

THE OCTAGON NEWS



Volume XXXVIII No. 4

February 2009

Car of the Month – Dave McCann's MGB

2009 Member Roster



From the President

Skip Peterson

Mother Nature dumped about 8-10 inches of partly cloudy on us, so for the first time that I can remember, we had to postpone our monthly meeting. The e-mail system seemed to work pretty well and we all gathered on the first Wednesday of February. A huge turnout also, so I guess we're still having fun and we'll meet at the end of the month too!

I recently had a phone call from The Pub at The Greene, and they have some interesting ideas for this year. They hope to start a monthly British Car Cruise In and they are also

looking at involvement in some other aspects of the British car hobby, including British Car Day. I'll keep you posted after we get together and talk, but it sounds like they want to embrace our cars and extend an invitation to clubs to gather there. We held a Pub Run there a while back and I would



North American MGB Register

Southwestern Ohio Centre of the MG Car Club
P.O. Box 20032, Dabel Branch
Dayton, OH 45420-0032

Club Membership Information

Membership dues of the Southwestern Ohio Centre of the MG Car Club are 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, February 25, 2009

MG Car Club Officers

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Upcoming MGCC Events

Feb:

25 – Meeting (K of C Hall)

Mar:

14 – St. Matrick's Day party at the Gribblers'

25 - Meeting (K of C Hall)

Apr:

18 – Tune Up Clinic at MG Automotive

22 - Meeting (K of C Hall)

May:

16 – British Car Show at 2nd St. Market

27 - Meeting (K of C Hall)

suspect we'd do that again in the near future.

Speaking of British Car Day, we're moving along with plans. Morgan and Mini will be our featured marques, and the North American Spitfire Squadron will again be holding their national event at BCD. This is our 25th anniversary so we're going to have a lot of fun in August. It will also mark the 50th anniversary of Mini and 100th for Morgan.

The British Museum will again have their Meet at the Market on May 16th. In addition, the group is trying to finish the restoration of the Lotus Elan in their possession. If you can help out, please get in touch with Dick Smith or Pete Stroble.

Our group is also working to finish work on our "supply" trailer. It has quite a bit of work to do, in the form of more Bondo and body shaping. We're hoping to get a couple of work parties together soon to move this project forward.

And finally, we have confirmed our annual Spring Tune-Up Clinic. Mark Saturday, April 18th on your calendar to join us at MG Automotive to get your MG ready for the driving season. Remember, we have lots of experience, the advice is free, we love to take stuff apart, and we don't have any guarantee associated with any work we do!

Welcome New Members

Carole Looft

Scott & Cheryl Culshaw
5265 Adena Trail
Cincinnati, Oh 45230
(513) 231-3102
src@ingredientmasters.com
74 MGB GT

Member Featured Car of the Month

Dave McCann's Red '74' MGB

Dave McCann Sr.

My interest in MGs started in High School, when an older neighbor bought a TD. I drove this car to my Junior Prom. When I was in college my fraternity big brother bought a brand new MGB. I drove this car frequently. I never had the opportunity to get a British car to play with until my son bought an MGB in 1995. That brought back a lot of old memories and I started looking in classifieds. I came across this red 1974 MGB in the summer of 2000. It was a joint purchase between the two of us.

The car, as purchased, had a problem: It would not run at a constant speed although it accelerated just fine. The first thing I did was to change the oil and the **spark plugs**. That didn't make any appreciable difference, so I took the car to D&S Auto in Springfield. Bill Stitsel (the S in D&S) used to work for Fountain Imports when they sold MGs. What's the first thing Bill did? You guessed it. He changed the **spark plugs**. And, of course, his brand of **spark plugs** didn't work any better than mine and so did not improve the situation. Over a period of a year I took the car to several good mechanics, none of whom fixed the problem. Eric Jones in Delaware started by changing you know what?" **The spark plugs.**" This time the distributor cap, wires and other related parts were also changed--Still no improvement to the running of the car. Other mechanics made similar changes (i.e. the **spark plugs**), with similar results. The engine was even rebuilt (although that was for unrelated reasons) without improving the constant speed operation of the car. Finally, a solution! At one of John Twist's Summer Parties we were talking to Bob Connell (Bob has a British Car Shop in Indianapolis) and he agreed to take a look at the car. He looked at it there in the parking lot of the event hotel, and suggested a solution, but not before a bystander with very good intentions asked, "Have you changed the **spark plugs**?" Bob looked at the vapor recovery return line attached to the carburetors and said that it shouldn't be hooked up if there was no longer a charcoal canister in the system. With this change, the car ran great and has run fine ever since.



