

THE OCTAGON NEWS



Volume XLVIII No. 11

September 2022



Remembering Queen Elizabeth II
History of the British Transportation Museum

Fast Idle

Ed Wolf

As I write my final column as your President, I'm thinking back on the last year. It started with my reluctance to be a candidate, and then my surprise election. Talk about being a black horse candidate!! But, it all came together as needs arose, and it all went well, as best I see. In fact, I actually enjoyed standing in front of everyone and conducting our meetings.

Happily, club activities have just about returned to normal. With a bit of caution because Covid isn't completely gone, we've had another great British Car Day, Concours d'Elegance, and picnic, and many Biscuits and Tea cruise-ins, drives, pub runs, and of course, meetings.

We've also continued working on the MGA at the British Transportation Museum. It's been a real pleasure spending many Saturday mornings, working with a great team of volunteers, restoring this car that some day soon will be a featured



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 September 28th

MG Car Club Officers

President.....Ed Wolf
phone.....937- 668-1298
email.....ed_wolf@trimble.com
Vice President.....John Scocozzo
Phone.....937-231-9188
email.....jscocozzo@hotmail.com
Secretary.....Sam Hodges
phone.....937-581-4767
email.....sammbg@earthlink.net
Treasurer..... Sue Scocozzo
phone.....937-231-9188
email.....jscocozzo@hotmail.com
Member at Large.....Cheri Farrell
phone.....937-272-8911
email.....chersews@yahoo.com
President Emeritus.....Terry Looft
phone.....937-382-1520
email.....tlooft@earthlink.net
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
phone.....
email.....
WebPage.....www.mgcarclubswohio.com

Your Octagon News Editor and Production Staff

Steve Markman 937-886-9566
srmarkman@att.net

Terry Looft 937-382-1520
terry@looft.net

And special thanks to Ron Parks for proofreading.

Inside This Issue

3	Remembering Queen Elizabeth II
6	History of British Transportation Museum
8	Pictures from Stowe, Vermont
10	Minutes from August Meeting

Upcoming MGCC Events

Sep:

19 – Talk Like a Pirate Day
28 – Meeting at Bennett's Pubical

Oct:

24 – Pluto Demoted Day
26 – Meeting at Bennett's Pubical

Nov:

8 – Election Day
13 – Sadie Hawkins Day
16 – Meeting at Bennett's Pubical
(One week early because of
Thanksgiving)

See meeting minutes for other area activities!!

exhibit for visitors to see. It's also fun talking with the increasing number of visitors who come to see the collection. While our efforts at the museum have pretty much focused on the cars, maybe it's time to organize some volunteers who enjoy construction work, to get the building spruced up and looking like a world-class museum!



I want to give one final thanks to everyone in the club who has spent time and energy as elected officers, committee chairpersons, event organizers, website manager, newsletter staff, and all others who have worked to make this such a fun club. You all helped make my job easy. Thanks again.

Thank you, Ed, for a year of great leadership!!

Welcome New Members

Carole Looft

Phil & Carol Roberts
1313 Northwoods Dr.
Hillsboro, OH 45133
937-763-8401
proberts18@cinci.rr.com
1959 MGA

Pete & Suzi Milo
3259 Winterset Dr.
Beavercreek, OH 45440
724-256-1208
pete.a.milo@gmail.com
1971 Midget

Membership Renewals for September

Carole Looft

As a reminder, when September rolls around it will be time again to renew your MG Car Club membership. Membership is \$25.00 for club members who will receive the newsletter by email. Those members wishing to continue receiving a paper copy of the newsletter will need to add an additional \$10.00 to offset printing and postage making their total \$35.00. **NOTE:** The pro-rated amount is for **NEW** members only. ***And don't forget...you must be a paid-up member to vote for new officers at the September meeting.***

We appreciate your continued support of the MG Car Club Southwest Ohio Centre.

Remembering Queen Elizabeth II – England's Royal Gearhead



With the passing of Queen Elizabeth II, the world lost not just a beloved monarch, but one of England's biggest automotive enthusiasts. The Queen usually was chauffeured wherever she went, but loved to drive herself whenever she could. During World War II, she served as a truck mechanic and driver, and loved getting her hands dirty. Interestingly, she never had a driver's license. Since licenses are issued in the name of the Queen, she didn't need to issue one to herself. Here are a small fraction of the vehicles in the extensive royal fleet.



