

THE OCTAGON NEWS



Volume XXXVII No. 9

July 2008

A Tale of Two MGs – Book Two

More New Members



From the President

Dave McCann

Here we are in the middle of the "season" and I don't have anything to talk about! Nevertheless I'll find something to ramble on about.

By the time you read this we will have returned from Cincinnati BCD and probably back from Namgar GT at Seven Springs. I hope we had a good time.

The crew is home from Valley Forge. I'm sure photos are included here.

Remember most importantly our..... OUR BCD is August 2. If you don't attend any other function all year, attend this. Even if you just come to observe, this is all about fun. But we always could use more help. And if you haven't come before you may be unaware that we "set up" the night before.



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, July 23, 2008

MG Car Club Officers

President.....Dave McCann
phone.....937-399-5711
mail..... Dave@McCannCo.net
Vice President.....Terry Looft
phone.....937-382-1520
email..... terry@looft.net
Secretary.....Sam Hodges
phone.....937-434-6505
email..... sammgb@earthlink.net
Treasurer.....Kathy Goodman
phone.....937-672-9364
email..... kgoodman4@woh.rr.com
Member at Large.....Mike Rowles
phone.....937 669-2496
email..... dw7360@netscape.net
President Emeritus/Web Master.....Ron Parks
phone.....937 322-0717
email..... mgdriver@woh.rr.com
Activities Chair.....Ed Hill
phone.....937- 461-6688
email..... ehillmgb@aol.com
Membership Chair.....Carole Looft
phone.....937-382-1520
email..... carole@looft.net
Octagon News Editors:
Steve Markman.....
..... steve markman@earthlink.net ..886-9566
Joe Hooker..... twocoloradokids@att.net ..426-1128
Librarian.....John Wolfe
phone.....429-3292
Historian.....Dick Smith
phone.....434-1750
email..... rsmithomo@aol.com
WebPage..... www.mgcars.org.uk/mgccswoc

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Upcoming MGCC Events

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

24 – Meeting (K of C Hall)

Now if you want something to chuckle about: I just walked into Mershon's. If you're not familiar with Springfield, Mershon's World of Cars is right downtown. They advertise 25 Corvettes and other exotic cars inside. A couple of weeks ago I noticed a white Healey in the window, so I went in to look at it. It was a beautiful "big" Healey with a beautiful big price tag of \$ 49.9. So I went over to the salesman, who didn't bother to get up. He said "Can I help you?" I replied "How about letting me drive that Healey to Cincinnati this weekend." I explained everything about the car show and that I am the current President of this fine prestigious club etc. He went into a standard spiel about insurance etc. I told him I was serious – I would act as a salesman for them, commission only. I gave them some pretty good references and suggested he run it by his boss. Right now they are probably still laughing. Actually I think the idea went south when I saw that 49.9.

Enjoy your summer.

See you at the meeting.

Octagonally,
Dave

Welcome New Members

Carole Looft

Glenn Marin 7867 Volk Dr. Dayton, Ohio 45415 937-898-7891 gmarin@netzero.net 1977 MGB	Tim Dunham 320 Northview Rd. Dayton, Ohio 45419 937-293-6026 tdunham@thedunhamcompany.com 1968 MCGCT	Martin & Karen Munson 5229 St. Rt. 138 Hillsboro, Ohio 45133 937-288-2873 peshastin1931@yahoo.com 1978 Midget
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Meet Our New Members

Carole Looft

We met Jack and Donetta Bantle in May at the Second Street Market car show. They own a 1960 MGA and have owned it for nearly twenty five years.

They bought their car in Oklahoma City in 1984 from the president of the local MGA Car Club who was selling it to finance the restoration of a 1964 MGB. The car was first bought in Stuttgart, Germany, though, and brought to the States by an airman who was stationed at Tinker Air Force Base in Oklahoma

City. In the early days of owning the car, Jack and Donetta say that it broke down so often that a local towing coming knew exactly where to take the car and would send a single bill at the end of the month.

The MGA is not the first MG that the Bantle's have owned. They bought a Midget in 1972 after routinely driving past a British Car dealership in Columbus and finally stopped in for the purchase. Their daughter has also owned a 1980 MGB LE that she 'drove the wheels off'.

