

# THE OCTAGON NEWS



Volume XXXVIII No. 5

March 2009



**Time Change for Next Club Meeting...**

**Read About it in the President's Column!!**

## From the President

Skip Peterson

### HELL HAS FROZEN OVER!

Now that I have your attention, I have a very important piece of information for all of you. We have decided to change the starting time of our monthly meetings to 7:30 pm, instead of the usual 8 pm. It has become clear that most everyone arrives about 7:40, so we kicked it around at the last meeting and decided we'll see how this works out. So, on March 25<sup>th</sup>, we'll commence the festivities at 7:30 pm.

It's getting close to driving season, so I'm going to challenge everyone to make

sure their MG is in top shape and SAFE. We all know to change the oil, check the fluids, and inspect the hoses and belts and we want it to be running well. But before you hit the road, do a few other things also. Make sure you check the transmission oil and if you haven't changed it in a year or



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 **7:30pm**. The next meeting will be:

**Wed, March 25, 2009**

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## Upcoming MGCC Events

### Mar:

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 2<sup>nd</sup> St. Market

27 - Meeting (K of C Hall)

two, do it! Check all of your lights, brake lights and turn signals.

While your car is on jack stands during the oil change, take a little extra time to make the summer more enjoyable. First, check the oil in the differential, and if you can't remember the last time you changed it, do it. Then pull all the wheels of the car. Grab your socket set and go over all of the nuts and bolts you can see and make sure they are tight. This is especially true of the front shocks. Check all of the brake line connections for leaks, check the rubber brake hoses for cracks or bulges and inspect those front rotors and pads for wear. Then, move toward the rear and check the exhaust clamps, look over the fuel pump wiring (for non-TD owners) and lines and then check the rear brakes. Pull the drums and clean them and get the old brake dust out and

also re-adjust the shoes when you replace the drums.

Now, ask yourself, “When was the last time I changed the brake fluid?” I’ve researched this a bit, and found that normal brake fluid, not silicone, is only good for about 3 years. It absorbs moisture, slowly deteriorating and losing its effectiveness. I change mine every two years, and you’d be surprised how dirty and black the fluid in the lines can get. I use a Mity-Vac vacuum pump, and start at the wheel farthest away and work my way toward the front, removing the fluid until it’s clean looking and then top of the master cylinder before going to the next wheel.

You should be able to complete all of this in half a day, and when you’re done, you’ll be a lot more confident behind the wheel. Not only is your car fun to drive and fast, you know it will stop when you need to!

Let’s get them on the road.

P.S. If you can’t figure out the picture which our editor added to my column without my permission, it’s hell frozen over!





# Club Trailer Progress Report

Ron Parks

We had a work party at the Looft garage in Wilmington, OH a couple of weeks ago (See Photos). Terry Looft, Dave and Dave McCann and Ron Parks spread some more mud and did some more sanding. More shaping was done on the sides of the fenders where the two parts meet. It looks pretty good to us. We feel that it's ready for a real body man to finish filling and sanding in preparation for painting.

The trailer is now in Springfield, OH, at the shop of recently repatriated club member Jim



Cooley Jr. Jimmy has agreed to finish sanding and then paint the trailer for us. After the trailer is painted, Dave and Dave McCann and Ron Parks are to reassemble everything, reinstalling the lights, bumpers, chrome strips, trunk lids and emblems. We're aiming at getting the trailer done in time for McCann's to take it to the MGA meet in Key West FL in April. We'll see? In any case, the trailer will be back on the road this summer; dispensing B%#@, rather, supplies, if you know what I mean, as in past years.



## Member Featured Car of the Month...

# Jack & Donetta Bantle's 1960 White MGA1600

Jack Bantle

Every car and every car owner has a story. It only gets interesting when they meet and a relationship develops. My car's story is very simple. It is a 1960 MGA 1600 that was originally done in Old English white and along the way was painted GE refrigerator white. It first was sold in Stuttgart Germany. Then it was acquired by an American airman and shipped to Tinker Air Force base in Oklahoma. You can only tell its lineage



Jack Bantle with his 1960 MGA and his other toy.

by the coolant temperature gauge that reads in centigrade instead of Fahrenheit and the I.D. plate that starts with a number instead of GHNL as with most American market MGAs. The only modification I made to the car was the addition of an oil cooler to deal with the Oklahoma heat. What a life saver that was.

