

THE OCTAGON NEWS

Volume LX No. 1

October 2024



NAMGAR's GT-49 Welches, Oregon - Return Trip
Marc and Barb's MGB Story



From El Presidente

Sam Hodges

El Presidente, El Presidente, El Presidente, there. Someone said it three times. I'm back! And with it, the attempted coup to take over the MGCC SWOC has finally come to fruition. As promised during my election victory speech, where I won in an unopposed election, my reign will be heartless, cruel and 11-months long.

But seriously, thank you for having me back to serve as President of the MGCC once again. A lot has changed since the last time. My MGA is still not running. One of my MGBs is still making an odd rattle but driving fine, and I'm still trying to figure out how many poodles fit into an MGB. So far, the answer is one. Okay, so not much has changed. I do want to take this opportunity to thank the



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, October 23, 2024

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previous administration for keeping the ship afloat and all the work they've put in through the prior year. This year seems to have gone by so fast. It seems like just yesterday that I was making plans for all the things I'd do this year that were car related. I was going to go to races - Indy 500, IMSA, etc., drop in on the odd Cars & Coffee, and in general, drive all the cars as much as possible.

Turns out that wasn't that much. Between the blazingly hot weather, work related travel, family obligations and the cars randomly not cooperating, I'm talking to you clutch slave cylinder, turns out I accomplished very little of my early season goals. So, much like last year, I'm heading into fall with grandiose plans of all the things that I plan on doing over the winter and beyond. I want to finally get that rattle taken care of - I think it's the clutch pressure plate. I want to get my MGA back on the road - I have all (*most?*) of the parts, I just need to spend some time in the garage. I want (*need?*) to recover the seats in my other MGB. I just hope this year I actually get a fraction of these done.

One of the things that we've struggled with over the last few years is dwindling numbers with respect to membership. We have recently been able to lure in some new members, but we need to do better. I remember my last time in this job, our membership was in the 99-100 range if not greater. While I still think Terry just stopped at the bus stop and handed out forms, we need to come up with ways of getting more people interested. In a world of 700hp Chargers, 600hp Mustangs, a 100hp (*on a good day*) MGB just isn't as attractive. But I've held for years it's about the drive, not the numbers. I've scared myself more with a 90-hp MGB at 45mph on a twisty back road than a 505hp Corvette at XXX (*redacted by my lawyer*) can. You have to drive these new cars so fast and somewhat recklessly to get to the point where they let you know you're driving.

One of the things that Diana and I do is that we have a date night every time she has her hair done. I'll meet her at some restaurant for dinner and lately I've taken to driving an MG. Every time I drive one on a simple errand, like going to dinner, I'm constantly reminded of how much fun they are to drive. Yes, that Camry just dusted me, but I guarantee that they're not having more fun than I am. I think that we should all drive our cars just a little bit more than we currently do. Drive it to Kroger's for that forgotten item. Maybe the hardware store, or, just take your dog for a ride. I think that the more people see them out and about, the more interest that we might be able to generate. Maybe there's someone who has an old MG in the garage and seeing you might be the impetus for them to get it back on the road.

Up Coming Events

October:

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

26 – Pub Run at British Transportation Museum Chili Cook-off (4-7pm)

November:

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

December:

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

From the Editor Ron Parks

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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

Jason Tinnerman, 1213 South Main St., West Milton, Ohio 45383, 937-216-9027

jasontinnerman@gmail.com

1968 MGB

Annual Membership Dues

By Carole Looft

The month of September is the time again to renew your MG Car Club membership. If you have not sent it in, it is due now. 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