Bentley Bentayga

World-renowned as a brand that offers sheer luxury and glitzy vehicles, the Bentley is like a spirited vehicle for the Queen, who herself was synonymous with luxury, majesty and glory. The Queen's Bentley Bentayga was the first one produced, and despite all the elegance and subtly the vehicle showcased, it still packs in 600 horsepower reaching a top speed of 300 kmph (186.4 mph for you Americans).

Custom Built Range Rover LWB Landaulet

It seems like Land Rovers always were the Queen's favorite. When it comes to custom-built cars that suit one's personality, the Queen's game was right on. While the Pope had his Popemobile, the Queen preferred her Range Rover. Custom built as per the Queen's liking, this custom classic was used by the Queen for everyday rides and royal processions. The vehicle had a half-open top for the Queen to stand up and wave to her admiring subjects.



Rolls Royce Phantom IV State Landaulet

While there are dozens of RR Phantom IV and Vs in the royal family's garage, the rarest and most special of them all is the 1955 State Landaulet, with coachwork by Hooper & Co. Juiced up by a 5.7-litre straight-eight unit, the vehicle was so rare that only 18 of such were produced by Rolls Royce and were specially reserved of heads of states. Before being returned to RR in 2002 this was indeed the Queen's go-to vehicle.

Vauxhall Cresta PA Friary Estate

A car that the Queen fell in love with back in 1961, this gorgeous vehicle was built to go with her outdoorsy lifestyle. Adorned with tailor-made modifications such as fishing rod holders built into the roof, a gun rack, a dog guard for her corgis as well as custom Imperial Green bodywork, the car still remains in the royal garage at Sandringham today.





Bentley State Limousine

This special State Limousine is based on the Arnage and was given as a gift to the Queen by Bentley in 2002 to celebrate the 50th anniversary of her accession to the throne. The limo is powered by a 400bhp 6.75-litre V8 engine and comes with an extended wheelbase for maximum legroom and comfort. The car also has a raised roof, as well as panoramic glasswork so that the Queen's well-wishers can greet her. Being the state vehicle, safety is taken care of by not just airbags, but fully armored and blast-

resistant bodywork with Kevlar-reinforced tires.

Royal Gold State Coach

O.K....it's not a car, but it's one of the most precious state coaches in the world. This State Coach made its first appearance in 1762. Pulled out only for the most formal of events, this Coach has made its appearance in coronation events and other events that concerns the Royal Family. The next time you see this extravagant ride out, it will probably be to crown a new king.



Aston Martin DB6

The new king, King Charles III, has a very special Aston Martin DB6 Volante Series II as his own car that Her Majesty bought him for his 21st birthday, and in recent years it has had some modifications to allow it to be more eco-friendly. Hopefully, the royal family's love affair with automobiles will continue!

Sources:

<https://www.hotcars.com/remembering-queen-elizabeth-ii-car-collection-true-gear-head/>

<https://gomechanic.in/blog/queen-elizabeth-iis-precious-car-collection/>

The Early Formation of the British Transportation Museum

Pete Stroble

The British Transportation Museum was the brainstorm of four MG Car Club Southwest Ohio Centre members in 1998. Over a few beers they thought about building an MG only museum. A few more beers and it had grown in their minds to a British transportation museum. I'm not sure that they fully realized at the time that the vision might now include airplanes, trains, and ships!



The guilty parties were Dick Smith, Mike Smith (no relation), Mike Edgerton, and John Wolf. Mike Smith was majoring in a museum curriculum at college, which gave him the organizational resources. Some of the early leg work might even have been his class homework. The Constitution and Bylaws were drawn up. The Federal and State paperwork was completed and in 2000, and "The Society for the Preservation of British Transportation in America" was born as a 501(c)3 Educational Charity. The "Society ..." is a bit of a mouthful making it difficult to promote, so initially we did business as the "British Museum of Transportation" for a few years. The catch was that none of the officers were British and the museum was in Ohio, not England. Thus we felt that it was not proper to call ourselves a "British Museum." Eventually, we landed on "British Transportation Museum" as being correct, brief, and functional.



Growth of the collection was slow. A 1964 Sunbeam Imp from Middletown, Ohio was donated to BTM in 2001 and later a 1967 Rover TC 2000 was trailed here from Florida just ahead of hurricane Francis. In 2002 an Austin A35 was donated by Hrach Chekijian and brought here from Watertown, MA. In 2005, a 1972 Jaguar XJ6 MK I and a 1978 Lotus Eclat Sprint were donated. The storage of these cars was a very real issue! Terry and Carol Loft came to the rescue with the loan of space in one of their warehouses in Wilmington, OH. This allowed us to perform some maintenance and

restoration work. Growth of the collection continued and we hosted a few "Open Houses" to get the cars seen and to promote the Museum. By 2008 we had 16 vehicles and were out of space. BTM Member John Gray offered space in a building he owned in Dayton which allowed any new acquisitions to be

The Octagon News – September 2022

housed closer to home. This also quickly filled up with another 16 cars, giving us a total of 32 in the collection.