Early on, I took my MGB to a local tire place to get a look at the under side, but they were afraid of putting it on the lift as it might break the car in half. I drove it across town to a friend's welding shop, to see if he could do anything with it. The next time I saw it, there was little between the firewall and the battery boxes. He had made a brace structure out of square steel tube stock that connected all four corners of the car and then installed new floor pans. I then added the Sebring cowlings to the front, after seeing Mike Maloney's. The next problem to be tackled was the brakes. This was all within the time in which the tuning had been looked at by several people. Until the other problems were solved, it wasn't always clear that the tuning problems hadn't been solved.

The car was trailered to several events in the first couple of years, before we got around to fixing the brakes to the point that the car could be driven more than a few feet at a time. (That may be a slight exaggeration, but at times we were lucky to get on and off the trailer undamaged). The car isn't perfect (far from it), but has been driven to Gatlinburg for MG2006, and it towed the 'supply' trailer to Richmond, Virginia. From there the trailer was taken to Key West Florida behind my son's 1964 MGB. We added the umbrella and table, after taking the Tom Ball tour. There are other things I'd like to do to the car, but I now have a 1969 MGB/GT in the driveway that is commanding more of my attention.

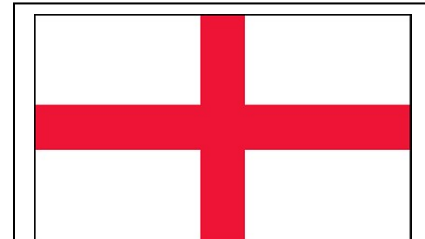


History of the ‘British’ Flag

Steve Markman

As British car enthusiasts, we all have some connection to the British flag, be it in our club logo, stickers on our cars, or the design on t-shirts. But, did you ever wonder where the design came from? It is an intricate design, so you probably suspect that there’s a story and some history to it (after all, it *is* British), and you’re right. So, here’s an abbreviated version of the history of the “British” flag.

First, you need to understand the difference between England, Great Britain, and the United Kingdom. They are not interchangeable, although we often use them that way. First, Great Britain is an island. Second, England is one of several states on the island of Great Britain. And last, the United Kingdom is a country made up of the member states of England, Scotland, Northern Ireland, and Wales. So, first of all, it’s really not even a British flag, but the flag of the United Kingdom. But, we’ll overlook that for now. Lets go back about 800 years. At this point in the history of the United Kingdom, England, Scotland, Wales and Ireland were separate countries. However, this was soon to change. In 1194 A.D., Richard I of England introduced the Cross of St. George, a red cross on a white ground, as the National Flag of England.



First national flag of England, the Cross of St. George

In 1536, under Henry VIII, the Act of Union was passed making Wales, in effect a province of England (it never was conquered, but joined “peacefully,” and the flag of England became the flag of Wales as well).



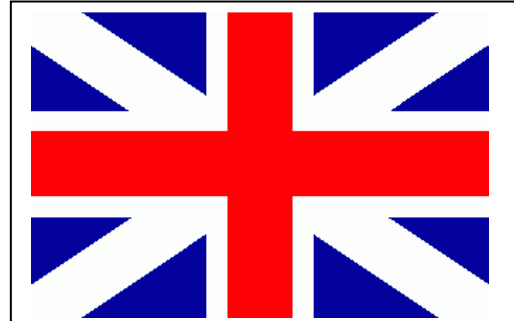
Scotland’s Flag of St. Andrew, a blue field with a white diagonal cross, called a ‘saltire.’

After Queen Elizabeth I of England died in 1603, King James VI of Scotland inherited the English throne and became King James I of England. One king essentially ruled two countries; they were not united. Each country kept its own parliament and flag.

Early in his reign James attempted to combine England and Scotland in a united kingdom of 'Great Britain'. He presented this to his first Parliament, on 22 March 1604. The union was resisted, but James defied them. On 20 October 1604 he proclaimed a new title for himself as King of Great Britain, but essentially he was the king of two separate countries. A problem arose, which flag should be hoisted on the king's ships; English sailors resented the Scottish colors and the Scots scorned the cross of St. George.

The problem was solved in 1606 when a compromise led to the creation of the first Union Flag. On 12 April 1606, the national flags of Scotland and England were united into a single flag, the first ‘Union Jack’. However, this flag was used only at sea for over a century. Ashore, the old flags of England and Scotland continued to be used by their respective countries. Ever wonder where the term ‘Union Jack’ originated? The forward-most mast on sailing ships of the time was the ‘jack’ mast, and since the national flag was flown on the jack mast and only at sea, it became known as the ‘Union Jack.’

It wasn't until 28th July, 1707, during the reign of Queen Anne, that a royal proclamation made the Union Jack the national flag of Great Britain, for use ashore and afloat. (The Act of Union of 1707, during the reign of Queen Anne, formally joined England and Scotland together, finally creating a single kingdom with a single Parliament, called the 'United Kingdom of Great Britain'. This act accomplished what King James I couldn't do a century earlier. England, Wales and Scotland now were united together under one monarch and one parliament.) Since the national flag now was used on land also, technically the term 'Union Jack' became obsolete, but remains in common use.