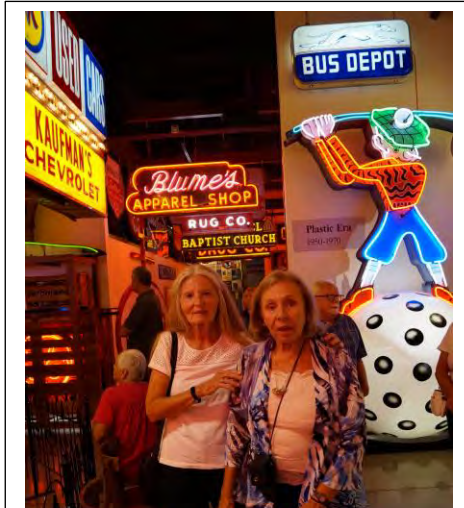
Dayton, OH 45420-0032

Sign Museum Visit & Pub Run

Ron Parks

Our visit to the American Sign museum in Cincinnati was fun and informative. Our tour guide took us from painted wooden and metal signs, through chasing light bulbs to more elaborate neon signs. We learned that different colors of neon signs are achieved using argon and other gases, besides neon. We had a good dinner visit at Ford's Garage restaurant. Was a good time!





Marc and Barb's MGB story

By Marc Masquelier



Our car is a 1964 MGB pull-handle roadster. Originally painted in Olde English White, it was manufactured in Abingdon for the domestic market, and was initially a right hand drive car. It also has a suspension that is an inch lower than the US-market cars.

The first owner (Reggie) lived in England, but moved to Los Angeles in 1966, where he had it converted to left-hand drive. Reggie then sold it to Dan Schuch, a high school friend of my brother-

in-law's sister-in-law (Betsy) in 1968. Dan decided to paint it burnt orange at a local taxi company, and the floorboards are still that color (not my favorite!). Apparently Dan liked to race it on the streets of Los Angeles, wound up with too many speeding tickets, and subsequently sold it to Betsy's dad in 1971. Dan then used the proceeds from the sale as a down payment on a 1971 VW microbus - a lot less fun but a lot more practical!

Betsy's dad loved the car, and he drove it until he passed away in 1992. The car had some wear and tear after 28 years, so Betsy's husband Lee and his brother (John, my brother-in-law) did a full restoration in 1994 at Lee and Betsy's house in San Diego, including its current paint color of Guards Red (a Porsche color). Betsy drove the car for a few years, but life took over and it wound up parked in their garage.

In 2012 I broke my leg waterskiing, and wound up pretty well immobilized for several weeks. My first outing was to BCD, where Barb (pushing me in a wheelchair) and I saw a very nice red chrome-bumper B. I mentioned that Betsy was trying to reduce her footprint, and was planning on selling her MGB which was very similar to the one at BCD. Barb thought that would cheer me up, and it arrived at our house in early September.

We bought it with 76,900 miles, and have not done significant work on it. It is largely the original configuration, other than electronic ignition and an alternator. My brother Bill (Billm on MG Experience) is my go-to for repairs. It is a very pleasant cruiser, we drive it all year long when there is no salt on the road. It has been in five homecoming parades, has twice won its class at BCD, was in the 2023 Dayton Concours, and (most importantly) was the getaway car for our middle daughter's wedding. It now has 85,000 miles and we plan on enjoying it for many more!



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 fired up the engine with starter fluid, as the fuel pump was not providing fuel. The fact that it ran momentarily is encouraging. We were able to get fuel to pump using Bill Hunter's universal fuel pump. The plan is to purchase a universal fuel pump and install it in place of the SU pump that is malfunctioning.

We are creating a list of reassembly items to be done and 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, soon we will email a list of reassembly items and ask for volunteers to work on different areas of the car. The hope is that we can be all over the car at the same time without getting in each other's way and make it drivable and saleable by spring.

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

Get Ready to Rev Up for MG2025! July 28-31 Crystal Lake, Illinois

By Melissa Gonzales

Hold onto your steering wheels, folks, because the Chicagoland MG Club is about to host the automotive extravaganza of the decade—MG2025! From July 28-31, 2025, we're rolling out the red carpet (or, more accurately, the blacktop) for MG enthusiasts from all corners of North America, including our friendly Canadian neighbors. And who knows, maybe even the birthplace of these beloved cars, England, might make a surprise appearance!

We've got an action-packed agenda that promises to keep everyone – from the hardcore gearheads to those just here for the snacks—engaged and entertained. First up, our swanky hotel isn't just a place to crash – it's a veritable paradise of amenities. Imagine a place where your biggest dilemma is choosing between the heated pool and the ultra-modern fitness center. Tough life, right?

