

# THE OCTAGON NEWS



Volume XXXVII No. 5

March 2008

Pictures from St. Patrick's Day Party

Trailer Paint Stripping



## From the President

Dave McCann

Well the Gribblers have done it again! Last night's St. Patrick's Party was a success as usual. I counted 26 members & guests. Lois & Dave offered spiral cut ham, roast beef, smoked turkey, and lasagne. We (all the rest of us) brought everything from salad, mac & cheese to Ghiradelli brownies with green mint icing. Needless to say there was plenty to eat. I don't know how she does it but thank you from all of us.

Son David just returned from The Concours d' Elegance at Amelia Island FL, where an MGA from his Richmond VA club won an award. I guess this is the beginning of show season. I shared a hospital room the other day with a gentleman from India. Our nurse had a hard time understanding him and told him so. He replied "I don't know why, we all speak the same language, British!" Now I



Southwestern Ohio Centre of the MG Car Club

### Club Membership Information

Membership dues of the Southwestern Ohio Centre of the MG Car Club are eighteen (\$18.00) 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 the K of C Hall, downtown Dayton, on Bainbridge Street, at 8:00pm. The next meeting will be:

Wed, March 26, 2008

### MG Car Club Officers

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## Inside This Issue

2	Upcoming Events
2	Featured Car of the Month
6-8	Great Input from Our Members
7	Minutes of the February Meeting

## Upcoming MGCC Events

**Mar:**

26 – Meeting (K of C Hall)

**Apr:**

23 – Meeting (K of C Hall)

**May:**

24 – British Car Show at Second St Market

28 – Meeting (K of C Hall)

know I speak English, have all my life, I just never thought of it as British. Maybe Graham will find this amusing.

By the way, I hear there was some conversation last night about the Cincy BCD. It will be July 13 as reported here last month.

See you at the meeting.

Octagonally,  
Dave

## Welcome New Member

Submitted by Carole Looft

Walt Peter  
7457 Greenbank Ct.  
Dayton, OH 45415  
(937) 832-3363  
**73 MG Midget**  
yurg@verizon.net

## Member Featured Car of the Month

Bill & Hazel Hammond's  
1968 MGB GT

Bill Hammond as interviewed by Ron Parks

I purchased my British Racing Green 1968 MGB GT in Grange, Kentucky (a town 20 miles east of Louisville) on September 7, 2007. I drove my truck down there to tow the car back. Ron Parks went along with me to help with the driving. The previous owner gave me his tow bar and loaned me his set of really neat towing lights (later I met him half way to return the lights). On the way down, we checked some side roads and decided it would be safer to use the interstate for towing. Ron paid me back for having driven his newly restored 'B' at a spirited pace on the trip to St Louis a few years ago ... there are rush hour drivers around Cincinnati still talking about Red/Green hallucinations.

This car was originally purchased in the United States and spent 3 or 4 years in England. It has a unique chrome trim MGB GT logo at the top rear corner of side windows that I've never seen before. I understand that this trim was put on MGB GTs destined for the domestic market in the UK and this particular trim



was purchased and installed by the previous owner in England. The next time you see my car, take a look at this unique feature. The tail light lenses are also the type used on UK cars.

The paint job done by the previous owner and his son leaves something to be desired, like a smooth finish for example. From 20 feet away the car looks pretty good. Upon closer inspection, however, the rough surface becomes obvious. The original color of this car was pale yellow color called “Pale Primrose.” The car will remain British Racing Green (2007 Jaguar BRG) even if it gets a new paint job, which I hope to do one of these days?

I’ve made several improvements to the car during my first five (5) months of ownership: I replaced the ignition lock cylinder on the steering column; bought new tires; painted the wire wheels (silver, by the way, for those of you who would inevitably have asked); installed a garage door opener behind the grille; replaced sockets and bulbs in the fog lamps and painted them chrome inside; installed new switches for hazard flashers & fog lights; and, replaced the turn signal/hi-low beam steering column switch.

