

THE OCTAGON NEWS

Volume LIX No. 8

June 2024



From the President

Dave McCann Jr.

Greetings from somewhere. I'll probably be back in Ohio when you're reading this, but I've got a week scheduled in Richmond, Virginia between now and then. The big event in Richmond is the Richmond Region AACA car show. This has taken over from the big British/European Car Show that the Central Virginia British Car Club used to put on. Now the CVBCC helps the RRAACA put on a similar event for classic cars of all types. It doesn't rise to the level of a Concours d'Elegance, but the event organizers have been putting together a couple special classes of invited cars. This year Tail Fins and Micro Cars are the two featured classes and it should be a be an interesting group of cars. They also have a 1966 Chevrolet display with eight vehicles from that year and

Pub Run to TJ Chumps

My BRG MGB (Member Featured Car)



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 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:

Wed, June 26, 2024

MG Car Club Officers

President.....Dave McCann Jr.
phone.....714-457-6682
mail.....david@mccann.ws
Vice President.....Dave Gribler
phone.....937-898-9928
email.....drivesmgs@yahoo.com
Secretary.....Sam Hodges
phone 937-581-4767
email.....sammgb@earthlink.net
Treasurer.....John Scocozzo
phone.....937-231-9188
email.....jscocozzo@gmail.com
Member at Large.....Tim Dunham
phone.....937-293-6026
email.tdunham@thedunhamcompany.com
President Emeritus.....Dave Johnson
phone.....937-902-8888
email.....daydave@hotmail.com
Web Master.....John Scocozzo
phone.....937-231-9188
email.....jscocozzo@gmail.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
Octagon News Editor & Production Staff:
Ron Parks...MGdriver@woh.rr.com937-322-0717
Terry Looft.....Terry@looft.net937-382-1520
Historian.....Open
WebPage.....www.mgcarclubswohio.com

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Marque, and a nice group of vintage luxury cars from a 1913 Stevens Duryea through a 1946 Delahaye.

I'm driving the yellow MGB GT V8 down to Richmond and bringing back the MGA, so that I can drive the MGA out to Oregon next month. I think the MGA is in pretty good shape at this point so I shouldn't have to do much it. I am still working on a custom dash for this car, but that won't be done before the GT in Oregon. I might have a mock up to take with me. The yellow car also is not done. I temporarily attached a new front valance, but those are apparently not simple install items and it will need some significant fettling. There are several places where the yellow car needs body shop type work, so that may be something to have done over next winter. I also got the new battery in the yellow car. I'll see how that holds up over the next several years, and how many times I use the "instant jump start" feature.

On the subject of interesting car related technological devices, I got a battery air pump from my Aunt for Christmas and I just got around to putting it to use. Of all the options for pumping up tires, none seem to make it an easy operation. I have a large compressor in the garage, but it stays off most of the time as it is not used enough to suffer the noise of leaving it running or even running it long enough to pump up to capacity. The 12 volt ones are also noisy and take more than a trivial length of time to fill a tire (which is a problem because you need to monitor them so they don't over fill the tire). There are simple battery powered pumps that have similar limitations to the wired 12 volt pumps, although battery power can be a plus in some cases. The pump I got for Christmas has a pressure shut off, and this makes all the difference. It's still noisy (maybe not quite as noisy), but since you don't need to monitor it, you don't need to be near it while it works. It runs off a rechargeable lithium battery and has enough power to pump up at least two tires from 15 to 30 psi. It has a short hose that screws into the main part of the pump and screws on the valve stem also. This is a plus and minus as screwing it onto the valve stem is less convenient than a press on gauge or pump, but it stays there and I was able to let the entire thing hang from the valve stem. I do have metal valve stems, and I'm not sure how it would work with flexible valve stems. The pump has settings to remember several different pressures in case you have cars with different requirements. The hose when unscrewed from the pump (and from a valve stem) stores in the pump. It's not small enough to fit in a center console of an MGB, but it is small enough to fit in just about any glovebox. It doubles as a pressure gauge, as it will show current pressure. It does take more than a moment to attach, but you can just pump up the tire rather than just checking the pressure. I didn't think much of it until I used it, but the combination of features really works better than anything I've ever tried.