Jack and Donetta both are employed at Wright State University and enjoy driving their MGA on nice sunny days. They are hoping to begin restoring it sometime in the future.

Welcome to the club.



Donetta and Jack Bantle

MGCCSWOC Anniversary Plaque

Carole Looft

In 1966, local MG enthusiasts joined together to form the MG Car Club SW Ohio Centre. Now, forty two years later, the club has grown and is a very active car club. Our club was recognized this year by the Mother Club in England for our forty year affiliation with that organization. It was 1968 when we registered with them as an active car club. MG Car Club of England sent a plaque reflecting this forty year anniversary and presented by Bruce Wyckoff, Chairman of the North American MGB Register, at the National MGB meet in Valley Forge in June. Vice President Terry Looft accepted the plaque on behalf of the club.



Vice President Terry Looft accepts the plaque.



Three of our club's founding members, John Wolfe, Linda Wolfe, and Dick Smith, with the 40 year commemorative plaque.

A TALE OF TWO MG'S

Kathy Goodman

1961 - 2008
BOOK TWO: 1980 MGB-LE
THE SECOND SEED TAKES HOLD



In 1950, when I was that 4-year-old daughter in Tripoli, I had no idea that I was cramping anyone's style. I just knew that I loved my Mommy and Daddy, my little brother, and my books – in that order – sometimes.

And for the record, I did not think a 4-seat Morris Minor convertible was at all boring. I learned to shift in it. Dad would say 2nd gear and while he worked the clutch and the gas, I shifted the gears. I thought it was great fun.

As for the TD, when he found it in Fort Walton Beach, I was not too thrilled because I just wanted to go to the beach, not be concerned with some clunky, beat-up old car. As time went on I came to love the DeeDee car along with the rest of the family. I never liked to drive it but I did have great fun riding in it.

An interesting side note, when I was in the 9th grade (about the time that Dad was replacing every moving part) I had to take a Vocational Aptitude Test. My counselor was quite dismayed when I, a mere girl, scored the highest in the school on mechanical and spatial ability. They gave us pictures of a series of gears or pulleys and asked us to determine which way a specific gear would turn if another specific gear was turned clockwise. After spending as much time with Dad putting parts back together it was a piece of cake. But I was a girl and I was not supposed to know anything about things like that.

In 1975, not long into the 2nd restoration, I did jump ship and move New York. However, after 23 years on the east coast, I moved back in 1998. That was when the fun began.

That summer Dad hosted the 2nd or 3rd of the now-traditional MG car club picnics. And for the 1st time I met the most interesting, warm, friendly, generous, and unbelievably fun and funny group of people that I have ever had the pleasure to be associated with. As the years went by I became more and more involved with you good folks. But I never joined the club.

Dad and I had been talking for a couple of years about how we wished that we could go on more of the road rallies and trips that the club took. But with the TD it just was not possible. Neither of us would have survived that many miles in that car. Then in 2004 the new chapter began. Carole Looft and Dad

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had been conspiring (Sam was president so it wasn't to get Ryan's total up). The membership was around 95 or 96 and they had decided that when it hit 99 they would sign me up as the 100th member. The magic number came up on the Friday night before BCD while we were stuffing goody bags. So that night I officially became a member. Of course, everyone started right in on Dad – he had to buy me a car. The next day at the car show I think he spent the whole day being pulled from one car to another. I, meanwhile, had been working registration. The prettiest Limited Edition came in and during one of my breaks I went to find it to give the woman who owned it information on the club. Much to my delight there was a for sale sign on the car. I showed the car to Dad but he didn't want a rubber bumper. Oh well!

The next weekend we went car shopping. After driving what seemed like a hundred chrome bumper B's (it was actually only about 5 or 6) he suggested that we check out the LE. It was only a couple of blocks from home so we headed over. I don't think we had driven it more than 2 blocks when we both were sold. It took a bit of negotiation (I don't think she really wanted to sell it) but Dad was finally able to close the deal the Friday before the picnic.