The first 'Union Jack.' Heraldry rules demanded that two colors must never touch each other, so a white border was added around the red cross.

On 1 January 1801, Ireland joined Great Britain and it became necessary to represent Ireland in a new national flag. This union resulted in the flag that has been flown ever since.



The Cross of St. Patrick, Ireland's national flag.

The appropriate placement of the white and red crosses (saltires) must have presented some challenges, but it was eventually worked out. The symbols of Scotland and Ireland (the white and red saltires) were placed side by side on the Union Flag. But, since Scotland joined the Union nearly two hundred years before Ireland, the white St Andrew's Cross was placed uppermost in the top left quarter, this being the most honorable position according to heraldry, while the red Irish Cross was given the position below it. But, notice that on the opposite quarter, the red is on top of the white! In heraldry, this is known as "counterchanging." Thus, the new British flag is not symmetrical. Last, in order to avoid having

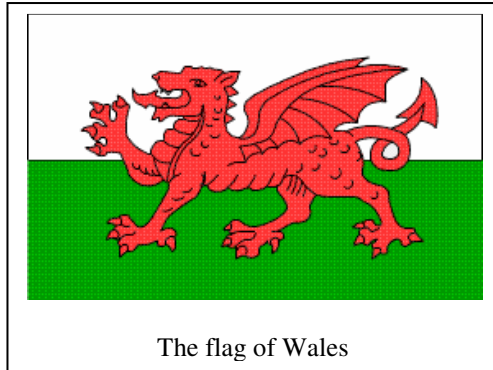
the red of the Irish Cross directly touch the blue field of the Scottish Cross, an edging of white was added to the red Irish Cross. So, while giving the appearance of a red stripe that is offset on a white background, it actually is the white and red saltires placed side-by-side, arranged according to strict rules of heraldry.

England, Wales, Scotland and Ireland were now all joined together and called the United Kingdom of Great Britain and Ireland. The name was later changed to United Kingdom of Great Britain and Northern Ireland when the greater part of Ireland left the United Kingdom in 1921. This is its correct name today.

Thus, the 'British' flag, which, to be correct, really should be called the flag of the United Kingdom of Great Britain and Northern Ireland, is a merging of the crosses of St George, St Andrew and St Patrick, the Patron Saints of England, Scotland and Ireland. But, why is Wales not represented on the Union Flag? What ever happened to Wales?



The UK's current flag, in use since 1801. This is how it should look when the staff is on the left. It is not uncommon to see the flag accidentally flown upside down!



The Welsh dragon does not appear on the flag because when the first union flag was created in 1606, Wales was already united with England from the 13th century. This meant that Wales was a principality instead of a kingdom and as such could not be included. However, with the rising trend of nationalism and political correctness, there is a movement to have the Welsh dragon incorporated into the “British” flag. I’ll leave it to you figure out how heraldry and counterchanging rules would apply to this!

So, now you know.

Editor’s note - I lifted this information from numerous websites, but mostly from <http://www.woodlands-junior.kent.sch.uk/geography/unionjack.html>.

Classifieds

For Sale: 1970 Triumph Spitfire. It’s been sitting in a garage for about thirty years. A bit rough, but appears complete, plus some extras, including a removable hard top. Probably a bit much for a restoration, but good parts car. \$650. Eric, 937-307-5227. (2/09)

For Sale: 81 TR-7 Convertible. No Motor/tranz but have a title. Small rust in drivers floor (convertible) otherwise clean NM western shell. \$1000.00 plus delivery- ask Jeff Fields for photo. 440.315.6380 (2/09)

For Sale: Roll bar and black tonneau cover for MG Midget. All for \$75. Ask for Bob, 937-253-9935 (2/09)

For Sale: 1980 AUSTIN MINI COOPER S. Excellent condition; bright metallic green; 2 extra 998cc engines, one ready to go and one for parts. Lotsa carb sets, steering wheel, sub frame, tyres, alternator, fan, radiator, etc etc ! New pr of inside door panels in vinyl, In-dash CD, 13" alloys, custom Zeemax ground effects skirting all around, alarm system, books'n'manuals; a lot of fun & looks for \$9000. FIRM. Get ready for auto-crossing, rallying etc 513-310-0313 anytime (1/09)

For Sale: 1970 JAGUAR XKE OTS. Very Dark Navy Blue with red interior & white top. New SS exhaust system, battery, books, WSW, chrome wires \$32,500. FIRM. 513-310-0313 anytime (1/09)

For Sale: 56 MGA 1500 roadster. Factory glacier blue with disk wheels, newer black interior with glacier blue piping, tonneau, side curtains, top, burl wood dash - wood steering wheel, 77 B motor B overdrive trans, new floor boards, nice chrome SS exhaust, luggage rack, radio with cassette. This MGA has been DRIVEN from Cleveland to Twist's, Watkins Glen, West Virginia. \$12k obo. Pictures on request. Contact Les Bari, 440-988-4008. (1/09)

