

THE OCTAGON NEWS



Volume XLX No. 4

February 2024

Where has Dave been in MGs
The Long and Winding Road (Member Featured Car)



From the President

Dave McCann Jr.

I was going to start off complaining about the cold, but it was only really really cold for about two weeks and then it got better (turned into a newt and arctic cold, it happens). Forecasts seem to be showing that it should be halfway decent for the rest of winter and then we can start complaining about how hot it is again. I'm still working on the insulation in the ceiling of the garage. That's turning out to be quite the project. I need to start on the engine rebuild of the engine for the Red car (after I took the engine from that car for the MGA), and then there's the Yellow car. I continue to work on HVAC parts for the Yellow car. When I got the car it came with the HVAC not running and partially disassembled. The air handler came from Vintage Air, as I recall. It was taken apart at some point because the



North American MGB Register

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

Club Membership Information

Membership dues of 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 Loft** 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:

Wed, February 28, 2024

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plastic air handler box was insufficient protection from the heat of the engine bay so the AC was unable to cool the air (also sourced from the engine bay) enough to make it worth the trouble. The radiator expansion tank was moved in place of the blower motor and the blower motor got lost somewhere along the way. I had to replace the plastic expansion tank, and I think the one I was able to replace it with will provide enough space for a new blower motor. I am also planning on insulating a box around the plastic air handler box, and routing the air intake for the HVAC system from the cabin. This will put the HVAC into continuous recirculation, but I'm pretty sure the car is not airtight enough for this to be a concern. I'm 3D printing a part to connect ducting from the air handler box to the blower and additional parts to connect a duct from the blower motor to the offside pedal box access port. This is normally just covered by a large blanking plug, so it's an easy way to get air from the cabin back into the HVAC system. I have already tested things to determine that the HVAC works in heat mode. Once I get the blower motor and related parts installed, and the insulated box over the air handler, I can reinstall the compressor and hook up the lines again. I'll need to put in a new dryer, but I can use my vacuum pump to draw down the system to test it once it is all together. I won't do the refrigerant myself, but I have friends who can help with that.

Another 3D printing project is turn signal and high beam stalks for the MGA. That car is in Virginia for the winter, but I go there several times a year so I continue to make progress on that project. I'm continuing with the shift knob production. I made a 3 inch ball shift knob for the Yellow car (with a rather inventive shift pattern printed on it, inventive inasmuch as I completely invented it from thin air). But the primary point of the shift knob project is to make MGA 5-speed knobs. I'd helped a friend source knobs for several years from a guy in Wyoming, but he's retired now from his retirement job and I've been unable to find anyone else to make this shape of shift knob. I got a multi-color 3D printer recently and with its enclosed frame, it prints quite well with Polycarbonate filament. I started off printing primarily with ABS, but that filament has issues with warping. Particularly when printing on an open printer. I moved to PETG filament and this was a revelation. All the warping issue of ABS are not present with PETG (PolyEthylene Terephthalate Glycol). You still need a heated print bed, but I had that in my Prusa Mini and even in the Printbot that preceded it. One downside to PETG is how well it sticks to previous layers of PETG. I say downside, as you frequently need support material for a 3D printed object. And it becomes very difficult to remove PETG support material from the PETG part. The new multi-color 3D printer resolves this because multi-color is really multi-material. And one of the materials can be an interface material between the PETG part and the PETG supports. This does add time to the print as it takes quite a long time to switch between materials, and this needs to occur on every layer. One switch per layer for every material beyond the first. It can re-order the material so the last material from one layer is the first on the next. But still, one switch per layer for two material prints, and two for three material, etc. That is on a layer by layer basis, so if a layer only has one color, most likely no switch is required.