And so, for the picnic of 2004, I had a car. Just to clarify one point. The TD may be Dad's car but the LE is OUR car. We both have put a tremendous amount of work into it in the last 4 years. We both take it on trips and to shows. So when anyone refers to the LE as Kathy's car, they are only half right.

Vital Statistics: Car No.: 520753

Vin No.: VVDJ2AG520753

Body No.: GU23T995903P

Month of Manufacture: May 1980

In service date: 8/27/80

Sold new by Stillpass Bros Motors, Cincinnati

We are the 5th owners. The previous 4 owners were all in southwestern Ohio (Milford, Batavia, and Beavercreek).

During the spring and summer of 2005 we were having trouble with the engine dying. In fact, we missed the first car show we were going to take it to (2nd street) because it died about half way there. One at a time either Dad or Dad and I replaced the fuel filter, the fuel pump, the flexible fuel lines, the coil (twice), overhauled the carburetor, and installed a Petronix ignition. Whatever we did worked because that problem went away.

Our first excursion was to the Cincinnati BCD in July. Much to our delight it won a Certificate of Merit.

That summer and fall we both worked really hard on the engine bay. Someone, in their infinite wisdom had sprayed undercoating all over everything. I learned a lot of uses for old toothbrushes that summer. In 2005 we installed new cockpit carpeting, engine decals, and replaced some emission control parts to bring it back to original. In 2006, we installed lumbar supports, a wind blocker, and a new top and tonneau cover. That fall, before it went into storage, we replaced the clutch and starter. In 2007, it got new wheels.

What fun we have had!

Our first excursion was the road rally to the Vineyard that the Wolfe's put together. I had a blast. I was beginning to see what we really had been missing.

Who can forget the trip to Auburn when it died just outside of Greenville. Super Terry to the rescue with a new rotor and we were on the road again. Then it died on the trip back and another new rotor. We now travel with 2 spare rotors in the glove box at all times.

The trip to Gatlinburg for MG2006 was the most perfect 60th birthday gift any girl could want. Even with a clutch that slipped all the way there and all the way back. And we took a 3rd.

I even had an interesting trip on my own back from the Cincinnati BCD that year following Happensack over hill and dale with the same slipping clutch.

We just got back from a wonderful trip to Valley Forge, PA for MG2008.

And then there was the not-so-fun Cincinnati BCD last year. We had been losing gauges for a month or more and could not seem to isolate the problem. Being intermittent we were never sure if it was fixed or not. So all the way down, with me driving, I kept losing gauges and getting them back. Then we got lost. What we didn't know was that the cooling fans are on the same circuit as the dash gauges. As soon as we slowed down on the city streets the car started to overheat. But since the temperature gauge was not working we didn't know that until steam started pouring out from under the hood. Bonnie and I started going door to door begging for water – at 10am on a Sunday morning. We found a kind soul that gave us water and one of them even led us to the show grounds.

But our troubles were only starting. As we left the show that day, with me driving again, we were concentrating so hard on the gauges and trying to keep the car from overheating that we did not pay close enough attention to a rather disturbing clunking from the rear of the car. I heard it and was paying attention to it, but I was not overly concerned. No sooner had we hit I-270 when the car started to shimmy and shake like Elvis Presley. I must say that was some of the best driving I have ever done in my life. I managed to get it off the road and out of traffic. I couldn't get my hands unlocked from the steering wheel, or stand up once I got out of the car but I did get it stopped. Everyone looked it over and could not see anything wrong. Dad decided that since we were only about 500 yards from an exit ramp, he would drive it off 270 and see if he could feel what was going on. We were no more than just on the road when Ron started honking and yelling for us to STOP NOW. He had just seen our last 2 lug nuts on the left rear wheel go flying off. When Dad stopped the car, the wheel had about 1 turn before it was going to come off. The good Lord was more than looking out for us that day! Our poor LE had its first (and only) ride on a tow trailer back to Beavercreek.