Hope y'all get your cars out and take them to something this summer. See y'all at the meeting and Safety Fast.

From the Editor

Ron Parks

Remember any and all contributions to the newsletter are always welcome. You can mail them to me at 4101 Grossepoint Street, Springfield, OH 45502, or E-Mail to: MGDRIVER@woh.rr.com. Either of those methods will work fine or you can call me at ((937) 322-0717 and we can arrange to meet and transfer materials or conduct an interview.

Upcoming Events

June:

2 - 25th Annual British Return to Fort Meigs Car Show
17 – 21 Octagonal Time in the Heart of Ohio
26 – Meeting (Bennett’s Publical Family Sports Grill,)

July:

14 – Mad Dogs & Englishmen
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,)

October:

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

November:

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

December:

7 Holiday Party (Bennett’s Publical Family Sports Grill,)

My BRG MGB

Ed Hill as interviewed by Ron Parks

I purchased my MGB in April of 1976. I was a young Airman newly arrived at Travis Air Force Base in California. I needed wheels. I saw this BRG MGB setting there for sale and I bought it. It was my daily driver my entire time in the Air Force. The only improvement I made to the car while I was in the Air Force, was to install the roll bar. When I got out of the Air Force, I drove the car to Colorado, where my brother lived. I pulled into his driveway late at night and the next morning the car would not start. Determined that the fuel pump was the culprit. My brother, being a Nissan mechanic with a Nissan electric fuel pump on hand, installed it in my



MGB. It fired up and ran for many years on that fuel pump. I spent the summer with my brother in Colorado and drove my B to Ohio in the fall of 1978.

My MGB was my daily driver in Ohio for a couple of years. By then it was tired and worn out. So, it got parked in a neighbor’s garage for several years. Then, in 1994, when I was married and my wife said fix it or sell it. It went to MG Automotive to make it road worthy. The engine was overhauled, and new brakes, new clutch, and new transmission were installed to make the car road worthy. I was taking some schooling in 1995 and so did nothing to the car. I stripped everything off the car in 1996 and sent it to the body shop to have it painted the same original color (BRG). I purchased the air dam from the special tuning section of

the MOSS Motors catalog and had it painted to match. When the car came back from the body with new paint, I refurbished the interior in the original Autumn Leaf color, installing new seat covers, new interior panels and carpet. Also, installed new rear springs at this time. It came with the original rostyle wheels, which I began to restore when I found out that two were mediocre and two were toast. So, I



decided to purchase new Mini-lite wheels that were on sale from Victoria British through club member, Dick Smith. At last, my MGB was back on the road!

My first long trip after my restoration was to attend Indy '96' with the MG Car Club Southwestern Ohio Centre. The car ran flawlessly and continues to run flawlessly,

However, I've had the car towed twice. The first time the car was starting to act up on Riverside drive and quit when I turned Shoup Mill Road. It was sputtering and putting out no power. The fuel pump was not working. So, I thought this would fix it, but, no it was still sputtering. The next thing I replaced was the condenser. I was feeling all fat and sassy, but no, it still was not running right. Turned out there was a vacuum leak in the vacuum line behind the carb. The hose was cracked and split. A new hose got the car running again. The second time it got towed, was during the COVID pandemic. This time the clutch went out. There was an internal failure of the clutch. Had it towed to MG Automotive, where Steve Miller pulled the engine and replaced the pressure plate and clutch disc. There was another breakdown when I was still in the Air Force in California. The battery cable attached to the starter broke cutting all power to the car. This happened on Interstate 80 driving home from Sacramento one night and lost all power. Fortunately, I was able to coast off and exit and saw the wire dangling under the car, re-attached it sufficiently to get me back the Travis Air Force base. I made a permanent repair later.

I took my MGB to MG Automotive to have an oil leak fixed. I assumed it was the rear main seal on the engine that was leaking. But it turned out to be the front seal of the transmission that was leaking instead. This is when I decided to install an overdrive transmission. I also, replaced the rear end, when it became too noisy to tolerate.

