mgdriver@woh.rr.com  
**Secretary.....Diana Hodges**  
phone..... 937-581-4767  
email.....sammgb@earthlink.net  
**Treasurer..... Sue Scocozzo**  
phone..... 937-231-9188  
email.....jscocozzo@hotmail.com  
**Member at Large.....Dave McCann Sr**  
phone..... 937-206-0293  
email.....dave@mccanco.net  
**President Emeritus..... Ed Wolf**  
phone..... 937-668-1298  
email.....ed\_wolf@trimble.com  
**Web Master.....John Scocozzo**  
phone.....937-231-9188  
email.....jscocozzo@hotmail.com  
**Activities Chair.....Ed Hill**  
phone.....937- 461-6688  
email.....ehillmgb@aol.com  
**Membership Chair.....Carole Looft**  
phone.....937-382-1520  
email.....carole@looft.net  
**Historian.....Open**  
  
**WebPage....www.mgcarclubswohio.com**

### Your Octagon News Editor and Production Staff

Steve Markman 937-886-9566  
[srmarkman@att.net](mailto:srmarkman@att.net)

Terry Looft 937-382-1520  
[terry@looft.net](mailto:terry@looft.net)

And special thanks to Ron Parks for proofreading.

### Inside This Issue

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## Upcoming MGCC Events

### Jun:

- 4 – British Return to Fort Meigs
- 6 – National Drive-In Movie Day
- 28 – Meeting at Bennett’s Pub

### Jul:

- 4 – Americana Festival Car Show
- 9 – National Sugar Cookie Day
- 26 – Meeting at Bennett’s Pub

### Aug:

- 5 – British Car Day
- 12 – Middle Child Day
- 23 – Meeting at Bennett’s Pub

*See meeting minutes for other area activities!!*

the final finish on a MGT with A/C, so we could take it on long drives.

We decided to take a different route home, and we purposely chose not to drive on the Interstate. We took all county roads and a few divided highway miles. Spent two days on the road. There were plenty of curvy two lane roads. Top Down, Baby!

We spent the first day driving across the south end of Missouri and stopped at the conjunction of the Ohio and Missouri rivers. There is a small state park there with a large two story concrete Paddle Boat themed structure that, from the top, gives you a clear view of both rivers behind you and the large expanse of the merged rivers. It’s a great place for the panorama setting on your phones camera.

From there, it was back roads of Kentucky and southern Indiana for the rest of the way home. We drove through a bunch of little towns, and a lot of farm fields. We were surprised to see a vast expanse of rice fields. Did not know we grew rice in Missouri.

By the time of our June meeting, Rachel and I will have celebrated our 40th wedding anniversary on the 18th. When you see her, congratulate her on putting up with me for so long. I am truly a very lucky and blessed man.

## 100<sup>th</sup> Anniversary of MG Pub Run

Ron Parks

Saturday May 27, 2023, was a beautiful day in Ohio for the MG Car Club Southwestern Ohio Centre’s pub run to celebrate 100 years of MG cars. We gathered in front of the Court House in London Ohio for the tour: seven MGBs, three MGAs, one MG Magnette, and one MG Midget. After posing on the steps of the courthouse for a group photo, attired in our blue MG Centenary t-shirts, we hopped in our MGs and departed on the London to Brighton run. Unlike the sixty mile London to Brighton Run in England, the Ohio version is approximately eight miles. After a brief stop in Brighton for more photos with our MGs, we proceeded west on National Road, US 40, to Enon Ohio, where we dined outdoors at “The Last Queen” English pub. After a good lunch and some British brews, we got permission from the pub owners to park our MGs in front of the pub for yet another 100 year MG anniversary photo of the group.

There was one casualty, as Dave & Lois Gribler’s MGB developed a loud noise that turned out to be a steering arm problem. This prompted them to skip lunch and head home for repairs.

The matching MG Centenary t-shirts and the banner made our celebration special and added to the fun! Thanks to Carole and Terry Looft for designing and obtaining the t-shirts and Skip Peterson for

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creating/procuring the banner.

