

THE OCTAGON NEWS

Volume LX No. 10

August 2025



MG 2025 Report and Photos

Jamie Thornberry's "MG Midget(s)" - Featured Car(s)



From El Presidente

Sam Hodges

So, for the first time this summer, I haven't been working on the cars. Both MGB's went to BCD and back without any issue. All of the swearing and wrench throwing from earlier this spring seems to have paid off, for now but I have some bad news - for Diana.

As I was sitting at BCD, I was reminded of when I first bought my first MG. I bought my 1978 in the spring of 1996. I remember thinking at the time that I needed to go through and replace anything soft, flexible, rubber or bendy because I wanted the car to be reliable. I mean, where was I going to find a replacement radiator hose on some back road on some random Sunday. I spent three weeks with that car on jack stands replacing



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 Pub & Grill**, 67 South Main St. Miamisburg 45342, at 7:30pm. The next meeting will be:

Wed, August 27, 2025

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anything that looked soft and I had it back on the road just in time for MG Indy '96. I drove over to Indy in the blazing heat, and I'm on the left side of the photo wearing a white shirt and a red Miami hat.

Fast forward to BCD 2025. When I went through and replaced all those parts, the car was 18-years old. As of today, it's now 47-years old. I've owned that car for 29 years now and guess what? The radiator hose, fan belt, it has electric fans so technically it's the accessory drive belt, and all of those squishy parts I wanted to replace are the same squishy parts that I put on in 1996. I don't, okay didn't until now, think twice about just hopping in that car and going wherever I wanted to go. I think I've got a new winter project in addition to the MGA and the pile of parts I've amassed for that car.

As for the green 1977 MGB, it received all new rubber squishy bits this spring when I replaced the clutch. I bought that car after BCD 1997 and had the intention of driving that car while I rebuilt the '78. As happened in 1997, the green MGB had so many issues it was just easier to keep taking parts off to the point that I had it completely apart. I ended up rebuilding the '77 and the '78 continued to be the driver. It looks like the green car has yet again jumped the repair queue and put the '78 to the back of the line. Now it's definitely the '78's turn.



MG Help Hotline

Need help with repair or maintenance of your MG? Call one of the club members listed below. If the person you contact cannot help, they most likely can refer you to someone who can and/or they can assemble a team to come to your house to help work on your MG.

- Graham Cooper 513-680-8657
- Dave Gribler 937-671-8994
- Sam Hodges 937-581-4767
- Terry Looft 937-527-7353
- Ron Parks 937-207-9009
- Steve Powell 937-470-8962
- John Scocozzo 937-231-9188



MG AUTOMOTIVE

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



Steve Miller

3733 Wilmington Pike
Kettering, Ohio 45429
(937) 294-7623

e-mail: MgAutomotive1@aol.com

Up Coming Events

August:

2 – BCD Dayton

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

31 - Club picnic 1:00pm at Cathy & Art Barnes'

September:

14 – Dayton Concours d'Elegance

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

October:

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

November:

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

December:

6 – Holiday Party (Bennett's Pubical Family Sports Grill)

January:

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

February:

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

From the Editor

Ron Parks

Remember 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. Editorial cutoff each month is Wednesday two (2) weeks prior to the Club meeting.

Welcome New Member

By Carole Looft

Steve Milby

3220 Ridgeview Ave.

Dayton, OH 45409

937-789-4153

sailorman6@netzero.net

1959 MGA roadster

Membership Renewals for September

By Carole Looft

As a reminder, when September rolls around it will be time again to renew your MG Car Club membership. Membership is \$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.

British Car Day T-shirts for sale

By Carole Looft

We have a few extra t-shirts left over from BCD and I am offering them for sale. We have (2)small, (9)medium, (3)large and (9)Xlarge. These are \$10 each. There are (4)XXL – which are \$15 each. They will be sold on a first come basis Email me if you would like any – clooft@earthlink.net . You can pick them up at the meeting.



Garage Art

This months Garage Art widens the theme a little. Dar opened the door to some Aviation themed art. Theme this month is Aviation & Oil companies from my garage. If it is on your garage, shop, basement, or hanger wall and somehow transportation related, send it!

Send your .jpg pictures to me at: garageart@looft.net

I will compile all the pictures and forward to Ron. For the more unique items feel free to add a note of where, what, when the item was acquired. Terry





Featured Car(s) of the Month

My British Cars Story

By Jamie Thornberry

I first purchased a 1963 Austin Healy Sprite with my oldest brother back in 1979 as a project car. The body was in good shape, but the mechanicals were not well looked after. It was a constant challenge to keep the Sprite running and we only kept it for a couple of years. I'm sorry to say I don't have any pictures of that car, but that was enough to give me the British car bug.

