

# THE OCTAGON NEWS



Volume XXXVII No. 8

June 2008

A Tale of Two MGs – Book One

New Members



## From the President

Dave McCann

This is it! If you have been waiting for good top down driving weather, then this is it. The last two weekends have been great. On June first we traveled to Ft. Meigs. First time for me. It was a great day and a nice show. There were ten of us there from our club: three Loofts, two McCanns, two McCameys, one Maloney one Planeaux and one Hooker. A total of 6 cars entered.

This past Sunday I went back down to Cincinnati for their Concour D'elegance at Ault Park. That is very close to my high school. Lots of memories there. They used to have Saturday night dances in the

pavilion. Ten cents to get in. What a show! There were some really beautiful and unusual cars there. I didn't see a single person I knew, so I made it a short day and got out of the heat early.



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, June 25, 2008

### MG Car Club Officers

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## Upcoming MGCC Events

**Jun:**

25 – Meeting (K of C Hall)

**Jul:**

23 – Meeting (K of C Hall)

**Aug:**

2 – British Car Day

10 – Picnic at the Goodmans'

27 – Meeting (K of C Hall)

**Sep:**

20 – Covered Bridge Tour

At the last meeting this newsletter came up. We have heard this before. Some of our members are sharing this with friends and family. I for one e-mail this on to my sister. Kathy G takes hers to work. Many other folks are enjoying our club also. The comments are similar. The minutes are hilarious. There are two people to thank for this, the editor Steve Markman for sure. His work is obvious every month. But the minutes are the work of our secretary and his wife, Sam & Diana Hodges. Sam has this mini key board connected to a word processor and the ability to type some foreign language about as fast as one can talk. We all learned a long time ago don't say it if you don't want it printed! Some of us forget from time to time what it takes to get this all done. And don't forget the work of Joe Hooker, Reuben Wasserman, and Dick Smith. Joe gets the newsletter to the printer, then staples, folds, sticks on the mailing label and the stamp, then takes them to the post office. Reuben often assists, and frequently does the work by himself when Joe is unavailable. Dick maintains a data base for all our mailing labels and prints them out each month.

I am sure many of you who don't come to the meeting probably have a fair knowledge of some of our characters. Bill Hammond usually gets his name printed. Probably some obscure tech tip. Louie DiPasquale, the first to call for a beer break ( by the way how many meetings have you ever attended that have a beer break?) Louie has a beautiful MGA, but it his other car that endears him to us, a Triumph Spitfire. The meetings would be a lot less fun without Louie. Then there is Eddie Hill. He took over the job of naysayer from John Zeno. They both vote no on everything, even adjournment! The Gribblers. Lois & Dave, are always late for a meeting yet can drive non-stop to Key West and get there on time. Amazing There are lots of other personalities, a whole table full in the back by the door. At least two, sometimes three, are past presidents. They are usually either heckling the speaker or busy planning something disruptive.

That reminds me of one of our funniest moments. When Ryan Looft was president, he was trying to gain control of the crowd (the back table was not paying attention). Finally, in exasperation, he slammed the gavel down and shouted "MOM". Carole Looft looked like a deer in headlights. Then all of us roared. Another time, before our trip to Gatlinburg, Lois G. was giving us a tech tip on packing. She stated that you could pack 14 quarts of oil under the hood of a MGA. There is nothing I can add, just think about that. And finally at our last meeting, as always we end the meeting with a gumball drawing. An attendance thing. We write our names on a ticket, place it in a bowl and draw out one name for \$5. We usually ask a guest to draw, but with no guest present I asked our newest members, Jack & Donetta Bantle, to draw. I held the bowl up so they could not see inside, then commented "See if you can pull your own name". Donetta handed me a ticket, I looked at it, then said "Damn, I hate it when this happens" I had to put on my glasses to read it. I still could not read the hand writing, so I handed it back to Donetta. She shouted "It's me!" She really had pulled her own ticket. Even I was surprised. If it had been Hammond we would have redrawn.

See you at the meeting.