For Sale: 1980 MGB Limited Edition. Good condition, \$3800.00. For more information please call Dave Buzzard at Buzzards Shoes in Loudonville Ohio 800-298-3826 or home 419-994-3484 or Cell 419-606-4442. (1/09)

For Sale: Gumball machine that resembles old gas pump. 7 ½ feet tall! Two available. Sold for \$1200 new. Asking \$300. Call Bob, 513-267-1784. (10/08)

For Sale: 1976 MGB roadster. Engine runs well. Overdrive transmission. Fuel tank flushed; brakes good; new hoses; nice interior, carpets, dash, glass, and luggage rack. Body needs rear quarter panels and paint. Never wrecked. Converted to wire wheels. Needs rear wheel cylinder kit (which I have), and convertible top. \$1900. Call Bob, 513-267-1784. (10/08)

For Sale: "Rally wheels" from my 1970 MGB. \$250.00 or best offer. Chrome luggage rack for \$100.00 or best offer. I can bring them to a meeting if any one would like to see them. John S Keferl, 236-0093, or Keferl@sbcglobal.net. (10/08)

For Sale: 1976 MG, Model B. We purchased the car in July 2005, for \$5,000. It is in excellent condition, but needs a battery. We would accept any reasonable offer. Located in Columbus, OH. Chuck and Rosie Blake, 614-457-4076 (10/08)

For Sale: Two 1980 MGBs, two 1961 MGAs, and one 1947 MG TC. The passing of a MG enthusiast in northern Kentucky has made these cars available. One white 1980 MGB, build date of 10/79 with 24K original miles. In excellent original condition except for rust just behind the doors (was the owner's daily driver). One orange 1980 MGB, build date of 3/80 with 63K original miles. In excellent original condition but not currently running due to a possible fuel pump problem (owner was working on the car). One iris blue MGA 1600, excellent condition and in running order. One white MGA 1600 coupe in very good condition, turns over but does not start. Both MGAs are very original. One 1947 MG TC, solid body and chassis, not running but ready for restoration. Owner had all receipts for each car. For more information, contact Michael Brundage at 859-445-9885. (10/08)

MG Car Club Minutes, January 28th Meeting (which actually occurred February 4, 2008)

Sam Hodges

MGCC meeting was called to order at 8:00 on the dot. Well, kind of on the dot, it was only a week late since the snow storm that occurred on January 28th delayed the meeting until February 4th.

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The Octagon News – February 2009

Apparently, Bob Charles, Bill Hammond and Ron Parks went to the Pub Run a week early. Skip tried to get a message cancelling the meeting on all three stations of the local TV stations. WHIO wanted a pre-registered pin in order to post, and we would have to send in a letter on official stationery signed by the president/CEO/etc. in order to receive the validation pin number, they were willing to put the cancellation on air Thursday. At least one of the other stations did run the meeting cancellation according to Charlie McCamey who reported that he saw it run on one of the stations he was watching. Ron Parks, "See! This is why we need that stationery!"

Skip, "Thank you to John and Linda Wolfe, Dave and Linda McCann for the Holiday party."

Skip, Pub Run, "We had 27 Members at the last minute pub run at Fox & Hounds. Be careful walking on ice, I fell on my butt and as I get older, my butt hurts a lot faster, as well as my back." Louie (*to Skip*), "Wait until you're my age." Dick Goodman (*to Louie*), "Wait until you're my age!"

Vice President's Report was next. Skip, "How's the snow in Clinton County? Are we down from a Level 3 emergency yet?" Ryan, "Did anyone see me on the channel 7 news? They picked me because apparently I was the only idiot out driving around in the snow during the snow storm. Otherwise, I've got nothing."

Skip, "As far as the **Minutes** go, some of those answers in the Minutes seemed to be a bit wrong. Do we have a motion to accept the Minutes to the extent they were reported? John Wolfe motioned and Eddie Hill seconded. Minutes approved.

Treasurer's Report. Treasurer Glen Marin reported that we had Total Income of: Membership Dues (\$54.00) = **A Total Income of \$54.00.** Total Expenses: Hall Rental Fees (\$45.00) + Donation to the British Museum of Transportation (\$200.00) + Donation to the Miami Valley Food Relief (\$200.00) + Donation to the Salvation Army (\$200.00) + Memorial for Jasper Cermino (\$50.00) + Memorial for Bruce Schieman (\$50.00) + Flowers and Card for Hazel Hammond (\$75.34) + Mother Club Dues (\$110.81) = **A Total Expense of \$1,093.25. Total Loss to the MGCC was \$1,039.25,** that when subtracted from our existing Treasury balance of \$3,591.91 equals a new **Treasury Balance of \$2,552.66.** Dick Goodman moves that the report be accepted as read. Bill Hammond seconds. Report approved.

