

THE OCTAGON NEWS

Volume LIX No. 11

September 2024



University Motors Summer Party Report
First in Series of MGs of Middletown, Ohio



From the President

Dave McCann Jr.

It's the end of my term as president of this fine organization. I may not have much to write as I've spent the other ten monthly articles filling you in on everything in my car related life (and you don't want to hear about work). I also wrote a two part trip report on the voyage to and from GT-49 so look for more of that in this month's newsletter and next month.

We have a couple events this month. The Dayton Concours was a couple days ago as I write this, although I did not attend. I presume it was an excellent event, as usual. The run down to the American Sign Museum will occur just about the time this is emailed. If you get this via mail, the event will most likely have already occurred. It should be a good event, so come out if you can. Then the club meeting will finish off



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, September 25, 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.....937-474-0470
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

Inside This Issue

2/3	Upcoming Events/Sad news
5	John Smith's '72' MGBGT, Featured Car
8/9	GT-49 Cont'd/ Univ. Motors Summer Party
14	Classifieds - Minutes from August Meeting

Upcoming Events

September:

15 – Concours d'Elegance, Dayton
22 – Sign Museum & Pub Run in Cincy
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,)

the month. It's election month for the club, so come and lobby for someone else if you don't want to be elected yourself. Those of you who have not yet paid your dues also will have that to look forward to. We do want you to continue being a member, and it's not much money for all this fun.

That's it this month for this article. I look forward to seeing you all at the meeting.

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.

Welcome New Member

By Carole Looft

John Florkey, 9396 Ferry Rd., Waynesville, OH 45068, 937-902-3817, john@florkey.com

1973 MGB

Annual Membership Dues

By Carole Looft

The month of September is the time again to renew your MG Car Club membership. Membership dues are \$25.00 for club members who will be receiving the newsletter by email. Those members wishing to continue with 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.

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



Tragic Loss for MG Community

Many of you by now have heard about the horrific car accident at the NAMGAR regional in Dillard, Georgia. While many of the key events are sketchy I will try to recap what I know.

The accident involved two long time MG enthusiasts who were just driving to breakfast in their MG when they were hit by a van and Ralph Ratta the driver of his MGB from Texas was killed and our own Board member Greg Poffenberger traveling with him was severely injured. Greg has been hospitalized and is in a trauma unit in a hospital in Gainesville, Georgia.

I have spoken to Greg a couple of times this past weekend, and he has multiple broken bones and is in a lot of pain. His wife Mary is now in Gainesville with him.

Our thoughts and prayers go out to the Ratta family, and we all pray for a speedy recovery for Greg. Greg has indicated that he will remain in the area for ongoing therapy for at least two weeks. I will keep everyone updated as time goes on. If anyone has additional information, please let us know.

For the NAMGAR board, our board meeting scheduled for the 19th of September has been postponed until we have better information on Greg's progress.

Bruce Mann, President
NAMGAR

Contributed by Terry Looft

Latest update on Greg from Terry Looft: Greg is doing great. He does have multiple broken bones. He is recovering and will be in the hospital for a couple of weeks, but will be fine. That is good news!

The ATL Automotive Group continues to expand its brand offerings as it has been appointed regional master dealer for world-renowned car manufacturer **MG**.

The announcement was made on Thursday, July 24, 2024.

“Our two-year-long negotiations with MG have culminated in a significant triumph for the ATL Automotive Group. With a century-long legacy of excellence, MG has already demonstrated its remarkable partnership potential,” said Adam Stewart, executive chairman, ATL Automotive Group.

MG will join Audi, Volkswagen, Porsche, Kia, Honda, BMW, MINI, and more recently BYD and Foton under the ATL banner

ATL Automotive Group is currently regional master dealers for BMW, MINI, BYD and Foton. Still, the MG appointment sees an ATL Automotive Group first, regional management in the Dominican Republic, Belize, Haiti, Turks & Caicos, in addition to six other Caribbean territories.