All during this time the hunt for our own suitable museum building was going on, but with a very small budget, was a challenge. We looked at any building that had the slightest chance to be in our price range. This had its own learning curve as we needed room for the existing 32 cars plus future growth. Location was important as we intended to be an attraction for visitors to enjoy. City rules and codes would need to be followed. Again...with very little money.

Fundraising was constant with an annual car show and appeals. Two MGB's and an MGB GT were raffled off over the years. They were very labor intensive raffles but allowed our bank account to grow. That and very generous support by enthusiasts and car clubs. We learned that fundraising always will be a fact of life for a non-profit museum. We are "asset rich but cash poor".

In 2015 we found an 83,000 sq. ft. building with "good bones" but a real fixer-upper. After several visits with as many BTM Members as possible, we got BTM Board approval to negotiate on the purchase. The final price was \$160,000 and the owners would use a Land Contract to enable us to finance the purchase. We put \$30,000 down and had a balloon payment of \$98,000 to make in 3 years. The 3 years went quickly with that final payment looming over us. BTM Treasurer Tom Graff came to our rescue with a zero interest loan to cover the balloon payment. All along our cash flow from renting space and car storage allowed us to pay the bills but not enough to stash away for the final payment. We are now within a year of repaying Tom's generous loan. Unfortunately, Tom Passed away in 2019 but he, and his heirs, have our everlasting gratitude for saving the Museum.



Ed Wolf explains some of the collection to two young British car enthusiasts.

BTM is at 321 Hopeland St. Dayton, Ohio near the intersection of I-75 and US-35. It is a desirable location near downtown Dayton, the University of Dayton, and the Carillon Historical Park. A few offers have been made to purchase the building from us. Usually the monies are not enough to move us up into a better building. With no firm offers in hand we are focusing more and more on rehabbing our old fixer-upper into a suitable environment for a Museum. With the collection now at 60 cars, a huge library, and tons of memorabilia; we have a responsibility to house it appropriately and show it off to the world. Would you consider a donation to help with this grand endeavor? We are the only all-volunteer 501(c)3 educational charity in the USA dedicated to British car preservation and education.



Pictures from Concours d'Elegance

Steve Markman



My apologies to those club members I wasn't able to find.

Pictures from Club Picnic

Ron Parks



Thanks to Art and Cathy Banes for hosting this year's picnic

Pictures from Stowe, Vermont

Terry Looft

The ride to and from Stowe was quite wet with heavy rain at times, but the show weather was perfect. Carole won first place with her MGC. Dar and I won seconds with our MGA's. Good trip so far and the cars are running great.



Let's Hear it For Good Old American Steel

Steve Markman

This story came to me from my friend Dan Markman (no relation) in Houston, Texas. Dan has a beautiful collection of early 50s American cars (plus a Rolls, a Bentley and an MGB).

As the story has been circulating, a fellow in northern California purchased a 1954 Packard sedan that he had been wanting for a very long time. While he was driving it home, the engine died. He pulled over on to the shoulder, and called for a tow truck.

While he was sitting in the car waiting for the tow truck, a small late model Honda hit the left rear fender of the Packard. The Packard got a nasty dent there, but the Honda flipped over!

That almost-70-year-old Detroit steel is amazing. They don't make cars like they used to. Actually, they don't make much of anything like they used to!



Buying Classic Car Can Be More Than You Bargained For

Ray Magliozzi

Dear Car Talk: I am not a car nut, hence, I don't know the innards of a car. However, I would love to own a classic 1960-ish muscle car, like a Mustang Fastback. Is there anything I should be aware of before I get myself into it?

Car Talk Reply: I would warn you that you're not buying a car; you're buying a hobby, and maybe a divorce. From a mechanic's point of view, 50 or 60 years ago, cars were pretty lousy, compared to cars

today. They were less reliable, less durable, they handled poorly, stopped poorly, and crashed less safely. But they looked great, right? So, you're going to need several things before you embark on this bank-account-and free-time-depleting project.

First, you'll need a modern car and make the classic your second car. You don't want to count on a 60-year-old car as your daily driver.