Future plans call for: refitting the doors, as the hinges need to be bored and oversize hinge pins fitted so the doors will close properly and not leave too large of a gap between the door and the fender; either use Motorhead High Z motor oil; or a suitable zinc additive. refurbish or replace the distributor; install the rebuilt speedometer (came with the car); repair or replace the tachometer (fluctuates wildly) and install the windshield chrome trim that came with the car (a task guaranteed to expand my vocabulary regarding the legitimacy of the designers) on the rubber seal around the windshield. I have a spare clutch disc and pressure plate and throw-out bearing that I bought along with the car. May even install my famous and reliable dual electrical fuel pump set up. And there’s always more stuff to tinker with, as we all know!

Hazel and I are looking forward to comfortable cruising next summer free from bugs in the teeth.

For more pictures of Bill’s MG, go to <http://www.mgcars.org.uk/mgccswoc/images/BillsGT/index.html> .



# Pictures from Gribblers' St. Patrick's Day Party

Special thanks to Lois & Dave Gribler for hosting another great party!!





## Stripping the Club Trailer

Ron Parks

We arrived on February 24<sup>th</sup> to the aroma of fresh coffee and the sight of donuts which Carole and Terry had ready for us. In short order, club members converged on the trailer and began removing lights, chrome and trunk lids. Before long, stripper was applied and paint was bubbling. Carole Looft and Linda Wolfe made a quick trip to Lowe's to purchase some new strip-X, because the old aircraft stripper was not working as well as it should have. While stripper was dabbed on and paint and filler were slowly



being removed, another group began sanding the red trunk lid. We decided that the lid with the Union Jack painted on it would not be stripped and repainted.

Around noon, Terry Looft fired up the grill and put some hotdogs and brats on to cook. We enjoyed a lunch of the brats and hotdogs; along with beans, slaw, chips, cookies, beer, coffee and soft drinks.

Following the lunch break, work continued on the trailer and at the end of the day the trailer was stripped to bare metal, with the exception of a few spots where some filler

remained. On Monday February 25, 2008; Dave McCann and I towed the trailer to S & S F.A.S.T. (Fine American Street Toys) Loy's Autobody in Lewisburg, where owner, Scott Powell gave us an estimate of \$600 for body work and repainting. The club approved the expenditure at the meeting on Wednesday February 27, 2008. I went to S & S F.A.S.T. Loy's Autobody the next day and paid, \$300, half the total cost, for him to begin body work in preparation for painting the trailer body exterior. The remaining \$300 is due upon completion. As part of the agreement, I finished removing all



the filler present on the body and turned over the trailer to Scott to begin his work. When the painting is completed, we will schedule a re-assembly party to refit the trunk lids and put the lights and chrome back on.

You can view pictures at the club website: <http://www.mgcars.org.uk/mgccswoc/images/TRAILER/index.html>. A big **THANK YOU** goes to Terry and Carole Looft for their generous hospitality in hosting this great event!

## What I did on my Winter Vacation

Dar Planeaux

I had the pleasure of attending the 15th Annual All British Car Show at Boca Raton Florida on February 17, 2008. There probably were 125 cars at the show and it is billed as the largest British Car Show in South Florida, so you can see how small it is compared to our Dayton British Car Day show. At the club website at <http://www.mgcars.org.uk/mgccswoc/images/DRFL2008/index.html>, you can view a few pictures I took.



As a side note; the 1931 MGD, pictured herein, was the first 1931 MGD produced and has the first serial number assigned at the factory. The current owner found the car advertised on a web site for British Cars by an individual who knew nothing about the car. Likewise, the buyer knew nothing about it until he bought it, took it home, did some research and found that it was the first MGD produced. He has performed only minor repairs and what you see is what it looks like. He drives it a lot and drove it to the show. I thought it was a very interesting example of an early MG.