But I have moved beyond PETG, and now I'm printing a lot of stuff with Polycarbonate (PC). PC is just as good at sticking layer to layer as PETG, but it seems to not be limited by sticking to supports. It does not completely come free of support material, but it is just so much easier to separate the supports away when using PC. It sticks to a high temperature print bed with a glue layer even better than PETG, but then releases when that bed cools down. Frequently the part will release just by the cooling action. PETG does that also, but not as well. And PETG needs a bit more help sticking to the glue covered high temp print surface. PC is not available in quite as

Upcoming Events

February:

2 – Groundhog Day
4 - Pub Run to Troll Wheelhouse
28 – Meeting (Bennett’s Publical Family Sports Grill,)

March:

27 – Meeting (Bennett’s Publical Family Sports Grill,)

April:

21 – 24 MG 2024 Katy Texas
24 – Meeting (Bennett’s Publical Family Sports Grill,)

May:

22 – Meeting (Bennett’s Publical Family Sports Grill,)

June:

17 – 21 Octagonal Time in the Heart of Ohio
26 – Meeting (Bennett’s Publical Family Sports Grill,)

July:

15 – 19 - GT-49 Welches, Oregon
24 – Meeting (Bennett’s Publical Family Sports Grill,)

August:

3 – British Car Day, Dayton
28 – Meeting (Bennett’s Publical Family Sports Grill,)

September:

15 – Concours d’Elegance, Dayton
25 – Meeting (Bennett’s Publical Family Sports Grill,)

so the early travel in two of the MGBs was reconstructed from memory. The long trips are pretty solid, but the early travel in the first MG was a guess.

many colors as PETG (or ABS or PLA), but otherwise it seems like the perfect print filament. I did find a yellow PC filament, you know Minion colored.

Beyond that, I also printed another set of numbered octagons for drawing door prize car numbers at the car show. This set is the third set I've printed. Each one better than the last in some way. I also printed a box to keep them in this time. We'll see how well that works to keep the numbers organized between car shows. Assuming, I don't find another reason to print a new set of numbers next year. That's probably more 3D printing details than most of you want to know, so I'll wrap it up here.

No shortage of 3D printing projects with the different cars. See y'all at the meeting and Safety Fast

Welcome New Members

Carole Looft

Ron & Kathy Watkins

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1969 MGB

Where I've Been in MGs

Dave McCan Jr.

I think I started putting the map together about fifteen years ago. When you start doing things you don't usually pay much attention to when it is, because at the time it was 'now'. Now now, I'm only guessing when then 'now' was.

At that point I'd been across the country a couple times (two trips east and two west, but only one round trip),

so the early travel in two of the MGBs was reconstructed from memory. The long trips are pretty solid, but the early travel in the first MG was a guess.

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Looking around the map there are more than a few dead ends and gaps. Some of those are where I got somewhere and then returned on the same road. I try to avoid returning on the same road, but I seem to have done it more than a few times. The other way that happens is when the car breaks. Quite a few of those spread around also. Interestingly, there are other breakdowns that are hidden by other trips along the same road. I broke down heading into Louisville a couple years ago, but I've been through there at least one other time in that car so it doesn't show up on the map.



The extremes can be seen, such as the '70 MGB going to Cape Flattery in Washington State or several of the cars going to Key West. The Northwestern corner has two points that could be considered the most Northwesterly (three if you include Point Roberts). I've been by the Peace Arch and also out to Cape Flattery. Two of the cars have been to Key West, three times each. Most of the driving through Florida has been I-95, but a couple other routes were taken here or there. Many of the Key West trips were driving down and back through Richmond, VA with friends from Richmond and I-95 was the usual route of choice. The Northeastern corner is, like all but the Southwestern corner, not clearly a single point. My trip through Maine involved a stop at the Easternmost point in the contiguous US, the West Quoddy Head lighthouse, and then a drive along the border on US 1 to the Northern end of US 1 at Fort Kent Maine. Wherever you might consider the Northeastern corner to be, it is almost certainly between Quoddy Head and Fort Kent. There is one other part of Maine that could be in the running for Northeastern-most, between Pohenagamook and Rivière-Bleue, Quebec. As very little of this area in the US has roads, I'll have to live with where I was able to drive.