Fast forward to September 2021: after the kids were grown, I could look for another project to work on. I found a blue and white 1973 MG Midget in West Chester, Ohio, which seemed to be what I was looking for. I bought it and trailered it home. This



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car was just the opposite of my first venture: the mechanicals were solid, but the body was rough. It was a fun car that my wife, Lorie, and I could tool around in and have some fun, but I needed to get to work on the body. My biggest concern was that the seat belt mount on the passenger's side had rusted away. I purchased a new mount and contacted a couple of welders. The first told me there was not enough solid metal to work with and the second confirmed it by stripping back metal and body filler from wheel arch to wheel arch. I really loved that car, but it was time to move on.

My third car was a beautiful, red 1973 MG Midget that I purchased out of the Cleveland area. It was a well-maintained automobile that ran (kind of), drove (kind of) and stopped (sort of). I dropped the car off with Steve Miller at MG Automotive for his expert assessment before bringing it home. There was a list of repairs that Steve took care of, but overall, it was a solid car. The repairs did not end there. The hubs on two of the wheels were shot, so I replaced them with new painted wire wheels and new tires. The wiring under the dash was a mess: the ignition switch had been moved to the dash and had a short in it, the radio was not operable, and the wiper switch was busted. That made me nervous: looking at the car with the steering wheel hanging, the dash a mess, and wires everywhere. It did (eventually) come back together though. Lorie and I tackled the new carpet kit, which turned out to be more tedious than we thought. The hardest part was getting the seats back in place. That took some time, but we got it done!



We really enjoy the car and love cruising through our neighborhood on sunny days. It makes us smile when we drive it and we get a lot of questions like “How do you get in?” “How do you get out?”, and “Can you fit under a tractor trailer?” It is surprising to me how many people tell me that they had a Midget, MGB, or Sprite at some point in their lifetime. It makes for great conversations.

Lois & Dave @ MG 2025

By Dave & Lois Gribler

We departed Vandalia Monday morning at 6:10 bound for Crystal Lake, Ill via Indianapolis. A couple of brief showers were encountered between Richmond and Indianapolis. As we approached Indy, the overhead signs warned of a crash on the highway in town, so the Google Maps lady kindly rerouted us on a five mile detour over city streets to avoid the mess. A gas stop and driver change occurred in Lafayette, then on to through the outer bands of the traffic storm known as Chicago. A 20 minute delay in a construction zone at I 294 and I 55 where the driver was not having a good time was endured. In shifting, the wiper switch was inadvertently bumped. When they were turned back off, they stalled mid-windscreen. Minutes later it was determined that the wiper motor was getting extremely hot and efforts to get the wiper arms to move were not successful. After finally clearing the traffic jam the driver was finally able to pull on to the shoulder where enough wiggling dislodged the jammed wiper arms. We arrived at the host hotel a bit after noon and immediately found the SW Ohio crew in the parking lot, except for Ron, who was on an ice cream safari. After checking in the hotel and unloading the car, we headed out to the local Wal-Mart for snacks and "supplies". It was decided to take advantage of the adjacent economy fueling location before returning to the hotel. This is when the failure to proceed occurred. The engine would start but would immediately stop when the key was released to the run position. It was swiftly determined that the ignition switch had failed, likely the result of cooking the wiper motor in Chicago traffic. Unfortunately the "go bag" had been unloaded from the car at the hotel and was now safe in our room and immediately inaccessible. An emergency call to Terry brought the desired relief, a ride back to the hotel, to retrieve the "go-bag". A previously concocted short jumper wire was retrieved from the bag and installed between strategic connectors on the fuse block to provide power to the ignition system in place of the failed switch. Upon return to the hotel, a quality check of the purchased supplies ensued after which a run was made to the local NAPA store for a suitable alternate ignition power control device. Momentarily it was determined that the momentary type switch obtained was incorrect for the application so another run was made to the O'Reilly store a little further down the street, since by this time NAPA was closed. The second switch was installed, where it currently resides until the replacement from "the usual source". From this point on, the new toggle switch had to be used to for energizing/de-energizing power to the ignition circuit. The day concluded with an outstanding concert in the hotel parking lot by "The Blooze Brothers" tribute band. Fedoras, sunglasses, skinny ties and long sideburns were part of the uniform for both the band and the audience. Dave and Kim Smittle arrived while the concert was going on, having also endured a case of



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Lucas Darkness Syndrome at the beginning of their journey.