“We’re particularly excited about the Dominican Republic, as it is our first venture into a Spanish-speaking market, and now becomes the largest territory under our responsibility. This presents a major opportunity for us to increase our impact regionally through a host of innovative brand strategies,” said Stewart.

Read complete announcement here: <https://www.jamaicaobserver.com/2024/07/26/atl-goes-o-mg/>

Contributed by Dave Gribler

Bob Pool “Orphan” Car Show

Ron Parks

Three members of the MG Car Club Southwestern Ohio Centre participated in the Orphan Car Show at Young’s Jersey Dairy. On Saturday August 24, 2024. Andy Heins and Fast Eddie (Ed Hill) were there with their MGBs and I (Ron Parks) drove my Triumph. British Cars were the featured marque(s) and there were forty or more there. The organizers were very happy with the good showing of British cars. A picture with a nice neutral background of standing corn, was taken of each car as they entered the show field.



Goodwood Celebrates 100 Years of MG

Contributed by Skip Peterson

Over many owners and a few halts to production, the old Morris Garages continues to make fun sports cars.

By [Mark Vaughn](#) Published: Jul 16, 2024

It’s a little-known fact that all this racing stuff you see at [Goodwood](#) actually began with a small handful of MGs.

“Almost a century ago, my grandfather, the Earl of March—better known within the racing fraternity as Freddie March—put together the first MG racing team,” said the Duke of Richmond, formerly [Lord March](#), Freddie’s grandson.

Freddie bought the very first C-Type MGs from MG founder Cecil Kimber in 1931 and promptly won the Double Twelve race at Brooklands, a 24-hour contest split into two days. Then he won the 500 Miles at Goodwood, the Irish Grand Prix, and the Tourist Trophy. MGs were among the winners at the first races held at the [Goodwood Circuit](#) in 1948 and remained competitive up until the track closed in 1966.

So it seems entirely fitting that the Duke of Richmond would choose this year at the [Goodwood Festival of Speed](#) to celebrate MG’s 100th anniversary.

Read complete announcement here: [MGs Started This Whole Sportscar Thing—Change My Mind](#)

First in a series of MGs of Middletown, Ohio

My “72” MGBGT

By John Smith as interviewed by Ron Parks



I bought my “72” MGBGT In May of 2011 from a man in Springfield, Ohio. It had been a daily driver to Wright Patterson Air Force Base for several years and had been set aside in a garage for the previous twelve years. The engine turned over freely. The owner accepted my offer of \$1,000. I took it to MG Automotive, where Steve Miller got it running for me.

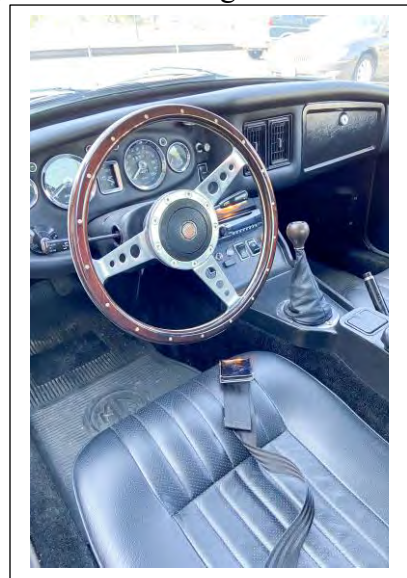
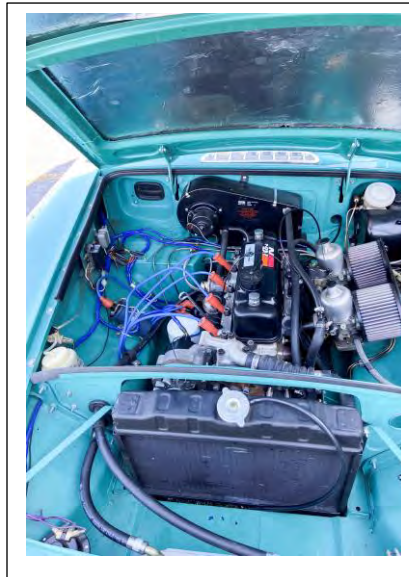
The car was a blue color when I bought it, with some of the fenders in primer and looking

pretty nasty. When we had the body dipped at American Metal Cleaning in Cincinnati, we discovered the original Teal blue color. Jason Maurer did the body work and paint.