And speaking of tough choices, get ready for dinners that'll have you raising your goblets – no,



not to the King of England, but to another equally royal figure. Picture yourself mingling with the noble courts, encountering majestic creatures (don't worry, we're talking about well-behaved animals here), and feasting like kings and queens. The menu? A culinary adventure you won't forget—unless you're too busy savoring it!

For those who like their fun with a side of mystery, our website (which

goes live about December 1st—mark your calendars, folks) will have all the juicy details. You can look forward to other fabulous dinners or opt for a daring escapade with your fellow club members or network with other clubs' members. We won't judge. Just imagine the fun!

Rain or shine, we've got a Drive-In Movie planned. Picture this: you and your classic British beauty cruising to a vintage Drive-In theater where the owner is just as excited to meet you as you are to meet him. And yes, the movie will be tailored to our car-loving crowd. Don't miss out!



Now, if you're thinking Chicago is all about deep-dish pizza and windy weather, think again. We've got local attractions galore! We're talking about the Chicago Architecture River Boat Tour. Don't worry – no need to drive your MG downtown. Hop on a tour bus and let the fun begin. In Chi-Town, even the bus rides are a blast!



And for a dose of local flavor, check out the Volo Auto Museum. This place has everything from iconic Hollywood vehicles to military memorabilia, gangster crime exhibits, and medieval torture instruments (just a casual Tuesday, right?). With attractions like a carousel and Disney Gallery. There is something for everyone, and if you're willing to spend a little extra, you can check out the Jurassic Park section. After all, who wouldn't want to see some dinosaurs? It's the only place where T-rexes still believe they're ruling the food chain – poor things, with their tiny little arms! Even the backroads to Volo are as charming as the museum itself.



Our Chicagoland MG Members are eager to showcase the scenic roads and inspirational spots that might just ignite your next big project – whether it's painting, songwriting, or building the MG of your dreams.

And don't forget to brush up on your MG knowledge. Remember that song, "We Don't Need No Education"? Phooey to that! We all need a little learning now and then. So, get ready to soak up knowledge from some of the best tech people in the MG/British car world—John Twist, one of the best-known MG mechanics and a frequent writer on automotive technical subjects. John does his own zoom MG Tech Sessions and is willing to train others. A legend in the MG Community. Mark Huff – Director of Motor Works classic car restoration. Mark's extensive knowledge came from his manager who taught him everything he needed to know in order to make an engine sing again. Steve Skeggs – a retired Engineer who has worked all over the world in various Engineering roles for large corporations. Steve is passionate about long-distance running and cars, and he channels that enthusiasm into his role as the Tech

Coordinator for our Chicagoland MG Club...and perhaps maybe a few more surprise experts. They're all here to turn your MG know-how from "meh" to "wow"!

So, pack up your car, and join us in Crystal Lake, Illinois, for a bluesy, fun-filled journey with the friendliest car enthusiasts around. MG2025 is an event you absolutely don't want to miss. Buckle up—it's going to be one heck of a ride!

For more details (and let's be honest, you want more), our website goes live about December 1st. Visit MG2025.ORG to get the whole scoop. We can't wait to see you there! Our Chicagoland MG members are eager to meet you!

Have British Sports Cars Had Their Day?

By Rob Sass of Hagerty, Submitted by Skip Peterson

Almost a year ago, [The Roadster Factory](#), a beloved British car parts supplier suffered a tragic fire at its Pennsylvania warehouse. It might have been a metaphor for the classic British sports car world in general. From market data to shifting demographics, this part of the hobby is suffering setbacks.