Membership was next. Carole Looft, "Renewals are coming slowly. We're at 83." Skip, "Oh, hey, now we can apply for stimulus help." Carole, "I heard from Pam Schieman. She's going to store the car until we can teach her how to drive a manual. She wants to keep in contact so we can expect to see her at some of the meetings once the weather clears up." We have two new members. Scott & Cheryl Culshaw of Cincinnati, owners of a 1974 MGB GT. Also new to the club are Marion & Alfretta Ware of Hamilton, Ohio, owners of a 1968 Austin Healy Sprite. Welc (... *HEY wait a minute... Austin Healy Sprite!?! We need to have a talk...*) Welcome to the club!

Newsletter was next. Steve Markman, "I just spent 8 hours making a round trip to Columbus in the snow storm last week. Unless you want to hear about it, then send me more stuff for the newsletter."

Sunshine Committee was next to report. Reuben reported that Pat's back in the hospital with a gastrointestinal infection brought about by a reaction to the antibiotics she's been taking. At the time of the meeting, she'd been at Miami Valley Hospital for 2 days. Otherwise, Carole, Jennifer and Linda have nothing on sunshine.

Ron Parks then reported on the goings on with the **Website**. Ron, “The pictures from the Holiday Party are now on the site.” Eddie is supposed to send a list of events to Ron for posting on the website. Eddie doesn’t want the reminder in the Minutes, but it’s too late for that since I’ve already added it – *sorry Eddie*. Ron is also looking for a member car to feature next month.

Activities with Eddie (*sounds like he should come in, take off his jacket, put on some tennis shoes and a sweater and call on his friend ‘Trolley’ to take us to Neverland...*) was the next item on the agenda. Eddie was heard snoring in the back. Skip, “What’s going on?” Eddie, “Huh? What? I’m just sitting here in a meeting. What’s going on with you? Um... Activities? Eddie, “Oh, yeah, right...” March 14th is the Gribler’s Spring Party, but otherwise, there’s not much else going on right now, check back next month.” Skip, “No, we’ll check back later this month.”

An oddly early **Beer Break** is called for at 8:18.
Back from break at 8:30.

Old Business. Skip, “It’s with great pride that I display the current membership card from the Mother Club. It’s laminated and therefore indestructible (*let’s test it – I’ve got a match*). We’re the same number and don’t have to be renewed until October (*so the next sucker/President will have to deal with it*). We are now authorized to take part in all contest that the club puts on where a valid competition license is not required. Dave McCann, “All that’s on that little card?”

Supplies Trailer? Where are we? Carole Looft “Terry gave dates that would work for him, Feb. 14th, 15th, 28th or March 1st work for him.” Skip, “The 14th is Valentines Day. Did you point that out to Terry?” Carole, “He said ‘What’s that?’” Dave McCann, “My wife would probably prefer that I be out of the house then.” Skip, “Great, then Terry and Dave will be there together working on the trailer.” Ryan, “Who’s bringing the box of chocolates?” Skip, “I’ll put out a letter telling everyone about the work days and they can coordinate with Terry.”

New Business. There’s a ‘British-Bash for the Dayton Ballet’ being held at the Taj Ma Garaj this weekend. Tickets are \$35.00 or \$25.00 if you’re a member of Dayton Ballet.

We don’t need a pub run in February since we have the Gribler’s party in March, and in April is – hopefully – the Annual ‘Tune-Up Clinic’. Hammond is going to go talk to Steve about once again using his shop. Unfortunately, apparently Steve is rebuild his Miata that he ‘done blowed up.’ John Wolfe is in the process of mapping out a Spring Tour for May, so that’s our tentative calendar for now (*get all of that Eddie?*).

Museum. Dick Smith, “Saturday, May 16th is the date for the annual Second Street Market show put on by the Museum. Five Rivers Metro Parks owns the Market and they’re making some changes. Of note is that the new contract will locks us into that date. There’s also a new raffle car, a 1974 MGB-GT chrome bumper with the large overriders. The car has factory air conditioning and overdrive. The Museum now has Paul Lanes Lotus Elan S4 coupe. There’s work yet to be done, but it’s coming along. Steve Veris redid the dash electrics for us. Pete and I pulled the head off because someone put the engine back together without one important part in the engine that was supposed to be there...” Skip, “Was it a piston?” Dick, “We wanted to get the car done in time for the Concours this year. Paul’s wife Marge, donated the car to the museum with the caveat that she gets to drive the car first. For those that don’t know, Paul was one of the co-founders of the Dayton Concours back in 1998 when it was held out at the Boonshoft Museum. The car is currently at Matt Schneider’s garage.” On a side note, Matt’s doing much better now. He’s up and around and driving again.

Tech Tips. Pete's looking for a 2.5 inch wrench for removing the earless knock off Nader-nuts from the Lotus. Apparently, Snap-On tools sells sockets that are just the right size and some that are even larger that you can line with leather to protect the nuts.

