

THE OCTAGON NEWS



Volume XLVII No. 1

October 2020



Renew Your Membership!!
New Officers Elected

Running on Empty

Terry Looft

Sitting out on the patio, and likely one of our last nice evenings this fall, thinking about how fast time is passing, I realized I am already down to my last 11 meetings. Thank you to those who have the confidence in me to do this, and thank you to the ones who voted against me. Maybe we will be successful next time. The biggest thanks needs to go to Diana for doing such a great job under unusual conditions. In fact, she is able to write, in great detail, about meetings that didn't even take place and could even report on our car shows that didn't even happen. A remarkable past president!

We are very fortunate to have people like Diana and Sam in our club who are so skillful and give so much to us. Thank you guys, never stop.

It has been a busy last few weeks with the drive to Dillard that we discussed in detail at the last meeting, and more recently our London to Brighton drive that David McCann organized for us.



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:

Wednesday, October 28, 2020

MG Car Club Officers

President.....Terry Looft
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Vice President.....Jim Carson
Phone..... 513-899-3808
email..... carsonfam@juno.com
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Member at Large.....Lois Gribler
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Upcoming MGCC Events

Oct:

2 – National Name Your Car Day
28 – Meeting at Bennett's Pubical?

Nov:

1 – National Calzone Day
11 – Veterans Day 
18 – Meeting at Bennett's Pubical?

Dec:

No Meeting – Happy Holidays!
26 – National Whiner's Day

See meeting minutes for other area activities!!

Dave even supplied authentic British weather, complete with wind, rain and cold. It did result in an abbreviated picnic but it was under cover and thank goodness for that. It was the perfect day for the MGB - GT. Thank you Dave for organizing the drive, it was well appreciated, verified by the number of cars that showed up for the fun.

I have no real agenda for the coming year—biggest hope is that we get back to some semblance of normal. Pub runs and things of that type are going to be tough as the weather gets cold and we are forced indoors. We will see what we can do. Maybe some reports of how people are using this odd time on car restorations, repairs, upgrades and anything else car wise. Even think about sending in a report and a few pictures to Steve for the newsletter. We can't be all that far away from seeing pet pictures again. Please help.

I will do my best to keep things interesting, but once again, I have a tough act to follow. I will do my best.

Third Reminder...Membership Renewals

Carole Looft

This is the third month that I have reminded our members that the club dues have increased to **\$25 a year**. Several of you have renewed at the old rate of \$18. Some have sent in pro-rated dues. The pro-rated amounts are for **new members** only. I had hoped this transition to an increase in dues would have flowed a little more smoothly. Check to see that you have sent in the correct amount. If not, please send the remainder. Otherwise, I will need to email those of you who still owe an additional amount.

As a reminder, if you wish to continue with a paper copy of the newsletter you will need to add \$10 to offset printing and postage making the total **\$35**. We thank you for your continued interest and involvement with our MG club and hope we can resume a more normal interaction with members soon. You can bring your dues to the monthly club meeting or you can send it to:

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

New Officers Elected

Congratulations to our new officers:

President: Terry Looft
Vice Pres: Jim Carson
Treasurer: Bob Ferrell
Secretary: Diana Hodges (c/o Sam Hodges)
Member at Large: Lois Gribler

Welcome New Members

Carole Loft

<p>Carli & Hamilton Dixon 501 Oak St. Dayton, Ohio 45410 937-902-1722 carli@freezeframeit.com 1979 MGB</p>	<p>Charlie and Pat Bunnell 3811 Rebert Pike Springfield, OH 45502 931-210-3732 cp@bunnellfamily.com 1952 MG TD</p>
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It Was Forty Years Ago ...

Carole Loft

On October 23rd, 1980 the very last MGB Roadster rolled off the production line at the MG Car Company in Abingdon.

For many years, enthusiasts of the MGB made the claim that this was the best-selling sports car ever made. With a production run of 18 years between 1962 and 1980, the more than half-million cars speak volumes about the quality of the MGB. North America accounted for more than 50 percent of the MG cars produced, with more than 300,000 roadsters being exported to the U.S.