I have enjoyed driving my MGB on club tours, pub runs and such. I drove it to Cleveland in 2000, to Mid-Ohio for the British Car Corral in conjunction with the Vintage races, to Louisville for MG2016. I plan to enjoy driving my MGB for many years to come.



A- TEAM

Ron Parks

The A-Team has made more progress towards turning the donated MGA 1600 Roadster into a nice driver that the British Transportation Museum can sell for a profit. Bill Hunter and Ron Parks, and to be honest, mostly Bill Hunter, got the front brakes calipers installed. As you are reading this, the rear wheel cylinders may be installed and the hydraulic system may be bled? Once we are done with the brakes, we will move on to the fuel system.

Editor's note: A-TEAM title, coined by Ed Wolf.

Pub Run to TJ Chumps

Ron Parks

Fifteen members showed up in five (5) MGBs and two (2) MGAs. In spite of the less than stellar service, a good time was had by those in attendance. The restaurant was short staffed and we will not be going back there for any future pub runs. Nonetheless, it was good to get to get our MGs out for a drive and an evening with friends!



The British Return to Ft. Meigs

Ron Parks

After meeting at what was formerly a Rite Aid drug store in New Carlisle, Ohio, Carole Looft, driving her red MGC roadster and Terry Looft in his right hand drive MGB followed me, Ron Parks, in my MGB, north on SR235 towards Perrysburg. After a breakfast stop at the McDonalds restaurant in Ada the short caravan arrived at Ft. Meigs. The grass show field was too soggy to accommodate cars, so the show was held in the paved parking lot. Cars were parked in the order of arrival making voting a hiking affair. We walked the lot several times to ensure we saw all cars entered for each particular class. The MG Car Club Southwestern Ohio Centre was well represented with traveling members and members local to the area winning awards. (See Photos)



Voting done, Terry and Carol Looft relax.



Ron Parks does the same.



Janet Shoviak



Lian Shoviak



Carole Looft



Terry Looft



Dave Smittle

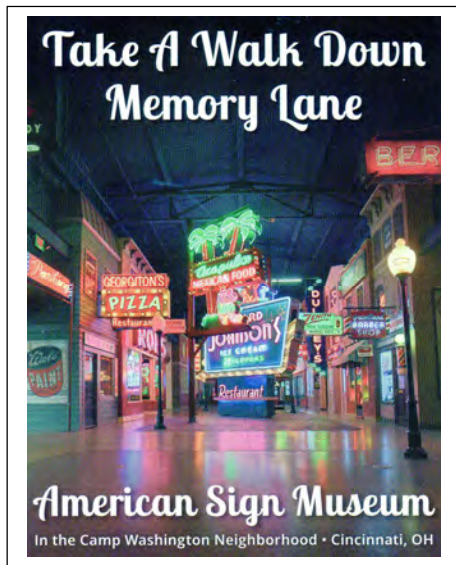


Ron Parks

Sign Museum Tour & Pub Run Dave McCann Sr. and Ron Parks

Dave McCann Sr. and Ron Parks took a drive to Cincinnati to check out the American Sign Museum for a potential club outing and pub run. The museum conducts a guided tour on Sundays at 2:00PM. Our plan would be to arrive at the museum around 1:30PM on a Sunday yet to be determined, take the tour at 2:00PM, wander the museum on our own after the guided tour for a time, then proceed to Ford's Garage restaurant for a pub run meal. Ford's Garage is a great place for car folks, with car bodies hanging from the rafters, gas pump faucets and tire sinks in the restrooms, etc. We took on the tough and dirty job of researching lunch and were very satisfied with the food and prices at Ford's Garage. We think you'll like it!

The museum is located just off I-75 at the Hopple Street exit. Rather than trying to caravan and keep everyone together on the Interstate, we suggest that everyone get to the museum on their own, arriving around 1:30PM on the designated Sunday. We, of course, would provide maps and directions to the museum and the subsequent trip to Ford's Garage.



We can discuss this at the meeting and pick a Sunday that works for the majority.