There are a number of places I've driven one of the cars more than one time. The '70 MGB has been to Whistler twice. First as part of a drive from Vancouver during the NAMGBR meet MG '99. The second time was for NAMGAR's GT-32. I specifically drove US 50 in Kansas a second time in the MGA a couple years ago. I was headed to Tucumcari and I didn't have any particular route in mind in advance, but I decided I wanted to stop in Dodge City again and I also wanted to find the mid-point of US 50. It was further West than I remembered, but I stopped there again and got pictures. I've driven the '64 MGB in Arizona and Utah on two different trips. One was a loop

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from San Francisco, over Tioga Pass, through Las Vegas and along the AZ/UT border. I went through the Mexican Hat area again in 2004 when I was moving from Oregon to Virginia. The second time included a side trip through the Valley Of The Gods in southern Utah. I was pleased to find the road through there was not a dead end as it was about fifteen miles of gravel. The scenery through there has few equals. (Garden of the Gods is near Colorado Springs, and is a different place.)

Some of the breakdowns have interesting stories. On the way back from GT-39 in Ottawa, I had a problem with the 5-speed transmission in the MGA. They are supposed to be sealed, but apparently this one leaked too much and a layshaft bearing started making noise. I was able to coast to the side of the road and later after refilling the gearbox it seemed to be fine so I drove it another three years before it acted up again. I swapped it out at that point. But the interesting part of the story is where I coasted to a stop, on I-80 where it crosses Shades Of Death Road. One of the more interesting names for a road. Another place the map shows not just an end, but a gap is in Washington state where I broke down at about 10pm on a Friday night. The radiator support had broken and the fan cut through the radiator in a large segment of the fan circle. I could not get a radiator until Monday and it took until Tuesday to get it fixed.



West Quoddy Light House –
Easternmost point in Contiguous US



Northern End of US 1

In the interesting things I've seen category, there is a Monument/Museum in Nebraska. It's called the Great Platte River Road Archway Monument, and it spans I-80. I've been under it three times. At some point I need to stop and see what's there. One of the trips to Key West included a trip across Alligator Alley. In addition to the expected wildlife signs, I recall seeing a panther crossing sign. In California, many of the dry river beds have names. Instead of a Dry River, they call them a Ditch. The first one west of Baker, CA on I-15 is Moby Ditch. US 101 runs from East Los Angeles north through California, Oregon and Washington. It does not, however, have a North end. It runs across the top of the Olympic peninsula and then down to Olympia, WA. It is signed East/West around Port Angeles, WA at the top of the Olympic peninsula and North/South everywhere else. There's a road that bypasses Hoquiam, WA. It is at roughly sea level at both ends and goes over a small hill in the middle. That hill is marked as Lonngren Pass - Elevation 47.



Moss Motoring Challenge



Key West – World's Longest Parade!

The Long and Winding Road: with apologies to The Beatles

Skip Peterson

I purchased my 1959 MGA out of the local newspaper classifieds in the late 1990's, and found a non-running, numbers matching, beat up, complete, rust free Alabama car. I got it running the next year and drove it maybe a half dozen times before hearing that terrible metal sound of main bearings going out. With the help of fellow members of the MG Car Club Southwestern Ohio Centre the engine and trans came out and later the body came off the frame.

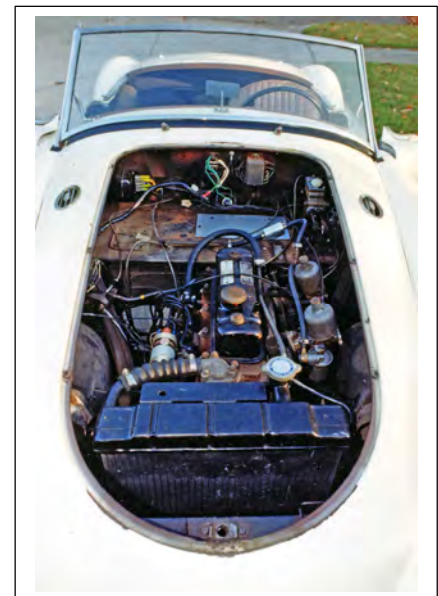


I stored the body at a friend's shop for a number of years while the chassis was redone (blasted and painted) and I then rebuilt all the components, made new floorboards and reassembled. MG Automotive in Kettering handled the engine and trans rebuild. Again, the club lent a hand as the engine and trans were reinstalled in 2002.