Tuesday activities began with a 20 minute trip to visit the Sanfilippo Estate, a private family home whose owner has amassed an incredible collection of automatic musical devices, phonographs, pipe organs, band organs, steam engines and a carousel. Check it out at www.sanfilippofoundation.org. It is not open to the public so the organized tours we participated in were a special privilege. Later Tuesday afternoon we headed out to the Volo Museum in nearby Volo IL. I seem to remember hearing about this museum in a previous travelogue article by Dave Jr. We recently saw something about this on YouTube when a video about an original surviving "General Lee" from the Dukes of Hazard TV show appeared. Years ago we spent many of our Friday nights on the couch, recovering and unwinding from a hard week at work by watching "Dallas" and the "Dukes" (the good guys always came out on top!). Besides the General, there were numerous TV and movie cars and an incredible collection of other 50's, 60's and 70' muscle cars, many of which are for sale. We made it through four of the buildings - I'm not sure how many more there are that we missed but we had seen more than enough by the time we left. However, the real reason we headed off to Volo was because it was on the way to Kenosha. Our college band director has lived there for many years and it was time to visit and catch up. We haven't seen Woody in 15 years and Kenosha was only another 40 miles beyond Volo. We had a nice dinner with Woody and his wife, then returned to their home to reminisce. He passed on a box of old photos that we will share with other band alumni this fall. We met in band at UC 43 years ago, so there is a long and meaningful association with Woody.



Wednesday was spent at the host hotel. I began cleaning up the car and decided that the line for the John Twist Rolling Tech Session wasn't too terribly long and having John look at the MGC might interest some of the other participants. While waiting it seemed that the time could be put to use by cleaning the numerous nooks and crannies within the chrome wire wheels. After cleaning two wheels and moving forward two positions in the line, the rain began. Eventually Mr. Twist put his hands on the SUs and determined that the carbs were running just a little lean, but otherwise OK. I'll add here that access to the jet adjustment nuts on the MGC carbs requires removal of the air cleaner assembly reinstalling everything is a fiddly task. To help keep the Rolling Tech moving along I moved the car so the next contestant could have a turn with John's wisdom and experience. While I was in line for the Rolling Tech Lois took the opportunity to relax, nap, visit with people and shop the vendors and silent auction in the vendor room. The rain came again later in the evening, but that didn't deter the Loofts, Shoviaks, Gribblers and Ron from having a nice dinner together. The rain was a nice change as Monday and Tuesday were both extremely hot and muggy days.



The car show was Thursday morning until early afternoon. The day was sunny, breezy and much cooler. Besides seeing lots of cars we were able to visit with many people we have met through the years at other NAMGAR and NAMGBR events. There were a total of five MGC GTs on the show field and three MGC Tourers. Of those cars, three were SW Ohio MGCC cars. Terry's Austin 1300 Princess Vanden Plas was the only

car in the 1100/1300 class. The Smittle's MGA Coupe competed with another eight or so MGAs and Ron's TR4 was one of a handful of "Other British" cars, most of which were new Minis (which as we know aren't really British). The car show was originally scheduled to be on a grass field adjacent to the hotel parking lot but had been moved to the hotel parking lot because of the amount of rain experienced in the area in the weeks prior to the show. We were initially disappointed that the show was going to be on the asphalt but with the rain on Wednesday it turned out to be OK and perhaps a better choice.

The banquet Thursday night was the typical affair. All 10 of the SWOCMGCC attendees were able to sit together at one table. The banquet program flowed much better than any recent NAMGBR event we have attended. Actually the entire meet was well executed and the host Chicagoland MG Club deserves much credit for planning and running a great event.



Summarizing the show results; Lian Shoviak placed second in the valve cover races and Ron won second in the "Other British" class. Terry, having the only car in his class, of course won first place. Carole's MGC Tourer won the MGC Tourer Class. Lian won the MGC GT class with our MGC GT placing second.

With the time change causing the loss of an hour and our need to get back for BCD setup, we departed around

6am Friday, taking a more circuitous route around the western and southern Chicago suburbs. The goal was to skirt the congestion, then stay on the two-lanes through Lafayette and eastward to Muncie where we planned to stop by to check on the E-Type interior installation progress. We returned to Vandalia in time to pick up a Toyota station wagon that had been in the shop all week, then on to BCD setup (Lois) and a band job (Dave).

Next year is the 5 year All Register MG event at Kalahari Resort in Sandusky, OH, August 24-28. It's a short one-tank drive north on OH Route 4 if you're looking to take the unhurried two-lane route. We hope to see ALL of you there!

Kim and Dave Smittle @ MG 2025

By Dave Smittle

We had a wonderful time! Thought Melissa Gonzales, her organizing team and the Chicagoland MG Club did a fantastic job hosting a great event. Appreciated seeing old friends and making new ones. Happy to see some younger folks involved in both the national meet and by becoming involved with NAMGBR. This should all work very well leading up to and enjoying the 5-year, all-register meet being planned in Sandusky for August of 2026. Hope MGCCSWOC has a commanding presence at that event here in Ohio!

Editor's Note: Dave and Kim had a wonderful time in spite of the fact that they had to leave the show for a couple of days, to attend a family funeral. They missed the car show day, but made it back in time for the banquet, as you'll see in the MGCCSWOC group table photo.