My journey towards owning the car was somewhat more complex. It was my wife, Donetta, who introduced me to British sports cars. When I married her I thought that my only job was to love her and provide for her. It was only in stages that I first learned that more was required! It became my task in life to give ALL the things her father denied her when she was growing up. Therefore, the horse's name was Ginger and the dog's name was Cinnamon, but the sports car story was a little more involved. In the 1960s Donetta's friend offered her a big Healey for a real low price to support his flying habit. Donetta's dad, a GM engineer, nixed that in a great big hurry. That was the first paternal slight that she remedied after we married, even before she got the horse and the dog. After "encouraging" me over a period of several months, we bought a brand spanking new 1972 MG midget roadster in the orangey-gold color that defied a more apt description. The navy blue interior confirmed the fact that MG employed no women in the color and design department. In a family incident that Donetta still vividly remembers, I totaled it in 1977 by hitting a good old boy in a truck in Stillwater, Oklahoma. Years passed. I thought we were out of the hobby until Donetta clapped her eyes on another Midget. We were about to reenter the hobby.

I wouldn't let her buy that Midget because I reflected on how the last one folded up like an accordion upon hitting the truck at only 13 mph so I insisted she buy a 1974 ½ MGB. This decision was rewarded by about 15 breakdowns during the first two weeks of ownership. My skill as a mechanic began to grow as did my interest in these cars. We subsequently bought two more "Bs", a 1979 MGB in carmine red and a 1980 MBG limited edition for our daughter. In reading about MGs I kept looking at the photos of

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MGAs and remembered that two of my cousins had bought ten of them in 1964 and 1965 for only a couple hundred bucks apiece. People were dumping them for new MGBs! To me, the lines of the MGA were classic. With a new found interest, I attended a 1986 all- British car show in Oklahoma City and gushed over the MGAs that were lined up. Sure enough, my future MGA was being sold by the head of the MG car club so that he could restore- You guessed it- a 1964 MGB. I thought him an idiot until I finally saw his completed MGB in British Racing Green. Wow! Now my other hobby is flying and I could always depend on a less than enthusiastic approval from my wife for anything aeronautical, but for the MGA she simply said- Buy it!

As with any recently-acquired MG, the first few months with it saw the need for a lot of mechanical attention. My skill as a mechanic and my vocabulary of swear words grew exponentially. I even had my daughter swearing pretty well in a month or two as she owned the limited edition MGB. The local towing company got to know me so well that all I had to do was say “Hi! It’s Jack and the car is on the corner of Main and Elm.” Without further explanation or even a credit card number, they would tow it home for me and bill me later. Try doing that today.

My low point with the car was when my son and I drove from Stillwater, OK to Indianapolis, IN for an MGA convention. I forgot the gasket between the top of the window frame and the convertible top. It fell to my 10 year old son to wipe the incoming water from the inside of the window. It rained nearly all the way causing an MG aversion in my son that lasts to today. The worst of it was I lost the water pump at Terre Haute. In the driving rain I change it out and filled the radiator back up with fluid. I had the shakes to two hours in the cold rain. My son sat inside and watched the water level rise in the cockpit. Just to make sure I had paid my dues, the generator died in Indy.

I eventually solved most of the mechanical issues and had a lot of fun with the car. The dog loved riding in it and would wait hours for a test hop after I worked on it. Over the years three things stood out from the rest. Invariably, little kids, when seeing it for the first time, would think that it is some new model sport cars. Also, most other people, when seeing, thought it was real expensive when new. I didn’t have the heart to tell them that graduating high school seniors in Grosse Pointe, Michigan (where I grew up) were getting them as a graduation gifts in the late 50s and early 60s. The car also gave my 15-year-old son an object lesson on marriage. He and I were walking back to my MGA in a parking lot and I happened to be educating him about boy toys. He wanted a sports car and I was going to let him have one. When asked why I was about to do a thing my insurance agent thought was crazy and suicidal, I replied that most wives would consider such a car to be competition for resources and affection and thus would not be excited about their husbands having one. So it was better to let him have it now before he got married. My son was expressing great skepticism when another man leapt out of his car and ran over to my MGA. He poured over it excitedly and when we got there he said “Is this your car? I had one years ago but my wife made me get rid of it when we got married.” Case closed and my son looked at me like I was a prophet. Who said the car hobby can’t teach you about life?