All-in-all, touring in MGs on a perfect, blue sky, sunny day was a fun way to celebrate 100 years of MG cars!





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# The British Return to Ft. Meigs

Ron Parks

A caravan of three (3) MGs traveled north on SR 235 to Ft. Meigs in Perrysburg, Ohio to attend “The British Return to Ft. Meigs” All-British car show on Sunday June 4, 2023. Ron Parks with his Granddaughter, Chloe, led the pack in his MGB, followed by Carole Looft driving her MBC and Terry Looft in his MGF. It was a cool morning with the tops down, jackets & blankets, but the sun soon warmed us. Ron & Chloe toured the Ft. Meigs Museum after walking around the show field casting votes.

Several MG Car Club Southwestern Ohio Centre members won awards at the show: Carole and Terry Looft each won their respective classes, Tony and Leann Shoviak, as well as Dave & Kim Smittle also won awards.

The drive home late in the afternoon was very comfortable. Carole & Terry chose to return home on the Interstate, while Ron and Chloe retraced their morning route down SR 235. Ron & Chloe could not pass up the De Graff Creamery for ice cream cones.





## Diesel Engines – How are They Different?

Steve Markman

**Y**ou may recall from the fuel crises of the 70s and 80s that diesel engines became very popular in passenger cars for a while. Today, you'll most likely see them only in large trucks and construction equipment, railroad locomotives, farming equipment, and even cargo ships. If you look under your car's hood (or bonnet), you probably couldn't tell if the engine is a conventional gas engine or a diesel, unless you're an experienced mechanic. They look very similar; they're both four cycle internal combustion engines, with valves, cam shafts, and more. You'll even see what appear to be spark plugs, but they're not. So, how are they different?

You may recall from earlier articles that when a gas is compressed, it gets hot. If it is compressed enough, it can get hot enough to ignite fuel. That's the basic principle upon which a diesel engine operates. It takes in air, compresses it, and then injects fuel into the compressed air. The heat of the



compressed air ignites the fuel without the need for a spark plug.

Gasoline engines generally inject fuel into the air flow prior to the intake stroke, either by using a carburetor, in which the fuel evaporates into the airflow, or by using port fuel injection, in which very fine fuel droplets are injected into the air flow. Either way, the fuel enters the cylinder during the intake stroke and then is compressed along with the air. Recall that a gas gets hot as it is compressed. If the piston compresses the fuel/air mixture too much, it will ignite spontaneously and cause knocking. Thus, the gasoline engine's compression ratio has to be limited so as not to cause the fuel/air mixture to ignite spontaneously. On the other hand, a diesel engine compresses only air and then injects the fuel into the cylinder at just the right time so that the hot gas makes it ignite. Because of this difference, the compression ratio in a diesel engine is much higher. A gasoline engine compresses at a ratio of 8:1 to 12:1, while a diesel engine compresses at a ratio of 14:1 to as high as 25:1.

With a conventional gasoline engine, pressing on the gas pedal doesn't increase the flow of gas, at least not directly. It's actually controlling the flow of air by pivoting a plate in the carburetor. The air that passes the plate then sucks in an appropriate amount of gas. In a diesel engine, it's exactly the opposite. The engine sucks in a full amount of air into the cylinder, and the throttle controls the amount of fuel that is injected into the cylinder. The more fuel injected into the cylinder, the more power produced.

And what about the thing that looks like a spark plug? It's actually a glow plug. When a diesel engine is cold, especially in a cold climate, the compression process may not raise the air temperature high enough to ignite the fuel. The glow plug is an electrically heated wire that facilitates fuel ignition when the engine is cold. As soon as the engine heats up enough to support spontaneous combustion, the glow plug no longer is needed.

Diesel engines produce way more torque than gasoline engines. Torque is the twisting force that causes an object to rotate. In cars, torque is directly related to the ability of an engine to pull a load. There are several reasons why a diesel engine produces more torque than does a gasoline engine.

