

THE OCTAGON NEWS

Volume LIX No. 10

August 2024



British Car Day Dayton Winners/Photos

Rally Report – Our MG Midget Became a Lemons Legend

From the President

Dave McCann Jr.

July was an eventful month for me, and August and September should be nearly as eventful. In July I took a long trip to Oregon for GT-49, the annual NAMGAR get together. I have a trip report article that should appear in this or a forthcoming newsletter. August, of course, is eventful for club events including our annual car show, then our club picnic a week later. September includes the Dayton Concours and a club drive to the Sign Museum. I will likely add to this with the drive back from Oregon (as I left my car in Oregon and flew home).

The preregistration number we had for the car show was 179 and we ended up with 243 cars minus 29 no shows. We had twenty or so MGCs join us for the car show while they were in Dayton for their annual event. The weather was about as good as anyone could want,



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, August 28, 2024

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Upcoming Events

August:

3 – British Car Day, Dayton

11 – Club Picnic Hosted by Linda & Ron Parks

28 – Meeting (Bennett's Pubical Family Sports Grill,)

September:

15 – Concours d'Elegance, Dayton

22 – Sign Museum & Pub Run in Cincy

25 – Meeting (Bennett's Pubical Family Sports Grill,)

October:

23 – Meeting (Bennett's Pubical Family Sports Grill,)

November:

20 – Meeting (Bennett's Pubical Family Sports Grill,)

December:

7 Holiday Party (Bennett's Pubical Family Sports Grill,)

with no rain but clouds for most of the morning and some of the afternoon. Things went well in the door prize booth with all of the prizes given out. I know the field layout was challenging this year with the extra 'meadow' where we'd normally have two or three more rows, but it seems like we were able to push the show cars further toward the parking lot and also make the rows a bit longer.

The picnic at Ron and Linda Parks' house was a nice event also, and it was nice seeing everyone there. We had a nice complement of MGs and a few other British vehicles present. I hope Ron wasn't too upset by what was done to his roof. If he didn't notice, then forget I said anything.

My current plan for getting my MGA home is to fly out to Portland for the Labor Day weekend and drive home after that. I think I'll head through Yellowstone and across northern Wyoming. I've been through all the states other than Alaska and Hawaii, but there are several along this route that the MGA has not been in. Wyoming, South Dakota and Nebraska. One plan would be to go through Wyoming and Nebraska and stop at the Great Platte River Road Archway Monument museum, but I think Yellowstone and then northern Wyoming along with South Dakota and then drop down to cut through part of northern Nebraska would give me all three. I could also stop at Mt Rushmore again; it's been almost 30 years since

I've been through there. And as always, I'll look for the car museums to stop at along the way.

I'm not sure exactly what the route will be beyond the few details I've sketched out, but it should be a good time, and early September should not be too hot or too cold in the western states. I'll have to see what the forecast shapes up to be. I could push it out if it looks too foreboding, but at some point I've got to drive the car back and early September seems like the best option. Plus, if I push it out too far I'll miss the club drive and the meeting in September.

No shortage of plans to make for trips around the country in the little British cars. 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.

Summer Picnic

Linda & Ron Parks

The MG Car Club Southwestern Ohio Centre's summer picnic was held on Sunday August 11, 2024, at our home. It was a beautiful day for the picnic. We all had a good time, visiting, eating and drinking. Some played Corn Hole. The Club trailer kept the beer cold. Everyone got their fill of burgers, hot dogs and the goodies that everyone brought to share. There were five MGBs, three MGAs, one lotus and one Rolls Royce in front of the house. Best our front lawn has looked all summer!



Rally Report

Our MG Midget became a Lemons Legend

By Suzi Milo

The concept of the Lemons Rally may not make sense at first glance: a multi-day, multi-state road trip scavenger hunt in the vehicle most ill-suited to the task. Judges assign points based on how bad your car is (the worse your car, the more points you get), how many checkpoints along the route you can find and post on Instagram, and any creative roadside repairs or silly things you might end up doing. Teams are also encouraged to dress themselves and their cars up in themed costumes. All you know in advance are the cities where each day ends, and at the kickoff meeting you get a booklet with all the challenges so you can plan your route. It's a competitive game, but NOT a race.