Octagonally,  
Dave

## Welcome New Members

Carole Looft

Jack & Donetta Bantle  
2553 Eagle View Dr.  
Beavercreek, Oh 45431  
937-306-2629  
[jack.bantle@wright.edu](mailto:jack.bantle@wright.edu)  
1960 MGA

## Club Members Take Awards at Columbus BCD

Reuben Wasserman

Four MGCCSWOC club members took home awards at the recent Columbus BCD:

Class MG-T & Earlier: First - Jeff Fields  
Class MG-B-V6-8: Second - Mike Maloney  
Class MG-B -Rubber Bumper: First - Larry Youngblood  
Class "AUTO-THEMED" ARTS/CRAFTS: First - Larry Youngblood (automotive repair shop diorama)

In addition, a Jim Thomas won second place for his British Motorbike. While our Jim Thomas said he gladly would have lied to take the award home, he also said that in the name of honesty, he didn't enter either his MGTD or MGBGT, didn't attend the show, and doesn't even own a motorbike.

## A TALE OF TWO MG'S

A Memoir by Dick Goodman

Book One: of Two Volumes – 1953 MGTD  
The First Seed Is Planted



CHAPTER ONE:

In 1950 I was a 26 year old brand new Captain with a 4 year old daughter (guess who?) and a 2 year old son stationed near Nashville. One day in the parking lot I saw a strange looking sports car that I had never seen before. It turned out to belong to the group navigator who sat next to me. A couple of days later, coming back from lunch, I stopped him and discovered that it was a 4 seater MG YT roadster. I was intrigued. The seed was planted. I WANTED ONE.

We had just been informed that we were being transferred to Wheelus Field, Tripoli, Libya, North Africa in December. I met a recent returnee from Tripoli that told me there was a British new car dealer there that represented almost all British manufacturers and that prices were considerably lower than US prices. Wow!!! The seed had now sprouted.

During the 6 months in 1951 that I spent in Tripoli before Maurine and the kids came over, I went car shopping! The dealer had the most beautiful red 1951 TD on the floor. But a two seater. To my dismay I learned that they were no longer making 4 seaters. And I had 2 kids. (See, she was cramping my style way back then.) I ended up with a rather boring, grey 4 seat Morris Minor convertible.

CHAPTER TWO:

Jump ahead to Easter weekend 1961. We were on a family vacation in Fort Walton Beach, FL. We had picked up a newspaper so that Kathy could look for Easter church services. (See, Kathy occasionally contributes to the tale. Then, nearly 15, her interest in sports cars was nil to zero.) I was scanning the "Cars for Sale" ads (as usual) when I saw: "For Sale: 1953 MGTD, needs some mechanical repair \$400.00". I couldn't believe the price so I called to check it out. The owner was Tom Sheridan, a British civilian with the RAF contingent at Eglin AFB, FL, and as I recall he had bought it new. As you can guess there was a reason for the low price. The next weekend I found myself back in my glider pilot days in the cockpit of an MG at the end of a section of glider tow rope on our way to Montgomery, AL. I finally had my MG. It didn't run, but I had an MG.

Vital Statistics: Car No.: TD/19728

Engine No.: XPAGTD2/19950

Body Type: 22381

Body No.: 19079/93262

I have since discovered that although it was sold and registered as a 1953, it actually came off the assembly line the last work week of 1952. Consequently, it has many 1952 features such as 1952 wiring harness (no direction signals) and rectangular rather than round tail lights, and 1952 wind shield wipers.

During the ensuing several weeks, after replacing every moving engine part, it was running again. (Total cost for parts including crank shaft, cam shaft, pistons, and all other associated engine parts was \$382.08. Imagine that!!!) As might be expected the engine wasn't the only problem. It turned out that the car had been raced in Florida and sported dented fenders, crumpled bumpers, accordion running boards, various dings, dents, etc, etc, etc. But it had an almost-new Sears Roebuck top and side curtains.

In June, we were transferred back to Wright Patterson. Maurine drove the family car with Kathy and Doug and I followed in the MG. It made it all the way to the north side of Cincinnati before the fuel pump died. So, back at the end of the glider tow rope for the remainder of the trip to Fairborn.

### CHAPTER THREE:

Since we had sold our second car to buy the MG, it became my daily driver – summer and winter and boy were they unfriendly winters. Incidentally, the MGTD is a terrific handling car in the snow and it had a heater.

It also had a hole in the muffler. I wrapped it with asbestos tape held in place by a three pound coffee can, secured further with baling wire. We had some good friends with a three year old daughter. As you might expect she could hear me coming for some distance and would announce “Uncle Ick’s DeeDee Car”. The nickname stuck and it is still the DeeDee car to the family. The throaty rumble accentuated by the muffler repairs was also my first introduction to the Fairborn police department. No citations were ever issued but it was strongly suggested that I get into a higher gear with less rpm as quickly as possible. Occasionally a new officer would not have gotten the word and history would repeat itself.