Before going any further, let me digress a bit just in case you don't understand the difference between torque and horsepower. They're related, but the relationship is complex. While torque and horsepower ratings are common vehicle selling points, many consumers don't fully understand what the ratings mean. Torque measures the turning force produced by a vehicle's engine and the engine's ability to perform work, while horsepower measures how fast the engine can perform the work, i.e., how much work in a given amount of time. Therefore, high torque makes the vehicle accelerate faster from a stop, while high horsepower makes for higher top speed. While both are necessary to move a vehicle, if you're hauling heavy loads or pulling a trailer, a high-torque engine would be superior. If you're racing and pretty-much driving near the vehicle's top speed, you'd want an engine with higher horsepower.

As stated earlier, the compression ratio of diesel engines is higher than that of its gasoline counterpart. It takes a longer compression stroke to produce this higher amount of pressure. On the power stroke, the piston now moves a greater distance so the cam shaft has to have a larger throw, resulting in more leverage, thus producing more torque. Also, since the diesel fuel burns slower, it continues burning during at least part of the power stroke, giving a more steady push on the piston as compared to the gasoline engine's explosion as the spark plug fires and burns the fuel quickly. The torque-to-horsepower ratio in diesel engines rarely is lower than 2:1, and it's typical to see ratios of 3:1 and even 4:1 in heavy-industry engines. Gasoline engines are much closer to a 1:1 ratio.

Diesel engines are much heavier and rugged than gasoline engines. Because of the higher pressures and greater torque, diesel engines are built with heavy-duty components. To withstand the tremendous

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stresses imposed on them, manufacturers use special steel alloys for the blocks, crankshafts and connecting rods, and typically use cylinder heads with at least 6 head bolts per cylinder. It's normal for the engine in an over-the-road vehicle to go 750,000 to 1,000,000 miles between overhauls. This may explain why many of the diesel engines used in the 70s in a panic to improve fuel economy didn't hold up; they were based on gasoline engine designs and lacked components that were strong enough to withstand the greater stresses typical of a diesel engine.

The fuel used in diesel engines is very different from gasoline, being slightly less refined, and heavier, more viscous and less volatile. Diesel fuel can begin to stiffen slightly or even solidify in very cold weather.

Diesel passenger cars are much more popular throughout much of the rest of the world, especially in Europe, than here in America. I won't get into this discussion, but there is an excellent article about this at: <https://rentar.com/no-diesel-cars-u-s-diesel-popular-abroad/#:~:text=Because%20diesel%20is%20a%20complex,engine%20than%20a%20diesel%20engine>.

Just so you know, the diesel engine was invented by Rudolf Diesel. He was born in Paris, France in 1858. His invention came while the steam engine was the predominant power source for large industries, but he realized that they were highly inefficient in turning the energy stored in fuel into mechanical energy. He created his first prototype diesel engine in 1897.

By 1912, there were more than 70,000 diesel engines working around the world, mostly in factories and powering generators. Eventually, Diesel's engine replaced steam for railroad engines, and after World War II, trucks and buses also started using diesel-type engines that enabled them to carry heavy loads much more economically.

On September 29, 1913, Rudolf Diesel disappeared from the steamship Dresden while traveling from Antwerp, Belgium to Harwich, England. He was on his way to England to attend the groundbreaking of a new diesel-engine plant—and to meet with the British navy about installing his engine on their submarines. His body was found floating on October 10. There was, and remains, a great deal of mystery surrounding his death. It was officially judged a suicide, but many people believed that Diesel was murdered. The mystery probably never will be solved, but Diesel was nearly broke at the time.

Sources:

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<https://blog.amsoil.com/the-difference-between-horsepower-and-torque/#:~:text=While%20torque%20measures%20the%20turning,makes%20for%20higher%20top%20s peed>.