## MGs at Amelia Island

Mike Edgerton

I got out of the Miami Valley just about six hours ahead of "the blizzard." My destination was Jacksonville, FL for the 13<sup>th</sup> annual Amelia Island Concours d'Elegance. A tornado swept thru the area about six hours before I arrived. However, sunny skies and warm temperatures blanketed the display field for the presentation of 318 vehicles of significant interest...including 17 MGs. My favorites were:

**1930 MG 1212 Brooklands Racer** - This is one of four remaining factory replicas of the cars that competed in the Brooklands (UK) 24-hour race. It is owned by Jack Kahler of Littleton, CO.

**1933 MG J3** - The J-Type Midgets were produced



1930 MG 1212 Brooklands Racer





1933 MG J3

from 1932 thru 1934 and were designated J1 thru J4. The J3 and J4 were the racing versions with superchargers and the J4 also had an alloy body. There were 22 of the J3s and 9 of the J4s produced. This car is owned by Dr. Thomas and Margaret Keller of Manitowoc, WI.

**1935 MG PB Airline Coupe** - This striking 2-tone blue car was raced in England by Prince Bira of Siam. Bira's grandfather was King Rama IV who inspired the book *Anna and the King* and the play and movie *The King and I*. The car is now owned by John and Ann Failla of Yorkville, IL.

Eyston's class winning cars driven by females in the 1935 LeMans race. The car was purchased and raced by Miles Collier. A shunt with a NY taxi destroyed the original body so Miles had an aerodynamic body designed and fitted. The car currently resides in the Collier Collection (closed to the public) in Naples, FL.

**1953 MG-TD Sport Speciale** - David Ash was tired of his MG-TD getting beat by Porsches and OSCAs in SCCA road races so he convinced Inskip Motors to fit a streamlined, Italian body to prove that the TD had the mechanicals to be competitive. They were. Three MG Specials were built and two remain. This one is owned by Howard and Diane Banzak of Ft. Lauderdale, FL.

Also, there were four MGs sold at the accompanying RM Auction. The '35 Airline Coupe brought \$148,500, an average '52 TD sold for \$15,400, a very nice '58 MGA roadster went for \$22,000 and an unremarkable MGB V8 was worth \$14,300.



1935 MG PB Airline Coupe



1935 MG PA/PB



1953 MG-TD Sport Speciale

# THE LAWS OF BRITISH SPORTS CARS

Steve Veris

## 1. Law of Peculiar Random Nomenclature

The name and chassis numbers of a British Sports Car shall consist primarily of letters and numbers, with said letters and numbers chosen in a completely random fashion so that the resultant vehicle name and identification is wholly devoid of meaning. This law explains why British cars always have spectacularly bad names like 'XKE', 4/4, +4, +8, NAS or worse yet, NAS +8 GT.

## 2. Law of Cryptic Instruction

Any book, manual, pamphlet, or text dealing with the maintenance, repair, or restoration of a British Sports Car shall be written so that at least every fourth word will be unknown to the average reader. In the event that any portion of the text is understandable, the information contained therein shall be incorrect.

Most people are familiar with this law. Here is an excerpt from a typical British Sports Car shop manual: "Before rebushing the lower trunnion banjos, you must remove the bonnet facia and undo the A-arm nut with a #3 spanner." All attempts to publish an English language version of this manual have failed.

The more traditional British companies not only do not provide shop manuals for their vehicles but have been known to pay to suppress third party publications.

## 3. Love of Hardship Law

The more a British Sports Car malfunctions, breaks, and/or falls apart, the more endearing it becomes to the owner. You buy a British Sports Car. You have had it a year and a half, and have replaced every item on the car at least twice. When the engine is started it sounds as if someone has thrown a handful of ball bearings into a blender. But when someone offers to buy it, you are offended because "It's like part of the family, and besides, it's so much fun to drive." British Sports Car owners often stare into space and smile a lot. This is referred to as the "Foolish Person Syndrome."

## 4. Law of Non-Functional Attributes

All British Sports Cars, regardless of condition or age, shall always have at least one system or sub-system of components which is entirely non-functional, and cannot be repaired except on a semi-permanent or semi-functional basis. This is also known as the famous Lucas Electrics Law.

