
THE OCTAGON NEWS

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January 2003

Ron's MGB Final Restoration Update (The Sequel)

Christmas Party Photos

From the President

Ron Parks

Happy New Year! I hope you all had a Safe and Happy Holiday Season! That's over now, but before we move on, we need to thank Terry and Carole Looft for hosting a wonderful Christmas party and opening their beautiful home to the club. The photos in this issue confirm that the Looft's home was magnificently decked out for the Holidays, both inside and out. Thank you Terry and Carole! You too, Torey and Ryan. I'm betting you guys helped some. The bar has been raised pretty high, but I'm facing the challenge and beginning design work on my lawn art for next year's party as we speak. I can guarantee, however, that the tour of my MG garage will be much shorter than that of Terry and Carol's. Thanks again for a great party!

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North American MGB Register

Southwestern Ohio Centre of the MG Car Club Club Membership Information

Membership dues of the Southwestern Ohio Centre of the MG Car Club are eighteen (\$18.00) per year, payable during September and October. On January 1st. the names of delinquent members are removed from the roster. See Linda Wolfe 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 the K of C Hall, downtown Dayton, on Bainbridge Street, at 8:00pm. The next meeting will be:

Wed Jan 22, 2003

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Upcoming Events

JAN:

- 22 - Meeting (K of C hall)
- 31 - Fish Fry (6:00 K of C hall)

FEB:

- 26 - Meeting (K of C hall)

MAR:

- 15 - St. Patrick's Party (Gribblers)
- 26 - Meeting (K of C hall)
- 28 - Fish Fry (6:00 K of C hall)

APR:

- 23 - Meeting (K of C hall)

JUL:

- 27 - All Ohio Meet – Columbus

AUG:

- 2 - BCD – Dayton Metro Parks

you come and eat a very good fish dinner, play cards, serve some food, sell fundraising items and generally have a good time. Please come and help out if you can.

See you at the meeting on January 22nd.

Still Looking for E-Mail Addresses

Carole Looft

I am in the process of compiling a complete listing of all our club members' email addresses. The purpose is strictly for updates on club functions and last minute notifications or 'news flashes'. If you are already receiving regular e-mails from the club, disregard this notice. However, if you would like to be included in our e-mailings, or have had a change of address, please e-mail me with your current address and I will add you to the list. Thanks! carole@looft.net

From the President (con't)

This year will bring many opportunities to socialize with fellow members and have a good time with our MGs. Besides our own British Car Day in August, indications are the All Ohio MG meet is to be repeated; the NAMGBR event is to be held in St. Louis and many other shows and events promise to provide opportunities to meet other Mgers and have more good times with our cars and each other. I personally am especially looking forward to this season as I missed last year while restoring my MG.

We have another fish fry on Friday January 31st. As you know, this is how the club pays for our use of the K of C hall where we hold our monthly meetings—we work their fish fries. Work? Well, we call it work. Fact is,

Welcome to Our New Advertisers!

Welcome to our two new advertisers...The Wheel Source and Little British Car Company. Both are eager to help us keep our MGs looking great and will go out of their way for us.

Meet Our Newest Member

Carole Looft

At our November meeting we were able to put a face to our new member Rick Shields. Rick works for General Motors in the robotics dept. He and his wife Susan live in West Carrollton. They have owned a '73 MGB for about a year now and Rick says it needs to be restored. He was one of the lucky ones to have owned an MGB as a teenager and wanted to relive that 'excitement'. We're anxious to get a peek at it and hope we'll see it on the road this summer.

From the MG Bulletin Board...

Which Paint is Best?

The question...

I have noted various references to body painting in the past. I was at the UK Classic Car Show yesterday and noted the considerable difference in the paint finish on various cars. Under the fluorescent lights some looked as though they had been dipped in a vat of molten plastic and then hung out to dry. They were excessively shiny and the paint too thick. Others were less shiny and on close inspection you could see the polishing swirl marks. I suspect that the 'plastic' ones had been done in two pack catalyst paint and the others in cellulose (I believe you Americans call this Duco). I know two pack is more durable but to me the plastic look is unacceptable. Is the best compromise to use

two pack but wet flat it down before polishing up to a gloss?