In the timeline of sports cars (especially affordable ones) British cars had a run comparable to the dinosaurs. From roughly 1945 until 1980 or so, little English roadsters ruled the planet. From beachfront drives to SCCA race grids and autocross runs, they were absolutely everywhere. Then, labor issues, bad management, non-existent R&D budgets, and increased competition from other car-building nations brought things to a sad end. But that wasn't quite the end of things. A massive subculture and aftermarket ecosystem sprouted up and flourished, keeping these cars on the road long after the demise of the OEMs and ushering them into "classic" status. The baby boomers who remembered British two-seaters when they were new made up the lion's share of this culture. They loved their [MGBs](#), Austin-Healeys and [Triumph TR6s](#). Millennials and Gen-Zers, not so much. With flat values for the last decade, is the reign of the British sports car finally over? Maybe, maybe not.

[Have British Sports Cars Had Their Day? - Hagerty Media](#)

Tech Tip

By Ron Parks

If you have ever tried to catch brake fluid in an open container when bleeding brakes or clutch and end up with brake fluid all over the floor, then this product might be for you? I bought one several years ago, on Skip Peterson's recommendation. The nipple receptacle on the end of the hose is attached to the bleeding nipple on the brake/clutch caliper/cylinder. Your box end wrench, probably 7/16", will stay on the bleeder nipple while the hose is attached. No mess, the fluid is collected in the bottle and can be reused if it is clean. The fluid most likely will not be clean enough to reuse, unless everything in the system is new. Available at NAPA: [Brake Bleeding Systems - Quick Draw SER 19200 | Buy Online - NAPA Auto Parts \(napaonline.com\)](#)



NAMGAR's GT-49

Welches, Oregon (Final report)

Dave McCann Jr.

As I was driving to GT-49, I was still kicking around what the plan would be going home. One option would have been to drive it all in three days, but I did not look forward to that. I had not gotten a flight home or secured a place to keep the car, so it was all up in the air a bit. I had been thinking of finding a place near San Francisco and flying from there, but that was making less sense. It would be a casual two day drive from Oregon, and then I'd have just one day to store the car and fly. I ended up asking around during the GT and managed to find a friend who would not mind having the car off to the side of his lot. It would be outside, but the car has lived outside on and off up until a couple years ago. I was even able to visit a car museum on Friday after the GT before dropping it off and heading to the airport.

The return was straightforward enough. Fly to Portland on Friday night. Head out to the car Saturday morning. The car was as I left it. It had been mostly dry, but it did get rained on at least once. I had it under a car cover, and after pulling that off, it was fine. Check the oil and water and then headed out.

The first destination was a museum complex north of Salem called Powerland. This was southwest of where the car was stored, but there was both a car museum and a truck museum there that sounded interesting. The car museum had an interesting collection of motorcycles in addition to the cars. The car collection was not centered in any one area. Probably it was a combination of the collections from several people. A 1911 Ford School bus, camp trailers and early RVs, an Alfa race car from the 30s, and the bikes stretched from the teens to the sixties.

The truck museum was apparently built around the collection of a former president of Freightliner. Apparently when you work in trucking, you collect trucks. It was not limited to Freightliner, but there were a number of those. Kenworth, Mack, Autocar and trucks going back a hundred and twenty years. The collection also included several scale models of trucks. Working models in around 50% scale. So roughly pickup truck sized models of semi-truck tractors.

There were also numerous other collections on the property, some of them were not open, but much of it was outdoors. However, time in this day was short and it was in the high eighties and I didn't feel like walking around outside. From Powerland I did finally head east, over the Cascade mountains. I ended up near Bend, Oregon for the first night headed home from GT-49.

Sunday morning, I got up early so I could get as much of the drive in before it got too hot. It was a great drive across eastern Oregon and my target for the middle of the day was an Aviation museum near Boise, Idaho. Sunday afternoon in Idaho was hot. No other way to describe it. Almost 100 degrees east of Boise. It dropped a little when I got off the freeway and headed into the foothills south of the mountains, but it was still warm. Drove through Craters of the Moon National Monument. That was unique terrain, as you might guess from the name. I ended up a bit north of Idaho Falls, Oregon for the night.