This kind of nonsense is right up mine and Pete's alley. In July, we competed in our 3rd Lemons Rally. This was the second time we entered our 1971 MG Midget. And in the words of the Rallymaster, we entered "Lemons History" with our story...

Last year, the Midget was mostly stock. Pete had replaced most of the suspension and we upgraded to Miata seats, but otherwise we had no real improvements or modifications. The route took us from Detroit through a good portion of lower Michigan to Kalamazoo, then through backwoods Indiana before crossing Ohio from Bellefontaine down to Columbus. The last day was a criss-cross set of checkpoints through Northeastern Ohio ending near Canton.

The checkpoints are generally "Roadside Americana" like "Visit the Mothman Statue" and "Find the center of Michigan's lower peninsula." You find the place, take a picture of your car there, and move on. The organizers are emphatic about this NOT BEING A RACE, but to hit checkpoints and gain points we needed to be highly efficient. This was very difficult in an MG that couldn't break 55mph without serious issues.

On this first rally, we had several breakdowns due to the exhaust falling off, but generally made decent time. We



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befriended a few guys from Michigan who had put a Triumph TR-3 motor in their C3 Corvette - yes, you read that right. We ran the back half of the rally with them until we caught on fire 40 miles from the finish due to a carb jet failing and leaking fuel onto the exhaust. Despite some heroic repair attempts, we were out of the running...

We later found out we had been on track to win 1st place, had we finished. The organizers had to scramble to redo the winners circle when we dropped out. So now we were determined.

We ran another Lemons Rally (there are several across the country, throughout the year) in our 2002 Porsche Boxster earlier this year. We finished this time, and won an award for “Random Acts of Stupidity” because we kept the top down the entire time. In February. We felt like we could do anything.

Now we were ready to engineer the Midget’s triumphant return.

Pete spent two months putting every spare hour into the project. He sourced a new drivetrain, built a custom CAN bus for the electronics, and replaced basically every original part aside from the chassis. Many of you have seen it by now - the “MG Fidget”, powered by a Fiat twin-cam.



I decided our theme should reference last year’s tragedy and represent its rebirth, so I painted Italian flag flames on the hood. Pete ran a test run up to Michigan for a British car show and worked out some kinks (one of the last original parts, the Lucas alternator, ended up failing, so he rebuilt it in place).



We were ready!

This year’s Rust Belt Ramble started outside Indianapolis on a Friday morning, so we took the “Fidget” out the night before, cruising comfortably at 75mph with its new five speed Italian transmission. Friday morning we astounded the judges when they asked to see under the hood. They gave us 425 starting points, a serious haul.



We paired up with our Triumph-Corvette friends from last year, who were running a Pontiac Fiero dressed up like a race car this time. We were off to a bad start: the frame had rubbed holes in the new radiator and we were overheating badly. Thankfully we were on home turf advantage this year - day one ended in Florence, so we opted to drive home to Dayton and do some repairs.



Armed with the new, badly fitting, less effective radiator available on short notice, we cruised down the Ohio river for day two. We crossed the ferry to Augusta, drove along some excellent back roads, and fought the specter of overheating the entire way to Charleston WV. We also had total electrical failure at one point, but Pete was able to reverse engineer a mistake he made and a little duct tape got us back on the road.

We needed more cooling, so Pete bolted a generic transmission cooler to the grill at the hotel in Charleston that night. It worked, but we were burping the coolant system pretty regularly, and the whole system could only do so

much with temperatures in the low 90s.

Day three started out promising with an amazing scenic drive up to Hawk's Nest State Park in WV, but we were still fighting to stay cool. A few checkpoints in, we had to wave our friends ahead to leave us behind while we found a rural mountain NAPA Auto Parts. Pete found that we had a consistent leak from a flange pipe introducing air into the system by the water pump, and had to perform some emergency surgeries to make everything fit.

We were down for a few hours and fell to the back of the pack despite starting the day at 5am. The nature of the Lemons Rally means there inevitably will be breakdowns. The community embraces and celebrates this, and roadside repairs are worth lots of points. In fact if you don't break down, maybe your car was too good to bring. Several fellow competitors stopped to check on us since we were stopped along the rally route. The spirit of Lemons is highly collaborative.

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The repairs were successful and we started off on the home stretch. The last few checkpoints were in the Pittsburgh area, where Pete and I are from. The car was performing well, but we were nervous. After all, we broke down at the very end last year. We took nothing for granted.