But, 1972 marked the beginning of what would eventually bring the '60s generation of sports cars to a whimpering end. Forced to meet increasingly stringent U.S. emissions requirements, American cars had their horsepower slashed from 92 to 78.5 horsepower. Emissions requirements weren't the only problem in the U.S. market.

The MGB received a rather controversial facelift in order to comply with new safety regulations in the United States. Changes included a redesigned front and rear end with black rubber bumpers, and an altered ride height. Besides the looks and the performance, handling was also affected by the raised suspension so MG added front and rear anti-roll bars to make up for the increased body roll. Giving the model another push down the slope to oblivion, reductions in acceptable emissions forced another overhaul of the engine for model year 1975. The two SU carburetors, icons of proper British cars, had to go. Replacing them was a single Zenith-Stromberg unit. Power now dropped to 62.5 horsepower—not much different from the 1964 MG Midget.

There was no money for proper redesign to cope with U.S. regulatory pressures, as the Abingdon factory was already losing approximately £1000 for every MG produced.

Even the company's management couldn't miss the handwriting on the wall. So the decision was made that MG production would end in 12 months and the Abingdon works would be closed. Despite various attempts to rescue the company, or at least the factory, or just the model, production of the MGB ended on Oct. 23, 1980.

Most observers tend to agree that the closure of the MG factory and the abandonment of one of the most popular sports cars of all time was, from every point of view an extraordinarily flawed decision.

Given the plant's prime location close to the center of Abingdon, a prosperous and growing market town, the property was later sold. No trace of the MG factory remains. The site has been completely transformed into a business park containing retail stores, other employers and even a large municipal police station.

It doesn't seem like it has been forty years ...

Fall Tour "London to Brighton Run"

Ron Parks

Thank you, Dave McCann Sr. for planning a nice tour for us! It was Sunday afternoon October 4, 2020, when we met at the Court House in London for visiting and photos. Was a beautiful day for the tour, at least at the start. We had six MGBs, one MGA, one MG TD, one Jaguar XK140 Coupe, two new style Minis, a BMW convertible and Dave McCann Sr. leading us in a Ford SUV. Someone made a wrong turn barely outside of London and a bunch of us followed right along. Even so, we still made the seven-mile trek to Brighton in short order. After a short stop in Brighton for a photo op, we made a big loop through the hills and dales of some of the most scenic farm country in Clark County, Ohio. It rained on us and turned cold before we arrived at the picnic shelter in Buck Creek State Park. Most of us stayed anyway and quickly ate the lunch we had packed. It was fun to get out together in our MGs and we had a good time, despite the rain. Thanks again Dave for planning a nice tour for us.





Thanks to rallymaster Dave McCann Sr for planning this great event!!

Biscuits and Tea, October 10

Photos by Steve Markman





MGA Coupe Restoration Update

Ron Parks

We wish to thank several individuals who have donated parts to the British Transportation Museum for this restoration! We put out the call for MGA wheels and several were donated. Tom Bumgardner donated one wheel and Mike Hirsch donated two that are already painted. Steve Veris picked up the remaining wheels to have them sand blasted for us. A couple of days following our email request for an MGA exhaust manifold, we acquired one donated by Erick Zanner of Columbus, Ohio.

We are currently working towards starting the engine. We are several workdays away from that happening, of course. We have mated the transmission and engine and installed them in the chassis (see photo) Now we will start hanging stuff on the engine. We've ordered parts needed to attach manifolds and such. The starter and generator are going to the Electric Garage for assessment/refurbishing. Dave

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Gribler put power to the starter, and nothing happened, so it needs work and the generator probably does too.

Continuing our efforts to stay safe from the coronavirus, we continue to work with a small, enthusiastic group of volunteers.