The replies...

This is as controversial as you can get. In some car circles they will take off points if your car is too shiny. What really matters is the look you want to achieve, how well you can paint, and the environment you work under. The two parts can be used either way, with and without polishing. Polishing generally is done to eliminate orange peel and painting defects. If the paint is put on properly, then neither of these would be present and the paint also will hold up longer. Duco or lacquers require polishing to get shiny. At the same time you can wet sand (either method) with 800 and a block to make the finish smooth. then polishing brings in the shine. It's hard to get the lacquers to look wet but not impossible, especially if you top coat with clear. Clear topcoating is a method that lots of folks use to get more depth regardless of paint type.

Our TF still has the original paint on it and it is not "high gloss" by any means. FYI these cars were painted with both enamael (wings) and lacquer (body). In the 50's none of the automotive paint had very much gloss. A fact that I can account for, as I developed colors and finishes for the automotive industry while working for a major US paint supplier. High gloss was obtained by spraying mulit layer coats of clear lacquer over the base color. This was not done on production basis as it was too costly. I agree that some MG's look too glossy and very fake. Old lacquer has a certain "patina" that makes a 48 year old car look like one. We can no longer polish our finish, but just wax it lightly. I guess I am old school, but I would still consider Lacquer even though its lots of work.

I am not up to date with the latest paints, but I did manage to find a non isocyanate "two part" paint for my last project. It was a Sikkens product called autonova if I remember correctly. I still took the precautions as if it was isocyanate based however the instructions suggested it was far less toxic.

My 50 TD is painted with lacquer. Looks great, but I don't think I can put enough wax and elbow grease into it to make it come even remotely close to the shine that clear coat can produce. In most shows, the car with the most sparkle will win every time, regardless of the condition or authenticity of the rest of the car. Frustrating, but most people don't know what a new paint job looked like 50+ years ago, especially when judging is by popular vote. It is a matter of personal choice. Maybe I'm "old school" also, but I believe these old cars should be preserved as close to original as possible, except for some safety items (such as seat belts).

Ron's MGB Final Restoration Update (The Sequel)

By Ron Parks

Yes, I know my FINAL restoration update appeared in the November issue, but there is more to report this month: I was late getting to Steve Miller's open house at MG Automotive on Saturday December 21st, because I went out to Loy's Autobody shop in Lewisburg first, to get an estimate. I hit a deer Friday evening with the MG. I was very fortunate not to get injured and was very surprised how little damage it did to the car. There is just one fairly deep dent in

the driver side fender and the chrome headlight rim was beaten up and lying in the road. Of course there was deer hair and smears all over the hood. The deer was running down the middle of the road the same direction I was going. At first I thought it was a big dog. I slammed on the brakes before hitting him. The wheels locked up and I could smell rubber burning. I was probably going 50-55 mph. I hit him and he or she, I don't recall if there were antlers or not, rolled over onto the hood, legs in the air kicking around. It must not have had antlers or some damage would surely have been done to the hood. Anyway when I came to a stop, it rolled off the hood and laid in the road for a few seconds before getting up and loping off into the woods. It was scary how quickly it happened. Be careful out there!

To continue my final restoration update, a lesson learned that I meant to include in my final update is to always identify LH and RH parts, the seat rails and front bumper mounting brackets in particular. Things do not line up properly if LH & RH parts are reversed. Be sure to keep the seat rails identified as passenger or driver side. If you don't the seats will not fit when you re-install them. I didn't realize there was a difference and wasted a couple of days trying to get the seats bolted in. If you get them reversed it puts the seats at a weird angle and the bolts are next to impossible to get in. I did get my driver side seat bolted in, with significant difficulty, before I drove the car home from the body shop. However, the seat would not slide all the way because of the angle. It was hitting the transmission tunnel. I was having a hard time getting the passenger side bolted in when, on a hunch, I decided to try the rails from the other seat. It bolted in much easier and the seats were positioned correctly. The catalogs show LH and RH rails. **It always pays to read first.**

That's a lesson I seem to have to learn over and over again!