Next, you'll need some savings. Old cars are always reaching into your pocket, so just accept that. It's not just the purchase price; it's the ongoing care and feeding.

Finally, you'll need a support group. Fortunately, most areas have old car clubs, where nuts and aspiring nuts like you get together and enjoy themselves. These will be your new people. They'll recommend mechanics to you, give you tips on where to get parts that are no longer made and share their knowledge. They'll also provide emotional support, giving you a shoulder to cry on when you spend two months of weekends replacing the transmission in your '66 Mustang, and on the first test drive, it won't shift out of second gear. In fact, joining a club like that in advance will help you get advice on what year, make, and model to seek out, and, even more importantly, what cars to avoid.

And if all that doesn't dissuade you, you'll have a wonderful time with your classic car, and you'll make lots of new friends, especially tow truck drivers and mechanics. Enjoy!

Classifieds

For Sale : Miscellaneous parts for 73 MGB, including side mirrors, headlights, and windscreen glass. A few other parts might be there. These are from Jim Carson's car. Contact Margo Carson at 513-899-3808 or carsonfam@juno.com (9/22)

For Sale: 1953 MG TD project car in. need of complete restoration. This car is in Beavercreek and available for viewing by appointment. More details and pix available. Joe Batka, 937-429-3412 (8/22)

Free classified policy: We are happy to run your auto-related ad for three months free of charge, but may cut older and non-MG related ads as space requires. If you wish to continue the ad for an additional three months, contact srmarkman@att.net or 937-886-9566.

Minutes from August Club Meeting

Sam Hodges

President Ed Wolf called the August meeting of the MGCC SWOC to order precisely at 7:30. Then, as is the norm, he called it back to order again at 7:31. President Ed Wolf, "Thanks for everyone coming out. Nice turnout. I'd like to thank the Barnes' for the picnic. Also thanks to everyone who put together BCD. I was able to make that one. No problems. Through some sort of mistake, I got an award of excellence."

Next we moved on to the Vice President's Report. Eddie Hill, "John, thank you for serving this year." Terry Looft, "I think its time for a promotion." VP John Scocozzo, "I'm not sure I'm ready for a promotion. I got nothing."

Minutes were next. President Ed called for a motion to approve the Minutes as reported. Dave Gribler made the motion. Ed, "Clearly he didn't read them." Ed Hill seconded. The MGCC voted. Motion was approved. Sam Hodges objected to the Minutes. *(If you haven't been paying attention, check who's*

The Octagon News – September 2022

Secretary above.)

Treasurer's Report was next on the agenda. Sue Scocozzo, "The MGCC had gains of: Membership Dues (\$60.00) (*Has Ed been hanging out at Hooters trying to bolster his numbers?*) + Regalia (\$27.00). Total gain to the MGCC was \$87.00. We had total expenses of: Postage (\$8.98) + Club Picnic supplies (\$78.95) for a total expense to the MGCC of \$87.93. Monthly total losses when subtracted from the gains means a loss to the MGCC of \$.93. When subtracted from our beginning balance of \$4,116.72, leaves the MGCC with an ending balance of \$4,115.79 in the primary checking account. The savings account now has \$381.98, with cash-on-hand of \$49.00. Total ending balance of all accounts was \$4,546.77." Ed Hill motioned to accept the Treasurer's Report as presented. Art Barnes seconded the motion to accept the report. MGCC voted. Treasurer's Report approved.

Membership was next. Carole Looft, "Ed, you have 71 members. You've got 1 more month. We ended up with two new members from BCD. Phil Roberts from Hillsboro, Ohio. He owns a '59 MGA and was at BCD. Also joining is Tim Pinkerton of Dayton. He has a '69 MGB and he too is a former member." Lois Gribler, "He was the one who restored our MGC about 30-years ago." Carole continued, "I'm already taking money for next year. I've got 11 members so far. Dues aren't due until next month, but I'll gladly take your money."

August Birthdays: Jennifer Peterson, Jayne Powell, Terry Looft, Bruce Miller, Dave McCann (*Sr./Jr. ?*), Carole Looft and Leslie Hunter.