I entered my MGBGT in the Concours d’Elegance at Carillon Park the year that MG was the featured marque. I have only driven it locally. A 50 mile poker run to Gratis, Ohio is probably the longest trip I’ve taken in the car. I participate in British Car Day Dayton each year too.

I have made some modifications/improvements, such as installing a 14 inch steering wheel for more comfortable driving. New seat upgrades helped too. A new wiring harness purchased from England, made for better connections and brighter lights. I upgraded the exhaust system to Stainless steel and installed headers.

I am enjoying driving my MGBGT and you will see it at future MG Car Club events.



John Smith's Garage



A-TEAM

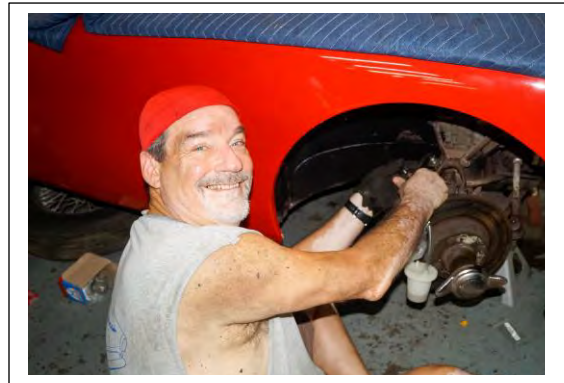
Ron Parks

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, Fast Eddie (Ed Hill) and Ron Parks Got the hydraulic system bled and Mike Hirsch helped finish the process a week later. Photo Ed Hill pumping pedals, Bill Hunter bleeding and Ron Parks keeping the master cylinder full of brake fluid. Bill Hunter has installed the replacement carbs and next time the team hopes to attempt to start the engine.



After startup is achieved, we will ask for some volunteers to adopt areas of reassembly. i.e., You might want to adopt the carpet, clean and install; or, a seat, clean it up and install it; bumper front, bumper rear; headlights; taillights, clean one or more wire wheels (1-5). You get the idea. The goal is to make the car a reliable driver and presentable enough to attract a buyer. So, this fall we will schedule some workdays and ask for volunteers to work on different areas of the car.

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



NAMGAR's GT-49

Welches, Oregon (Continued)

Dave McCann Jr.

At this point I was on the eastern edge of 100 degree weather and with no way to get around it. It had been sunny from the 6th (mostly sunny on the 5th with scattered showers that I was able to miss) but temps no higher than the low to mid 80s. I decided to take it in short stretches, take long breaks, and then drive after dark as required. So, three 1 hour drives in 100 degree sun and then it was dark around 9pm and I had about three hours from that point to Yakima. It was interesting that once the sun set fully the temperature varied widely when I went into and out of valleys across Washington State. Felt like around 20 degrees of variance between the bottoms of the valleys and the tops of the ridges. I've experienced dramatic temperature changes before (such as entering and leaving the San Francisco Bay Area in the summer), but I don't recall ever experiencing them back and forth like that.

The next day, I left Yakima and drove by Mt Ranier. After leaving the Yakima area and when I got to some elevation, the temperature dropped from the 100 degrees again. Mt Ranier was similarly scenic to Glacier NP, although only the one peak. I continued from there down through Enumclaw, Puyallup, Auburn, Kent and into Renton. I spent four days in the Seattle Tacoma area and I was able to go to the LeMay America's Car Museum in downtown Tacoma and also the Thunder Dome Car Museum in Enumclaw. The latter seems to be associated with Kasey Kahne. I also finally was able to take the Seattle Underground Tour. Seattle streets were originally at or near the tidal level and tended to flood regularly, so the streets were raised between 10 and 35 feet in the old downtown area. The buildings in this area still have their original street facades and the sidewalks around the base of the building are still present under the current street level sidewalks. The tour I took (and that I had attempted to take on two other occasions) takes you through three different areas around Pioneer Square (which is triangular).