Ten Common Mistakes Restorers Make (and How to Avoid Them)

Richard Prince

Continued from November Octagon News

The first five of ten common mistakes restorers make were published in the November issue of the Octagon News as follows: 1. Underestimating the Cost. 2. Underestimating the Time. 3. Not Seeing the Forest for the Trees. 4. Over-Restoring and 5. Buying Parts Inefficiently. Review your November issue of the Octagon News for details of these first five common mistakes restorers make, so you can avoid them. Thanks to Ron Parks for finding and submitting this valuable bit of insight.

6. **Not taking pictures:** How many of us get so wrapped up in what we're doing that we don't want to take the time – or just don't think of – stopping periodically and photographing what we're doing? After the car is put back together, it's too late to photograph and/or videotape the restoration. In addition to just being a nice memento of the work you did, a photographic record of the restoration is fun to display with the car at shows and can enhance the car's value if you sell it. Beyond that there's a very practical aspect to taking photos of your car in its original condition and during its restoration, as well as photographing other restored cars like yours. During reassembly, it can be very helpful to have a record of how things look on a car that isn't in a thousand pieces.

7. **Disorganization:** Organization is one of the fundamental elements of a happy and successful restoration, but too many people are overwhelmed by the number of parts and different tasks involved in a large restoration project. The two best techniques for staying organized are "Bagging and tagging," and keeping a notebook. Bagging and tagging means putting each small piece you remove into a bag and tagging each bag and each part – big or small – as disassembly progresses. Zip-lock plastic bags work great because you can write on them with a marker and can see what's in them without dumping out the contents. I always write down what the part is where it came from and note whether it's damaged or missing anything. If you notice something missing and make a note of it, you won't be scratching your head six months later wondering if the missing piece was gone to begin with, or if it got lost after it was removed and it is hiding somewhere in your workshop. Use a notebook for everything related to the restoration. A multi-subject spiral bound one works great because you can use the divided sections for different things. One section can contain notes and diagrams that you make as you disassemble, another can be for your running parts list, another can be used for names, numbers and addresses of suppliers and subcontractors, another can be a running record of money spent, etc.

8. **Starting with the wrong car:** To preserve your sanity and your bank account, it's important to start with the right car when you begin a restoration. Sometimes you don't have a choice, like when you're restoring the car your grandfather bought new or the car you drove in high school. But, other times you have a clean plate and can start with anything you want. One common mistake is starting with a car that is too rough. Unless the car is

extremely rare, you are almost always better off starting with a decent, complete example. To me, that means a car that doesn't need any body panels replaced, including the trunk and floors, and is in driving condition. Starting with a nice vehicle can also be a mistake. If you buy a car that is in good condition, you are probably going to pay extra for that condition. If you plan to restore everything anyway, then why pay extra for its pretty good condition in the first place? The ideal restoration candidate is a desirable model that is deteriorated, but complete and structurally sound. That is, it has faded paint and scratched chrome, the engine burns a little oil, the front end is loose and the tires are bad. That way, the vehicle's in poor enough condition to reduce the selling price, yet you're not going to incur the costs of trying to repair a rotted-out-body. These perfect restoration candidates are becoming a rare commodity as time goes by, but with patience and perseverance you can find just the right one.