## Classifieds

**For Sale:** Numerous MG-related items. MOSS MGB Roll around engine stand fits '62 - '80 MGB engines. Used, but in very good condition. \$65. Numerous framed MG posters, pictures and metal signs that need new homes. Wall hanging made from MGB wire wheel cut in half, washer welded to back side in order to hang on wall. \$65. 1/18 scale, factory-built '47 MGTC by Road Signature. Yellow with green interior and black removable top. No box. \$30. Several MGT & MGA books signed by author...\$30 - \$35 ea. Larry Youngblood, 937-689-6995. Leave message if I don't answer. (6/23)

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

## Minutes from May Club Meeting

Diana Hodges

**P**resident Dave Johnson called the May 2023 meeting of the MGCC SWOC to order precisely at 7:30. President Dave, "It's 7:30. There's something I want to address. Do we have anything in our bylaws about a Sergeant-at-Arms? I think something came up that requires a Sergeant-at-Arms. We need to address the elephant in the room. I'm going to ask Eddie to be Sgt-at-Arms. We had a drive scheduled for last Saturday that was rescheduled due to expected inclement weather. There was in fact no bad weather. I think the Sgt.-at-Arms should go to whoever cancelled, Ron, and take away his accu-weather forecasting card." Dave McCann, Sr., "That's because you didn't go to the last drive where we got soaked. The Gribler's actually put their top up." Skip, "First time in 32 years that top's been up." Dave McCann, Jr., "It only took them 20-minutes."

Vice President's Report was next. V.P. Ron Parks, "In my defense, the rain moved to the southeast and we'd have been in the rain all day if we'd gone. I have something for Dave Gribler since he's the one who rebuilds this kind of thing. It's a master cylinder and slave cylinder for an MGB clutch. Mike Hirsch, "One or both don't work." Sam Hodges, "You talking about Dave or the parts?"

V.P. Ron Parks continued, "I'm suggesting a Pub Run to the Last Queen in Enon on June 10th. We could meet in Xenia and take a drive. The Last Queen is only open until 2pm on Sundays hence Saturday's date." Dave McCann, Sr., "Ron, there's a parking lot down the street." Steve Powell, "Is the parking lot covered?" Ron, "The weekend before that is the Perrysburg event." Lois Gribler, "That's the weekend of the MGC meet. We wont be there."

Minutes were next on the agenda. Steve Markman motioned to approve the Minutes as reported. Dave McCann, Jr. Seconded. The MGCC voted. Minutes approved as reported.

Treasurer's Report was next. Treasurer Sue Scocozzo, "The MGCC had gains of: Squat. Nil. Bupkis. (\$0.00). Total gain to the MGCC was \$0.00 (for the second month in a row). We had total expenses of: Flower and Card (\$134.97) + Decals, Name Tags & Regalia (\$37.59) + Tune-Up Clinic supplies (\$44.46) for a total expense to the MGCC of \$217.02. Monthly total gains when subtracted from the losses means a loss to the MGCC of \$217.02. When subtracted from our beginning balance of \$4,415.26, leaves the MGCC with an ending balance of \$4,198.24 in the primary checking account. The savings account now has \$382.15, with cash-on-hand of \$20.00. Total ending balance of all accounts was \$4,600.39." Ron

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Parks motioned to accept the Treasurer's Report as presented. Eddie Hill seconded the motion to accept the report. MGCC voted. Treasurer's Report approved.

Membership Chair Carole Looft, "We had no new members for the month." Terry Looft, "At least it didn't go down." Art Barnes (to Carole), "How old are you?" Skip, "Inappropriate." Ron P., "Where's the Sgt.-at-Arms?"

Birthdays in May: Mike Hirsch, Sue Scocozzo, Mary Planeaux, Leeann Looft, Torey Looft, Tom Smith.