## Petrol for the “A” (aka Ethanol Fuel (E-10) and Old Man Winter)

*MGCCSWOC Editor’s Note - Stolen from Distributor, the newsletter of the Mid-Atlantic Chapter of the North American MGA Register, and used without permission, but I don’t think they’ll mind. Also, I think this info is applicable to all old cars, not just A’s.*

Winter season is upon us again. Turkey day is over and snowflakes will soon fly. By now, most of you have already topped off your tank and hung up your keys 'till warmer days of spring arrive. Topping off after your last drive has always been a good idea to minimize airspace and prevent condensation of water vapor in older cars. But that full tank of fuel is not your father's gas and may go stale in as little as 90 days. You see, in major metropolitan areas, gasoline companies are required to oxygenate their fuels in the winter season and they use up to 10% ethanol to do so – hence the name E-10 ( they used to add MTBE but that has been outlawed in most states ).

Like everything else in life, ethanol can be both good and bad. First of all, it can be found in most adult beverages and usually makes us feel much better after initial consumption (Pub Nights wouldn't be the same with just soda or iced tea!). And ethanol makes your car feel better too – it raises the octane rating of lower grade gasoline by a few points and helps reduce knock and ping. Ethanol is a proven solvent that removes varnish and gum buildup throughout your fuel system. Lastly, ethanol bonds readily with water and helps remove it from your fuel. It's even a renewable source of energy! So what's not to like about it? Well...

It seems that after ethanol bonds with water in the fuel, the new mixture settles out to the bottom causing rust in the tank and corrosion in the steel fuel lines. Then it will continue to draw moisture out of the air until it is saturated. When enough ethanol settles out of the gas, we end up with two layers of fuel in the tank – a watery ethanol mix in the bottom and a reduced octane fuel above. This process is called phase separation. Now let's get back to the varnish and gum that has been quietly dissolving from the insides of your tank. This will also settle out to the bottom and blend with the ethanol layer to form a "Springtime cocktail" that is certain to be the first slug of fuel coursing through the lines and clogging up your filter – if you have one. If not, it will merrily proceed to those twin marvels of modern engineering, the SUs. But wait! Aren't there two miniature gas tanks on either side of the carbs? Something similar is probably happening there as well. And we have one more side effect to mention. Ethanol dissolves rubber components and turns them into nasty goo. Things like flexible hoses, diaphragms, gaskets, and bushings – at least we won't have to worry about them drying out and cracking anymore. No doubt about it, there's a party going on in your fuel system and your engine won't feel the hangover 'till that first startup next spring.

Enter "Better Life through Chemistry." Nowadays, there's a host of products called additives. They clean your engine, increase your mileage, and boost your horsepower. Some may even improve your sex life! (an old car that actually runs is still a chick magnet ). Additives come in three flavors – cleaners, stabilizers, and anti-freeze. Most cleaners are high powered solvents made from petroleum distillates and many contain alcohols or their hygroscopic (water loving) cousins. Products that stabilize the fuel will keep it from going stale quickly, so there's less chance of varnish and gum formation. They may also prevent phase separation in ethanol fuels. But some contain cleaners that are laced with alcohol. And anti-freezes are mostly alcohols or other drying agents that readily absorb water from your fuel (or surrounding air).

Many of these products have been around for years and most of them work as advertised. None of them seem to be harmful to your engine or that fresh tank of gas you just pumped in. But, let that treated blend of E-10 sit for a couple of months in an open fuel system that is vented to ambient air and problems start to show up. Members of the boating community were among the first to notice. Their engines didn't start so well after the winter lay-up. Filters were clogged, carburetors needed repair, and fiberglass tanks were ruined (ethanol attacks fiberglass resin, as well ). Now most of us don't store our cars by the bay all winter long so we should experience lower humidity. But we do have vented fuel systems and many of us leave that same tank of gas sitting in there 'till the spring thaw. The same holds true for our biker



buddies. This time of year can be a bit nippy –even in full leathers. So many bikes get stored for the winter with similar problems come spring.

How can we counter the effects of ethanol fuels?