9. Not Striking an Intelligent Balance between Authenticity and Common Sense:

A reality of the collector car hobby and marketplace is that cars restored to original configuration are usually worth more than modified cars, while cars with certain mystifications are frequently more drivable, more durable and more fun. Some people become slavishly devoted to originality and authenticity. They spend tons of extra money and the result is something they can't enjoy. At the other end of the spectrum, some people deviate so far from the car's original configuration that what they end up with bears no resemblance to what they started with. Think carefully whether you want to use lacquer paint to duplicate what the factory used or urethane paint for greater durability. Do you want your muscle car's engine to be

exactly as original with 11.0-to-1 compression or detuned for greater drivability? Is it better to spend \$600 for reproduction tires or \$600 for modern radials? Where you decide to go with these and other questions is a matter of personal choice, but try to be aware of the competing values on both sides of each issue and then strike an intelligent balance.

10. Removing Insurance Coverage: This is a big mistake! People think that since the car is going to be off the road for a long period of time they can save some money by discontinuing the insurance coverage. But even though the car isn't going to be driven, it still can be stolen or destroyed by fire, flood, vandalism or many other tragedies. You should have collector car insurance, which is relatively inexpensive to begin with, and you should always keep the coverage in effect. Also, be certain you understand your coverage. Collector policies often have limits on the number of miles you can drive and require that the car be stored in a locked garage and "attended to" when it's taken out for a drive or show. Furthermore, be certain you understand the value the policy carries. Some policies will appraise your collector vehicle as if it were a low-buck used car.

MG Car Club November Minutes

MG Car Club Southwest Ohio Centre
Monthly Meeting Minutes Report
November 20, 2002

8:04 – President Ron Parks calls meeting to order. The normal chaos follows...

Pres. Parks thanked all those who turned out for the Fish-Fry at the K of C Hall. The

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turnout was larger the club than normally produces. Pres. Parks then turned to NAMGBR Yearly Membership Questionnaire and stated that it had been sent, somewhat late, to NAMGBR.

The Floor then was given to the new Club Vice President Linda Wolfe. Linda again thanked all those who turned out for the Fish-Fry.

Fred Shaneyfelt made a motion to approve the minutes of last months meeting. John Zeno seconded the motion. Motion carried – minutes approved.

There was no Treasurer's Report for this month as the Treasurer was absent from the meeting.

Conversation turned to Membership. The Membership Chairperson, Carole Looft, took the floor. So far for the year the Club has had 62 renewals. New member Richard Shields, '73 MGB, was in attendance.

The Sunshine Committee Report followed. Linda Wolfe and Jennifer Peterson gave the report.

- Apparently, Mr. Goodman had pneumonia and he's getting better now.

- Charlie Avery is progressing nicely. He's getting around with the help of friends and a wheelchair.

The Newsletter report followed. Joe Hooker had nothing out of the ordinary to report.

Activities Chairman Tim Oricko took the floor with the activities report.

- NAMGBR - MG 2003 is scheduled for June 19-22 in St. Louis. It was pointed out that for most of the MGB owners this will be about a 6 hour trip, for the MGA people it'll take about 8 hours (unless you're the Gribblers, who'll do it in about 3), and if you own a T-series car, we suggest that you leave now. You'll be late, but you should be there in time for the Saturday night events

- Clayton Winter days is also coming up, for more information contact Tim Oricko.

- The Dec. 7th Christmas party was also discussed, but seeing as how this newsletter will be out well after the party, there's not much point in giving directions now, unless you really just want to drop in on the Loofts.

Pres. Parks then brought up the renewals for "MG World" and MGCC Ltd." Both of which have been sent in. A Christmas card received from the mother club in the UK was sent around.

The floor was opened to Old Business. The main topic of old business was the website. There were several domain names discussed as well as webhost, pricing and system requirements for the new website. Some of the options include:

- www.mgccsouthwestohiocenter.com – available for \$8.95/yr.

- Web.com can host the site for \$7.95/month.

With this the club would get:

o 40 meg of memory

o 2 gig through put

o 5 e-mail addresses

o \$0 fee domain name

- Go.net has several optional packages available with various prices and features

- Jeff Opt had a sample webpage on his laptop at the meeting for all to view.