Activities with Eddie was next. Ed Hill, "What about the Sunshine report?" Ed Wolf, "There's BCD at Cincinnati." Ed Hill, "This coming weekend there is an orphan marque car show at Young's Dairy in Yellow Springs. Labor Day weekend is the annual Holiday-at-Home show and parade." Skip, "Not sure how it happened, but I got invited to the car show." Ed Wolf, "Congrats or condolences." Ed Hill, "Is there going to be a Biscuits & Tea?" Dave Johnson, "The people who own the lot don't want to have car shows there anymore. They want \$2,000 per event to have car shows. We'll do a pop up car show somewhere, maybe one more this year." Ed Hill, "Saturday, Sept. 10, Macy's Garage in Tipp City is offering shop tours." Skip, "They picked the wrong car to work on (*They're primarily a Triumph shop if you don't know*). Terry Happensack, "Or maybe they picked the right car to work on?" Ed Hill continued, "Sunday Sept. 11th is the Aubrey Rose Foundation car show in Village Green Park in Fairfield. Sunday Sept. 18th is of course the Concours d'Elegance at Carillon Park. Sept. 21-22, Put-In Bay races are being held at Put-in Bay." Skip, "I've been there. It's like you've stepped back into a 1950's race complete with straw bales." Eddie, "I think the season pretty much ends in September." Lois Gribler, "NAMGAR GT 48 will be in Memphis Tenn. June 12-16." Terry Looft, "The National MG gathering will be in Calgary 2023." Ron Parks, "Art Lewis builds boards for the MG Gatherings. I sent him one of our grille badges so hopefully we'll be on the board for Calgary."

Skip, "The Concours pre-party is the night before. It's \$85 for members/\$95 non-members. The theme this year is 'Fabulous 50's'. 75% of the entries are brand new. There will be a smaller number of cars, but it's a very unique entry list. There are 157 cars plus motorcycles. This is also the gathering for the 'Marmon Muster'. There are 12 Marmon entries so far since this is their Annual gathering." Lois Gribler, "I talked to Lois Bigler and they were at the Kleptz family home and there are about 30 cars at the home that are available for a possible tour." Skip, "Maybe in October that would make a nice day trip. I know there's more stuff there than you can shake a stick at."

Sunshine Committee. Jennifer Peterson, "I think everyone's fine." Ed Wolf, "Does anyone have Covid? Monkey pox?" Sam H., "I have acid reflux, does that count?" Steve Veris, "Wrong crowd if you're looking for sympathy."

The Octagon News – September 2022

Newsletter Editor Steve's not here.

Webmaster John Scocozzo. "Internet's still working." Diana Hodges, "That's what she said." John continued, "The forum is adding projects."

Beer Brake called at 7:57./ Back from break 8:07. (*Short break!*)

Old Business. Ed Wolf, "Is that Terry or Steve?" Steve Powell, "What? I can't hear you." Skip, "You were a founding member of this club, I think you should tell him they disrespected you." Steve P., "Yeah. What he said".

Carole Looft, "Ron Ramer asked that we commit to helping with the restoration of the MGB. I think we should decline as a club officially, but agree to do it on an individual participant basis. Let's let them be in charge, and just let them tell us what they need us to do." Skip, "I agree, it's not something we should commit to as a club but we can all volunteer as time permits."

Ron Parks MGA update. "I talked to Dale Oaks. He's agreed to paint it for free, but the painter was out with Covid and now they're backed up." Lois, "The paint for our Jag was \$500/gallon so when someone donates paint, that's a big deal." Skip, "It's a latex." Steve V. "But it's the good latex."

New Business. Ed Hill, "At BCD I had my club shirt on. Someone was asking about the t-shirt and wanted to know if they were still available." Carole Looft, "I've got another place in town that I can check. The place we used before has since gone out of business." Ron, "We did those last in 2013. We all wore them to St. Louis." Skip, "No wonder mine has a hole in it." Eddie Hill, "What about can koozies?" Carole, "I've got about 50 of them, still. We're good."

Tech Tips. Sam Hodges, "If you have an MGB and you're still running the automatic choke on the Stormberg carb, and no matter what you do, you cannot get the fast idle to come down, take the car to Steve Miller at MG Automotive. Steve was able to quickly diagnose that the choke had been assembled backwards."

For Sale. Ron Parks, "I bought bullet mirrors for my MGB so I've got my old MGB mirrors for sale. They're not great, but they're good. Make me an offer." Steve Powell, "\$4.00." Skip, "The reserve has not been met."

Gumball Rallye drawing. Eddie Hill won.

Motion to adjourn made by Jennifer at 8:26. Meeting adjourned.

  <p>www.BritishTransportationMuseum.org 321 Hopeland St., Dayton, OH 45417</p> <p>Giuseppe Automotive Restoration (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>Steve Miller 3733 Wilmington Pike Kettering, Ohio 45429 (937) 294-7623 e-mail: MgAutomotive1@aol.com</p>
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