Classifieds

For Sale: 1959 Triumph TR3A. Needs a full restoration. Has both wire and steel wheels and lots of spare parts. \$4k. Call Mike Harmon at 937-789-6737. (4/24)

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

Larger ads may be purchased for inclusion in the Octagon News for the following annual prices for 11 issues: full page ad - \$100, half page - \$ 75, quarter page - \$50, & Business card size - \$25.

Minutes from May Club Meeting

Sam Hodges

President Dave McCann, Jr. called the May 2024 meeting of the MGCC SWOC to order precisely at 7:30 (As I was not in attendance due to work related travel, and my stand-in, ex-Secretary Diana took the notes, I have my doubts).

The President's report was first on the agenda. President Dave, "The VP Report?"

Vice President Dave Gribler was not present at the time the report was called for. He did, however, drag his carcass in late. VP. Dave then proceeded to blame the Jag XKE and the Stromberg carburetor. Dave, "Not that they're running and acting up, I was just working on them lost track of time."

Minutes were next. John Scocozzo motioned to accept the tissue of lies that are the Minutes as reported. Dave Johnson seconded. MGCC voted. Minutes were approved. (*Again, my stand-in failed to adequately assume the role of Secretary as she did not object to the Minutes as reported.*)

Treasurer's Report was next. Treasurer John Scocozzo, "We had no income. We did have expenses though. We had total expenses of: Mother Club Membership Renewal. With the exchange rate that amounted to (\$107.46)+ Tune-Up Clinic supplies (\$67.42) [*That's a lot of donuts & coffee!?*] + Drive/Outing supplies [*Beer?*] (\$120.64) for a total expense to the MGCC of \$295.52). Monthly total gains of squat when added to the losses means a loss to the MGCC of \$295.52. When subtracted from our beginning balance of \$2,397.96, leaves the MGCC with an ending balance of \$2,102.44 in the primary checking account. The savings account now has \$2,382.64 after the application of \$0.11 in interest. Cash-on-hand of \$55.00. Total ending balance of all accounts was \$4,540.08 ." Dave McCann, Sr. motioned to accept the Treasurer's Report as presented. Ed Hill seconded the motion to accept the report. MGCC voted. Treasurer's Report was approved. (*Based on that \$5.00 sitting in cash on hand, I'm guessing that...*) Lois Gribler opposed due to the \$5.00 of unacceptable money in the cash on hand account.

Activities with Eddie were next. Eddie, "We have a Pub Run coming up (*you've missed it*). The Tune-Up Clinic had about 18 people show up. June 2nd is the Perrysburg, OH car show. We're meeting at Rite Aid in New Carlisle at 7:30 for anyone interested in driving up together. On the Oregon trail front, there are MGs going to Oregon. They hope to make it over the pass before winter sets in. The Gathering of the Faithful will be held in Newark, June 17-21. The event site will be the Cherry Valley hotel. Ron Parks, "I'm going on the 17th and anyone interested in going is welcome to meeting at my house to leave at 7:00 am."

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Pres. Dave McCann, Jr., “Anyone have any Pub Run ideas?” The Dayton Daily News had outdoor eating areas article. There’s a nice list of places with patios. The list was passed around at the meeting with instructions to add to it if a place you know about isn’t on the list. Some of the options included: Geez - (in Centerville) near Dorothy Lane Market, Archer’s in Centerville, Skip, “Wait this is the Triumph club meeting spot. We should hold a Pub Run on the first Wednesday of the month. Another option was/is Loose Ends on 48 in Centerville, Rip Rap Roadhouse and finally, The Famous. Several of these are near the Spring Valley and SR 48 intersection in Centerville. Dave McCann, Sr., “We could go to the Sign Museum in Cincinnati and then go someplace afterwards.” Skip, “Loose Ends did a cruise in and it was VERY well attended.” There’s also The Pub at the Greene.

Sunshine Committee was next. Mimi said Steve is doing well, progressing well. Skip “Steve will try to go to the British Car Day. He’s still a sponsor of the show. Jeff is running the business and Mimi is helping with physical therapy.” Lois, “Don Bigler has been in the hospital and had 8 surgeries in 5 days.”