Yes, we have had some hairy, scary, unusual, frustrating, and interesting times in the LE. But most of all we have had fun. Besides getting to associate with this wonderful group (I sang your praises already so be quiet), it has given Dad and me something that we can truly do together. He is not just helping me or I

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am not just helping him. We are working together. We have a division of labor - sorta. The line gets crossed at lot. He keeps it running and I keep it pretty. So far it has worked. We have taken home something from every car show that it's been in with the exception of when we had to show in the Premier Class at Cinci BCD last year and Valley Forge this year. But it is not about winning prizes, it is not about having a car that looks good, it is about the time that Dad and I spend working on OUR car. And yeah I will say it again – with all of you.

Editor's note – due to technical difficulties, the pictures never arrived. We'll work on the problem and try to run the pictures next month. In the mean time, picture a beautiful black MGB with rubber bumpers.

Upcoming Out of Town MG Events

There's probably something going on somewhere, but we've exhausted our list of out-of-town events and no one has sent me anything new to add.

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, 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 likenew504@hotmail.com (6/08)

For Sale: 1974 chrome bumper MGB. New black top, new exhaust, front end, brakes, and tires on new Panasports. Asking \$6500. 812-934-5463; 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, 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)



The Gribler's on their way to the MGA Meet

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. (3/08)

Congratulations to Louie DiPasquale and Joe Hooker!! Louie took first place, and Joe took second place in the import class at Centerville's Americana Festival on July 4. It rained most of the day, but still was a great show.

Editor's note – take the sheet of plastic off your car when the judges come around, even if it is raining.

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. 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, June 25, 2008

Sam Hodges

Meeting was called to order at 8:04. (*I had nothing to do with it this time...*)

We've got some late comers... Skip, "It's the Gribblers!" (*Dave Gribler was already sitting NEXT to Skip when the comment was made...*)

President's Report: President McCann, "I've got nothing to report...." His cell phone rings... "Well maybe I do..." It's Terry Looft calling from Valley Forge. Everyone got there fine, but he's having electrical problems. Ron Parks, "Him or his car?" Louie D., "Did someone say that there's someone driving a Triumph?" Terry reports that there's lots of heavy drinking and eating. There is a TR6 that's a bit too close, but they're going to take care of that later on tonight."

Dave McCann, "Do they still have the tunnels on the Pennsylvania Turnpike?" Bonnie Hanky then proceeds to name them... in order... from west to east... Skip, "She's better than Google Earth!" It's at this point that a conversation about Google Streetview is started and how Dave apparently uses it to stalk his neighbors. Steve Veris, "Microsoft just released a new version that's even better."

Minutes report is next: There was a correction to the Minutes from May. Apparently it was Bob Carson, not Bob Parson that recently returned from Florida. It was pointed out that we don't actually have a Bob Parson in the group. Minutes as reported with the correction were motioned on by Phil Johnson and seconded by Bob Charles. Minutes approved as reported

Treasurer's Report: Treasurer Kathy Goodman's in Pennsylvania. Never fear, Ron Parks has the report. There must have been an error in the file that Ron received because the entire report was in Japanese. Anyway, even though I don't understand it, here's the report as it was issued:

Kathy
(\$112.00) = \$160.00 : (\$45.00) + (\$2.00) + Gumball (\$5.00) + (\$82.72) = \$134.72 MGCC \$1,543.66 equals \$25.28

Treasurers Report. Treasurer Kathy Goodman reported that we had Total Income of: Membership Dues (\$48.00) + Regalia (\$112.00) = **A Total Income of \$160.00.** Total Expenses: Hall Rental Fees (\$45.00) + Postage (\$2.00) + Gumball (\$5.00) + Octagon News (\$82.72) = **A Total Expense of \$134.72.** **Total Gain to the MGCC was \$25.28,** that when added from our existing Treasury balance of \$1,518.38 equals a new **Treasury Balance of \$1,543.66.** Louie Dipasquale moves that the report be accepted as read. Ron Parks seconds. Report approved. *(They actually thought they'd get a rise out of me by throwing that Japanese thing at me...)*

Linda Wolfe, “We got a bill for the Insurance and it appears to be late, and Kathy was supposed to mail it, but we don’t know if she did since she’s off in Barbados with the MGCC checkbook...”