Activities with Eddie was next. Ed Hill, "The rescheduled London-to-Brighton run will be this weekend (*Memorial Day Weekend*) as a fun get together. July 17-20 the MGBs will be gathering of B's in Calgary, Canada." (*Word is that most of the people going left right after the meeting to get there in time.*) There's a Concours at Keeneland Horsepark in Lexington, KY, July 15th. Skip, "They have a car paddock that had 600 cars last year. It's nice." Ed continued, "BCD is Saturday, August 5. University Motors reunion will be August 17-18, Get your cars out and drive them." Dave McCann, Jr., "The old planes are coming to Springfield airport July 5-9th. The Commemorative Air Force's 'Air Power History Tour' will be coming to town with several vintage Warbirds."

Sunshine Committee. Carole Looft, "I got an email from Dar Planeaux. Mary is slowly recovering but she's consistently getting out and about."

Newsletter Editor Steve Markman, "After my last article, I hope everyone has a better appreciation for the roads we drive on. Good news, I finally have copies of the book with me. Price is \$17." President Dave, "You've got to hawk it a bit stronger than that if you want to move them." Skip, "He's not saying anything about his recent award, so I will. Steve was the recipient of a volunteer award for his work at the Museum of the United States Air Force. He's volunteered 4,000 hours." Steve, "That was over about 16. Years. I got a lapel pin and a nice certificate with it."

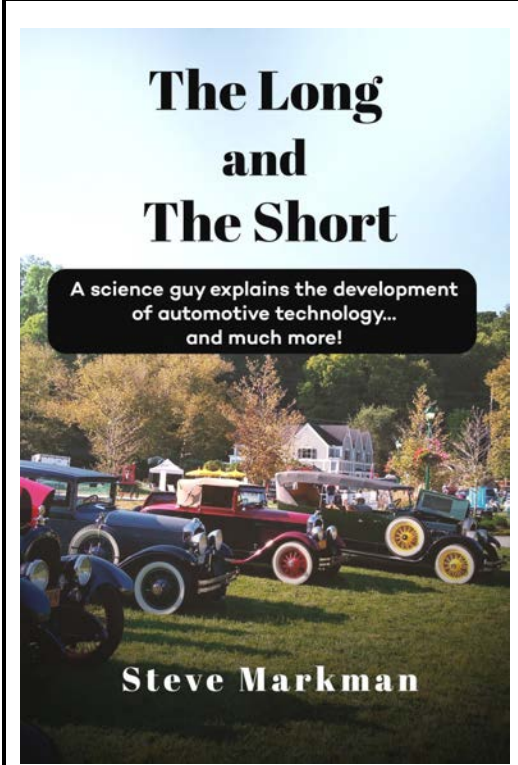
Webmaster John Scocozzo. "It's still out there. Or at least it was there a few hours ago."

Beer Brake called 7:51.

Back from Break 8:01

Old Business. Dave J., "Who's old tonight? Eddie, Terry?" Terry Looft, "Am I there already? No, he's over there (*motioning to Steve Powell*).

Having no Old business, BCD was next. Skip Peterson, "We have secured the same number of sponsors as last year. We need to give a heads up to Greg from the Triumph club who's made this happen. Claiborne Grille is coming back, earlier, and prepared for what they experienced last year. They should also have coffee & donuts. Susie's Dip-n-Dots will also be back this year.



**The Long  
and  
The Short**

A science guy explains the development  
of automotive technology...  
and much more!

**Steve Markman**

**Available at the June club meeting.**  
Price \$17 (beats the publisher's price,  
and no shipping charge!). Check or  
correct change appreciated!!

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Nothing new from the park so far. Shirts are done and everything seems to be on track.” John Scocozzo, “As for numbers of registration, we’ve got 42 cars already registered. There could be some that were analog (*i.e. paper*).” Skip continued, “There will be venue issues again because the Army Corps of Engineers are still working to shore up the riverbank. We should have all of the proper permits to allow us to drive on the grass. There is a brand new CEO of the MetroParks because the last one retired.” Dave J., “Make sure we know who the supervisor is.” Eddie, “Are we having to pay the supervisor?” Skip, “Yep. \$35/hour. They’re not helping us with the toilet paper or parking cars, or anything else.” Dave G., “So who’s supervising the supervisor?” Skip, “I’m thinking about getting a job at the MetroParks.” Terry, “It’s a great job if you can get it. On my last job I was paid all night long just to sit around and look out the window.” Carole Looft, “I think we’re going to have to hang the pictures from the EZ-Up.” Dave McCann, Sr., “Dave Jr. Just bought a new EZUp. I’d also like to bring the 1996 Indianapolis wide frame pic.” Skip, “Don’t forget our ‘In Memoriam’ page.” Dave, Sr., “I’m not feeling too well myself.” Terry Looft, “We’ll save a spot for you.”