After leaving the Seattle Area, I headed due south from Puyallup, WA through a nice rural road near the western side of Mt Ranier National Park and then west on US 12 to I-5 and down into the Portland, Oregon area. I spent one day there before heading up to the event hotel in Welches, Oregon.

The event went off with only a few minor hitches. Not the best ever, but far from the worst. The locale was a plus, the car show was in a nice place, the banquet was OK, the food was great. After the event I visited another car museum in Hood River, Oregon and then left my car with a friend in the Mt Hood area. I flew out of PDX at midnight on Friday, the 19th. Or at least that was the plan. In fact, I left PDX at about 2am and therefore got into Chicago two hours late. The scheduled connection was two and a half hours, but even that long connection time was not enough for the late arrival in Chicago. After a couple hours unsuccessfully attempting to talk to someone with American and not seeing any options for getting out of Chicago, I finally was able to talk to someone on the phone and they were working on a plan to get me home when they found that the automated systems had in the meantime booked me on a 6:30pm flight from Chicago to Dayton. It seems strange that not only was I unable to see that this was occurring, but also that American agents were unable to see that this was occurring until after it had occurred. I understand there were larger issues contributing to my issues, but still that the agents were unable to see what was occurring properly seems an issue independent of the other problems.

Regardless, after two hours of wasting time, I had a flight to Dayton, and about eight hours of spare time. I used this time to go downtown and have lunch and then visit the not-Sears Tower

and their new (since the last time I was there forty years ago) glass ledges. An endeavor worth the time, but not worth the standing in lines. There is a line avoiding option for \$20 or so, or a line reducing option. It looks worth it if you have less time or do not like standing in lines. It reduces or avoids about four different lines. All in all, a tourist class experience, but worth doing once. I skipped the \$40 picture. I also had fun riding the L trains from ORD to downtown. I think Uber would not have saved much time, but it would have saved four or five blocks of walking.

Now I need to get a car running for the car show as I have left all my running cars in other states. We'll see how that goes.

University Motors Summer Party By Janet & Tony Shoviak & Terry Looft

I would rather push a MG than drive a Triumph! Starting to think I'm too old to push anything. Dar's battery went south at our first stop on the way home. Left it running the rest of the day to get him home. (Terry Looft)



The Octagon News – September 2024

The second 2024 University Motors Summer Party Reunion was held in Grand Rapids Michigan on August 16 and 17. Friday was the parking lot party at the Doubletree by Hilton, Airport with lots of talking and hot dog eating and beer. Saturday was the gathering at Douglas Walker Park with more talking and eating. In the evening at the host motel a delicious Italian banquet was held. The crowd was not as large as last year, but everyone thoroughly enjoyed themselves. Hopefully, John will do this again. (Janet and Tony Shoviak)





Concours d'Elegance at Carillon Park

by Ron Parks

Sunday September 15th was a beautiful day and thanks to Skip Peterson and crew, the Concours d'Elegance came off without a hitch! Congratulations to Ed Hill, who was awarded the Jeffery Siler Spirit Award for his years of service managing facilities at the Concours d'Elegance at Carillon Park.



Dillard or Bust - Busted

By Terry Looft

We did not have a good trip, made it to the TN border before my B broke down. Spent hours trying to fix it with no luck. Ryan recovered us with my truck and trailer. This is the first time we have not made it to a show that we started out to attend.



Frontline Cars will bring its LE60 MGB to The Quail, and it won't be cheap. (Link below)

Contributed by Skip Peterson

Ever thought about building an MGB with almost *four times* the horsepower of the original? Thankfully, these days you don't have to drop a small block (or a similar powerplant) into anything yourself. Someone can do that for you.