Monday I drove up to West Yellowstone, Montana and had lunch before heading across the Yellowstone National Park. When I got back in the car after lunch I found the gas pedal hinge broke. I ended up spending three hours walking around town trying to find a way to fix it. I ended up with paracord and was able to tie that around the two pieces of the hinge in a way that was functional. This wasn't great, but it did let me continue on. I drove past the Grand Canyon of The Yellowstone and also past Yellowstone Lake. I've been through Yellowstone before and so I didn't

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stop for any of the geysers. I did see a Bison. About 100 yards away from the road. That was close enough. The eastern part of Yellowstone rises up to over ten thousand feet and the pass going to the eastern entrance is about 8500. That was the second highest area of the trip. I also went over a pass in Central Wyoming over ninety five hundred feet. The temperature in Yellowstone had been nice, but it had been hot that day in Cody and it was still a bit warm when I got in for the evening.

Tuesday morning, I was able to get the gas pedal hinge welded together properly. The MGA pedal assembly on a left hand drive model crosses over into the passenger side so the original cable routing is retained from the right hand drive cars. I had abandoned this mechanism entirely and got a 'street rod' pedal that was something I could adapt to get what I wanted (less travel and closer to the firewall, so my leg could be straighter while driving). Overall, this pedal assembly was well constructed, but one of the welds was not very robust. The two arms are attached to a hub with one being splined to allow for numerous positions. The hub then is the 'pin' in the middle of a hinge that is bolted to the car. The hinge is two pieces that were welded together. The weld that held the two pieces together was just a single spot weld and over time it broke. In use the hinge is not under direct tension, but apparently it is under a vertical shear force when the pedal is pressed, and possibly a horizontal torque when the pedal is not pressed 'head on'. It is now welded in a way that should not be the first part to fail.

Most of Tuesday was nice weather wise. I left early enough that it was not hot before I got back into higher elevations and it was only when I dropped back down under five thousand feet did it get warm. But that was only for a bit over an hour between Buffalo and Gillette. In Gillette I stopped at the Frontier Auto Museum and Cafe. The collection here was a number of cars, but the signs and other petroleum related items were the real attraction. The entire collection here was well laid out and nicely displayed.

I did then suffer another mishap with the car as I left the lights on and the battery was dead. The museum was able to help me with a jump and I figured the battery would be good enough after an hour or so drive to Sturgis, North Dakota. As it turned out, the battery had had enough abuse over the three years I've had it, but I did not figure that out until Wednesday.

Wednesday started out slow as there was a light rain that lingered until just after noon. I went to the motorcycle museum in Sturgis and then had lunch and only after that realized that I was not getting my car started. I was a little confused as I had a jump box with me and that was not enough to start the car. I did finally get someone to get me a jump and was able to get to a parts store where they determined the alternator was fine and the battery was not. A new battery and all was well and I was off to the other museum in Sturgis, a Saab museum. I think there must not have been more than a half a dozen cars there that were not Saabs, so if you're not into Saabs you can go past this place without stopping. They had some video from Jay Leno on the guy from the museum, as Jay bought a car from him. Jerry Seinfeld borrowed one of the Saabs for an episode of his Comedians in Cars getting Coffee, and they had some video on that also. They have a double ended Saab. Both ends steer, only one has an engine. I ended the day in Rapid City after a drive past Mt Rushmore. Not a lot of distance travelled, but two museums and a nice scenic drive.

I did not push on past Rapid City as there was another collection of cars there that I wanted to see. Motion Unlimited Museum is one guy's lifelong collection. Worth a stop and a cheap fee of five dollars. And it is notable as everything there is for sale. Collectively or individually, according to one of the signs. I didn't need anything. I considered going through the South Dakota Air & Space museum, but I've been there before and decided to pass by. In contrast to the previous day, the weather was significantly cooler and made for excellent driving. The rest of Thursday was a

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drive on the back roads of southern South Dakota and northwestern Nebraska and then ending up in Sioux City, Iowa.

For Friday, I needed to decide what to do and where to go. There were a few museums along I-80 and a couple museums in north central Iowa. I was really hoping for a drive due east from Sioux City, but while that would have been a good drive I could not find any car museums in that area. I ended up heading northeast and visiting a museum called Yesterdays Memories. I've not seen so many vehicles since the Lemay collection in Washington state. LeMay was said to have the most Fire Trucks in Washington, including municipalities. Vander Haag is the guy with this collection, and he may have more. I think you'd have to count both to know. Mostly the collection is trucks, but there's a number of cars also. And then so much other stuff. Much of it is not car related. Just various collections arranged and displayed. There is a room full of display shelving floor to ceiling that must be ten thousand square feet. Several of the buildings have mezzanines, and most have shelving.