Concours was next. Skip, “We’ve got 16 MGs nominated. Some from the club, others not. One is a 1934 N-Type. We’re getting interesting cars. And we want a diverse group of cars shown. The big concours in Texas had 37 cars in one class and it was also 100-years of MGs.”

Museum MGA update. Ron Parks, “As you saw, we moved it to Cincinnati. Ron Ramer made a dolly when he restored his MGA and he donated it to the Museum for our MGA. His brother-in-law is painting the car for us. We do have the paint and it matched perfectly to Zeno’s car, Orient red which was the original color for the MGA.

New Business? Squat.

Tech Tips. Dave Johnson, “I’ve got \$1 if someone’s comes up with a tech tip.”

For Sale. Mimi, “I’ve got some freebies. Old manuals for MGBs and Midgets (*Standard ‘I think the term is short people jokes*). Gordon has as set of English Wentworth tools for sale for \$125. Contact Gordon Lindsay.

Gumball Rallye - Pete Milo won Gumball after drawing his own name.

Motion to adjourn made by Dave McCann. Dave Gribler seconded. Meeting adjourned at 8:19.

  <p><a href="http://www.BritishTransportationMuseum.org">www.BritishTransportationMuseum.org</a> 321 Hopeland St., Dayton, OH 45417</p> <p><b>Giuseppe Automotive Restoration</b> (818) 269-3240</p> <p>Your antique/classic maintenance and restoration expert</p>	  <p>Parts, Service and Restoration for MG, Triumph, Austin Healey and Related Autos</p>  <p><b>Steve Miller</b> 3733 Wilmington Pike Kettering, Ohio 45429 (937) 294-7623 e-mail: MgAutomotive1@aol.com</p>
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Don't forget to register for British Car Day. Use this form to register via snail mail. Better yet... go to [www.britishcardaydayton.com](http://www.britishcardaydayton.com) to register online (it's painless...really!).



1754 Lindenhall Dr.  
Loveland, OH 45140-2120

## British Car Day 2023 Registration

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_ Phone \_\_\_\_\_

e-mail \_\_\_\_\_ Miles Driven to BCD \_\_\_\_\_

Yr./Make/Model \_\_\_\_\_ Class \_\_\_\_\_

Require trailer parking Yes \_\_\_\_\_ No \_\_\_\_\_

Advance registration (includes free t-shirt) \$25.00 \_\_\_\_\_

*Deadline: Must be received by July 22, 2023*

T-shirt size S \_\_\_ M \_\_\_ L \_\_\_ XL \_\_\_ XXL \_\_\_

Additional t-shirts (day of show \$20) \$18.00 \_\_\_\_\_

S \_\_\_ M \_\_\_ L \_\_\_ XL \_\_\_ XXL \_\_\_

Vendor registration \$30.00 \_\_\_\_\_

**Total** \_\_\_\_\_

**Make checks payable to: British Car Day 2023**

**Mail to: BCD 2023, 1754 Lindenhall Dr. Loveland, OH 45140-2120**

Neither I, nor my heirs, will hold the Miami Valley Triumphs; The MG Car Club, Southwestern Ohio Centre; Five Rivers MetroParks, or any other sponsors or persons associated with this event, liable for any personal injuries or damages done to me or by me, my party or my car, while engaged in this event or while traveling to or from this event.

Signed \_\_\_\_\_ Date \_\_\_\_\_