

THE OCTAGON NEWS

Volume LX No. 3

January 2025



Holiday Party Pictures Brian's 1965 MGB -Featured Car

From El Presidente

Sam Hodges

Well, you're all welcome. I'm not usually one to believe that I have the power to control the weather, but I am responsible for all of the snow. Remember when I said that I wasn't going to 'store' the cars for winter and that I was hoping for some good driving days? So, as I said, you're welcome.

I'd like to thank the President Emeritus Dave McCann, Jr. for planning the annual Holiday party. A good time was had by all and there were some interesting gifts that changed hands. Pictures should be in this edition of the newsletter.

As we start a new year, we have the opportunity for a reset. Whether it be professionally, personally, physically or whatever. I for one have an annual goal of riding at least 3,000 miles



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, January 22, 2025

MG Car Club Officers

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on the road bike. Last year I fell short, but now, with the new year, I have the opportunity to reset that goal. With this new year, I can stop beating up on myself and now, with the new year, I'll stop looking at the bike and going, "I should go ride" and hopefully I'll have the time to just go.

In the spirit of setting new goals and doing a reset, I actually started working on my MGA. I've been threatening this for years, but wrenches have actually started turning. I found a broken stud on the thermostat housing and spent the better part of this past week working on solving the issue. I have high hopes that I'm on my way to solving at least one of the issues with this car. With all of the upcoming car shows and the Spring/Summer events, I'm hopeful that this car will make a few appearances this year, even if it eventually winds up on a flatbed. I've got Hagerty insurance after all.

Speaking of possibilities, there are of course the perennial events of BCD and the Concours. This year, NAMGAR GT-50 will be this June in Traverse City, MI. Similarly, NAMGBR will be in Crystal Lake, IL in July. While either of these might be ambitious for a car that's been off the road for 20 years, the new year brings a new sense of hope and potential.

So, let's all do a reset and I'm looking forward to attending as many events as I can, and seeing as many of you as I can over the course of the upcoming year.

From the Editor

Ron Parks

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emember any and all appropriate 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.

Congratulations to Our Editor

By Carole Looft

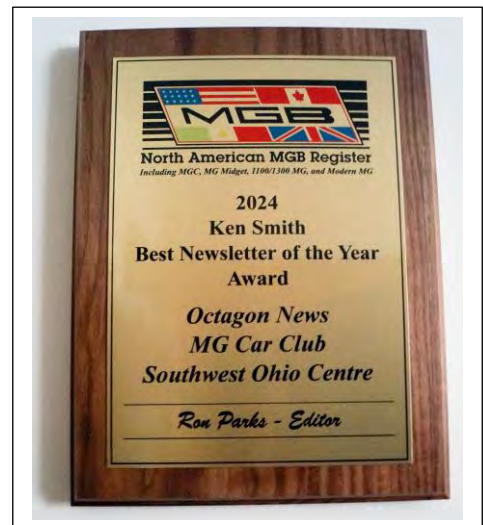
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very year when the North American MGB Register holds their general meeting in October, various awards are presented. These awards are given to members who have stood out among their peers as going above and beyond in certain ways in the MG community.

Our editor, Ron Parks, is the recipient of one of these awards. Ron was presented with the ***Ken Smith Best Newsletter of the Year Award***

Newsletter of the Year Award is given to the club whose newsletter promotes MG enthusiasm throughout the year. It is also judged on content.

This award is a plaque and says the following: "Newsletter of the Year presented to (name of recipient),



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The award recipient is chosen by the Editor and NAMGBR executive with the input from coordinators, registrars, and members.

Terry and I attended the NAMGBR general meeting and were able to bring the award back and present it to Ron at our November meeting. Congratulations Ron, we all appreciate the work that you put into giving us our monthly newsletter.