The following two articles were submitted by Mike Edgerton

Restored 1961 MGA Outlaw Highlights Peterson Automotive Museum Virtual Gala

Lifted from Sports Car Digest

The Petersen Automotive Museum hosted their digital gala on Sept. 26, 2020 and part of the event was an online auction through auction house Bring a Trailer. The auction featured 3 things: the fully restored 1961 MGA Outlaw, a once-in-a-lifetime driving experience with driver Bruce Canepa in a Porsche 935 at Sonoma Raceway, and a six-night stay at a Scottish castle where the winner will be served by a private chef and a full house staff.

Proceeds of the auction will go to The Petersen Automotive Museum Foundation, where underprivileged students in the Los Angeles community are provided educational programming.

The MGA Outlaw is the first frame-off restoration that was done completely by the Petersen Automotive Museum. Features of the 1961 MGA Outlaw include larger carbs, disc brakes, a hot cam, new suspension components, and modern Oxblood interior; with wire wheels completing the exterior appearance.



Petersen Automotive Museum Executive Director Terry L. Karges, stated, “Each year, the gala provides significant funding for the Petersen Automotive Museum’s various programs from the education of our guests to the preservation of our collection. Although the gala looks different this year, the support is more critical than ever. By supporting the Petersen Automotive Museum’s gala, guests are ensuring that we can continue to educate youth, engage with the community, and preserve car culture for future generations.”



You can visit The Petersen Automotive Museum Website at Peterson.org.

For the Sports Car Purist, the MG TF Has It All—and Nothing More

Terry Shea, Hemmings.com

The MG T-type sports cars sold in the immediate postwar years have long had a cult following. To the uninformed, the TC, TD, and TF are all the same. Certainly, it takes a bit of a dedicated enthusiast to want to hustle around in a car that probably has more in common with its prewar predecessors than the likes of the MGA and MGB that followed it.



The MG TF is affectionately known as “the last of the square-riggers,” the final edition of the clamshell-fender, flat-windshield, traditionalist sports cars from MG. It’s considered today to be the most aesthetically pleasing of MG’s T-series cars, which could trace their lineage back to the original TA Midget of 1936.

But there are some more than subtle differences. The TC, for instance—which really shares a lot with the prewar T models—was a right-hand-drive-only model, had skinny tires, a solid front axle, and a cramped cockpit, but Americans loved it. So, MG introduced the TD, which was really no faster, but was offered in left-hand drive, had an independent, coil-sprung front end with rack-and-pinion steering, fatter steel disc wheels, and a lower driving position that all resulted in a sportier driver.

Finally, there is the 1953-1955 TF, which was a facelifted TD in many respects. With headlamp bezels integrated into the fenders, a la Jaguar XK120, a slightly swept back grille, fenders that flow nicely into much shorter running boards and a higher-compression engine, it seemed much more modern than the TC, but MG also brought back the wire wheels, a touch that, almost 70 years on, really looks right for the car.

Only about 6,200 TFs were produced, and the appeal of the TF is not outright speed or creature comforts, but a driving experience that sets it miles apart from anything made since.

Classifieds

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, dry, and security system. Electric for battery maintainers. Terry Looft 937-527-7353 or tlooft@earthlink.net. (10/20).

For Sale: 1977 MG Midget. Excellent condition, regular tune-ups & oil changes, Weber carb, runs great, no rust, fresh paint (BRG). 54,500 miles. \$3500. OBO. Call Clay at 937-558-2589 or e-mail hclaywhite@usa.net. (7/20)

For Sale: 1978 MG Midget. New top, interior, exhaust, master cylinder, rear bushing, steering wheel, radiator, and a box full of about \$350 worth of other new parts. Garaged. Asking \$3,000. Call Bob at 937-253-9935 after 4 PM. (7/20)

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. Please contact the editor when your item sells or if you wish to continue the ad for an additional three months. srmarkman@att.net or 937-886-9566.*

Minutes from September Meeting

Sam Hodges

The MGCC September 2020 Meeting was called to order at 7:34 for the last time, this time by President Diana Hodges. Diana, "I don't have much. This is my last meeting." Eddie Hill, "Don't you have some meetings to make up for?" Diana continued, "It's been fun. It's been interesting to say the least being President during these times. I tried to hold the meetings when they made sense. Most of the time, half the people were upset that I had them, the rest of the time the other half were upset that I didn't. I figure that was a good outcome since half the people were upset half the time. So, its the end of the year. That means its election time."