The second museum of Friday was part of a restoration business. Or maybe the restoration business is justification for the car collection. The cars at this museum are arranged in dioramas, but that's not unusual. Here however, the dioramas are larger. One part was of the entire downtown of a little town in the area. The diorama backdrop is not unusual, but the way this museum had such large integrated diorama was. Apparently the mural painting to support the dioramas took one artist two and a half years. In addition to the town, other parts were of a local amusement park and a drive in theater. After the two museums and a late lunch I still had about six hours of driving, which left me getting into northern Illinois a bit late. It would not have been an issue, except that the warm weather from a few days ago or the nice temperatures from Thursday had departed and it was around fifty when I was done driving for the day. This would be repeated the next day, two museums and finishing up driving late in the evening in the cold.

Saturday, the final day of the trip started with two collections built on celebrity or movie cars. The first museum, called Historic Auto Attractions, is north of Rockford, Illinois. Presidential Cars, Gangster Cars, Race Cars and Movie Cars are the larger groupings of what is on display at this place. I did like the Bigfoot Monster Truck they had on display. They have the one with the wheels from the arctic overland train the military built in the 1950s.

The second museum of the final day was the Volo Museum. I think the first museum would like to be what Volo now is. Volo has evolved in a way similar to Wall Drug in South Dakota. Volo started as an antique dealer, and then moved into cars and restoring cars with the collection of what was for sale open for viewing for a fee. They moved to the next level when they started buying Movie Cars. Now they have not just the cars and the movie cars and other interesting vehicles and related (and some unrelated) collections, but they also have separate attractions that are entirely separate from the main collections. I'm not sure the value of the cars that are for sale. The prices they have displayed are not what I'd be looking to spend on what they have. Presumably there is room to negotiate. However, if you want to see 20 C2 Corvettes in one room, this place has it. I spent two hours here and I went through it pretty fast. I can't imagine spending all day, but two hours to half a day would be right.

From there it was an hour drive across Chicago. I usually go I-39 to avoid Chicago, but I was so far east, it did not make sense. The traffic wasn't bad except for one area with construction. After that, it was an easy drive down to Indy and across to home.

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 September Club Meeting

Sam Hodges

President Dave McCann, Jr. called the September meeting of the MGCC SWOC to order, for the last time (*for now*) precisely at 7:32. *Knocking on the table* Terry Looft, “Who’s there!”

President Dave Jr. Continued, “Do we have a Vice President report? Are there any opening comments from anybody?” Terry Looft, “You just want to get it over with.” The V.P. Is busy right now (*ordering dinner*). We’ll circle back. He’s busy

Minute we’re the next thing on the list. Ron Parks motioned to accept the Minutes as reported. Lois Gribler seconded the motion. MGCC voted. Minutes were approved. Dave Gribler opposed, “They were faulty as usual (*I don’t disagree. I’m surprised he was the only one*).

Back to the Vice President’s report. V.P. Dave Gribler, “Its been a fun ride.” Pres. Dave, “What about the cars?” V.P. Dave, “Which one? I tuned up the MGB last weekend. Otherwise, nothing much.”