That someone is UK-based Frontline Cars, which will bring its V8-engined MGB restomod to The Quail and other events during Monterey Car Week. The USA-specific model of the LE60 that will be on display, named to commemorate the 60th anniversary of the MGB, is the company's most powerful model to date featuring a 4.8-liter Rover V8 (up from 3.5 in the original) good for 375 hp paired with a five-speed manual.

The recipe also includes suspension upgrades from Nitron, six-piston alloy front brakes and four-piston alloy brakes out back, a widened track, and a strengthened chassis. Frontline's MGB also features a limited-slip differential, while the 2,473-pound curb weight and almost perfect 50/50 weight distribution promise to make the RWD roadster agile in the twisties.

[This V8-Powered MGB Is Coming to the US Market](#)

Classified Ads

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

For sale: 1 right & 1 left front latch pillar for the MG TD,.Moss catalog #450-820 & 450-825. Selling as a pair for 1/2 the catalog value - \$94. Brand new. Free shipping. Danny Mortensen 859-384-7821 or agsdanny@aol.com (9/24)

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. Electric for battery maintainers. Please bring chargers and extension cord. Terry Looft 937-527-7353 or tlooft@earthlink.net. (9/24)

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 August Club Meeting

Sam Hodges

President Dave McCann, Jr. called the August 2024 meeting of the MGCC SWOC to order precisely at 7:30. President Dave McCann, Jr., “I’m calling the meeting to order. Alrighty, we’ll start with the Vice President’s report. Do we even have a Veep?”

Vice President Dave Gribler, “I got nothing. I’m glad BCD is all over with.”

Minutes were next on the agenda. President Dave, “Do we have a motion to accept the Minutes?” Eddie Hill motioned to accept the Minutes. Ron Parks seconded. MGCC voted. Minutes were approved as reported. Sam Hodges opposed (*Yes, that’s me, the Secretary*).

Treasurer’s Report was next. Treasurer John Scocozzo, “We had no income. (\$0.00) for a total gain to the MGCC of \$0.00. We had total expenses of: MGCC Club Picnic Supplies (\$141.41) [*I appreciate the symmetry there*] for a total expense to the MGCC of \$141.41. Monthly total losses of \$141.41 when subtracted from the gains means a total loss to the MGCC of \$141.41. When subtracted from our beginning balance of \$2,089.92, leaves the MGCC with an ending balance of \$1,948.51 in the primary checking account. The savings account now has \$2,382.94 after the application of \$0.10 in interest. Cash-on-hand is \$50.00. Total ending balance of all accounts was \$4,381.45.” Skip Peterson motioned to accept the Treasurer’s report. Eddie Hill seconded. MGCC voted. Treasurer’s report approved.

Membership Chair Carole Looft, “We’re still holding at 64 members. 5 renewals came in today. You can pay me now or pay me later. We sold 7 of the posters at BCD. That’s the most we’ve ever sold.” Skip, “They’re now collectors items and they’re now \$40 each.” Ed Wolf, “Maybe we can give a new poster to each new member?” Terry Looft, “We could raise the dues \$10 to cover the cost. Limited edition, vintage, new old stock.” Skip, “There won’t be any more. The lithos don’t exist anymore.” There was some more discussion as to the disposition of the posters but no real decision other than *maybe* giving them to new members.

The Octagon News – September 2024

John Florkey was a visitor tonight. John owns a 1973 MGB that he's owned for 4 years.

August Birthdays: Jennifer Peterson, Jayne Powell, Dale Katzfey, Terry Looft, Carole Looft, Bruce Miller, Dave McCann, Sr., Leslie Hunter, & Kim Smittle.