In the end, The MG Fidget finished with no issues except our nerves. The teams already at the end cheered like mad when we arrived - everyone knew we were in the running for first place and how much we had broken down along the way, since everything is documented on Instagram.

The awards were announced at 7pm. The Rallymaster gave speeches for all the winners: Organizer's Choice, Rallymaster's Choice, and Random Acts of Stupidity. Then 3rd place (our friends in the Fiero), 2nd place (some 1940s chassis on top of a modern car).

Then 1st place: "MG Fidget!!"

It was fun to hear the Rallymaster tell the whole story of how we came back with a vengeance this year after catching on fire the first time. And he mentioned how we broke down more than everyone else combined.

That's what makes a good Lemons Rally: you break down, and you get back up.

You can see our old rallies and follow us for new ones on Instagram: [@YourLemonStartsNow](#)

You can view all of our photos here:

<https://photos.app.goo.gl/RnhZ1g4Sy2j6DSYS6>

<https://photos.app.goo.gl/THXkK1uj8magx79C8>

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 worked on getting the rear wheel cylinders installed. We will get the hydraulic system bled, sometime. Bill has installed the replacement carbs. Getting closer to start up.



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

BCD Dayton 2024

Results, Skip Peterson

RESULTS

Photos, Ron Parks

MGT

1. George Smith, 1935 MG PA
AE. Steve Powell
AE. Roger Heil

MGA

1. Phil Roberts, MGA 1500
AE. Art Barnes

MGB pull handle

1. Marc Masquelier
AE. William Hunter

MGB chrome bumper

1. Terry Looft, 1969 MGB
AE. Robert Voress
AE. Ron Parks
AE. Steve Howard
AE. Bob Clark

MGB rubber bumper

1. Greg & Nick Lepera, 1980 MGB
AE. Richard Pittenger
AE. Michael Parsons
AE. Jim Niebert
AE. Diana Hodges

MGC

1. Dana Rindge
AE. Carole Looft

MGC GT

1. Mark & Sue Miller, 1969 MGC GT
AE. Chris Hannes
AE. Dave & Lois Gribler

Midget

1. Dennis Gates, 1972 Midget

TR 2 & 3

1. John Coutant 1959 TR 3A
AE. Scout Stout

TR 4 -250

1. Joan Burd, 1968 TR 250
AE. Wendell Terrill

TR 6 chrome bumper

1. Tom West, 1972 TR 6
AE. Andrew Morris
AE. Jack Pounds

TR 6 rubber bumper

1. Joe Gerst, 1976 TR 6
AE. Vic & Renee Snively
AE. Dennis Coons
AE. Erick Halbegewoks

TR 7 & 8

1. John Clifford, 1976 TR 7
AE. Keith Hartman
AE. Patti Clifford

TR 7 & 8

1. John Clifford, 1976 TR 7
AE. Keith Hartman
AE. Patti Clifford

Spitfire chrome bumper

1. Bill Burleigh, 1967 Spitfire

Spitfire rubber bumper

1. Michael & Rebecca Lowrey
AE. John Timpone

Jaguar XK

1. Terrell Allen, 1998 XK
AE. Ron Dullaghan

Jaguar E-type

1. Richard McKinley, 1963 E-type
AE. Stephen Locker

Jaguar XJ/Sedans

1. Bill Owen, 1973 XJ6
AE. Joe Vandehatert
AE. Dana Springer

Austin Healey 100-3000

1. John & Karen Steck
AE. David Roberts

Austin Healey Sprite

1. Dean Anderson, 1959 Bugeye
AE. Tim Bosse

Classic Mini

1. Lou Alvino, 1969 Morris Cooper

New Mini

1. Mike & Judy Burdine, 2015
Cooper S

Sunbeam

1. Jim & Diane Ebert, 1967 Tiger
AE. Peter Bolmida

Open Class thru 1965

AE. Hugh Guynes

Open Class '66 and later

1. Wes Gipe, 1973 GT 6
1. David Evans, 1966 Morgan Plus 4
AE. Jon Goode
AE. Wes Gipe
AE. Scout Stout

British Conversions

1. Chris VanDelinder
AE. Scott Costanzo

European Open

1. Nick Besch, 1998 Aston Martin

Premier Class

1. Greg Sipe, 1955 Austin-Healey 100

AE. Paul Weaver
AE. Gordon Attridge
AE. Dana Springer

Diamond in the Rough

1. John Scocozzo, 1959 MGA

Best of Show

George Smith, Lexington, KY. 1935 MG PA

Longest Drive

Mark & Sue Miller, 1969 MGC GT
Springfield, OR 2,816 miles



Fast Eddie (Ed Hill)
Show Field Master



BCD Dayton 2024 Photos



NAMGAR's GT-49

Welches, Oregon

Dave McCann Jr.