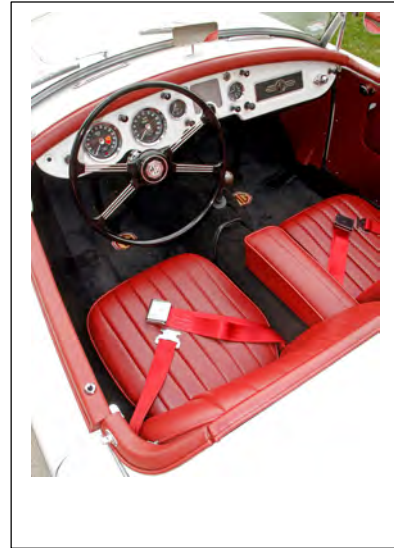
The body was sent to Carl's Body Shop locally for a strip and repaint. It's now late 2004 and things kind of ground to a halt. The body was sitting on a 2x4 rack I built above the chassis and sometime in 2005 it was dropped back on the chassis with the body shop doing the final fitting of the fenders.

Now back home, up on jack stands, the body wiring was finished, lights, brakes, bumpers, etc. and then it just came to halt. I was losing interest and kind of hit the wall with the dash wiring and the interior. It sat like this for many years and became the butt of jokes from the club, my kids and later my grandkids: "When will the A be done?"



Sometime in late 2020, I finally realized, with encouragement from my wife, I'll either finish it or sell it, and I really didn't want to sell it. In early spring I dropped by to talk with Steve Miller at MG Automotive about finishing the car and he said he had no "projects" at the time. Steve, Jeff and Mimi attacked the car

It was delivered to the shop on May 5 and Steve, Jeff and Mimi attacked the car. The long dormant engine started on the first try on May 20. The next day we dropped a seat in, literally, and I drove it out of the shop and around the block.



Insulation and carpet was installed, followed by the reupholstered seats on July 1. With seats and seat belts in place I took it British Biscuits and Tea in late July. After some delays with the upholstery trim pieces around the cockpit I brought it home to stay on Aug. 4 and was able to drive it to British Car Day on Aug. 7th. After more than 20 years, the A is done.

PS. Many club members lent a hand and lots of advice on this project, but I'd be remiss if I didn't mention the help from Ron Parks, the late John Zeno and the late Bill Hammond. Great times with these men in my garage.

GOF Central 2024

June 17-21

Newark, Ohio

**The Ohio Chapters of the MGTs and the BuckAyes of NAMGAR invite ALL MGs and their owners to have an Octagonal Time in the Heart of Ohio at the [Cherry Valley Hotel](#) in Newark, Ohio
June 17th-21, 2024.**

[HOME | gofcentral \(ohiomgt.wixsite.com\)](http://HOME|gofcentral(ohiomgt.wixsite.com))

Classifieds

For sale: 1 right & 1 left front latch pillar for the TD, Moss catalog #450-820 & 450-825. Selling as a pair for 1/2 the catalog value - \$94. Brand new. Free shipping. Danny Mortensen 859-384-7821 or agsdanny@aol.com (2/24)

For Sale: '65 MGB parts car. Under tarp for 40 years ago. Rust, no floorboards, otherwise complete. 69K miles. Located in Troy. \$600. Tom or Debbie, 937-694-2939.