Activities with Eddie. Ed Hill, "Dillard, GA. is Sept 15th. The Dayton Concours is Sept. 15th as well so you know where I'll be. The trip to the Sign Museum in Cincinnati is the following weekend, Sept. 22nd. Get there around 1:30. The tour starts at 2. It's an easy drive down I-75. Just 2-turns. Right off Hopple then right again. Afterwards we're going to the Ford Garage for dinner." Ron parks, Lois Gribler said "I'd like to digress. Loving the now dead Camry, we bought another Camry wagon that turned out to be not as advertised. It was a piece of junk that we shouldn't have bought. Driving it home, the right front wheel came off and it turned out that car had all sorts of issues. Tom has both cars and is going to make one good Camry wagon out of both cars. The wrecked good one and the junked donor chassis. So that's how I hurt my leg."

Newsletter Editor for life Ron Parks. Ron, "Acting Editor. If you read the article about the Milo's car, there are links to pictures about the car both before and after they turned it not a demon car. When we feature your car, we then put it on the website." Dave Gribler, "So you can get car-jacked easier."

Website Webmaster John Scocozzo, "We got a request from MG Driver asking about the Milo's car article and they wanted permission to publish it in MG Driver. MG Driver gets a copy of our newsletter, so it's possible that that articles from our newsletter will be picked up elsewhere."

Beer Brake called 7:52

Back from Break 8:03

Old Business: President Dave McCann, Jr., "Who's old business?" Dar Planeaux, "Here." Ron Parks, "It's a great night when I'm not old business."

BCD Wrap-Up. Skip, "It happened. It was hot. No one collapsed. It was a rough day. Maybe we want to think about setting up a cooling station next year. We don't want anyone to pass out at Eastwood Park. We need to get everything in an area where we can get fans running." Lois, "Are we still on BCD? The MGC club was very appreciative of the effort that went forth, They were very happy that there was an MGC award. Everyone was very positive of the Miami Valley as a whole. Mark & Susan Miller from Springfield, OR drove 2,816 miles and won the longest drive award." Carole Looft, "As an owner of various MGs, can we consider a class of 'Other MG's' because I own several other MGs other than A's, B's or C's. The Magnette or the 1100 always get lumped into the same class with the Rolls Royces and Aston Martins in 'British Other'. Can we have a separate MG Other class?" Skip, "We change the classes based on response. We can visit this and have a class for other MG and other Triumph." Lois, "Just don't be like the Triumph club and let the Miata's sneak in." Dave Gribler, "We need to refine how we get cars onto the show field better. The Premier class cars end up running around because they don't read the bags that say they're in Premier."

New Business: Nothing worth noting.

Tech Tips: Sam Hodges, "When you get into the car and the clutch pedal goes to the floor, and you've already replaced the master cylinder and the hydraulic line, it's pretty much a guarantee it's the slave cylinder."

For Sale: Nothing

Other? Skip, "Should there be anything about the upcoming election next month?" *There is now.*

Gumball Rallye. Ron Parks won the traditional Gumball. Ron, “Linda won’t find out about this money, right?” Dave Gribler won one case of soda. Dar won the second case. And the 3rd case was won by Dave McCann. The 4th case was spoken for at beer break.

Next meeting Sept. 25th. **Elections will be held.** Motion to adjourn 8:29 by Sue Scocozzo. Seconded Dave Johnson.



Reprinted w/o permission from Eric Russell ~ Mebane, NC

I can't find a source to give credit but having owned both an MGA & an MGB, here's my favorite BMC joke.

BMC actually stands for Bolt Machine Company. The Bolt Machine Company invested in modern bolt making machines and ended up with a huge surplus of inventory. They decided to use it to build some cars. So they designed the MGA. Instead of 8 bolts to attach the rear fenders they'd use 12. Instead of 12 bolts to attach the front fenders they'd use 18. If 10 bolts to attach the body to the frame was good they'd use 20. And so on & so on.

The MGA was very successful and they sold over 100,000 of them keeping the bolt machines running & the employees busy!

However, after a while the bolt machine operators realized that the company executives were getting rich while they toiled in the noisy shop making all those many bolts for the MGA for low wages. So they went on strike.

The Bolt Machine Company executives decided to call the employee's bluff - they next designed the MGB which was all welded together...