Membership was next. Carole is off in Valley Forge but reported, in English, that we currently have 95 members. Our newest members are Martin and Karen Munson of Hillsboro owners of a 1978 Midget. Terry Happensack (*ever notice that it's the Terrible Terry's [Terriers perhaps?] that bring up most of the "stuff" that goes on around here?!?*), "Soon the Midgets are going to take over." (*Sounds like a bad 1950's Sci-Fi movie, "Invasion of the 50 Foot tall Midgets!"*) Dave McCann, "There's a trend here like the Spitfires." Skip, "We have nothing against vertically challenged things."

Sunshine Committee was next. Skip, “Jennifer’s in the Emergency Room. I’ll just pick her up on the way home. We’re just damn glad that Louie’s back.” Louie, “I was babysitting Ethyl.” (*Ya know Louie, it doesn’t help the Ethyl jokes when you yourself are creating them...*) Louie, “I have a room over (at Kettering Hosp.), but I hope they close it. Give it to somebody else.” Glad to have you back Louie.



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Newsletter. Pres. McCann, “There was a good article by Dick Goodman. I wonder if he kept a log with all of the dates or did he just make them up?” (*If he’s anything like me, he just makes them up like most of the minutes are...*) Steve Markman, “Thanks for the information and if I don’t use the info after a month or two, then feel free to harass me.”

Webmaster Ron Parks. The Website’s been updated. Pictures from Ft. Meigs are there. There was some problem with the newsletters so Jeff and Ron will have to consult.

Activities: There are a ton of things going on. Check the Activities Calendar at the front of the newsletter for more information. Here are a few highlights. Eddie, “If you saw this months newsletter, then you saw the Plethora” (*Again with “plethora!?! That’s two months straight!”*)

- July 12 is London-Brighton Indiana.
- NAMGAR at Seven Springs is in Mid July.
- August 2 is BCD.
- August 7th is the annual University Motors get together
- The Goodman summer picnic is scheduled for August 10th
- September 19-21 is the Indianapolis BCD.
- Breckenridge 2009

Pres. McCann wants to get together at the Dayton Mall Friday’s on Sunday for the caravan down to the Cincinnati show. They want to leave about 9:00. Dave proposes that we 1. Tighten our lug nuts, 2. Take two groups – ones that want to take the expressway and those that don’t, and 3. Hammond takes his own route...

GT33 – the MGA group in Seven Springs. Linda sent an e-mail to the officers that said _____ (*I put the blank to remind me to ask Linda what exactly she said, and then I forgot to ask....*)

The next all MG get together is going to be in 2011 in Reno, NV. Start packing.

Louie calls for Beer Break at 8:23
Back from Beer break at about 8:48

Only 23 members were at the meeting tonight. Louie, “I got off light. I still bought for everyone...” Ron, “You might have some of that split the pot money left.”
Back from break 8:39

Before we get into old business, we have a **Special Announcement** from Mr. Phil Johnson. “I’m getting married in about a week or so. My fiancé is an old school friend from high school. Her husband of 44 years died. As most of you know, my wife of 48 years passed and not too long ago we made contact again. Well, one thing led to another (*bow-chicka-bow-now...*) and on July 19th we’re getting married at Trinity United Church of Christ on Linden. The wedding is Hawaiian themed. Dress code’s aloha shirts or bright colors. The service will be at 11:30 Saturday. The theme of course, ‘Everyone who comes gets laid...’ (or is that Leied?) The theme is have fun. Her daughter is a professional musician and college Professor in Louisiana and will duet with Phil’s daughter. The reception space at the Baum Opera House is limited so RSVP if you’re coming.” We just bought a new house in Yankee Trace. I have a new telephone number for the first time in 45 years. My house sold in one week and her house in Cleveland also sold in a week.”

Ron Parks proposes making this a wedding/cruise-in/pub run.