I left after work on the 3rd of July. There were storms to the west, but none where I was driving that day. My original plan was to drive to northern Illinois that night and go through Wisconsin and Minnesota on the 4th, however the storms were close enough that driving through Wisconsin and southern Minnesota on the 4th would be wet. So, I decided to drive all night to get ahead of the weather. I got a reservation in Hibbing as this seemed to be as close as I could get to the Northwest Angle that night. I was able to miss all the weather that day and got into Hibbing about 10am. I got a nice view of the western tip of Lake Superior when I went over the bridge into Duluth (and into Minnesota). I was able to get into my room in Hibbing at 11am and then slept for several hours. Got up to have dinner and then slept again. Hibbing had fireworks the week after the 4th, so I missed fireworks, but I got up on the 5th and headed to Warroad, Minnesota, Canada and then the Northwest Angle.

In Warroad, there was a car museum. Warroad is the headquarters of Marvin Windows. Apparently Bob Marvin has some money and has acquired a few cars. Mostly muscle cars, but it was all interesting and there were a few other vehicles such as a 4wd International from the 40s and a Cord 812.

After Warroad, I headed into Canada. The roads were paved for a few miles after I turned off toward the Northwest Angle, but there were (according to my notes) 23 miles of gravel road on the way in and 58 miles on the way out when headed to Winnipeg. It had apparently just rained, so some of it was not dusty. There were a couple places where not only was it still dusty, but the dust surrounded the entire car rather than just billowing out behind the car. I think I ended up with a vibration at 58 miles an hour from this, but it could have been bad roads in Winnipeg. The angle itself was what I was expecting. A large marker and photo opportunity. So been there, done that, no good shirts in the gift shop. Crossing the international border there is an interesting experience as you have to call in to the US after arriving and call in to Canada before leaving (if you go by boat, and stay in the US, this is not required).

From there, I crossed from Winnipeg to Calgary and stopped off in a couple museums in southwestern Manitoba. Calgary was a diversion so I could get Pho (Vietnamese beef noodle soup) at a good place I heard about and then down toward the US Glacier National Park. This worked out to going through Glacier NP on the 8th of July on the famous Going To The Sun highway. Due to crowds, Glacier has implemented a reservation system. The impression I got driving through is this is related to parking in the McDonald Lake area. I was aware the reservation was not required when entering at St Mary, and there was not an issue with traffic either there or anywhere in the park. There did not appear to be any open parking lots in the McDonald Lake area, but I wasn't looking. There were plenty of places to pull off when going over the pass and I was able to get quite a few pictures of the scenery.

From Glacier NP I went toward Kalispell and then south to Deer Lodge. The June Roadkill episode on Motor Trend had the guys donating their Rancho to the Old Montana Prison & Auto Museum, and rather than going back into Canada to go through British Columbia and near the Canadian Glacier National Park, I decided to go to Deer Lake. This was an interesting collection of cars starting with brass era, but including many from the 50s, 60s and 70s.

To be continued next Month.....

NAMGAR's GT-49 Results/Photos

By Terry Looft

Terry got a first place with the coupe, Gribblers got a first with the MK2, and Carole got a first and only award in the premiere class. See Minutes of July meeting for story of Carole's wheel.