## 5. Component Failure Law

Any component of a British Sports Car which is entirely unknown to the owner shall function perfectly, until such time that the owner becomes aware of the component's existence, when it shall instantly fail.





## Upcoming Out of Town MG Events

**April 11-12-13, 2008** - Silver Springs, Florida -GOF XLII 2008 presented by the Suncoast Classic MG Club. Come and have "Fun in the Sun" at the original Florida tourist attraction - Silver Springs - home of the glass bottom boats and where "Sea Hunt" and "Tarzan" movies were filmed. More information is available at <http://www.britishcarclub.net> or [mgrick@mgcars.org.uk](mailto:mgrick@mgcars.org.uk).

**April 19 and 20 2008** - Missouri Endurance Rallye (soon to be renamed the Missouri Enthusiast Rally). Illinois has passed a law that forbids driving events that tests a driver's endurance. While the MER is not a test of the driver's endurance, it is definitely one that tests the "endurance" of our classic cars and since we're really "enthusiastic" about driving our 25+ year old cars, we'll change the name to reflect that fact. As in years past, the MER is about driving our classic British vehicles with their antiquated systems (none of that electronic controlled, computer assisted mumbo-jumbo for us!) over some great roads while trying to test your navigation skills using only paper maps (no laptops or GPS for us either!). Any British vehicle built before 1982 (with no modern engine swaps or modern engine systems) is welcome. This is all Old School at its best!

There will be a full-version and a mini-version of the rally. You'll be given a list of locations that you must go to (you pick the order and the route to take to all the stops). The team who can successfully navigate the stops while covering the least number of miles – wins. This is not a timed or speed event. All competitors must seal their license in an envelope and if opened or if a ticket is given; the team is disqualified for unsafe driving. Teams must obey all traffic laws and drive in a safe, prudent manner.

If you are interested in participating but do not have a navigator (or a driver/car for that matter), let me know and I will spread the word to see if anyone else is looking for a partner. For info go to [www.stlouismgclub.com](http://www.stlouismgclub.com).

**May 18, 2008** - Sunday, 9:00AM to 3:00PM  
British Car Day - Columbus, Ohio  
Location: QUAKER STEAK & LUBE - Columbus, Ohio I-71 & Polaris Parkway - Lyra Drive - behind Shell, Tim Horton's & Arbys \*\*\*\*\* NEW LOCATION \*\*\*\*\*  
Join us for Central Ohio's 24TH Annual British Car Show • Over 250 Cars Expected • 35 Classes • Awards by Popular Vote • Parts & Regalia Vendors • Saturday "Fun

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**Sunday, June 1, 2008 Perrysburg, Ohio** Come join the Lake Erie British Car Club for our 10th annual "The British Return to Fort Meigs" British Car and Bike show, located at the Fort Meigs Historical Site, Route 65, Perrysburg, Ohio. While you show your car, you can take a tour of a restored fort from the War of 1812, try a challenging British car quiz, shop at one of our vendors, or sample some tasty delights from one of our food vendors. Voting will be by popular vote. A portion of the proceeds benefits the Ohio Historical Society. Contact: Tony Shoviak. Phone: 419-878-2041. Email: [Tennntony@worldnet.att.net](mailto:Tennntony@worldnet.att.net). Website: <http://lakeeriebritishnews.home.att.net>.