It was decided to collect more information and to bring the topic up again at the January meeting for a more definitive answer to the topic.

More old business was our advertisement rate for the newsletter. Jeff Zorn of the British Car Co., wanted to place an add, but felt our add prices were a bit too high. Upon discussion, it was decided that our prices probably are too high. After much discussion Dick Smith suggested the rates upon which the club voted and agrees. It was decided that the new prices should be:

\$25.00/yr. for a quarter page ad.

\$50.00/yr. for a half page ad.

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\$100.00/yr. for a full page ad (full page being 8_ x 11).

All of which are subject to our editorial deadlines

Phil Johnson and Skip Peterson both seconded the motion by Dick Smith, and upon voting, the motion was carried.

The floor then went to New Business.

- There is a St. Patrick's day party "tentatively" scheduled for March 15, 2003 at the Gribblers at 6:00 pm. (kinda firm for a "tentative" party huh?)

- According to Skip, everything's falling into place for BCD 2003. The contract for the use of the park was recently signed and everything else is progressing nicely.

For Sale:

- 1977 MGB - \$7,300 – contact Bob at (513) 988-0682 or (513) 317-2011

- Skip is pleased to announce that he no longer has a Midget top for sale.

Beer Break was called at 8:38 – Yes, all of this took place BEFORE the beer break.

8:56 – Pres. Parks brought the meeting back to order.

There was an announcement made relating to the upcoming Fish-Fry at K of C Hall. January 31, 2003 is the next fry, and it's the biggest of the year for the K of C Hall. Two shifts of workers are needed (7-9 pm and 9-11 pm) to work Showdown, clean-up, etc...)

Phil Johnson had a presentation about Sylvania High Intensity Discharge Lighting Systems (those funky looking blue lights you get blinded by every now and then) for all the club to view. (We're still wondering what his cut is for putting on the display.) He made us all take a quiz after it was over, those who got all 7 of the answers correct (The Loofts, Dick Smith and Ed Hill) won Sylvania logo baseball hats. The rest of us had to make do with Sylvania logo ink pens.

Carole Looft won the Gumball rallye

Louis DisPasquale made a motion to adjourn at 9:27. No one seconded because they were already headed out the door...

Classifieds

FOR SALE: '49 M.G. TC; primrose/biscuit: '54 M.G.TF cream/red: both are very accurate older restorations complete in every detail plus ! '52 M.G.TD green/green, original except for top. Needs NO restoration! M.G.A red/black; fresh painstaking restoration. Inquiries to: blakatgal@aol.com or 513-539-7406

Bob Higgins. is selling his 77 MGB. He says that it is in excellent condition and has been a great car but he has to sell it. It has 29,000 original miles, has always been garaged and has new wheels and tires. Asking \$7,300.00. He can be contacted at (513) 988-0682 or (513) 317-2011. He also sent a picture which will be at the next meeting.

Looking to buy an MGB. Please contact Ray Flanagan, Cleveland Ohio, Tel.440-236-3985

'79 MGB for sale from second owner of the car, which is all original. 21775 original miles, pageant blue and in excellent condition. There is a small dent on one fender. Ron Hilen of Hilen Classic Cars appraised the car at \$8500, which is the asking price. Located in Troy. Susan Fogt, 937-339-3232.

1977 MGB. It is in very good condition. Also some spare parts. Steve at MG Automotive is familiar with the car. Contact Tom Williamson, twilliam@engr.udayton.edu.

White 1962 MGA Mark II for sale. New mechanicals, hydraulics, tires, interior, and chrome wires. Dry storage in Cincinnati. Call 937-339-7236, or dav_men@msn.com.

77 MGB, restored in 1995. Original owner. New metal/paint, interior, top, radiator, hoses and belts. Call Tom Padkea, 937-335-3137

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57 MGA Coupe, original, garaged, not driven since 1968, 42,000 original miles. Call Chris Kossoudji, 937-890-2958.