Skip, "Mark down the time. 8:50 is when I lost control... **PERSONAL FOUL** called on the back table. Fifteen yard penalty – roughing the passer. The Peanut Gallery, "We're just trying to figure out how much 2.5 inches is (*It's the Peanut Gallery! Just let your imagination run wild and you STILL won't be to where they went with that...*)."

Tech Tips continued. Skip just did an article on Kammer Racing (www.kammerracing.com) in Huber Heights. Their set up is very extensive and very impressive. They started off as a Mopar shop, but they work on anything and everything now.

For Sale: Ron, "I've got a new boot cover for an MGB. It's the vinyl type. I bought it and then decided to go with canvas so I don't need it anymore."

MG Trivia: Q: Booker T and the MG's stood for what? A: Memphis Group

Steve McQueen's first car was an MGTC that he bought for \$750.00 and in three weeks he broke the rear axle three times and shredded the spokes in the wheels and he subsequently dumped it in favor of a Porsche.

Gumball Rally: Terry Looft won! Yes Terry, you won despite what Carole might have said. She has the \$5.00...

Louie DiPasquale motions to adjourn the meeting at 9:01. Dave McCann seconds.
We gone, 10-4 good buddy.



MG AUTOMOTIVE

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

e-mail: MgAutomotive1@aol.com

The Octagon News – February 2009

Last Name	First Names	Street Address	City	Zip Code	Telephone Number	Email Address	MGs Owned
Bailey	Edward & Susan	675 W. Home Rd.	Springfield	45504	(937) 390-3360	MGB428@aol.com	72 MGB
Bantle	Jack & Donetta	2553 Eagle View Dr.	Beavercreek	45431	(937) 306-2629	Jack.bantle@wright.edu	60 MGA
Baygents	Larry & Dianne	1166 Timber Hawk Tr	Centerville	45458	(937) 885-3090	TOMKATB@sbcglobal.net	64 MGB, 77 Spitfire
Bussell	Walt & Joanne	4137 Middlebrook Drive	Beavercreek	45440	(937) 427-4668		69 MGB GT, 76 MGB
Carson	Robert & Yvonne	763 Windsor Rd.	Troy	45373	(937) 335-1017	rhcarson@gmail.com	77 MGB
Cemino	Sue	101 Bricker Avenue	Dayton	45427	(937) 835-3583	cemino12@yahoo.com	79 MGB
Charles	Robert & Ruth	275 Sackett Drive	Monroe	45050	(513) 539-4643	ruth.charles@fuse.net	72 MGB
Chase	George & Linda	8193 Long Meadow Dr.	West Chester	45069	(513) 779-0317	gchase@cinci.rr.com	70 Midget
Conrad	James & Susan	610 Rustic Tr. 1	Beavercreek	45434	(937) 426-8306	keydet78@earthlink.net	60 MGA, 72 Midget
Cooper	Graham & Diana	5771 Observation Court	Milford	45150	(513) 248-4419	gcooper@clyde-mac.com	69 MGB
Crabtree	Frank	1368 – 20 Black Forest	Dayton	45449	(937) 866-1191	wa8pra@juno.com	
Culshaw	Scott & Cheryl	5265 Adena Trail	Cincinnati	45230	(513) 231-3102	SRC@ingredientmasters.com	74 MGB GT
Cunningham	Ian & Kathy	P.O. Box 427	Sardinia	45171	(937) 446-2538	ian_cunningham@verizon.net	63 MGB, 75 Midget
Davis	Tom & Karina	5655 New Carlisle Pike	Springfield	45504	(937) 882-9606	tdavis68@woh.rr.com	66 MGB, 67 MGB GT
DiPasquele	Louie & Mary	3433 Westbury Road	Dayton	45409	(937) 299-4089		61 MGA, Spitfire
Dunham	Tim	320 Northview Rd.	Dayton	45419	(937) 293-6026	tdunham@thedunhamcompany.com	68 MGC GT
Edgerton	Mike & Nancy	602 N. Lindsey Ave	Miamisburg	45342	(937) 866-5729	autoedge@sbcglobal.net	05 Mini Cooper S
Estell	Dave & Carol	2957 Wooded Vista Court	Mason	45040	(513) 459-0155	destell1@cinci.rr.com	65 MGB,
Fields	Jeff	14430 Meadow Creek	LaGrange	44050	(440) 355-6464	drivesmgs@windstream.net	49 TC, 60 MGA, 69 MGC GT
Finch	Melvin & Enora	10005 Tracy Ave	Kansas City, Mo	64131	(816) 941-8454	itsyl39@kc.rr.com	61 MGA, 69 MGB
Ford	Evan & Kristie	10236 Atchison Rd	Dayton	45458	(937) 558-2961	eford321@hotmail.com	53 TD
Franzer	Jim & Julie	1110 King Richard Pkwy	West Carrollton	45449	(937) 866-0083	jfranzersbcglobal.net	77 MGB
Fry	Nicholas & Jane	3535 Keever Rd	Lebanon	45036	(513) 932-9199	nlfray@fuse.net	74 MGB GT
Gearhart	Vickie S.	446 Shroyer Rd	Dayton	45419	(937) 294-7441	VSG626@aol.com	77 MGB
Goodman	Dick	2355 Apricot	Beavercreek	45431	(937) 426-4161	rgoodman6@woh.rr.com	53 TD
Goodman	Kathy	832 Spring Lake Cr.	Enon	45323	(937) 672-9364	kgoodman4@woh.rr.com	80 MGB LE
Gribler	Dave & Lois	2228 Settlers Trail	Vandalia	45377	(937) 898-9928	drivesmgs@netzero.net	62 A, 69 CGT, 72 Midget, 73 B
Gulley	Paul & Naomi	410 Overla Blvd	Englewood	45322	(937) 836-1860	gulleepaul@aol.com	69 MGB
Hammond	Bill	5825 Terrace Park Dr	Kettering	45429	(937) 434-9967	whammond@woh.rr.com	