The Shoviaks @ MG 2025

By Tony. Jenet & Lian Shoviak

Lian has grown up with the MGC-GT. She has been riding around in the car since she was a year old; driving it when she was 16. Lian is now 25 and has been to many MG events in this car. She drove to Crystal Lake in heavy traffic, construction, and heavy rain arriving in one piece. Then, she drove to Dayton, OH for another car show spending nearly 11 hours in the car due to rest stops and food breaks. Janet and Tony followed in a Honda CRV! Times sure have changed over the past 25 years!

MG 2025 was a great event and we enjoyed it tremendously!



Carole, Terry & Ron @ MG 2025

By Carole Looft, Terry Looft & Ron Parks

Our trip to MG 2025 started around 800am on Saturday July 26, 2025 in Englewood, Ohio at the Meijer fueling station on Rt. 48 at I 70 at. Terry and Carole Looft fueled their Austin 1300 Princess and MGC respectively and Ron fueled his Triumph TR4A. Yes, Ron drove his Triumph to the National MGB meet and entered it in the "Other British" class. Happily, there were more than 3 entries in the class, as was the case at MG 2024 in Katie Texas. More about that later. After breakfast we were on the road.

This trip was going to be the first long drive for the Princess, and Terry had been having issues with how it was running for several weeks prior. He finally diagnosed a poor performing fuel pump that was causing the troubles, and all seemed fine after that.



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Ron recounts the first leg of the trip as thankfully uneventful for us, although when Terry, in the lead, breezed right past our first planned stop at a rest area we were immediately stopped for ½ hour or so on I 70 where a semi-truck rolled and blocked traffic. Ron was relieved, literally, when we stopped for fuel shortly after. Before stopping for lunch we encountered heavy rain, almost a white-out at times. Applying RAIN-X the night before was a good thing, as Ron's wipers quit working soon after the rain began.. Failing to notice that Terry and Carole had pulled off the highway to clear fog, Ron unknowingly passed them up and was surprised to see them pass him to pull into our planned exit for lunch at Burger King. Terry had pulled off the highway to defog his windscreen and roll up his back windows. It turned out that Ron's wipers were parking and wiping too low and getting hung up on the molding around the wind screen. A small adjustment corrected the problem. So, it was onward to Crystal Lake to check in to the Hotel.

Sunday was spent settling in and shopping. It was nice that Terry had driven a family car. The three of us piled into the Princess and went shopping at Wal*Mart. We purchased breakfast food, snacks and water. Ron was disappointed that neither Wal*Mart, nor the Hotel had postcards for sale. Everybody likes to get postcards!

Monday was registration and parking lot party day. We found a shady spot to park our chairs and deploy the MG Car Club Southwestern Ohio Centre club sign. We gathered all of our club's cars for a photo. The exception was the Smittle's who had not arrived yet. Photo taken, we then moved



our cars to the designated parking spots for the Thursday show, and parked there the rest of the week.

The Blooze Brothers band played in the evening on an outdoor stage. They were great! It was really a fun evening listening to Blues music. Their female singer was a fitting tribute to Aretha Franklin singing several of her songs.

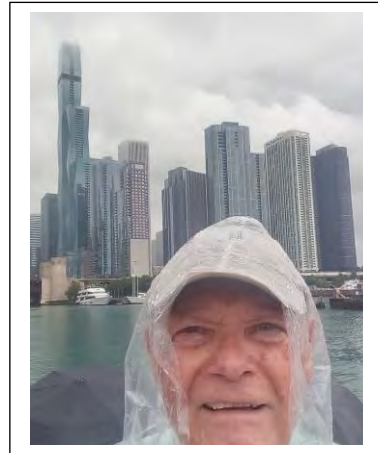
Sounded just like her! Most of the audience was dressed as the Blues Brothers. (See photo of Elwood (Ron) and Jake (Terry)).

Tuesday, Ron visited the Volo Museum. Visited four showrooms of beautifully restored cars, most of which were for sale with price tags \$80k and up. There were cars that had been in movies; the station wagon from National Lampoons Vacation. James Bond Austin Martin DB5 and more. Ron took pictures of the Tow Mater truck from the movie “Cars,” which he had watched many times with his Grandson. Many collections besides cars were on display: Fiber Glass boats from the 50s, antique tractors, a carousel, trains, military objects and a Titanic Museum. Ron finishing his lunch in the museum restaurant there had his desert with the Shoviaks. There was an antique



mall on site too, where Ron shopped for the girls and Grandkids. He was disappointed again to not find postcards. Terry and Carole spent Tuesday sightseeing in the area. They first headed north to McHenry, IL and then drove over to Woodstock. Woodstock is famous for the filming location for the movie Groundhog Day with Bill Murray. A brochure provided to all of us showed various spots depicted in the movie. It culminated, of course, at the town square.