Vice President's report. V.P Terry Looft, "I guess I could mention our trip. We drove Route 23 basically from Chillicothe to Dillard, GA. There were no trucks, the roads were nice. We got there right before the hurricane rains came. We hid out for a day and then had a nice show. The hotel was great and we're looking forward to going back." Eddie Hill, "Is that an Annual event?" Dave McCann, Jr., "It's held every other year." Terry continued, "Some of us had trouble going down, some of us had trouble coming back, but we all got it fixed on the road. I had a coil failure on my MGA Coupe. That's never happened before. Dave had a generator go out on the way down. They were getting tired of hearing MGCC SWOC coming from our table. Every car that went won a 1st or 2nd place award. (*Apologies in advanced if I got the awards wrong*) Dave Gribler won 1st in his MGA class, Lois Gribler took home a 2nd for the MGC. I (Terry) took 2nd with the MGA Coupe, Ryan won with the Magnette. Dar Planeaux won a 2nd with his MGA and Carole took 1st in her MGA class." Lois Gribler, "Everyone there was great." Dave Gribler, "It seemed like this was the largest British show in the world. With everything else shutdown, everyone was there."

Minutes were up next. Me, "I make no apologies for anyone I've slandered." Eddie Hill motioned to accept the Minutes as reported. Bob Farrell seconded. MGCC voted and accepted the Minutes as reported.

Treasurer's Report. Was next. Terry Looft, "Did we get our \$.02 interest? You're not pocketing that are you?" Lois Gribler, "At the last meeting, someone said that our money would last 39 years. Sorry, but as a math teacher, I have to make a correction. It's actually 39 months." Bob Farrell, "Surprisingly, this month we actually some money." The MGCC had gains of: *I missed the actual reason we made money*, but it was (\$140.00) in income for a total gain to the MGCC of \$140.00. We had total expenses of: Picnic Expenses (\$71.66) + August Gumball (\$10.00) + Postage (\$22.00) + Tune-Up Clinic supplies (\$39.76) for a total expense to the MGCC of \$143.12. Monthly total gains when subtracted from losses means a loss of \$3.12 to the MGCC. When subtracted from our beginning balance of \$3,541.79 leaves the MGCC with an ending balance of \$3,538.37 in the primary checking account. The Savings account now has \$381.46. Total ending balance of all accounts was \$3,918.83. John Scocozzo motioned to accept

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the Treasurer's Report as presented. Eddie Hill seconded. MGCC voted and approved of having money.

Membership was next up. Carole Looft, "I'll send out reminders and start dropping members who don't renew by January 1st."

Birthdays for August: Dave McCann, Jr. Dave Gribler, Eddie Hill, Ryan Looft, Bill Hunter, Terry Happensack, and Jeff Fields.

Sunshine Committee. Carole, continued, "I would like to pass on that Elvin Davis passed away a week ago. He had a red bumper Ed MGB and a matching trailer that he set up as a dinette with an umbrella. He was a regular fixture at BCD and other shows. Dave Estelle is having knee surgery on Oct. 4th. After that's healed, he's having the other knee done. He'll be laid up until Christmas." Terry Looft, "I asked for more 'good' news. I got it."

Jim Carson, "At the last Biscuits & Tea gathering, a YouTuber whose screen name is 'Go4Rider' made a video of the event. If you look for him on YouTube (*and I did*), he has video of all the cars that were present (*look for Oct. 10th British Biscuits on his channel*). There were 33 cars that attended despite the weather.

Newsletter was next. Editor Steve Markman isn't here.