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Hankey	Keith & Bonnie	P.O. Box 228	Harveysburg	45032	(513) 897-2456	bhankey_2000@yahoo.com	73 Midget
Hanseman	Bob & Jeanne	2360 Trebein Road	Xenia	45385	(937) 426-5209	shaggysidelane@Gmail.com	51 TD, 59 MGA
Happensack	Terry	P.O. Box 340396	Beavercreek	45434	(937) 253-6691	TJHappy@earthlink.net	72,73,74,74 Midgets
Heberling	Fritz	7746 Scioto Ct. #213	West Chester	45069	(513) 779-6607	mowog@cinci.rr.com	78 MGB
Hellwig	Brian & Toni	2726 Wildflower Drive	Springfield	45504	(937) 390-2726	Toni-brian@ameritech.net	74 Midget
Hill	Ed	70 La Belle St	Dayton	45403	(937) 461-6688	EHILLMGB@aol.com	71 MGB
Hodges	Sam & Diana	2142 Pelwood Dr.	Centerville	45459	(937) 434-6505	sammgb@earthlink.net	77,78 MGB
Hooker	Joe	1528 W. Lynn Drive	Beavercreek	45432	(937) 426-1128	twocoloradokids@woh.rr.com	53 TD
Johnson	Phil & Sandy	875 Vintage Green Way	Centerville	45458	(937) 866-1050	pjohn11858@yahoo.com	51 TD, 76 MGB
Juhl	Dan & Colleen	1211 Ashburton Dr.	Centerville	45459	(937) 435-5224		
Keferl	John & Barbara	3803 Berrywood Drive	Dayton	45424	(937) 236-0093	keferl@sbcglobal.net	70 MGB
Knupp	Robert & Karen	35 Parkhurst Rd	Beavercreek	45440	(937) 426-2254	klk35@sbcglobal.net	51 TD
Kraft	Robert & Marilyn	6780 S. Karns	West Milton	45383	(937) 698-6221	MAKironside@aol.com	51 TD
Looft	Terry & Carole	42 Paddock Place	Wilmington	45177	(937) 382-1520	terry@looft.net carole@looft.net	SA,VA,YA,YT,TC/D/F,MGA,B, C,1100
Looft	Ryan	1542 Wayne Rd	Wilmington	45177	(513) 252-4191	ryan@looft.net	54 TF, 64 1100, 77 MGB
Looft	Torey	227 Dotson Drive	Ames, Iowa	50014	(513) 254-7997	torey@looft.net	54 TF, 79 MGB, 79 MGB LE
Maloney	Michael & Kay	5584 Worley Road	Tipp City	45371	(937) 698-4083	mgcoctagons@aol.com	69 Midget 74 MGBGT, 74 MGBGT,
Marin	Glen	7867 Volk Dr.	Dayton	45415	(937) 898-7891	gmarin@netzero.net	1977 MGB
Markman	Steve & Helen	10983 Penfield Rd.	Washington Twp.	45458	(937) 886-9566	stevemarkman@earthlink.net	50 TD
Marquis	David	2928 Hardin Co. Rd. #200	Belle Center	43310	(937) 441-0022	damarquis7@netscape.net	70 Midget
McCamey	Charley & Jill	818 Bridlewood Street	Beavercreek	45430	(937) 426-8859	CDMMGB@aol.com	75 MGB
McCann	Dave	49 E. Ward St.	Springfield	45504	(714) 457-6682	david@mccann.ws	64 MGB, 70 MGB, 74 MGB
McCann	David & Linda	1238 Glenmore Dr	Springfield	45503	(937) 399-5711	dave@mccannco.net	74 MGB
Miller	Steve	3733 Wilmington Pike	Kettering	45429	(937) 293-8700	MgAutomotive1@aol.com	67 Midget, 70 Midget
Moore	Gary & Judith	7031 Brantford Rd	Dayton	45414	(937) 890-2599	arado7@sbcglobal.net	59 MGA
Newman	Dick & Pat	120 Bowers Ave	Hillsboro	45133	(937) 840-7467	Pat@cinci.rr.com	47 TC, 62 MGA MKII, 85 Jaguar
Nuessgen	Robert & Cheryl	1510 Meriline Ave	Dayton	45410	(937) 253-9935		78 Midget
O'Laughlin	Tim & Charlotte	51 Parkhurst Rd.	Beavercreek	45440	(937) 320-5995	firecreek@woh.rr.com	77 MGB