Wednesday was the day of the river boat cruise in downtown Chicago. The tour bus left the hotel around 9:30am and we were thankful that we were not driving in downtown traffic. The narrated tour traveled one direction on the river then turned around to return to the starting point. Architecture of downtown was described: who the architect was, why the buildings were designed, their first uses, such as the Montgomery ward warehouse. One building has two floors somewhere above 80th that are open to let the wind flow through. Rain started when the boat turned around. Most went below deck, however, Ron donned his cheap poncho he had purchased at Wal*Mart Tuesday night in response to the weather forecast. It was a fun cruise and a full day for all of us who went.



Thursday was car show day. Following hot days, the rain on Wednesday cooled things off to the mid 70s for the car show. The show was held in the hotel parking lot which was nice if you needed to run back to the room for anything. We all did last minute cleaning and readied our cars for display, then walked around and voted. A nice addition was the Dairy Queen station selling frozen treats. There were unconfirmed rumors that Ron visited this station three (3) times throughout the afternoon. The banquet food was good and our club was seated together. Expanding on awards results listed Gribler's report above: There were seven cars entered in the “Other British” class: Ron's Triumph TR4A took second place to a perfect TR3 that sported a black paint job as good as

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Dar Planesux's MGA. The other entries in the class were four new Minis and a Morris Minor. After posing for photos at the big MG balloon backdrop, we finished packing and retired.

Friday morning at 6:00am saw us leaving the parking lot for the trip home. Sorry Kids, not postcards from this trip! We all made it home safely with time to relax a little and do some unpacking, before heading to Eastwood park to help line the show field for BCD Dayton.

This was a fun week! Hats (fedoras) off to the Chicagoland MG club and NAMGBR for putting on a great show! See you all again next August in Sandusky, Ohio.



Valve cover racers – Lian Shoviak 2nd Place



MG2025 Next Gen Attendees

MG Club Picnic has changed to August 31

By Art Barnes

Burgers, franks and your own food contributions will excite the MG club's annual summer picnic starting at 2 p.m. Sunday, Aug. 31, in Vandalia. Yes, that's a week's change later than the original plan that was announced in July.

The picnic is a BYOB affair, so bring your own favorite beverage and a side dish or dessert to help feed your friends and round out the soft drinks, ice cubes and cool water awaiting you and your cars. Also, bring a lawn chair or two and a spouse!

It will all happen when MG club members drive onto the front lawn of Art & Cathy Barnes at 1991 Old Falls Trail on the east end of National Road in Vandalia. You'll recognize as familiar yellow British banners mark where to turn as you follow your GPS from Exit 63 of Interstate-75. If you choose to stay on the back roads (Rt. 48 or County Road 25), turn east on U.S. Route 40, National Road. If you get lost, dial Cathy at (937) 206-5860 or Art 206-5903.

Oh, your MG doesn't have a GPS? Here's a quickie: The East end of National Road is the opposite end of the Dayton Airport on the west end of Vandalia. The most popular landmark in the east end is Bunker's Sports Bar & Grill, but more important to your driving is NOT to turn as Route 40 turns right at the traffic light. Instead, stay straight ahead on National Road past the mega church and elementary school. Turn at the first right, onto Clubhouse Way at signs to the city golf course.

Take the first left turn onto Old Falls Drive. Then past the duplex houses on your left-hand side, turn left at a green mailbox with a copper teapot on the top. Our address has the only blacktop driveway in the 80 homes of The Falls development. Ignore the "Private Property" and No Trespassing" signs. But do heed the parking signs that guide you into the front yard — otherwise, you might drive off the side of the blacktop! Cathy and I are pleased to welcome you for the third time.



A-TEAM

By Ron Parks

The A-Team has not made more progress towards turning the donated MGA 1600 Roadster into a nice driver that the British Transportation Museum can sell for a profit. It's summer time and we are busy. All we can report this month are "Good intentions!" However, we can include a photo of our VP working on a Triumph!!!

We still need volunteers to accomplish the items on the list of reassembly items to be done that was emailed to members. The list asked for some volunteers to adopt tasks for various areas of reassembly. Thank you to Ed Wolf, who signed up to help with this project. Things are staged and ready for work to begin on reassembly and cleaning tasks. The hope is that we can be all over the car at the same time without getting in each other's way and make the car drivable and saleable for next summer's driving season.



65 MGB BACK HOME

By Dave and Carol Estell

We bought our 1965 Iris Blue MGB in 2002 from Dave's cousin, John Campbell, who had seen it in an auto shop where work was being done and decided he wanted that car. He contacted the owner and made the purchase.

Within 2 years John sold it to Dave Estell. Dave had mentioned he might be interested, although, of course, he still had the 78 MGB. Two days later we had two MGs in the drive! Dave soon sold the 78. An older gentleman whose wife was in the hospital had owned one like it when she was younger. He bought it in hopes that she would be able to drive once again. He was happy to have found one.