(10/23)

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. (9/23)

For Sale: MGB/GT. Rusty, possibly salvageable for parts. This GT has spent many a moon in a barn. It's been sitting outside for a while so the rain and weather actually have cleaned it up a bit. It has a lot of rust, and even the rust holes have rust holes. If you are brave enough to get your nose a little too close to where there used to be a passenger window, you will get a whiff of something horrible; it smells of either dead/rotting bodies or the human waste burn barrels I learned to dislike from my Vietnam experience. The car might be restorable by someone who has more money than brains! Hey, the sign says, "For Sale...make offer!" Go for it! It might make a heck of a project for someone. I hate to see any British car towed to the junkyard for crushing. Maybe it'd make a good home for some wild critters on your back 40. Phone number on the For Sale sign says "937-972-2633 MAKE OFFER!" , or you can call Larry Youngblood for more of his opinion, but he will have absolutely no part in the actual sale of this car, If you call, don't even mention that you heard about it from Larry. (8/23) *(Editor's note: I toned this down from what Larry sent me.)*

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 a 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 Ron Parks MGdriver@woh.rr.com or 937-322-0717

Minutes from November Club Meeting

President Dave McCann, Jr. called the January 2024 meeting of the MGCC SWOC to order precisely at 7:32. President Dave, "Okay guys, welcome to the new year. We didn't start off very well. I assume most of you know we lost Steve Markman. So, nobody else is allowed to die now. In a twist, the Loofts are missing tonight because they had to attend another funeral out of state."

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Vice President's Report was next. V.P. Dave Gribler, "I got nuthin." President Dave Jr., "You've got nothing." Secretary Sam Hodges, "Actually, I do believe he said N-U-T-H-I-N."

Minutes were next on the agenda. Eddie Hill motioned to accept the Minutes as reported. Lois Gribler seconded. MGCC voted. Secretary Sam opposed. Minutes approved.

Treasurer's Report. Treasurer John Scocozzo, "We've got two months to account for, December and January. "We had some income this month. The MGCC had gains of: December Membership Dues (\$225.00) + January Membership Dues (\$50.00) Total gain to the MGCC was \$275.00. We had total expenses of: Gumball Rallye cash withdrawal (\$5.00) + Holiday Party food & drink (928.89) + Annual Donations (\$600.00) for a total expense to the MGCC of \$1,533.89. Monthly total gains when subtracted from the loses means a loss to the MGCC of \$1,258.89. When subtracted from our beginning balance of \$6,288.55, leaves the MGCC with an ending balance of \$5,029.66 in the primary checking account. The savings account now has \$382.31, with cash-on-hand of \$50.00. Total ending balance of all accounts was \$5,461.97." Dave Johnson, "Can we transfer money over to the savings account and get more out of that \$.02 interest?" Ron Parks, "Maybe we can buy a 6-month CD and get the interest up to \$.05." Lois then proceeded to engage John Scocozzo over the \$5 in Gumball Rallye cash. John actually engaged her and tried to explain the \$5. Lois was intent on uncovering the nefarious plot surrounding the \$5. I stopped typing. Skip, "I'd like to motion that Ernst & Young audit the books." Dave Gribler, "I'd like the Minutes to reflect this was all stirred up by a woman who doesn't balance her checkbook." Lois Gribler, "I haven't balanced my checkbook in decades." Skip Peterson motioned to accept the Treasurer's Report as presented. Eddie Hill seconded the motion to accept the report. MGCC voted. Treasurer's Report approved. Lois opposed.

Membership was next. As stated earlier, Carole Looft was absent but she did send an email update. President Dave, Jr., "We apparently have 52 members with reminders to another 15." Skip, "We're sending our collection people around. We can't afford to lose any more." Jennifer Peterson. "I didn't know how much Steve Markman was into until his funeral." Skip, "We've lost a real character." Eddie Hill, "I didn't know anything about that running practical joke that he had been involved with." Dave Gribler, "Has anyone heard anything about his TD?" The consensus was no.

Activities with Eddie. Eddie Hill, "We have a Pub Run scheduled for Feb 4th. We were going to go to the Little River Cafe in Oregonia, but they're otherwise occupied. We need a backup location. The MGBs are in Katy, Texas this year in early April. The Ohio chapter of the MG-T's and the Buck A's are inviting all members to the Newark, Ohio Cherry Valley hotel, June 17-21." Pres. Dave McCann, Jr., "The NAMGAR event this year is Welches, Oregon July 15-19th. I'll get with Steve & Mimi and schedule our Tune Up Clinic based on their schedule."