Website was next. Webmaster John Scocozzo, “The internet is still there. No new photos. Feel free to upload if you have any.”

Membership was next. Membership Chairwoman Carole Looft, “We have 64 members. You didn’t lose anyone this month, so that’s always good.”

Birthday during April & May: Linda McCann, Tim Dunham, Dave Estelle, Gordon Lindsay, Mike Hirsch, Torrey Looft, Mike Hirsch, Sue Scocozzo, Mary Planeaux, and a couple others that were missed - *apologies from the stand-in Secretary.*

Dave, “Last August they held the Lemons Rallye. It ran from Detroit to Kalamazoo to Cleveland then to Akron. The car caught on fire at a stop light. Apparently, ethanol boils 40°F lower than old school gas. The transfer tube melted because the gas boiled out and gas was dumping on exhaust manifold. Damage was limited to just a cracked head and burnt wiring harness.”

Beer Brake was called for at 8:00 sharp.

Back from break at 8:13 (*no sense of symmetry or Zen. Retuning on a prime number!*)

Carol Looft introduced a new potential member, Logan. They met at MicroCenter. Terry met them there. Tim is Logan’s dad and was in attendance too. Logan, (*I’m guessing this is somewhat how the conversation went since I wasn’t actually there. I don’t want to slander him too much this early into the relationship.*) “I bought a 1965 MG 1100. It has a tasteful amount of rust. We trailered it from Kansas City, MO. I’d like to get it on the road. We checked and the compression readings were in the 170 to 180 range on all of the cylinders. It cranked about 4 times. Oil should be in the 150 psi range.” MGCC welcomed Logan to the meeting with a slew of jokes about ‘coming to the wrong place to get it back on the road’ or ‘you’ll fit right in with a tasteful amount of rust’, etc.

Old Business was next. Steve Powell was in attendance, so we can continue.

Skip, “Moss Motors approached us about sponsorship for BCD. they do intend to attend BCD. The last time they were here was when Ken Smith had just brought the motor home. We need volunteers for Friday night and Saturday until noon. We’re expecting about 250-300 cars. Right now, we have 40+/- registered in paper. If you want to check if you registered, talk to John Scocozzo.

New Business was next. Carole Looft, “I would like to propose new business cards. The ones that I have still have Rusty Bucket as the meeting place.” Skip seconded Carole’s motion. Jennifer Peterson thirded and Ed Hill fourthed. MGCC approved Carole going to Insta-Print and ordering

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the minimum. No one voted in opposition

Tech Tips. Dave, Jr., “I brought a lithium-iron phosphate car battery. It’s very lightweight and very expensive (\$700).” At this point, the frugally minded pointed out how many regular batteries you could purchase for that amount. While others pointed out how many Big Macs one could forgo in order to make similar weight reduction gains. Dave, Jr., “. It does have 950 cranking amps if that sways any opinions.”

Dave McCann, Sr., “I ran into Glenn Hamilton, Prof. Emeritus at WSU. He has an MG TD but wants a TC with a period correct supercharger (late WW2 airplane supercharger). He normally comes to BCD so if anyone has any info, look for the professor-looking guy with a TD.

The new person has questions (Tim, Logan’s dad) about membership, tech tips, and other things (*congrats everyone on keeping it together long enough to snare another member*).

Gumball Rallye was won by Linda Parks.

Motion to adjourn made by Sue Scocozzo, Skip seconded. MGCC Meeting ended 10:48 (*she didn’t put in a time so I’m making it up however I want*).

Edit: Proofreader Diana Hodges, “To the best of my foggy memory, this sounds about right.

  <p>www.BritishTransportationMuseum.org 321 Hopland St., Dayton, OH 45417</p> <p>Giuseppe Automotive Restoration (937) 269-7240</p> <p><small>Auto restoration, classic maintenance and specialist repair</small></p>	  <p>Parts, Service and Restoration for MG, Triumph, Austin Healey and Related Autos</p>  <p>Steve Miller 3733 Warrington Pike Kettering, Ohio 45429 (937) 294-7623 e-mail: MGAutomotive1@aol.com</p>
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