**June 25<sup>th</sup> - June 30<sup>th</sup>** MG 2008, Valley Forge, PA

## Classifieds

**For Sale:** 1974MGB. Last year for chrome bumpers. Excellent body, new tonneau cover never used, luggage rack on trunk, convertible top in good condition. Engine, brakes, transmission in excellent condition. Good rubber. Originally titled in California. Taken to Florida then brought to Dayton. Not driven in snow and ice and rarely in rain. Less than 60,000 original miles. Citron color. Asking \$6100.00 CONTACT: Bill or Jan 9:00 a.m. to 4:30 p.m. EDT at 937-228-3433 or 6:00 p.m. to 9:00 p.m. EDT 937-433-6174. (3/08)

**For Sale:** 1962 MGA MK II. Runs great, but body has usual rust in sills and dog legs. Has rebuilt (approx 10K miles ago) 5-main MGB engine. Front end and brake system rebuilt. 72-spoke wire wheels, including spare. Many spare parts, including inner sill kit from Todd Clarke, outer sills, carpet kit, bumpers, Moss floorboard kit, wire harness. Selling because I want to restore my MGBGT. \$7,500. Car located in Columbus, Oh. Can send further info and pictures. Joe Mercer, [mgarage@columbus.rr.com](mailto:mgarage@columbus.rr.com). (3/08)



## The Octagon News – March 2008

**For Sale:** 1980 MGB. White with black interior. 62,000 Miles. Weber down draft carburetor. Runs well, but could use new battery and turn signal switch. Hazard lights work, but not turn signals. Located in Cincinnati. Asking \$6500.00. Call Juli or Rob King (513) 598-6134. (3/08)

**For Sale:** 79 MGB for parts (questionable title). Bought off ebay but then had title signed too many times. Bad title. Ran when parked. California car. Great donor. More pics to SERIOUS buyer. \$1600 delivered to NE Ohio or Chicago area. I never tried to run it. Have keys. Needs top. Nice example to restore or reshell your rusty car. Complete. [billmg@yahoo.com](mailto:billmg@yahoo.com). The price is firm. \$500 deposit and \$1000 CASH upon delivery.

**For Sale:** Early MGB parts. \$50. takes all of it! 1 Early B starter (62-67), condition unknown, but includes rare and often missing shaft cap (worth \$85. to Moss as a core). 2 early B half-shafts and wire wheel hubs (fine thread) 1 inner sill repair panel. 1 beat-up front bumper. 1 Super Sport bias ply tire in good condition (would look great as the spare in your restored early B boot). Kent Miller 937.299.3837.

**For Sale:** 1976 MG Midget convertible with hardtop attachment, 30,000 miles, has always been in garage, no rust, needs some interior repair. Exterior condition excellent. Will negotiate price. Located in Canal Winchester, OH. Ellen Taylor, 1-614-882-4188.

**For Sale:** 67 MG Midget. 62,000 original miles. 2<sup>nd</sup> owner. Recent frame-up restoration. New: undercoating and hardened sealer, chrome everywhere, brake cylinders, rotors, pads, battery, solenoid, etc, etc. \$17,000 or best offer, Kirk Kubik, 562-209-1234.

**For Sale:** MGB parts ; many new and used hoses, swithes,gaskets, parts, 2 rosestyle wheels, 2 wire wheels, short block, 2 heads (both need cracked valve seats repaired, asking \$400 obo, also an engine stand asking \$25 obo contact Bob Fletcher cell (500)500-4511 or home (500)225-9306 location Lagrange KY (20 mi E of Louisville).

**For Sale:** 1959 MGA 1600. Not running but not in terrible shape. It's been garaged since it was last driven in the late 70s; a perfect vehicle for a restoration. Asking \$2000. (937)416-7167.

## MG Car Club Minutes, February 27, 2008

Sam Hodges

MGCC Meeting called to order at 8:00 (...yeah, *let's just go with that...*)

**President's Report:** Pres. Dave McCann reported that the Trailer stripping party was very successful thanks to the Loofts. We had fifteen people plus the Loofts plus Abbot for a total of 19 in attendance. The biggest lesson learned: don't start on this sort of project by yourself! (*Can I start my car next month in your garage?* [There were actually about a ½ dozen or so Peanuts in the gallery who made comments to this effect...])

The club received a flyer from the NAMGB Register seeking official club information including, but not limited to, official name (Octagon News), address (P.O. Box 20032 Dabel Branch Dayton, Ohio 45420), date founded (Sept. 1966), and number of current members (89).