- 1) Use non ethanol fuel when you find it – probably in rural areas or possibly in Summer
- 2) Keep your tank 90 – 95 % full with fresh 93 octane gasoline
- 3) Don't mix old gas with new – pump it out and dispose of it (burn it in your daily driver? ) then refill with fresh 93 octane
- 4) Use a fuel stabilizer that does not contain any type of alcohol – more alcohol in the mix will only compound the problem
- 5) Replace old rubber hoses with new ones – neoprene and Teflon are ok
- 6) Keep an extra fuel filter on hand
- 7) Install a water separator after the fuel filter – anyone remember draining a fuel bowl?
- 8) Drive that car whenever possible –MGs are fun even if it's cold. Besides, now you'll have an excuse to come in and warm up with a shot of ethanol in your *own* tank. When's the next Pub Night?

P.S. I am personally using STA-BIL - Marine formula and will be field testing various others this winter. If anyone has firsthand knowledge with E-10 and/or fuel stabilizers please send me a note at [kkallapos@verizon.net](mailto:kkallapos@verizon.net) Maybe we can discover the best all around fix. The following fuel stabilizers do not contain alcohol – according to their MSDS:

- STA-BIL - found at all auto stores and Walmart
- STA-BIL - Marine formula [ found at Pep Boys and West Marine]
- STARTRON - found at Walmart and West Marine
- PRI-G - found at West Marine

*Distributor Editor's note: Thank you, Keith Kallapos, for this very timely and informative article. Bill Marshall also indicated that you can purchase unleaded aviation fuel WITHOUT the ethanol from local airports for "off road use only". This may be an option for filling up the final time before winter - but a \$5.00 per gallon, most likely not for everyday use!*

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## Classifieds

**For Sale:** 1974 MGB GT, 130,000 miles (I think). Driven very little in last 5 years, but kept in garage. New paint (Jaguar green), clutch, radiator, electric gas pump, leaf springs, and front brakes and rotors. 2 rebuilt SU carbs. . Electronic overdrive works. No significant rust. Runs well. Problems: windshield wiper switch won't work (but motor works), clutch pedal does not come all the way back (needs adjustment). Located in London Ohio. Asking \$4,500.00. Leave message for Richard Woemdle at 614-256-1259. (3/09)

**For Sale:** 1956 MGA 1500 roadster, glacier blue with disk wheels. It has been upgraded with an 1800B engine and O/D transmission. Interior is Amish-made black with glacier blue piping, burl dash, and wood steering wheel. \$ 12.5k, 440.988.4008, 440.822.5944, or [lbt51@yahoo.com](mailto:lbt51@yahoo.com). (3/09)

**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/trans 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



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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](mailto: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, February 25th Meeting (which actually occurred February 25th)

Sam Hodges

*Why is it that when I do things at work and run the Windows spell-check program, I get Flesch-Kincaid scores of 13.1, 14.2, etc., but when I do these minutes it's always 4.1, 6.2, 5.3...*

The Second February 2009 meeting of the MGCC is called to order at 8:04. It's an impressive turnout for the Spring weather and especially since it is our second meeting of the month.

Skip, "There are two MG's in the parking lot. Are there any more that I missed? We received a nice thank you note from Sue Cemino and Precious Blood Catholic Church for the donation in the memory of Jasper Cemino and a note from Brenda Humpfeldt (*sp?*) that thanked us for the donation for Bruce Schieman to Hospice of Dayton."

Apparently, our insurance agent is moving... Lois Gribler rattles off the name and number. Skip, "You know that awfully easily." Dave Gribler, "She's called them twice this week alone" Eddie Hill, "What went wrong? Who'd you hit?" Bill Hammond, "Did Dave have to bail you out?" *Someone* in the back, "That breathalyzer will get you every time."

Skip, "It's nice to see that Pat's here. Last time we saw you, you were in the hospital with machines and hoses hooked up to you. Oops, am I taking over sunshine committee?"

Skip, "That's pretty much all I have to report. Next is our **Vice President's Report.**" V.P. Ryan Looft reported that he's now even more famous thanks to his news clip now being available on the internet. If

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you go to [www.youtube.com](http://www.youtube.com), and type in a search using the words “WHIO” “Wilmington” “Ohio” and “snow storm,” you should get a clip showing our fearless V.P. braving the elements. Skip, “He’s making up some cockamamie story about taking someone home.” Carole Looft, “And we still don’t know her name.” Ryan, “I’m just going to avoid that fire. I can see that it’s going to be a long night.”