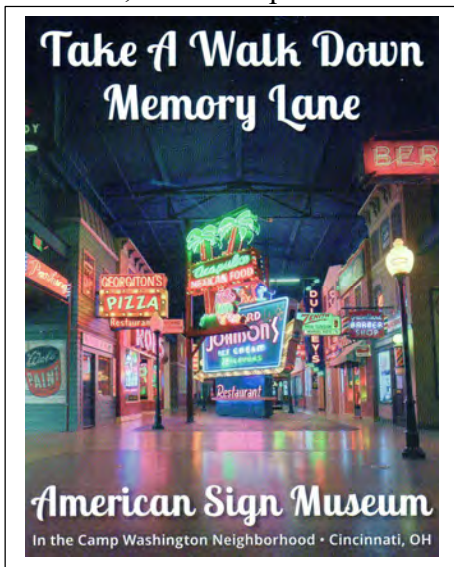
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Sign Museum Tour & Pub Run Dave McCann Sr. and Ron Parks

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 is to arrive at the museum around 1:30PM on a Sunday **September 22, 2024**, 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 Sunday **September 22, 2024**. We will send an Email message reminder, one week prior with more information. Maps and directions to the museum and the subsequent trip to Ford's Garage will be included in the reminder Email message.



MUSEUM HOURS	
Wednesday - Saturday	10:00 am - 4:00 pm
Sunday	12:00 pm - 4:00 pm
Closed Mondays, Tuesdays (except by special arrangement).	
ADMISSION	
General Admission	\$15.00
Seniors (65 and above)	\$10.00
Students (with a valid ID)	\$10.00
Active military (with a valid ID)	\$10.00
Current Members	FREE
Children (12 and under)	FREE*
*Must be accompanied by a paying adult. Limit 3 per adult.	



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)

Wanted: I have a '53 TD in need of a differential. Rick Jobe rtjobe@jobenet.net (8/24)

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 July Club Meeting

Sam Hodges

The July 2024 meeting of the MGCC SWOC was called to order by President Dave McCann, Jr. precisely at 7:31. Noticing that the Club Secretary looked a little different, Diana Hodges, “I’m Sam tonight. He’s in Oshkosh.”

Vice President’s Report should have been next, but there was no V.P. report.

Minutes were next on the agenda. *I find it hard to believe that no one had anything to say about the libel that was levied against them, but, if they’re not going to complain, I’m not going to either.* John Scocozzo, “That was a good article by Dave, Jr.” Dave Johnson motioned to accept the Minutes as reported. Ron Parks seconded (*I have no real idea, the notes I got were silent. Be glad I don’t have John Zeno seconding.*) Skip did oppose, but I’m not 100% sure why. Motioned passed. It’s all unactionable now.

Treasurer’s report was next. Treasurer John Scocozzo, “We had income of squat, nil, bupkis (\$0.00) for a total gain to the MGCC of \$0.00. We had total expenses of: Office Supplies (\$37.52) for a total expense to the MGCC of \$37.52. Monthly total losses of \$37.52 when subtracted from the gains means a total loss to the MGCC of \$37.52. When subtracted from our beginning balance of \$2,127.44, leaves the MGCC with an ending balance of \$2,89.92 in the primary checking account. The savings account now has \$2,382.84 after the application of \$0.10 in interest. Cash-on-hand is \$60.00. Total ending balance of all accounts was \$4,532.76.” Ron Parks motioned to accept the Treasurer’s report. Graham Cooper seconded. MGCC voted. Treasurer’s report approved.

Membership Chairwoman, Carole Looft, “We have 64 members. Nothing new to report. Birthdays this month: Skip Peterson, Joanne Gribler, John Scocozzo, & Dave Johnson.

Activities with Eddie. Eddie Hill, “Outside of Laramie, WY, Carole lost her wheel - right front. She heard a bang and Terry found the wheel halfway up a mountain. Terry had to fight off mountain lions, rattlesnakes, Bigfoot and lost space aliens about an 1/8th of a mile off the interstate to retrieve the wheel (*In Wyoming, all of these are totally legit*). Terry Looft, “The knock off was still attached. The wheel came straight off the hub. We had a spare in the trailer so we were able to just replace it. The next day, steering felty sloppy. Turned out that the steering rack was loose.” Eddie, “Laramie was bad news for the Loofts. Terry also had a fuel pump issue. Wound up coasting

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down another mountain. This time, a compression fitting was loose leading into the fuel pump. That was an easy enough fix.”

Eddie continued with more regional activities. Eddie, “Sunday August 11th the Parks’ will be hosting the annual summer picnic. Ron, “We’re still looking for the signs from the last few picnics. The Club buys the meats and drinks but we still need plastic ware. Show up around 2, grill will be lit at 4:00. Bring a side to share.” The Beer (*Supplies?!*) trailer will be going to Ron’s

Eddie continued, “We have a drive planned for September 22, 2024. We’re going to the Sign Museum in Cincinnati. Get off at the Hopple exit and turn right. We’re planning on eating at the Ford Garage.