Treasurer’s Report was next on the agenda. Eddie Hill, “Did we get the BCD funds yet?” Treasurer John Scocozzo, “Not yet. We actually had no expenses last month. Total expenses of (\$0.00) for a total loss to the MGCC of \$0.00. We had total income of Membership Dues (\$310) + Regalia sales of (\$100.00) for a total gain the MGCC of \$410.00. Monthly total loses of \$0.00 when subtracted from the gains means a total gain to the MGCC of \$410.00. When added to our beginning balance of \$1,948.51, leaves the MGCC with an ending balance of \$2,358.51 in the primary checking account. The savings account now has \$2,383.04 after the application of \$0.10 in interest. Cash-on-hand is \$40.00. Total ending balance of all accounts was \$4,781.55. We did have expenses for the Ford Garage Pub Run and I’m not sure it was approved.” Dave McCann, Sr. “It was an organized authorized club event.” Skip Peterson, “The quorum that was there thought it was a good idea.” Skip continued, “I’d like to make a motion that in future Pub Runs, the MGCC will buy the first drink. You might have to drive 80 miles to get it.” John Scocozzo, “Maybe ew should just vote at the meeting that we set up the Pub Run?” Ron parks & Skip, “We’ve tried that before. It doesn’t work.” Lois Gribler, “How about we amend the motion so that we approve the

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purchase of the first round on a fiscal year basis.” After some discussion, the MGCC thought that was a great idea. Skip’s motion was amended so that for Pub Runs held during the next fiscal year, the MGC will buy the first round for the members present.” The MGCC voted and, as it involved free alcohol, the motion was approved unanimously. As for the Treasurer’s Report, Skip motioned to accept the report as presented. Dave Estelle seconded the motion to accept. MGCC voted. Treasurer’s report approved.

Membership Chairwoman Carole Looft was next. Carole, “We have a new member, Jason from West Milton. Jason owns a 1968 MGB.” New member Jason, “I’ve had it 4-years. I bought it from someone who let it sit for 20-years in a garage, but it’s back on the road. It’s been interesting.” Skip, “How’d you hear about the club?” Jason, “Andy saw me at a gas station and he told me about the meeting.” Carole, “That brings membership at the end of your rein to 66 members for the year. Everyone here tonight has paid except Ed Wolf in the back.” Ed, “I can’t hear. What?”

Birthdays in September: Dave McCann, Jr., Bob Orr, Dave Gribler, Ed Hill, Ryan Looft, Linda Chase, Mark Masquelier, Bill Hunter, Terry Happensack, Jeff Fields, and Susie Shields

Activities with Eddie. Eddie Hill, “There aren’t that many things left. The annual Christmas party is Dec. 7th, but I don’t know of any other activities.” Skip, “Thanks again to anyone who volunteered for and participated at the Concours. I appreciate it very much so thanks to all those who do help.” Ed Wolf, “There’s a chili cook off at the British Museum of Transportation, October 26th from 4-7pm.” President Dave Jr., “Would someone like to set up a Pub Run for October?” Eddie, “I threw out a list earlier this year. There’s Jimmies Ladder 11, Roost Italian downtown, Loose End Brewing, or Ripp Rapp in Huber Heights.” Skip, “Why not make the Saturday chili cook off the Pub Run? Show up and scare the crap out of them with 30 people?” After some discussion, the MGCC decided to make the Chili Cook-off at the British Museum the October Pub Run (*If you’re reading this Brit. Museum, plan accordingly!*)

Sunshine Committee. Pres. Dave, “How’s everyone doing out there?” Carole Looft, “I think Lois has recovered.” Dave Jr., “Sounds like everyone is doing well enough.” Lois, “My foot still swells up but it’s getting better.” Dave McCann, Sr., “Mine’s bigger than yours.” (*Obvious jokes*)

Newsletter Editor-for-Life, Ron Parks, “There are 3 newsletter articles. If you read online, you’ll notice that there are hyperlinks that’ll take you out to other content.” Lois G., “I read that at the Concours, Eddie got honored with the Seiler Spirit award. Skip, “It was well deserved. Since our Boonshoft days, Eddie’s been a dynamo doing anything and everything that was asked of him and more. Eddie’s been involved in everything. He’s put in a helluva lot of hours.” Eddie, “I had no idea. I’m humbled looking at the prior winners. Dale, Skip, Mike E., Bernstein, Rick Grant., I’m humbled to be included in that list.”

Webmaster John Scocozzo, “It’s still there. Nothing new.”

Beer Brake called at 7:55.

Back from Break 8:08.

Old Business. Ron’s Old Business. Ron, “I’m honored?”