In May 2025 we decided we were going to sell the MG. Dave's knees were not letting him get in and out like he had in past years. It was time for the Iris Blue MGB to find a happy home.

In May, with the help of Carole and Terry Looft, we listed it with MG Experience. We received several people interested. The best and saddest was a guy from California who had lost his twin car to ours in the Palisades fire. He bought his in Cincinnati in 1968 and had owned it all these years! Devasting! Due to building expenses for his house, buying our car was no longer an option. We sent pictures to several potential buyers, all out of state.

We then listed it on MG Marketplace and received seven (7) interested parties that day. The first one was a, Jim Downton, who said that he believed this was the car he begrudgingly sold in early 2000's. It has the Heritage certificate with matching engine number. He said he would love to buy it back and would we please call and discuss it with him? We knew right away that he was the original owner, as his name was on all the documents in our extensive file of papers and receipts including those for the total rebuilding of his car.. Thanks to Facebook we found him! He lives in Erlanger Kentucky, so it was not a long drive for him to come to Mason, Ohio to look at the car.

Jim had completely restored it, after he had found it in an old garage of a retired Dr. in Hyde Park. He said it was a basket case. All the floor pans and rockers were rusted out



Transfer from Dave to Jim

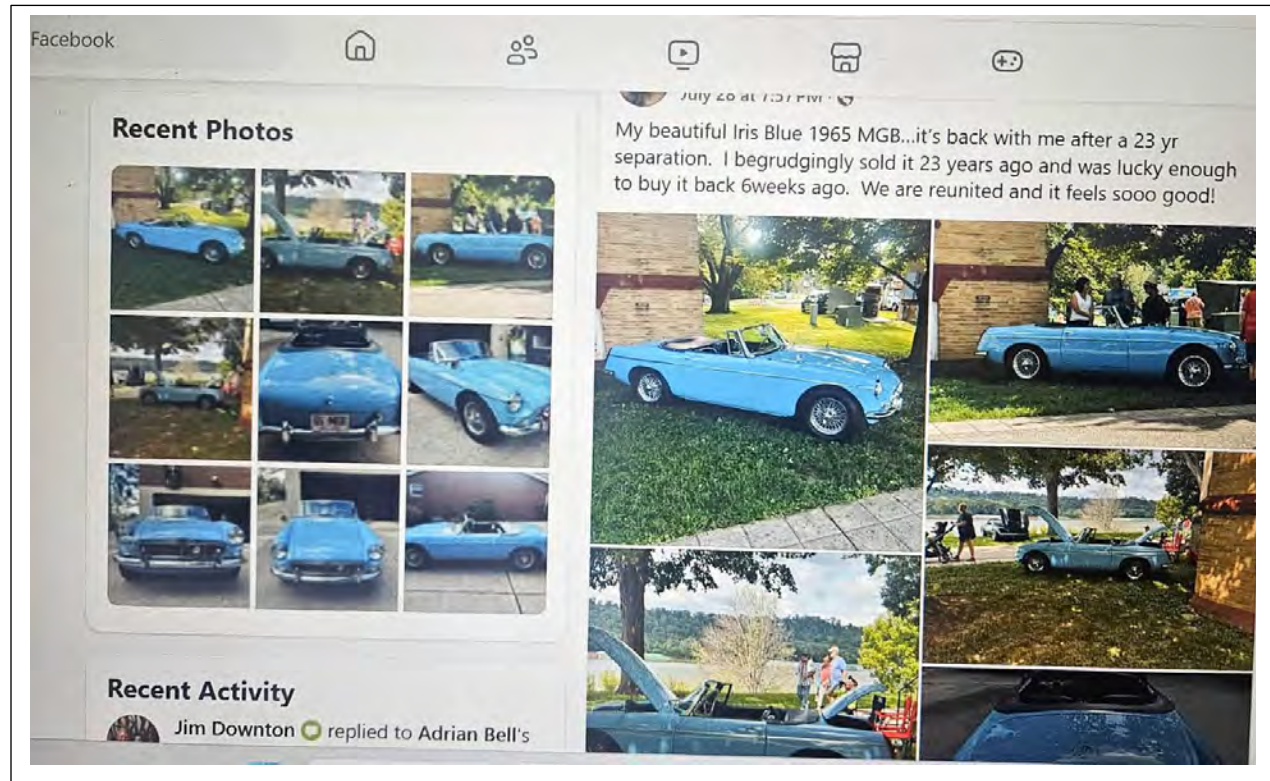
and all the carpet shot. Mice had nested in the battery shelf and a cat had made a bed of the rear ledge behind the seat. However, with a battery and some gas he got it started and prayed he'd make it home. He and his wife Lisa spent two years and a lot of \$\$ restoring it! The engine was rebuilt and all the rusted body panels were replaced with new rockers and new floor pans. An all-new interior was installed. He wanted it to look just like it did when it came off the factory line July 1965.