January 22:

22 - Meeting (Bennett's Publical Family Sports Grill)

February:

26 - Meeting (Bennett's Publical Family Sports Grill)

March:

26 - Meeting (Bennett's Publical Family Sports Grill)

April:

23 - Meeting (Bennett's Publical Family Sports Grill)

May:

28 - Meeting (Bennett's Publical Family Sports Grill)

June:

1 - British Return to Ft. Meigs (Perrysburg, OH)

2-6 - NANGAR's GT-50 Traverse City, MI

25 - Meeting (Bennett's Publical Family Sports Grill)

July:

23 - Meeting (Bennett's Publical Family Sports Grill)

28-31 - NAMGBR's MG2025 Crystal Lake, IL

August:

2 - BCD Dayton

27 - Meeting (Bennett's Publical Family Sports Grill)

September:

24 - Meeting (Bennett's Publical Family Sports Grill)

October:

22 - Meeting (Bennett's Publical Family Sports Grill)

November:

19 - Meeting (Bennett's Publical Family Sports Grill)

December:

6 - Holiday Party (Bennett's Publical Family Sports Grill)



Editor's Note: I am honored to have received the "2024 Ken Smith Best Newsletter of the Year" award from the North American MGB Register. There are a lot of good newsletters out there and I very much appreciate the recognition for ours!



Holiday Party Pictures

Terry Looft



Brian's 1965 MGB

by Ron Ramer

In late 1989 my son Brian started his high school senior year with a request for a sports car, specifically the neighbor's MGB that was stored in his garage for many many years! A 1971 MGB mostly rust with a bent bonnet, trashed interior, and no spare tire, just a wheel. It started and ran, and the tank held fuel, so he wanted to drive the \$100 car to school. I knew the manager at the local Michel Tire store, so I reached out to Jerry for a spare tire. Jerry said he had an older MGB without an engine, with 4 wheels and tires, that he'd sell me for less than the price of a new tire. \$50 later I'm the proud owner of two MGB's, the aforementioned 1971 and a 1965 less motor. No interior



at all, but with four wire wheels and tires.
And thus it begins!

Why work on the '71 rust when I now have a '65 in better condition? Before marker lights, back-up lights, headrests, three wipers, and smog equipment. After a little research (books and phone calls to Victoria British...it is 1989 you know) I determined the engine in the '71 would fit right in the '65, with only a few modifications. Plug the air pump cylinder holes with hex plugs, delete the air pump, struggle with belts (belt) for the pulleys with air pump delete. To this day the fan

MGB downtown on the street (with a Lambo), and racing up OH-28 for the 2024 Bellefontaine Hill Climb Revival, sporting son Brian's college football number



pulley has two grooves, one serves no purpose). Also the gearbox conundrum; the '65 has a 3-synco, whereas the '71 had a 4-synco. I have both gearboxes but one engine ('71 GK, where in 1965 it should be a GB). This issue would come up again later in the reassembly because the flywheels are different (and that was kept a secret for too long). And I wanted to use the 3 synco to keep the car correct. Right. Correct with wrong engine.

So the '65 is pushed into my garage, and a wheel borrowed for the '71 spare, so Brian could drive the '71 to school (gasp). I took every possible safety precaution measure..note the working spare tire! And I figured the car was only 18 years old at that point, what could fail? Oh, weather permitting since the car had no working top. Actually it's a stowaway but the fabric decomposed. I never did understand the MG thing about tops. My 1959 MGA has a folding top, the 1965 a stowaway, the 1971 had the remnants of a folding top. Was the stowaway an experiment? Maybe every six years let's change the configuration?

Back to the story. I was highly trained stripping paint off my English Tudor home woodwork, so I started on the front wings of the '65 with the paint stripper, intent on a few days' work and then I'll paint it! Red he wanted. Never really thought that through. Not sure how I intended to paint it.

Coincidentally, Brian's girlfriend at the time, her father restored Corvettes as a hobby. A serious hobby. Like gold awards or something like that. Anyways, he found out what I was doing, and intervened. Should have been a total intervention. He advised me to take the body to American Metal Cleaning and they'll get rid of the old paint and rust. Excellent. Except everything has to be removed from the car for dipping the entire body. Everything. Everything.