Time and money (I had two teenagers by this time and a mortgage) prevented anything but the most necessary repairs from being made. I just had to keep it running so I could get to work. For example, in 1962, I had to completely overhaul the transmission because of stripped 2<sup>nd</sup> gear. Carefully following the explicit instructions found in the MG Midget Workshop Manual (at that time all T series were called Midgets), son Doug and I removed the engine and transmission. Disassembly of the transmission is a fairly straight forward procedure. Putting it back together again is a different story. In typical British fashion the Workshop instructions are “reassemble in reverse order of disassembly”. This lack of detailed reassembly instructions is further complicated by numerous factory modifications to the transmission over the years, such as incased bearings being replaced by needle bearings and then later back to incased bearings and other complicated modifications. You can only decipher the instructions by knowing the serial number of the transmission you are working on and by tracing the order of modifications as outlined in the disassembly section of the manual. This scenario is a perfect breeding ground for a severe case of ulcers. Solution: let your fingers do the walking. We were fortunate enough to be put in touch with a mechanic who was considered to be the top expert on British drive trains. He agreed to take our boxes of transmission parts and put it back into working order. Total cost including parts (new cluster gear, clutch, bearings, etc.) was \$193.11. This transmission is still performing beautifully, without problems, today.

In 1963, I was sent on a 13 month vacation, courtesy of Uncle Sam, to South Korea and the family stayed in Fairborn. Since this was the DeeDee car, it stayed on blocks in the one car garage and the family Pontiac sat in the driveway in the snow and ice. Nothing has changed, this past winter it was in the garage and my El Camino was in the driveway.

Christmas of 1963, while still in Korea, the family gave me new upholstery for the seats. These were installed after I got back in 1964. With the inside now looking spiffy, I took the car to Hilltop garage north of Donaldsville and had some of the major body work that had been neglected up to



Off to work we go. Circa 1967





Disassembled MGTD circa 1974. Red arrow points to the body tub and cowl, complete with windshield

now done. The accordion pleated bumpers that were a hangover from its racing days were finally straightened and rechromed

In 1965, my son with a brand new driver's license and a minimum of instruction on driving a TD decided to take a friend for a ride. They walked back to the house. He popped the clutch on a jack rabbit start and broke a rear axle. From 1965 to 1968 the TD was still my daily driver with no major problems.

In 1968, I was being reassigned to an embassy job in South America, so we stored the TD in a barn outside of Fairborn. Because of unforeseen circumstances, South America became Alexandria, Louisiana. Well, they're both hot

and humid and both speak a foreign language. After my experience driving it north from the South in 1961 I was not about to drive it back South again. With the help of a friend with a car trailer, I got it to Louisiana.

After its long sleep in the barn in Ohio the brakes needed a complete overhaul which was accomplished on the back patio without major problems. After it was back in commission, another major problem reared its ugly head. Initially believing that it was a starter problem, it turned out that several teeth in the ring gear on the fly wheel were chewed up. So as a result over the next couple of months the TD took another nap while I sweated on a new ring gear to the fly wheel and rebuilt the clutch. While everything was apart, I discovered that somewhere in its life someone, being unaware of another one of those pesky factory modifications, had installed the wrong size clutch plate.

#### CHAPTER FOUR

In 1970 I retired from the Air Force and Maurine and I ended up back in Ohio. In the summer 1971 the TD was taken out of storage in Louisiana and had a comfortable ride in a U haul back to Beavercreek. Side note: the TD was 1/2" wider than the door opening on the U haul. Bet you didn't know that a large pipe wrench will widened the door jamb just enough to get a TD through it. It spent the next 3 years on the patio - on blocks, engine pickled, and covered with a tarp.

#### CHAPTER FIVE

From 1974 to June 1978, the TD occupied the entire 20 by 22 foot garage on Apricot Drive while it suffered through a complete off frame restoration including, but not limited to the following: removable of all of its parts, except for its frame, engine, drive



Did only TDs make it to this picnic?



First test drives circa 1977

hangover of my life.