Jim didn't want to sell it but John Campbell kept upping the offer. Jim reluctantly sold it to him. Considering that Jim had remarried and between them had 5 kids and a new baby of their own, he thought it might be wise. He had told John if he ever wanted to sell, to give him first refusal. We called him and said, "Yes Jim this is your car!" We told him we had everything, including about 18 awards that the car had won since we've had it. He was so excited and came out with his wife and friends the very next morning.

He was like a kid on Christmas morning, so excited to see that it was still in great condition with no rust to detract from the great paint job he had put on it during restoration. He took it out for a ride, came back, asked a few questions and gave us a deposit. He would be back later in the week to get it. Two days was all it took for us to meet and transfer title. He was thrilled and we were so happy the car found its way back home. It was one of those meant to be moments. It's great when you find someone who is going to love your car as much as Dave has loved this one. Jim has since taken it to several car



Proud owners reunited with beloved Iris blue MGB



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shows and bought some new accessories to install. We found a console speaker cover for him that was missing. We have a contact who sells MG parts. He actually remembered Jim from 20 years ago. He met Jim and Lisa somewhere North of Louisville to sell them the console speaker cover. Jim has tweaked some things and installed a new steering wheel as well.

We saw them recently at British Car Day Dayton and he's already driven it 800 Miles!

So, this is our feel-good story, that made us feel almost as good as Jim and Lisa felt, finding their beloved MGB again!

Dave and Carol Estell

British Car Day Dayton 2025 - Results

<u>Class</u>	<u>Winner</u>	<u>Awards of Excellence</u>
Austin Healey 100 & 3000	Robert Scott	Ken Hiller Greg Sipe
Austin Healey Sprite	Joe Damico	
Brit Conversions (V8/Customs)	Leroy Beasley	Scott Costanzo, Quintan Leslie
Diamond in the Rough	Ross Collins	
European Open	Lou Alvino	Gregory Costa, Tom Zack
Jaguar E-Type	Stephan Locker	
Jaguar XJ & XK-Post 1992	Joe vandehatert	Mark Heizerling, J. W. Wood
Jaguar XJ/Sedans – Pre 1993	David Rucker	
Jaguar XK – Pre 1961	Rich Frantz	
MG Midget	Chris Muia	James Thornberry
MGA	Carole Looft	Terry Looft, Dar Planeaux, Dave & Lois
Gribler		
MGB Chrome Bumper	Ron Parks	James Downton, Dana Springer
MGB Pull Handle	Bill & Leslie Hunter	Dana Springer
MGB Rubber Bumper	Thomas Jones	Diana Hodges, Tom Angerer
MGC	Lian Shoviak	
MGT	Dennis Cestra	Dennis Cestra, Evan Ford
MINI-NEW	John & Jacki Bradner	Peter Dirisamer, Mary McKinley
NINI-OLD	Andy McKinley	Charles Terhune, Chelsie Wise
Motorcycles		
Open Class'66' and Later	Arick Mittler	
Open thru 1965	Danny Jones	
Premier Class (Last Year's Winners)	Richard McKinley	Wes Gipe, John & Karen Steck, Bill Owen, Marc Masquelier Mary Ann Edwards
Spitfire Chrome Bumper	John Johnson	
Spitfire Rubber Bumper	Jeff Barth	
Sunbeam	Jan Servaites	Hugh Guymes, Jean Webb
Triumph TR 2-3	Bruce Clough	John Neiswinger, George Trenn
Triumph TR 4 & 250	Gordon Attridge	Bruce & Ryan Miles, Gary Thompson
Triumph TR 6 '69-70' (Chrome)	Andrew Morris	Eric Langreder, Greg Donegan
Triumph TR 6 '74-76'(Rubber)	Scott Huey	Ted Bailey, Harry Mague
Triumph TR 7-8	Clay Brown	David Brost, John Clifford

British Car Day Dayton 2025 – Photos

By Ron Parks



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 (6/25)

For sale:, 1970 Split bumper MGB This car is show ready. \$20K. Contact Terry Looft, 937-382-1520 or Terry@Looft.net (5/25)

For sale:, 1970 Arkley Needs finishing. Front and rear body clip for an Arkley. TOP not included. (Arkley Fiberglass Body for Sale) Come by to see it. Please contact Steve Miller at MG Automotive for pricing. 937-294-7623 or MGAutomotive1@aol.com. (6/25)

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

By Diana Hodges

The July 2025 meeting of the MGCC SWOC was called to order by Vice President Ed Wolf. El Presidente Sam Hodges (*nope - he was AWOL*). Vice Presidente Ed “Hungry Like a” Wolf (*sorry, I’m a little punchy. I’m operating on 4 hours of sleep from last night, because a certain El Presidente who was in a different time zone called at 11:00 pm after I sent a message 45 minutes earlier telling said El Presidente I was going to bed*) called the July 2025 meeting of the MGCC SWOC to order precisely at 7:29. #GhostWriter - *Do NOT get used to that kind of precision.* Ed, “Sorry, Dave was talking to me.”