So now I have many many boxes of parts to lose, wiring, differential, front suspension, gauges, more wiring, lights, chrome stuff, bumpers. And now the very light body is trailered to Sharonville OH for the dipping. 2 months later (it was expedited since I had a Corvette guy referral) it was finished. Well most of it came back home. Missing floor pans, the lower quarters were 30% there, rockers 12%, and the rear had been badly wrecked and patched. Patching bondo was gone only to leave lots of dents and small holes where the body shop obviously pulled out dents. But what I did have was shiny metal! Real pretty. Off to the body shop.

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That's really body shop purgatory, since the body goes there and won't come back for many months! And they would routinely call me when more money is needed. But when it did return, oh my! It's red! Time to carpet the garage so it's easier to slide around under the car. There are no fluids to leak, and no greasy parts to handle. Since the body looks so good I couldn't bring myself to reuse old cruddy parts. This starts my familiarity with the UPS driver bringing new parts daily, and my reassignment of rooms of the house for new parts' storage. Old parts lay in the yard.

I rebuilt the engine while the body work was underway. Actually my sister's husband rebuilt the engine. I handed him tools. And coffee. And ordered more parts. I could call Moss Motors and say "hi, this is Ron". And they knew who it was. First name basis. BTW, if you're ever considering a project like this (don't do it) contact Moss. They put you in a diversion program. No, they put you in a rebuild car project program and give you 10% off everything you buy. For years as they know it'll take years.

With the finished graduation present, Brian drove the MGB to college in Boston. Drove it to grad school in Connecticut. Drove it to Denver for a girl. Got married with it, different girl.

I've since added some non-stock features over the years: extended lower front control arms, bonnet and boot hold-open shocks, high torque starter, one 12v battery option (instead of two 6v, Mallory dual point ignition,, relays for driving lights, etc.

I was fortunate to drive it the last two years at the Bellefontaine Hill Climb Revival, up OH-28. The car sounded like it couldn't be happier!



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It now rests comfortably in the British Transportation Museum in Dayton OH. Come visit it. Note the school decals on the windscreen, testament to the time in the 1990's up East in the snow. Donations are graciously accepted.

By Ron Ramer



Donation to British Transportation Museum

By Ron Parks

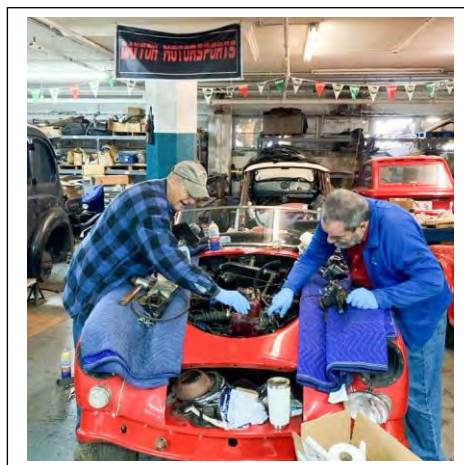
When Mertie Parks gave birth to her first child, Ronnie, close relatives gave money in small amounts to Ronnie in his early years. Mertie opened a savings account in Ronnie's name and deposited the donations. Mertie's intention was to accumulate enough money for her son, Ronnie, to buy a bicycle, since she had never had a bicycle of her own when she was a child. The savings account accumulated interest and provided to enough money for Ronnie to buy a new English bicycle. When he was eleven years old, in 1956, Ronnie was presented with the savings account and purchased this Hercules brand bicycle. He purchased it from a Western Auto Store, hence the "Western Flyer" decal on the chain guard. Although Western Auto put their name on the bicycle, it is nonetheless a Hercules brand English bicycle.



A-TEAM

Photos by Ed Wolf & 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. Dave Gribler lent some advice regarding leaking carburetors. Bill Hunter, and Ron Parks have installed the new water pump and during our Holiday break, Pete Stroble painted it along with the timing chain cover and other exposed parts in the front part of the engine bay. Ron and Bill then



painted the valve cover and exposed surfaces of the head. Next session will see the fan painted, hoses and radiator reinstalled along with the carburetors.