During 1976, the entire braking system was rebuilt, including brake drums turned, new wheel cylinders, replacement of all brake lines (including the steel lines), and the master cylinder. In addition, new fuel lines and complete exhaust system were installed. During this time, in my spare time, the frame and attached hardware were stripped and repainted (with the garage door open this time. I do learn from my mistakes). By the way, black rust-o-leum in a spray can is much cheaper and more durable than using high priced body finishes. If you don't believe it, look under the TD the next time you see it, it still looks just like it did the day I put it on, and still no rust or peeling.

During 1977, the body, tub, and cowl were painted and reinstalled. Since it had a 1952 wiring harness with no provision for direction signals, I updated it with a new 1953 harness. I painted and installed the gas tank, doors, and several wood body pieces. The front axle and steering system were installed and the final hook up of electrical system was made and checked out for operation. The wheels were sand blasted and painted. New tires were installed. The side curtain bin, rear body wheel arches and rocker panels were restored. Since in 1977 these items were not available either as new or replacement parts my solution to deal with the severe rust damage was to sandwich the damaged pieces between layers of fiber glass to keep the rust from spreading. I installed new body upholstery and new marine plywood floor boards. Reassembly finally reached the point where I could test drive the car to adjust the brakes, check engine operation, fine tune timing, distributor, and carburetors. The next step was to paint and install the



Fall of 1978 – I thought I had a winner!!!

front fenders, running boards, head lights, all new rubber trim pieces, rechromed windshield, door latches, etc.

train, and rear axle. These parts graced the garage walls and many hung from the ceiling. All the sheet metal was sand blasted by Imperial Auto Repair in Beavercreek. The day before Thanksgiving, 1975, a panic call came from Imperial that he had just finished sand blasting all of the sheet metal. It was PORING RAIN. Needless to say to prevent immediate rusting action all sand blasted parts had to be protected, so I spent the that entire day until the early morning hours of Thanksgiving day applying an acid etcher and a coat of primer to all the parts. Note: Do not attempt this in a closed garage. I experienced in the highest high and fiercest

June 7, 1978 new carpet was installed and, finally it was time for the christening. Restoration complete. 34 months, probably several pints of blood, a few gallons of sweat and more than a few tears. I couldn't have done it without the complete support and constant encouragement of my very loving, understanding wife Maurine. Kathy's understanding, support, and her talented extra pair of hands would have been more than welcome during this restoration. But she had





Early 2007 – reassembly begins

flown the coop and relocated to the East Coast. Cost????? I have never added up the dollars or attempted to add up the man hours. I didn't know then nor do I want to know now.

On the Fourth of July, 1983 I met John Lucenti and John Zeno at the Greene County Fairgrounds car show where they were displaying their MG's. I had no idea at the time that there was anything like the MG car club in the area. They encouraged me to join the club and start coming to the meetings. I was selling real estate at the time and my schedule was so erratic that I did not actually get around to joining until 1987. Maurine and I did attend the yearly picnics during this

time. In fact the first time I remember driving the TD to the picnic was the one held at Hunter's Lodge at Wright Field. If you remember what year that was fill it in.

After formally joining the club in 1987 my interest in club activities increased to the point that I started attending meetings more regularly and driving the TD to functions that were within comfortable (for a TD) driving distance (read 10 miles which means BCD). I have always said that if you drive over a wire in a TD I can tell you the gauge. Now it seems that as the car is getting older it likes to have company and transfers every creak and every groan to my body. I'm not getting older--the car is.

Since joining the club and attending numerous car shows, I became very aware that albeit well intentioned my restoration was not really finished. Over the ensuing years I gradually worked toward upgrading the car to the next level. I replaced the Christmas naugahide upholstery with new leather upholstery, replaced carpeting, new or rechromed hubcaps, a stainless steel exhaust, etc.

In 2007, feeling that I was really neglecting the DeeDee car in favor of the newer LE, I began updating the 30 year old restoration. Up close those tattle tale, spider web craze marks along with a few nicks were beginning to show, so I removed the sheet metal from the windshield forward and had it stripped and repainted. While they were off, I had the radiator, bumper, and overriders rechromed and cleaned and touched up the engine.

So far in 2008 I have replaced one running board and restored the other including new step strips. In the near future I plan to have the rear sheet metal stripped and repainted. Please note that I am now, at the insistence of my doctors, contracting out all paint related restoration activities. Other than the few exceptions noted above I have done all the work on this car myself with a little help from my friends and, of course, Kathy.

And speaking of Kathy, stay tuned for Book 2 – The Second Seed Is Planted.