**Minutes** were next. Kathy Goodman motioned to accept the minutes as printed in the newsletter. Eddie and McCann seconded. Minutes approved.

**Treasurer’s Report.** Treasurer Glen Marin reported that we had Total Income of: Membership Dues (\$194.00) + Sweatshirt Sales (\$12.00) = **A Total Income of \$206.00.** Total Expenses: Hall Rental Fees (\$45.00) + Gumball Rallye (\$10.00) + Newsletter Costs (\$78.00) = **A Total Expense of \$133.00. Total Gain to the MGCC was \$73.00,** that when added to our existing Treasury balance of \$2,552.66 equals a new **Treasury Balance of \$2,625.66.** Dick Goodman moves that the report be accepted as read. Bill Hammond seconds. Report approved.

“Eddie’s in a good mood tonight...” Dave Gribler, “He probably needs to take his pill.”

**Membership** was next on the agenda. Carole Looft, “Membership currently stands at 86 and the Cooleys’ are back. Skip, “Membership does seem to be down a bit.” Carole, “I’ve had some people just say that they aren’t going to renew. I think it’s the recession.” Skip, “Later on I’m planning on introducing my own stimulus package.” Glen Marin, “Just don’t touch my treasury.” Ryan, “And make sure that none of the stimulus goes to any former members...” Eddie Hill, “Or other clubs...” Skip, “Oh, don’t get me wrong, we’re only going to be stimulating ourselves...” Hammond, “We want details.” *(I am really surprised it took as long as it did to jump from the curb into the gutter. Diana)*

**Newsletter** was next. Steve Markman, “I hope everyone enjoyed the article on British flags. I’ve been researching it for several months. After doing the research, I discovered that a couple of the flags on my wooden ships are wrong. One’s upside down and the other is an 1801 flag on a 1630’s era ship.” Steve M., “On another topic, I want to thank Skip and Louie... *Louie’s not here tonight... as everyone starts looking for Louie...* “Anyway, they came over and assessed a loose collection of Triumph parts (*that some would call a Triumph Spitfire*) that a friend of mine acquired in a real estate deal, and advised the owner on what to do. The car turned out to be an old chrome bumper Spitfire that was all there, but had been sitting for at least twenty years. It was rough and would be best used as a parts car rather than a restoration project.”

Steve ‘Blagojevich’ Markman took this opportunity to point out to the huddled masses that he’s the last one to see the Minutes before they’re published. While not suggesting that for the right compensation he might be willing to see to it that certain things don’t make it into the minutes, he did point out that he’s not planning to run for any public office...ever. *(If you’re currently looking at pictures of Steve’s ships, cats, cars, or dogs, instead of reading the minutes, then you know SOMEONE paid him off... Probably to keep a joke about stimulating ourselves out of the Minutes.)*

Skip, “I think there’s a chance that if someone offers Steve’s friend \$250 for the Spitfire and to take it out of there, they just might be able to get it.” Terry Looft, “How much would we have to raise to buy it and have a swing at it with a sledge hammer? We could do it at BCD” Skip, “The National Spitfire Squadron is going to be at BCD this year and I think they might be a bit offended.” Terry Looft, “So you’re saying that we should do it then.”

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**Webmaster** Ron Parks reported that the site's back up. In true electronics tradition, as soon as he got a hold of the Webmaster in England to report the problem, the Webmaster reported that there was no problem and sure enough, Ron could access the site again.

Ron, "I'll have pictures of the beer, er, oops, I mean 'supplies' trailer on the website soon." Skip, "How are we doing on that?" Ron, "The club approved a budget of \$600. So far we've used \$300." Skip, "I do believe that was another administration that approved those funds. We're starting fresh." Ron, "We'll have to get back to you about the trailer after we make some assessments. The body is in grey primer and it's as far as we mere amateurs can take it. At this point we need to have someone who knows how to do bodywork finish the prep work so that we can get it painted."