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Opt	Jeff	5624 Winterberry	Dayton	45431	(937) 253-9967	opt13@aol.com	71 Midget
Parks	Ron & Linda	4101 Grosspoint Street	Springfield	45502	(937) 322-0717	mgdriver@woh.rr.com	74 MGB
Peterson	Skip & Jennifer	4400 Wingview Lane	Kettering	45429	(937) 293-2819	mgbskip@aol.com; tvjen@aol.com	59 MGA, 72 MGB
Pinnell	Bob & Sally	2474 Banyon Drive	Beavercreek	45431	(937) 426-7274	bpinnell@ameritech.net	52 TD
Planeaux	Dar & Mary	408 Forest View Drive	Fairborn	45324	(937) 878-6974	DarandMary@aol.com	58 MGA
Powell	Steve & Jayne	852 Sycamore Woods Dr.	Tipp City	45371	(937) 667-5390	jpowell66@woh.rr.com	47 TC, 55 TF
Quilter	Michael	P.O. Box 443	London	43140	(614) 561-6631	mquilter@ft.newyorklife.com	74 ½ MGB GT, 76 MGB
Ramsey	Doug	24 West Victory Dr. Apt. C	Hamilton	45013	(513) 863-3418		61 Sprite
Rowles	Mike & Jean	6599 Deer Bluff Dr.	Huber Heights	45424	(937) 669-2496	dw7360@netscape.net	69 MGC GT
Schieman	Pam	5383 North St. Rt. 48	Lebanon	45036	(513) 331-4851	C7_schieman@yahoo.com	79 MGB
Shields	Richard & Susan	5244 Brinsted Ave	West Carrollton	45449	(937) 294-5120	sras1855@aol.com	73MGB
Smith	Dick & Barbara	2304 Wrenside Lane	Kettering	45440	(937) 434-1750	rsmithomo@aol.com	78 B, 61 Minor, 64 Coopers, 67Moke
Sparklin	Karl & Ellen	3705 Harry Truman Dr.	Beavercreek	45432	(937) 426-6068	virtualdude@mac.com	72 MGB
Stroble	Pete	1399 Howell	Beavercreek	45434	(937) 429-0871	minimtrhead@aol.com	4 Minis
Sweeney	John & Dana	4793 Hampton Village Dr	Mason	45040	(513) 339-0506	dsweeney@cinci.rr.com	76 MGB
Taylor	William	3228 Hoover Ave	Dayton	45407	(937) 241-3412	jesterdoug@sbcglobal.net	73 MGB
Thomas	Jim	5198 Cotton Run Rd	Hamilton	45011	(513) 726-5190	mgbjt@zoomtown.com	51 TD, 74 MGB GT
Thompson	Don & Susan	4400 Graydon Dr.	Middletown	45042	(513) 420-1729	sjdhthomp@cinci.rr.com	54 TF
Veris	Steve & Joy	3150 Far Hills Avenue	Kettering	45429	(937) 299-4850	Steve.Veris@sbcglobal.net	60 MGA
Ware	Marion & Alfretta	5051 West Elkton Rd	Hamilton	45011	(513) 726-5125		68 Sprite
Wasserman	Reuben & Patricia	2452 Pine Knott Drive	Beavercreek	45431	(937) 426-7239	reuben.wasserman@sbcglobal.net	53 TD, 68 MGC
White	Clay	734 Grafton Ave	Dayton	45406	(937) 279-0248	hclaywhite@usa.net	77 Midget
Wolfe	John & Linda	4114 Middlebrook Drive	Beavercreek	45440	(937) 429-3292	Beavercreeklinda@att.net	62 A, 67 MGB, 67 MGB GT
Youngblood	Larry & Gloria	716 Arcadia Boulevard	Englewood	45322	(937) 836-5341	lyngbldoh@yahoo.com	75 Midget, 79 MGB
Zeno	John	2520 Mt Carmel Rd	Columbia, Ky	42728	(270) 384-0595	john_zeno@msn.com	57 MGA,
Zorn	Jeff & Jan	29311 Aranel	Farmington Hills,Mi	48334	(248) 489-0022	MGAjeff@aol.com	59 MGA, MGB