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, in the near future 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.

Tech Tips from Moss Motors

Submitted By Ron Parks

TOP 10, 20-WORD TECH TIPS

1. If you know HOW it works you can fix it, 'cuz you'll know what's broke. *Al Amato*
2. If you are having a problem, never assume a system has not been modified by a previous owner or mechanic. *Wade Karhan*
3. Problem with car: frustration, ale, research forums, purchase parts from Moss, fix car, drive car, smile, enjoy life... *Eric Alley*
4. Take a moment to think about the most recent things done with the car, no matter how simple. Then evaluate. *Kim Wroblewski*
5. Many electrical problems can be attributed to bad grounds. Clean your grounding points and protect with a corrosion inhibitor. *Jack Collins*
6. When removing frozen fasteners DO NOT use force. Soak it in penetrant and work back and forth with increasing torque. *Tom Moors*
7. Hard starting? Runs rough? No power? 80% of suspected fuel problems are electrical! Check spark then fuel delivery. *Chip Krout*
8. Replace the points-type ignition in your distributor with Pertronix or Crane electronic ignition. Low cost, more reliable, low maintenance. *Alan Hunter*
9. Installation is the reverse of removal. Sometimes. *Ben Grabow*
10. When installing rubber parts that tend to move around use a drop of super glue to locate them. *Richard Carr*

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Click below to confirm that, “17 time Grammy Award winning artist, Sting,” has good taste in sports cars:

Story by Ignacio Gregoroff

Submitted by Ron Parks

[Sting's Classic Car: Old But Good \(And Way Cooler Than Modern Rides\)](#)



↳ MGB GT V8 rear view. Source: DYLER.

Sting's MG B GT was likely from the late 1960s or early 1970s, a period that defined the car's heyday. With a modest 95 horsepower, this car wasn't about sheer speed—it was about the joy of the journey. Whether navigating winding country roads or pulling up to a gig, the MG B GT exuded an unmistakable aura of cool.

A Personal Connection



↳ Sting and his MG B GT.

For Sting, the MG B GT wasn't just a car; it was part of his story. Known for his eco-conscious and thoughtful lifestyle this car reflects his appreciation for classic design and his connection to British heritage. Unlike the flashy sports cars often associated with rockstars, the MG B GT is understated and practical, aligning with Sting's refined demeanor.

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 November Club Meeting

Ron Parks acting Secretary for Diana Hodges

El Presidente Sam Hodges called the November meeting of the MGCC SWOC to order, for the third time precisely at 7:30, then again, after noise from the rabble died down at 7:32.. El Presidente President Sam, “Not sure why I was elected as your President, but thank you for your confidence.” We’ve talked about getting younger people involved in the club and this could be a way: I have noticed of late that MGs are being hot rodded/tuned for performance. Terry and Skip chimed in with humorous suggestions.

Vice President’s Report was next. Vice President Ed Wolf, “Fuel prices are down. Gas was only \$2.99 and \$3.69 for diesel.

Minutes we’re the next thing on the list. Somebody motioned to approve the Minutes as reported. Someone else seconded. MGCC voted. Minutes were approved. Ed Hill/Zeno may have opposed?

Treasurer’s Report was next on the agenda. Treasurer John Scocozzo, “We had income of Membership Dues (\$100.00) + Regalia sales (\$20.00) for a total gain to the MGCC of \$120.00. We had no expenses. Monthly total gains were \$120.00. When added to from our beginning balance of \$1,633.71, leaves the MGCC with an ending balance of \$1,753.71 in the primary checking account. Now the savings account has \$3,383.28 after the application of \$0.14 in interest. Cash-on-hand is \$40.00. Total ending balance of all accounts was \$5,176.99.” One of the Dave’s motioned to accept the Treasurer’s report. Someone else seconded. MGCC voted. Treasurer’s report approved.

John reported that he can move \$3,000 to a six month, earning 4.3%. Lois Gribler motioned to purchase the CD as presented. Terry Looft seconded. MGCC voted. CD purchase approved.