**Activities with Eddie** was next. There's the party at the Gribblers' on March 14<sup>th</sup> at 6:00. It is as always B.Y.O.B. and maybe a dessert that you want to share. Bill Hammond has once again setup the annual Tune-Up Clinic. The date for this year's event is Saturday, April 18<sup>th</sup> and it will be held at Steve Millers' MG Automotive on Wilmington Pike. Mark your calendars. The club will spring for the coffee and doughnuts and Steve put in a request for plenty of Krispy Kremes this year.

Spring Tour is coming up. We need to set a date. After much discussion, May 3<sup>rd</sup> is the date that we all seem to want. John Wolfe, "The tour's going to be about a three hour tour..." *Jeff Opt, myself and several others take this opportunity to start the Gilligan's Island theme song...*

The Second Street Market show is currently scheduled for May 16<sup>th</sup>.

*In a bit of honesty, I had something in my notes about something going on in the Greene County area, but I didn't put the reference to what I/it was talking about!?!*

Cincinnati British Car Show is July 12<sup>th</sup>. Our own BCD is scheduled for August 1<sup>st</sup>.

Beer Break called for at 8:39.

Back from Beer Break at 8:59.

Skip, "The trailer, March drive and the Gribbler's party have already been discussed... Any one have any old business that hasn't been mentioned? Under 'New Business' we've already talked about the tune-up clinic."

Bill Hammond, "I might need a coffee maker for the Tune-Up Clinic". Lois, Gribler, "You can have our big one after the party on the 14<sup>th</sup>. Bill, "Where? Your house", Eddie, "Are *YOU* having a party?" Lois, "I'm over here Bill..." Kathy Goodman, "Bill, pay attention." *(All this over a coffee maker.)*

### **IMPORTANT STUFF NOTIFICATION - STOP READING AND PAY ATTENTION!**

Skip, "Is anyone interested in changing the time of the meeting from 8:00 to maybe 7:30?" Terry Looft, "That way we could have a half an hour longer beer break!" Skip, "Jennifer, go check and see if that works for the Knights of Columbus Hall and check on the score of the game while you're out there." *After some miscellaneous fritterings by the club*, Jennifer peeks her head in the door, "Yeah, its okay with the Knights of Columbus..., 'Oh sh!t! It's tied, give me my beer...' *And like that, she was gone.*

Eddie Hill, "Could we tell the Gribblers that we set it for 7:15 so that way they'll be on time? *(Eddie, they're in the room – that might have worked but for a small flaw in your logic...)* And Jeff Opt as too." Terry Happensack, "Oh, I see it's 'enemies' night' here tonight." Diane Cooper, "It's starting to feel like

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the Healey club around here.” *(This is a reference to an earlier story about the Austin Healey club and how there was a split between the members and a fight over the mailing list and in general, just some good old fashioned animosity. Should have been here for the full version – what do I look like, the Recording Secretary to you?!?)*

Jim Cooley motioned that next meeting be started at 7:30, Graham Cooper seconded. Motion passed. The March MGCC Meeting will start at 7:30 at the Knights of Columbus Hall.

**Tech Tips.** Check your tyres. See the e-mail Skip sent February 22, 2009 about tyres. Lois G., “We put Vredsteins on our cars and love them. Joann’s Camry wagon has them and it’s a different car than my Camry.”

Pete, starts talking about a zinc additive oil product that he’s heard about. Terry Looft, “I’ve got that Camshield that’s cheaper than that.” Ryan, “Great sales pitch there Billy Mays. ‘Act now, we’ll bill you later...’” Carole, “He’s actually a distributor.” Dave Gribler, “CamWow! Act now!”

*Loud groaning is heard from Jennifer who’s still out at the bar. “Overtime.”*

**For Sale:** Eddie Hill knows of a basket case MG TD. See Eddie for details.

**MGs in Movies Trivia.** How many MGs have appeared in major film releases from the early 60’s to current? 19 - allegedly.

Robert Newskin wins the Gumball Rallye  
March 25<sup>th</sup> meeting will start promptly at 7:30pm.  
Dave Gribler makes a motion to adjourn.

We’re done at... *(I have no idea... I could lie and make something up, but that wouldn’t be honest.) (I proof-read this last sentence and tried to make it funny. Sorry, there’s only so much I can do with these ghost writers. Sheeze, help these days...Diana)*

**MiniMania**

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