Webmaster John Scocozzo, "I haven't gotten any photos from any of this year's events? If you have any, send them to me and I'll post them on the website." Diana, "We have some from the Ice Cream Social Distancing drive we'll send you. Did anyone take any at the picnic?"

Activities with Eddie. Ed Hill, "Sunday, October 4th, will be our London to Brighton run. We're going to meet in London, OH at the Courthouse at 1:00. We'll be in Brighton at approx. 1:05." Dave McCann, Sr., "That's about right. We've got a route planned through the countryside that will eventually end us up at the Clarence Brown reservoir. Good news, I reserved the exact shelter I wanted. The bad news was it costs \$75." Dave Gribler, "Does Pizza Hut deliver there?" Dave Sr., "They probably will. The Lakeview shelter is on the west side of the lake right next to the water." Eddie Hill motioned to reimburse Dave for the shelter. Lois Gribler seconded. Dave Sr., "I've already got the check." Done.

Beer Brake called at 7:57.

Back from Break 8:14.

President Diana, "Dar, are you going to be old business?" Carole, "No, it's Steve Powell." Steve, "I guess since I'm older by 14 days."

Diana continued, "Having no other old business, and no new business that I'm getting into at any rate, it's time for ELECTIONS. There were 20 members present.

Dave McCann, Sr. "I'd like to nominate Ron Parks for President." Diana, "Are we really going to do that?" Carole, "Well, he has paid..." Diana, "I'd like to nominate Terry Looft." As no one seconded Ron's nomination (*you got lucky Ron*), Lois Gribler seconded Terry's nomination. Nominations were closed. MGCC members present voted. Congratulations President for the 2020-21 cycle Terry Looft.

For those of you who've done this before, you know how this goes. From this point on, it's basically a high speed railroad that runs with efficiency that would make the Japanese Shinkansen Bullet train or French TGV system jealous.

Vice President. Lois Gribler nominated Jim 'New Blood' Carson. Eddie Hill seconded. Dave Gribler

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motioned to close nomination. Running unopposed, Jim won by a narrow margin of 100%.

Treasurer was next. Since we amended the bylaws, Bob agreed to serve the second year of his possible three year tenure.

Secretary was the next stop. As the result of back room discussions held during the beer break, it was decided that if it ain't broke, don't fix it. Eddie nominated Diana Hodges. Carol Looft, "Does anyone else really want to do it?"

And for the final stop of the train ride, Member at Large. Returning the favor, Jim 'New Blood' Carson nominated Lois Gribler.

As usual, it took me longer to type that, and you longer to read it than it actual took to accomplish.

Tech Tips. Dave McCann Jr., "I've been getting poked in the head by hat pins in my hats for years. I've found these rubber backed hat pins on Amazon that have solved that problem." Dave McCann, Sr. "I guess I can start smacking him in the head again." Jim Carson, "When I left here last time, I lost my headlights. I drove home holding the flasher switch. I found out it was the switch and I replaced it, but they only seem to last one or 2 cycles? Anyone have a fix for that?" Dave Jr. "You can get a relay kit." Terry Looft, "You can also go LED. They draw about half of what one normal headlight draws." Lois G., "We have LED and they're so much better."

For Sale. Steve Powell, "About 2 months ago we had a barn find of MG TF parts that you wouldn't believe. Need a rear axle, we have 9. Need a frame, we have 11. Body parts, fenders, radiators, grilles, we can actually build 6 complete cars." Terry, Looft, "You need to stop. Carole's going into shock." Steve continued, "If you need anything MG TF related, we've got it. He bought these cars from 1985-87 and then took them apart. We can match the brass plates to the engine but after that, it's up in the air." Contact Steve Powell if you need parts, or maybe a car.

Drawing for the 2020-21 Membership was won by Joanne Gribler.
The standard \$10 Gumball was won by Carole Looft.

Motion adjourned at 8:29.



MG AUTOMOTIVE

Parts, Service and Restoration for
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