Discussion of charitable contribution ensued. Skip Peterson made a motion to donate \$200 to each of the Food Bank and Salvation Army. Jennifer Peterson seconded and the motion passed.

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Membership Chairwoman Carole Looft was next. Carole, “We currently have 44 members. Sent 25 reminders warning of removal in January membership not paid.

Birthdays in November: “Cathy Barnes, Eddie Cole, Sam Hodges, Richard Miller and Dave Smittle.”

Activities with Eddie. The Holiday Party will be at Bennett’s Pubical on December 7th at 6:30.” The time shift is due to Holiday festivities (parade and lighting ceremony) being held by the city of Miamisburg on December 7th.

Sunshine Committee was next. There was no one sick that we knew of. (*Unless you consider Editor filling in for Secretary*)

Newsletter Editor-for-Life, Ron Parks, Report was interrupted by Terry and Carole Looft, who presented Ron Parks with NAMGBR’s “2024 Ken Smith Best Newsletter of the Year Award” (*Editor’s note: This award means a lot to me, what with all the member clubs who have wonderful newsletters. I am surprised, humbled and grateful for the recognition of my efforts in publishing the Octagon News.*) After a proclamation by El Presidente, Sam Hodges, that the word “acting” is now officially removed from his title; Ron’s report continued: When the newsletter is complete, each month, I lay a printed copy on my wife, Linda’s chair and she gets around to reading it when she finds time. (I tell her that this is the most important event of her month.) Ha! Ha! Anyway, this month after reading it, she came to me to report that she went to school with Mike Valentine at Vandalia Butler HS. You’ll recall the article about Michael Valentine, inventor of the Escort radar detector in the November issue of the Octagon News. It was no surprise that Michael’s credits in Linda’s HS yearbook were Math club, Chess club and Band. At his point in the report, Lois Gribler added that things at the University of Cincinnati are named after benefactors, Michael Valentine and his wife. “If I haven’t featured your car, send in your articles so we can feature your car.” Ron followed this with a threat of featuring his Triumph some month if no MG feature articles are received. When Steve Markman was the editor it was the threat of pets and fish; with Ron it’s his Triumph!

Webmaster John Scocozzo, “It’s there and still working.” John received a notice that the club one of the images used in our May 2024 newsletter was copyrighted and has since been removed. This cautions us to be careful not to use copyrighted material in our newsletter and other online publications.

Beer Brake called at 8:01.

Back from non-Break at 8:11.

Old Business. “Who’s the oldest one here?” Steve Powell accepted the honor!

New Business. Terry and Carole Looft, reported on their trip to the NAMGBR annual meeting in Crystal Lake, IL. The host hotel is a very nice Holiday Inn, with a nice atrium and bar. Car show will be on the grounds is nice and there is plenty of room. Besides reporting on the drive and the fact that toll roads will be the way to go, they conveyed some NAMGBR statistics.

- 1900 Members
- 162 New Members
- 150 Loss
- Voting digitally by 600 individual members. Previously was one vote per club.
- Balance as of September 30, 2024, \$137,464.79 – profit \$22,881.96
- New printer for MGdriver – saving \$2,250/print or \$13,000 annually.

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- Looking into adjustment in membership fees for a longer renewal period.
- Chairman position comes open next year. Let it be known if you are interested.

Tech Tips. Dave McCann Jr. has 3D printed adapters for attaching modern (Big Ass) mirrors to MGs.

For Sale: Nothing

Gumball Rallye, was won by Bill Hunter

Next Meeting is January 22, 2025. President Emeritus Dave McCann, Jr. reminded everyone that “December 7th is the Holiday Party at 6.30, here at Bennett’s Pubical.” Ok to bring desserts to share. Food will otherwise be provided. Bring a gag gift.

Motion to Adjourn: Someone motioned to adjourn. John Florkey seconded. Meeting adjourned 8:35 or thereabouts.



Parts, Service and Restoration for
MG, Triumph, Austin Healey and
Related Autos



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Attributed to old Road and Track Magazine on MG Experience website.