Old Business: We had to move the trailer because our body man's in the hospital with pneumonia and emphysema and might never be able to do this type of work again. As of two days ago, he was still in the hospital. Dave Gribler, "Did you get your car out." Ron, "Yup." Dave G., "HOW did you do that?!" Ron, "On the dolly that Skip gave me." Skip, "Huh? What dolly? You got that car out on THAT thing? I want it back." Dave McCann, "The bearings are probably burned out by now. The Interstate was hell on it." One of the questions that will come up is that we (the MGCC) paid him \$300 up front. Ron and Dave think that he did at least that much work. Dave McCann wants to have a work session at the Looft's to see what we can do to finish it off. Skip, "I move that we just call it a wash and not go after anything." Linda, "What kind of trailer do we want this to be? Do we want this to be show quality and if so, why?" Ron, "We want it to at least look as good as the trunk lid hat we're not painting." Hammond, "From my first interview with Terry Looft, he painted Carole's MGA. She didn't like the color so he repainted it. That's why it turned out kind of purple." Steve Veris, "So we want the trailer to be purple?" (*We resolve to let the \$300 go and that was really about all that we really solved.*)

New Business: The British Museum of Transportation inventoried the Austin 20 limo. The car was packed from floor to ceiling. There were about 8 quarts of motor oil. There's a slot of cleanup to be done from hauling the car up from Florida. The goal is to have it ready for BCD. The car seems to be mechanically in good condition. There are some small areas of rust pits and cracks, it's a 1936 with original paint. Only about 1400 of these Mayfair bodied cars were built. As far as we know, there are only 11 known left to exist.

Some of you are going to whine about this but, there are two things coming up. September 20th there's a covered bridge tour coming up. About 55 miles. Ron, "There's no whining. " Skip, "Jennifer's not here..."

The other thing is the steering wheel raffle. You provide the hub and he custom makes the wheel in wood. Tickets are \$5 each or 5 for \$20.

September 21st, Louie's working on a Spaghetti dinner, mark your calendar. Dinner will be at the Bella Villa Hall on County Line road. He'd like to fill the lot with British cars that morning. Skip, "Why don't we have tickets at BCD?" Louie, "Does any one know anyone who can make tickets?" Dick Smith and Skip, "Yeah, we can use MS Office products to do it." Louie, "I'm trying to get some wine." Skip could you get the wine donated, but then sell it at the dinner?" Louie, "Sunday sale issues might prevent it." Terry Happensack, "Depends on the place and their liquor license." Eddie Hill, "Why don't we have little crackers and call them communion wafers and call it a 'service'?"

Museum made \$5000 off of the last raffle. Additionally, the Museum's acquired a 1975 Jaguar XJ6. "We can/need to have a work party to help clean it up."

BCD. Skip, "Everything's on the mark, no issues. AutoWeek magazine is going to provide us with the goody bags. The park is squared away and our usual Friday night goody stuffing bag party will take place at 6 pm. We might not hit 300 cars due to gas prices, pre-registrations are down."

For sale: Bob Charles went to Larry McCarte's garage sale and there's a right hand drive Mini that's for sale for \$9,000 that looks really nice.

Jeff Opt – at Third and I-35 there's a repair shop that has three MGB's in their lot. Two rubber bumper and a '71. \$750 for the rubber bumpered cars is what they're asking. Additionally, Jeff wants to buy a Midget top frame. "Skip, you still got yours?"

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Jim Cooley's 1970 B is for sale in Springfield.

Phil Johnson has a nice walnut dashboard for a TD, never been on a car.

Tech Tips: Alumiseal is a product for the radiator. Just pour about $\frac{3}{4}$ of the bottle in and it goes and fills in all of the little gaps where they leak. Steve Miller said that he's seen it working well and apparently the manufacturers are starting to use it to help seal leaks in the cooling systems of new cars. This only works in the COOLING system and is not something that you want to use more than once.

Hammond, "This isn't really news..." Dave McCann, "Well sit down then..." There's an article in the Dayton Daily News that said that you only need two tools in life: WD40 and duct tape. If it moves and it shouldn't, use the duct tape. If it doesn't move and it should, then use the WD40.

Steve Veris, "Pat's Keys on the internet is a good place to get keys. Pat's MG and Triumph parts are supposedly pretty good. The MG keys that he ordered were pretty good quality.

Joe Hooker, "LaVonda has Gary's gravestone up and it's easy to find because there's a Rolls Royce on it. It's at the David Cemetery on Far Hills and David."

John Barton won gumball.

Louie motions to adjourn. Linda seconded. Eddie woke up.

Meeting adjourned.



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