May 2008 – and we *do* have a winner!!!



## British Museum of Transportation Announces Covered Bridge Tour

**T**he British Museum of Transportation will sponsor a Covered Bridge Tour on September 20, 2008. It will start in Englewood, end in Germantown, and feature eight covered bridges. The tour route will cover about 55 miles of picturesque country roads, making it MG TD friendly. Registration is \$5.00. For more information, call Paul Corcoran, 937-344-2112. To register online, go to [www.macysgarage.com/bridge-tour.htm](http://www.macysgarage.com/bridge-tour.htm).

## Upcoming Out of Town MG Events

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

**Friday and Saturday, July 11 & 12,** Arthritis Auto Show, Columbus OH. Anticipating 1,200-1,400 cars on Friday (Cruise-In) and 900-1,100 cars on Saturday (Judged by class). Expecting a HUGE contingent of British Cars. Pre-register to get a beautiful duffle bag and certificates for free Griot's Garage products, plus some other goodies which add up to more than the cost of the show. Griot's Garage will be at the show and will be doing car care clinics throughout the show. The most important part of the show is the fact that we raise a lot of money to help to find a cure for Arthritis. Last year we raised \$200,000.00. [jim@borowske.com](mailto:jim@borowske.com) or call me @ 614 264 1941. See our website at [www.arthritisautoshow.com](http://www.arthritisautoshow.com).

## Classifieds

**Wanted:** Complete solid wheel rear axle assembly for 1970 MG Midget. I am in the process of converting my Midget from wire wheels to solid disc wheels. Also need the front hubs, if available. Or, if you have a solid wheel mg midget and want to convert it to wire wheels, I would be glad to trade with you. Contact Mike Maloney at [mgoctagons@aol.com](mailto:mgoctagons@aol.com), or call me at 937-776-7248. (6/08)

**For Sale:** White 1975 MG with 1500cc engine. Car has new wiring and is in good shape. Two red 1971 MG's with 1275cc engines. They are all original and they both run but need some body work. Asking \$2000.00 or best offer. Cars are located in Union City, IN. Jeff New 702-538-7659 or 702-289-7547 or [likew504@hotmail.com](mailto:likew504@hotmail.com) (6/08)

**For Sale:** 1974 chrome bumper MGB. New black top, new exhaust, front end, brakes, and tires on new Panasperts. Asking \$6500. 812-934-5463; [marweber@etczone.com](mailto:marweber@etczone.com) (5/08).

**For Sale:** 1951 MGTD \$11,995. Running condition. Like-new upholstery. Body and frame solid. For pictures and details call Bill Kukuk, [wkukuk@cinci.rr.com](mailto:wkukuk@cinci.rr.com), or 513 423 1778. (5/08)

**For Sale:** 1972 MGB/GT. In need of restoration. Call Mike McCall for info. 513-320-0779. (4/08)

**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)

**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.

## MG Car Club Minutes, May 28, 2008

Sam Hodges

The meeting started exactly on time (*I wasn't late! Who said I was late and the meeting didn't start until 8:05 because of that? They're lying! I want names!*)

**President's Report:** Dave McCann received a plaque from the Mother Club and according to their "official records", 2008 is officially our 40<sup>th</sup> year as a club.

Dave went to the Springfield car show and found a new vintage license plate for Ron's Triumph, it was a vintage Ohio tractor plate.

Dave Sr., Dave Jr. and that rest of the McCann Clan went to Key West and other parts Florida. Among the other interesting sights, they saw not only panther crossing signs but crocodile crossing signs as well. They got there too late for the NAMGAR orientation so they jumped right in the next day. Their team

went on to win the bocce ball tournament (apparently out of the 44 teams that were there none of them actually played bocce ball...) and they played a game called skish (*sp?*) that started in the 40's and was a contest of casting at targets with fishing rods. Apparently, our President was a bit of a ringer as he played Skish as a Boyscout starting back in 1962. Saturday they had a limbo contest (...*don't ask, but he was using a walker and a Jazzy scooter at the meeting, so I don't think he won...*)

Apparently, Dave made a new "friend" at the Key West gathering. While conversing with Fred Skomp, owner of the 100,000<sup>th</sup> MGA, Dave talked about the Museum of Transportation and other MGCC related topics. During the conversation, Dave mentioned a recent visit that he had made to the Auburn, Cord Duesenberg Museum where the car display. Turns out that during that, the car was not on display as it should have been. After alerting Fred to this, Mr. Skomp is supposed to be on proceeded to verify this fact through another MG owner who'd been to the museum recently and this was the last our fearless leader saw of Mr. Skomp. (*Way to go Dave!*)