Vice President’s Report was next. Vice President Ed Wolf, “Gas is \$2.48 at the Shell. Diesel is \$3.69. Otherwise, noting.”

Minutes we’re the next thing on the list. Lois Gribler motioned to accept the Minutes as reported. Art Barnes seconded. MGCC voted. Minutes were approved. *I can see I need to work much harder at slandering people. My goal is to have a unanimous objection because everyone has an issue. Let’s see if I can make that happen...*

Treasurer’s Report was next on the agenda.

Treasurer’s Report was next on the agenda. Treasurer John Scocozzo, “For July we actually had _____. We had income of (\$???.00) for a total gain to the MGCC of \$???.00. We had total expenses of: _____ of \$???.00 for a total expense to the

MGCC of \$1???00. Total income when added to the losses means a total gains/loss to the MGCC of \$???00. *If you're noticing a theme, usually the Treasurer gives me a copy of the actual expense report. But I was not at the meeting. Diana, who takes notes, also didn't give me the sheet with the actual expenses and now it's lost. Therefore, the numbers here reflect the July Treasury balance.* This leaves the MGCC with an ending balance of \$320.57 in the primary checking account. The savings account had \$3,884.47 after the application of \$0.16 in interest. Total ending balance of all accounts was \$4,255.04 with \$50.00 as cash on hand.” Jeff Fields motioned to approve the Treasurer’s report. Terry Looft seconded. MGCC voted. Treasurer’s report approved. No one opposed because it’s money.

Membership Chairwoman Carole Looft was next. Carole, “We have no new members, no renewals. We’re stuck at 61 members.”

Birthdays in July: John Scocozzo, Dave Johnson, Joanne Gribler.

Activities with Eddie. Eddie Hill, “You have one job Ed (someone at THAT table in front).” Eddie, “August 31st (edited to reflect the date change) is the MGCC Club Picnic. 2:00pm at the Barnes’. There will be an email with details. BCD was discussed but is over as of this writing. Need volunteers, sign up early, sign up often, need help, etc. There is (was) a display for Skip. Carole has the easels. Ron thinks Skip’s A will be there (it was). Sam (*Skip’s son, not me*) is registered, so the B might be there (*it was not, but Jennifer was*).

Biscuits and Tea this Saturday, weather permitting (*wait aren’t these British cars? Do they cancel if it’s sunny?* - That’s Diana’s joke). Next week MGBs will be in Crystal Lake, or is it river? Maybe a dammed river? Or a damn river? I digress.

No pub runs for July and August. No fall drives currently scheduled. We really need to schedule one.

Sept 14th will be the Concours d’Elegance at Carillon Park. Dave, “Are you handling the MG class?” Dave, “Dave’s not here. Mike Edgerton said we have about 14 MGs. YA, YB, etc.” (Note to Secretary: *We have 5 Daves! Help me out with an initial please*)

Note, Crazy Train was running in the background. No seriously, Ozzy “Prince of Darkness” Osborne had just died.

Sunshine Committee. Linda Parks is having hip replacement surgery. It was delayed due to BCD. Dave McCann, Sr. is doing ok. He was at BCD in the morning. First time I’ve seen him for a while.

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Newsletter Editor-for-Life, Ron Parks, “Dar replaced a head gasket on the way to Breckenridge. I added that to news letter.”

Webmaster John Scocozzo, “InterWeb is still there as of earlier today.”

Beer Brake called at 7:47

Back from Break at 8:00

Old Business. Who’s the oldest one there? Dar wins.

New Business. Eddie Hill, “We need to clarify some BCD issues. Apparently the sound system needs to be gone by 3:30. We need to try to give out awards starting at 3:00. Need to get ballots counted early. Probably start moving cars at 2:30?”

Tech Tips. Ron has tech question. “My hood is having issues popping up. Is there an adjustment on the spring?” Dave McCann, Jr., “Lubricate the spring.” Terry Looft, “Make sure the spring is engaging and at the right height.”

For Sale. Ron as a TR4 grille still for sale.

Gumball Rallye, The donated t-shirt (adult XL) Art Barnes drew himself. Threw it back into the mix. John Scocozzo was the second recipient off the first door prize. Chris drew for the money. Art Barnes won again! “Give him the t-shirt!”

Next Meeting is August 27th.

Motion to Adjourn: John Scocozzo made a motion to adjourn at 8:17. Everyone was too busy heading for the door to second. technically, this meeting is still going Mr. Vice President!