**Vice President's Report:** Terry Looft, "Check your tool box for an 11/16 open ended ratcheting box ended wrench. I'm missing one. I've also got a hat that someone left." Apparently everything worked out

## The Octagon News – March 2008

great. The only problem was with the restrooms, or lack thereof. It was fine for everyone except for three people, Linda Wolfe, Kathy Goodman and Carole Looft. Kathy G., “We did a lot of dancing.” *For those who don’t know, the restrooms at the Loofts’ summer retreat are a set of trees out back.*

**Minutes:** Apparently I’m not doing enough to rile the masses because the minutes are being accepted without any objections or even corrections... *hmmm....* Linda Wolfe motions to accept the minutes as reported in the newsletter. Dick Goodman seconds. Minutes approved.

**Treasurers Report:** Treasurer Kathy Goodman reported that we had Total Income of: Membership Dues (\$220.00) + Regalia (\$40.00) = **A Total Income of \$260.00.** Total Expenses: Hall Rental Fees (\$45.00) + Gumball (\$5.00) + Octagon News (109.13) = **A Total Expense of \$159.13. Total Gain to the MGCC was \$100.87,** that when added to our existing Treasury balance of \$2,514.66 equals a new **Treasury Balance of \$2,615.53.** *Since for some odd reason I didn’t record who motioned and who seconded, I’m going to randomly pull this information out of a past set of minutes...* Hammond moves that the report be accepted as read. Bob Charles seconds. Report approved (*as reported in the October 26, 2005 edition of the Octagon News*).

**Membership:** Carole Looft reported that we currently have 89 members and our newest member is Walt Peter, owner of a 1973 Midget. *On a politically correct side note, I think it’s rather insulting that we’re still referring to little people as midgets. I mean seriously, I’m pretty sure that the correct term is little person, or maybe vertically challenged, but Midget!?! And further more, how does one own another person?! This is ... Huh? ...What’s that... OH! IT’S A CAR!!! Never mind... Welcome to the club.*

**Sunshine Committee:** Apparently, our very own Louie Dipasquale is (was) in the hospital. He had surgery on his small intestines again and he’s going to be in for about 5 days. Skip, “I think he’s actually at the Triumph club meeting.” Ryan Looft, “Ethyl’s probably at his bedside. That’s why he doesn’t want us there.” Terry L. “If he’s on morphine, everyone’s probably looking like Ethyl.”

**Newsletter:** Steve Markman, our newsletter editor, and the man who puts up with my getting him the minutes on the Saturday after the Wednesday that they’re technically due, just moved into a lovely 18,000 sq. ft. 12<sup>th</sup> century castle just off the Thames river and consequently was not at the meeting (*that whole moving thing...*). *Editor’s note – it’s Washington Twp, but the rest is about right. Moving sucks.*

**Website:** Word has it that Ron parks is forming a new hip-hop group called “Webmaster P. and the Drunken Bunch” and will soon be releasing their first new album “Oil Spots”. Seriously, Ron did report that there’s a lot of new content on the website including the newsletter. This move was done so that you could better choose the time when you want to tie up your computer system downloading the content. Ron, “We’re going to change some of the fonts and links so that they work better. There are photos of the trailer stripping party and some pics that Dar took at a show in Florida. There’s a new section on Members cars and we’re going to update that regularly.” Dave Gribler, “Break out the pet photos!” Skip, “Can we do a swimsuit issue?” Terry Happensack, “Pets in swimsuits?” (*Uh, okay... Terry... yeah, that was kind of...well, out loud. We’ve talked about this in the past...*)

**Activities:** Eddie Hill, “The most soonest event is the Gribler’s party in March.” (*It’s in quotes folks – I don’t make those up...*) Bill Hammond has already cleared things with Steve Miller of MG Automotive so that we can hold our annual Tune up clinic at his shop. Hammond, “Steve (Miller) said that any Saturday in April, closer to the end, would work for him.” After some discussion amongst those in attendance, April 26<sup>th</sup> it is, mark your calendars.