"It's been a hard year as President. I've been in the Hospital three weeks this year..." Terry Looft, "You don't think that being President's had anything to do with it?" Hammond, "The Presidential insurance should have covered that." (*I think it's time for a call to Walter Reid. Mr. V.P. Looft start warming up your leadership skills...*)

**Vice President's Report:** The Perrysburg show is coming up. Valley Forge is also coming up. Terry's making reservations for the overnight to and from and needs a numbers count.

At this point, some electronic device that Dick Goodman has starts to make one of those pleating, dying, bleeping sounds... Terry L. "Are you okay? Is that your heart?" Dick G., "Damn electronics..." Skip, "That's the alarm to tell him that he's okay." Dick, "That's okay, you can say what you want about me I can't hear a thing you're saying anyway." Kathy Goodman, "That's okay. You can read about it in the minutes..."

Getting back to the meeting and the VP Report, Terry Happensack, "That's a 12-hour, 500 mile drive..." Terry L. "That's a long drive to do in a day."

## OUR SERVICE PUTS US A-PART FROM THE REST.

At Little British, we know who we are and where our business comes from. As a growing company founded in the late 90's, we take pride in giving you high quality customer service. We will have the parts you need, the convenience you want, and at a lower price than you thought you would pay.

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**Minutes** are next: Bonnie Hankey motioned to accept the minutes as published. Linda Wolfe seconded. Minutes accepted. Skip, "Stan Seto of the Triumph club said that he read the minutes for the first time and they were so funny that he went back and read the old minute meetings. They're some of the funniest he's read." (*Thank you Stan. For*

*a \$50.00, I'll make sure that the Triumph club gets a monthly mention in the Newsletter. For \$75.00, I'll make sure that they DON'T get mentioned...)* Bonnie H., "That's why you're Secretary for life." Jennifer P., "And his wife's even funnier than him..." *(Thank you Jennifer. For \$50.00, I'll make sure that you get a monthly mention in the Newsletter. For \$100.00, I'll make sure that you DON'T get mentioned...)*

**Treasurers Report.** Treasurer Kathy Goodman reported that we had Total Income of: Membership Dues (\$7.50) + Regalia (\$5.00) = **A Total Income of \$12.50.** Total Expenses: Hall Rental Fees (\$45.00) + Insurance (\$248.00) + Gumball (\$5.00) + Octagon News (\$71.30) = **A Total Expense of \$369.30.** **Total Loss to the MGCC was \$356.80,** that when subtracted from our existing Treasury balance of \$1,875.18 equals a new **Treasury Balance of \$1,518.38.** Ron Parks moves that the report be accepted as read. Eddie Hill seconds. Report approved. *(HEY!?! Wait a minute!?! Eddie voted for it! How can he do his traditional vote against if he voted for it?!?)*

**Membership** was next: As of this month's meeting, we have 94 members. New members include Glen Marin of Dayton, owner of a 1977 MGB and Jack and Donette Bantle of Beavercreek, OH, owners of a 1960 MGA. Glen Marin won the Museum of Transportation Raffle car. Glen, "My other car's a Spitfire..." *(Not this again...)* Linda, "Can we take a vote on whether to accept him or not?" *(Let's just take a look at the treatment that we give our Triumph owners. There's Louie and his Spitfire with a total of 1,294 negative comments made over the past 3 years. Ron Parks and his TR-4 with 576 negative comments made over the past 7 months and the 8,476 general comments about the Triumph club that I've made since the dawn of time. Do we really need to vote?)*

Mrs. Bob was at the meeting *(I typed this at the meeting and have NO idea what the reference was to... Was it for Bob Charles' wife? I don't know...).*

There were 18 members at the tune up clinic and 43 at the Second Street Market show.

**Sunshine Committee** was next to report. Jennifer P., "Linda, do you know anything?" Linda, "Bruce Schieman has been diagnosed with a non-operable brain tumor. Bob Parsons' is back from Florida. His wife broke her humorous bone and will be in a sling for about four months."

**Newsletter:** Steve Markman, "I spent about three or four nights converting the old newsletters into PDF format and gave them to Ron for posting on the website. It's amazing when you look back on who joined the club when and what other things were going on. When Ron gets the newsletters on the website, take a look and have fun reminiscing."