Newsletter was next. Editor stand-in Ron Parks, "There should be the word 'acting' in front of Newsletter Editor. If you look closely at pg. 2-10, I forgot to change the header on the MS Word document template I picked up. I want to start featuring cars again. If your car is not on the 'Our Cars' tab on the website, then send me a blurb about it."

Webmaster John Scocozzo, "Not much is new. Trying to get it updated for the cars & events."

Beer Brake called 7:47.

Back from Break at 7:57

Old Business. Is that Ron? Art Barnes volunteers. Art, "I was kinda surprised there weren't more of you at Steve's funeral. That was the largest funeral I've ever been to. There had to be over 200

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people. I'd like to propose a toast to our departed friend, Steve." Cheers!

Skip Peterson, "I received an email from someone about donating to the Air Force Museum, wait it was you (pointing to Dave Johnson)." Ed Wolf, "There's a way to donate to the USAFM in increments of \$18. It's apparently a lucky number combination." Dave Johnson, "I move we make a donation of \$180 to the USAFM Restoration Shop in Steve Markman's memory." Skip seconded. MGCC voted. Motion approved.

Old Business. Pub Run. Eddie Hill, "We were going to go to the Little River Cafe in Oregonia. Turns out they're closed for the week when we want to go. We chose that week due to the fact that it's between the NFC and AFC championship games and the Super Bowl. We can either push it out 2-weeks or just go somewhere else." President Dave, Jr., "How about the Troll Pub, downtown Dayton. It's right by the Dublin Pub and we've been there before." There was some discussion about the MGCC buying the first round. "Do we still have a motion?" Jennifer P., Eddie Hill, Sue Scocozzo all sprained their shoulders making the motion. Dave, Jr., "Can we amend the motion to make it a Steve Markman Memorial round?" Motion accepted and approved.

New Business. Lois Gribler, "The new business part of BCD is that we're hosting the National MGC gathering. We started looking at hotels so we've got some possible hotel suggestions from the Montgomery County Visitor's Bureau. But we're open to more suggestions." Dave Gribler, "We're expecting 15-20 cars so far." Skip, "Normally we'd contact Greg Relue of the Triumph Club, but he died in December of a heart attack. He took us from 2 vendors to 6." Dave Gribler, "We're still looking for a hotel that's liquor friendly." Skip, "The Holiday Inn by Wright State is car friendly." Dave, "But they're not really keen on us bringing in coolers and kicking back."

Concours was next on the list. Skip, "Anyone who has been a class hosts, you're invited to be one once again." Dave G. "We've lost three." Skip, "This getting old is no fun. I don't know how Zeno kept such a good attitude. Might have been the beer and cigarettes. Cars & Coffee at the Concours is over for good. Apparently the hooliganism of some of the participants leaving the event almost crashed into some board members that were trying to get in and as a result, the board had Brady on the phone within the hour and that's that.

Tech Tips. Dave Gribler, "Don't take you Jaguar XKE apart if you want to live and not regret it."

For Sale. Lois Gribler, "One Jaguar XKE, red. Some assembly required."

Jennifer Peterson won Gumball Rallye. John Scocozzo, "See Lois, this is the extra \$5 and this is the \$5 that we already had!"

Next meeting is Feb. 28, 2024.

Motion to adjourn. Dave Johnson seconded by Dave Johnson.

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|  <p>www.BritishTransportationMuseum.org 321 Hopland St., Dayton, OH 45417</p>  <p>Giuseppe Automotive Restoration (818) 269-5240 <small>Auto antique/classic maintenance and restoration repair</small></p> |  <p>MG AUTOMOTIVE Parts, Service and Restoration for MG, Triumph, Austin Healey and Related Autos</p>  <p>Steve Miller 3733 Wilmington Pike Kettering, Ohio 45429 (937) 294-7623 e-mail: MGAutomotive@aol.com</p> |
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