Terry Looft, “Ron’s so old that he went into an antique store and they wouldn’t let him leave.”

New Business. Jason, “I am a tool maker, I know how to make and modify them and I’m willing to help out with either modifying or making the tools. Additionally, I run into deals on oil. It’s a Castrol synthetic blend 20W50 and I’ve got about 80 of them at \$20/case.”

President Dave, “Is this a good time for elections?”

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ELECTIONS:

Dave McCann, Jr., “I declare nominations open for the office of **President.**” Ron Parks, “I nominate **Sam Hodges.**” Will you accept? (*This wouldn't have made the highlights if I hadn't.*) Skip, “I second the nomination.” Eddie, “I move to close the nominations...” Lois Gribler seconded, “Robert is spinning in his grave.” *Running unopposed and almost unbeknownst to me, I won!*

Next up, **Vice President. Ed Wolf**, (*throwing himself on the grenade*) “I think I'm Vice Presidential material.” Skip, “If it pleases the delegation, the Great state of Ohio nominates Ed Wolf.” Ron seconded the motion. Ed motioned to close his own candidacy. Skip seconded. MGCC didn't vote as this too was unopposed. Ed Wolf, “I'm in charge of the Border because I'm V.P. now, right?”

Treasurer. After some discussion it was decided that **John Scocozzo** is entering the second year of his 2-year term. No change.

Secretary. Eddie, “I dare Sam to nominated Diana.” Sam, I'm not that dumb. But I will second.” Eddie Hill, “Okay, I nominate **Diana Hodges** for Secretary.” Sam seconded. Skip motioned to close nominations. Eddie seconded. Diana Hodges is Secretary.

Member-at-Large. Eddie H., “I nominate **Skip Peterson.**” Skip didn't object. *That's enough around here.* Dave Estelle seconded. Eddie motioned to close nominations and in the spirit of spousal love, Jennifer Peterson seconded. Skip Peterson. “Does this have to do with me gaining weight?”

Dave Gribler, “We need to have a constitutional convention to address this travesty.”

2024-2025 Officers: Pres. Sam H., V.P. Ed Wolf, Treasurer John S., Secty Diana H.

Terry Looft, “We had a problem going to Dillard. When the car died, it finally died. Ryan recovered us with the truck and trailer and the first thing I did was a compression test. Wouldn't start, pop, nothing. The compression test was nice & even at 20PSI. I thought it might be the timing chain or the indexing key fell out. I did another pressure test on it and 2 & 3 were blowing air through the other cylinders out the manifold bolt holes. 1 & 4 held. My conclusion is that the head gasket is blown between 2 & 3 and I can't figure out why 1 & 4 didn't compress. Tech Tip: you should have a compression gauge with you to check this when you're driving. Have the equipment, but more importantly, use it.” Dave McCann, Sr., “Can you give us Ryan's phone number so that he can get us too?” Terry, “He doesn't have a truck & trailer.” Eddie, “No, but he knows where to get one.”

Lois, Does anyone have any grandkids I'm looking for grandkids. Kids that run track. I have a starting block for anyone who runs track. I'll give it away if anyone knows of anyone who'd like to have one for a kid, let me know.” Dave McCann, Jr., “We can also use it as a wheel chock.”

Carole, Looft, “I've got some small BCD t-shirts for sale.” Dave E., “Can we give them to the small members?” Carole, “Where are they? (*Now I feel fat(ter)!*)

Skip, “I'd like to thank Dave, Jr. for all the work he did this past year as the President (a round of applause)!

Gumball Rallye had 2 drawings. Draw No.1: Ed Wolf wins the free membership.

Draw No.2: Gordon wins the money. Ron, “Gordon buys the next round.”

Next meeting is Oct. 23rd.

Motion to adjourn Dave Sr & Jennifer. 8:27.

  <p>www.BritishTransportationMuseum.org 321 Hopland St., Dayton, OH 45417</p> <p>Giuseppe Automotive Restoration (818) 269-3240</p> <p><i>New arrivals/autos maintenance and restoration repair</i></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) 294-1623 e-mail: MgAutomotive1@aol.com</p>
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