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## The Octagon News – June 2008

July 4th is the Americana Festival in Centerville. Apparently they're down on registrations this year, so think about going and taking your car.

**Webmaster** Ron Parks reports that April is now out of the calendar and we need pics of members cars so keep sending them.

**Activities with Eddie** are next. Eddie, "There's a plethora of things to report on..." The big word jokes abound...

- Perrysburg
- End of June is the MGB Valley Forge gathering.
- June 27-29 is the Vintage races at Mid-Ohio. Sprite and Midget are featured.
- July 2-6 is Mini Meet East
- July 12 is London-Brighton Indiana.
- NAMGAR at Seven Springs is in Mid July.
- August 2 is BCD.
- August 7<sup>th</sup> is the annual University Motors get together
- The Goodman summer picnic is scheduled for August 10<sup>th</sup>
- September 19-21 is the Indianapolis BCD.
- Breckenridge 2009

**Museum:** Dick Smith, "Thanks to those who helped out at the Second Street Market show. It was a great day and the rain held off." Jennifer P., "Where's Louie? He was supposed to buy us a beer - he won 50/50 and Best in Show with the MGA." Linda, "He must have a date with Ethyl..." Prospects for the building are in the hands of several realtors who are looking as we speak, the last prospect fell through. The results of the car show are now on the website.

Speaking of Louie, he also took a prize at the Taj Ma Garaj show.

In September there's another covered Bridge tour. Ron, "Why don't we make the September Covered Bridge tour our MGCC fall tour?"

Ron Parks calls for Beer Break – 8:40.

Back from Break – 8:55

**Old Business:** Supply trailer? Ron, "He's primed it and filled it, but there's an MGA that's holding up the works." Should we pull out the Gribler's car and get our trailer done first? Ron will be going back to check. Hammond, "Those new tires are only good for 6 years you know." It would be nice to have it for one of the Pennsylvania trips. Ron, "I'll talk to him..."

**New Business:** Ruben, "For the Columbus show, we had to verify that the car had a fire extinguisher. Is it worth it to put one in? What's the best type and what are the options?" Terry Looft, "Just take a bucket of sand and put it on the passenger floor." Carole Looft, "Be serious..."

Eddie, "You could get a bucket, paint it red and put a label on it that reads, 'Just Add Water'" Terry L., "Halon works best. The dry chemical Kidde ones just make a mess, but they do an effective job as well." *(I can testify to this as well. They do an effective job, but they do make a mess. I'm still finding powder from when I set one off about three years ago.)*

For Sale: Terry L., "Monkey Puke's for sale outside..." See Terry if you're interested.

**BCD:** Skip, “Nothing new.” Jenn. P. “It’s going to happen on August 2<sup>nd</sup>...” Skip, “It’s pretty much running itself at this point...” If anyone lives close to the Fairfield mall and wants to pick up the chicken, let Jenn P. know.

Hammond. *(I have a note in my notes that says “Hammond”. What this means is that Bill told a story and I stopped typing. If you’d like to know what he talked about see Bill or one of the members who was at the meeting... but I don’t think you missed anything...)*

**Tech Tips:** Dave McCann bought a new lug knockoff made out of ABS plastic. Upon pulling it out of the bag and holding it up one of our resident perverts whose name rhymes with Lerry Tooft shouted out, “Sex toys!” Dave McCann Jr. I could throw it at him... Eddie, “he could whack it pretty hard...”

Ron Parks, “I’m putting on my Concours hat for a moment. Those of you who have been Class Marshalls are going to get an e-mail.” Skip, “There will be some added responsibilities. There’ll be an 11x17 sign plaque that will go in front of each car that the Marshalls will be responsible for. There are some openings since we’re adding about 9 classes. *(Yeah, last year I had two classes myself!)*

Ron, “I have an un-tech tip. The Teflon lube on throttle cable isn’t working and the cable is starting to stick again.

Ruben, “There was an individual at the Columbus show that had a neon “Safety Fast” sign for \$375. Contact Ruben if you’re interested in getting the contact information. Skip, “Ron and I can do one in rope lights for about \$42.50.”

Gumball. New members pulled out her own name. “We can buy a gallon of gas!”

Kathy G. motioned to adjourn. Bonnie Hankey seconded.  
Meeting Adjourned.



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