## The Octagon News – March 2008

Don't forget to check the Newsletter for a more up-to-date listing the most soonest events.

**Beer Trailer:** Ron P. and Pres. McCann took the trailer to Scott Powells' place in Lewisburg to get some work done on it. For those who don't know, Scott is a relative of our very own Steve Powell and has already done several MGCC member cars, Ron Parks' & Dave Gribler's to name a couple. Basically the deal is that for \$600, half up front, we can get the bodywork that needs to be done completed and the cost covers respraying it as well. The Union Jack boot lid would not be touched. Hammond, "What color would he paint the wheels?"

**Beer Break** called for at 8:23

Back from **Beer Break** at 8:40

Casual discussion about the ~~beer~~ supplies trailer continues. Hammond, "I didn't see any rust on it, it looks pretty sound." Pres. McCann, "I was underneath on the creeper and it looks pretty solid on the bottom as well. Scott suggested that we just get some aerosol cans and spray the underside ourselves when the weather gets better." Carole Looft, "What's Scotts plan for fixing the bad spots?" Pres. McCann, "He wants to try to move the metal closer to where it should be. Instead of using filler, he wants to stretch the metal as much as he possibly can." Dave Gribler, "Scott's a proponent of the most metal and the least Bondo as possible view of car repair." Ron P., "He said he'll probably weld in metal if he can't stretch it." Pres. McCann, "The only place we had trouble was around the seams and the trim fittings."

The deal price does not include any reassembly. Skip P states that he's got a complete set of side trim for an MGB that he's willing to give to the club for the project. Jeff, "When you think about how old it is, \$600 is a small, worthwhile investment." Dick Goodman helped put the bladder in back in 1990. Skip, "He had it back in 1990 when we joined." Steve Veris, "I joined in 1990 and he had it then."

Dave McCann (son, not Pres.) motions to spend \$600. HEY Wait a minute! What's he doing here!?! According to the membership roster, he should be in Glen Allen, VA! Kathy G. seconds. Out of respect for John Zeno, Eddie abstained because John would have voted for it after all.

Lois Gribler wishes to announce that the St. Patrick's Day party is alive and well and scheduled to begin at 6:30. If you show up early, then you get to clean a bathroom. You don't have to bring a covered dish, just show up but you can always bring whatever you want, if you want to. Dave G, "Do we have any left over beer from the Holiday party?"

Zeno want to know who's going to Seven Springs? So far it looks like the Griblers' and Dar are the only ones committed. Valley Forge, June 25-29 looks to have the Grahams, Terry Happensack, the Loofts, and the Goodmans' all planning on making the trip.

**For Sale:** We just got in a fresh supply of t-shirts and sweatshirts. See Carole Looft for more information. \$12 is awfully cheap, we should make up some Triumph stuff and try to make some money off of them... Skip, "Charge them \$20."

**Tech Tips:** Hammond... "Jack Hohl (*stop laughing! Remember, it's in quotes...I don't make them up, I just greatly exaggerate them*) replaced the differential/rear end on his truck and he didn't over charge him at all." If you're looking for someone to do some rear end work (*stop laughing!*) he's an honest man according to Bill H. Dave Gribler, "So it's a total rear end job?"

**British Museum:** Dick Smith reports that there's a conflict with the proposed date of the Second Street Market show. The 24<sup>th</sup> is the same date as John Dixon's Taj Ma Garaj event. Dick's looking at moving the date.

**Gumball Rallye:** Carole Looft wins the t-shirt. Says she doesn't want it, has more than she'll ever need so we give her the five bucks instead.

Joe Hooker, Kathy Goodman, John Wolfe, Eddie Hill, (that trouble making table in the back is hot tonight as both Jenn and Skip Peterson are both picked but they declined the t-shirts) & Karl Sparklin win t-shirts.

Lois Gribler motioned for adjournment. Ron Parks seconded.  
Meeting adjourned at 9:12.

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