Ron Parks went to the Hickory Corners MI, car show, ‘Mad Dogs and Englishmen,’ Held on grounds of the Gilmore museum, with show rooms of cars and large collection of hood ornaments. Pete Milo was there with his Midget. Ron won 2nd place in his class.”

BCD. Skip, “There are 179 cars already registered, about 150 is normal for this point in time. We need help for Friday night set up.” Steve Veris, “I can help as long as Eddie doesn’t ask again.” Eddie, “Speaking of help, have sign-up sheets. Sign up for the time slot you want to work or I’ll just sign you up for a time slot.” Graham Cooper, “I’ll be there.”

Sunshine Committee. Pres. Dave, Jr., “Dave McCann, Sr. fell and bruised a rib, but he’s recovering nicely.

Newsletter Editor (*I dropped the ‘temporary’*) Ron Parks. “I need photos from the events that we’re all attending.”

Website moderator John Scocozzo, “I need photos from the events that we’re all attending.”

Old Business. Steve Powell couldn’t hear so I guess that makes him old business. Lois Gribler, “We have 19 MGC’s coming to BCD so far. Tim Dunham will be helping to host at Jimmie’s Ladder 11.” Lois continued, “Please wear your name tags and introduce yourselves to the visiting MGC’s. We’re getting the pop-up tent and hanging a banner. You’re all welcome to come to the host hotel and the Hospitality suite at the Holiday Inn Express at Exit 51, the U.D. exit (Edwin C. Moses Blvd exit). Dinner will be at the Amber Rose.”

There was no New Business.

Tech Tips were next. Steve V. “If drilling holes, make sure you know what’s behind. Don’t just power through. It pays to look.” Sam Hodges (*I’m adding this while I’m typing, get over it!*) If you get into a car that’s been sitting for several months, and the clutch pedal goes to the floor, no amount of pumping the pedal and wishful thinking is going to bring that pressure back. Sometimes, you just have to replace the slave cylinder.”

Vice President’s Report (*because he finally showed up?*) V.P. Dave Gribler, NAMGAR GT was in Travers City, MI. “Dave G. shared his travels” (*That’s all the notes say! I wish I could elaborate, but all the notes say is ‘Dave G. shared his travels.’ I can’t work with that!*) Carole won first place in premier, Terry, Dave & Lois also got first place trophies. Lots of other descriptions of mechanical issue, replaced points, master cylinder issues (there was a screw loose), etc. Carole Looft, “We all knew Dave had a screw loose.” Dave, “We drove through the rain...” *sounded like they needed goggles and a snorkel.*

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Graham Cooper, “This is about the 1969 roadster. Where do I find a brake line?” Terry Looft, “I have a double flare tool.” Graham, The brakes are 75% on the front, nothing on the back.” Terry, “Well most of your braking is on the front. You’re good.” Ron Parks, “Now all of it is on the front.” Graham Cooper, “I’m trying to trouble shoot why I don’t have rear brakes. I looked at the adjusters. Could be the wheel cylinder.” Dave G. “If you haven’t touched it in 20 years, you need to replace the soft lines.”

For Sale: Skip has a 25 y.o. air compressor. A Campbell Hausfeld. Free to good home. Call or send an email too... Too late, Eddie took it.

Skip, (to Ed Wolf) “Is someone taking flyers for the British Museum of Transportation?” Ed, “I’ll be bringing them to BCD Friday night.”

Gumball Rallye was won (*in a huge conflict of interest*) by Sue Scocozzo.

Next meeting is August 28th, mark your calendars.

Meeting adjourned at 8:55. Completely missed the motions (*but then again, I don’t even try.*)

  <p>www.BritishTransportationMuseum.org 321 Hopland St., Dayton, OH 45417</p> <p>Giuseppe Automotive Restoration (818) 269-5240</p> <p><small>3100 gautepa@clm.com maintenance and restoration expert</small></p>	  <p>Parts, Service and Restoration for MG, Triumph, Austin Healey and Related Autos</p>  <p>Steve Miller 3733 Wilmington Pike Wilmington, Ohio 45429 (937) 294-7623 e-mail: MGAutomotive1@aol.com</p>
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