

# THE OCTAGON NEWS



Volume XXXVIII No. 6

April 2009

Car of the Month

Thanking a Veteran – MG Style



## From the President

Skip Peterson

I was sitting on the beach at Siesta Key, enjoying a cold beer and watching the waves crash in, when I realized I needed to write a column for the newsletter. It would be a struggle because next week I'm heading to Treasure Island for another week on the beach.

It's a tough job, but I have accepted my responsibilities. I'll be heading home on the day you folks spend at the spring tune-up clinic, and I'm sorry I'll miss that; that's one of the really fun days of our year.

All of these above thoughts brought about a chance for me

to think about the Top Ten Things I like about MG's and the MGCCSWOC:

10. Sunday Pub Runs
9. Monthly Meetings
8. The minutes in the newsletter
7. The Octagon News



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, April 22, 2009

### MG Car Club Officers

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### Inside This Issue

2	Mike Maloney's 1974 Sebring GT
4	Thanking a Veteran
6	Anti Freeze (it's important in Summer, too)
9	Minutes of the March Meeting

## Upcoming MGCC Events

### **Apr:**

18 – Tune Up Clinic at MG Automotive  
22 – Meeting (K of C Hall)

### **May:**

2 – Drive Your MGA Day  
16 – British Car Show at 2<sup>nd</sup> St. Market  
27 – Meeting (K of C Hall)

### **Jun:**

24 – Meeting (K of C Hall)

6. The caravan adventures to events
5. Everybody stopping to help each other and giving each other parts on the caravans when a car breaks down.
4. Parking lot parties with the “Supply Trailer” and we have great supplies!
3. The Tune Up Clinic, too many hands under the hood, too many ideas, always fun
2. British Car Day and everyone working too hard, and still having fun
1. All of you, your passion for the MG, and now, the friendships and camaraderie that those cars brought to us.

Remember to mark your calendar for Sunday, May 3, for our spring drive. John and Linda Wolfe will lead us on a three-hour drive, and I can hardly wait. And, don’t forget that the day before is Drive Your MGA Day. Fact is, as soon as I get home, I need to get the B out of storage and on the road. I can hardly wait for that either, but right now, I need to head back to the beach; Jennifer needs a

little more sunscreen on her back and there might be another beer in the cooler.

## Member Featured Car of the Month...

# Mike Maloney’s 1974 SEBRING-GT with 3.9L Rover V8

Mike Maloney

Owner: Mike Maloney  
City: Tipp City, OH  
Model: 1974 MGB-GT  
Engine: Rover aluminum 3.9L V8

I purchased the Sebring GT replica from a Ford dealer in San Angelo Texas. The previous owner had traded it in on a new Ford "150" pickup! It came with the Sebring body kit and also had a fiberglass MGC bonnet. (It now has a standard aluminum MGC hood.) After getting the car back to Ohio, a Chevy 4.3L V6 was installed (obtained from a 1988 Astro minivan) along with a 3 speed automatic transmission and standard MGB differential. The V6 headers were fabricated from three complete sets of tubular Astro van headers. The car ran for a few years with this arrangement but I never was happy with this transmission/rear end arrangement, primarily due to the high rpms at cruising speeds. When



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my friend Tom Hoagland in Adrian, Michigan, had a customer back out on an upcoming V8 conversion, he offered to install the 3.9 V8 into my GT at a reasonable cost. I jumped at the chance. After the V8/5 speed conversion was complete, a Clive Wheatley 3.07 crown wheel/pinion was installed in the standard MGB differential. The .073 overdrive gear combined with this rear end makes for very relaxed motoring, along with brisk acceleration.

Here is a link that has twenty plus pictures of my '74 V8 Sebring GT and my '78 orange V8 roadster:  
<http://rides.webshots.com/album/546617929FMumab>

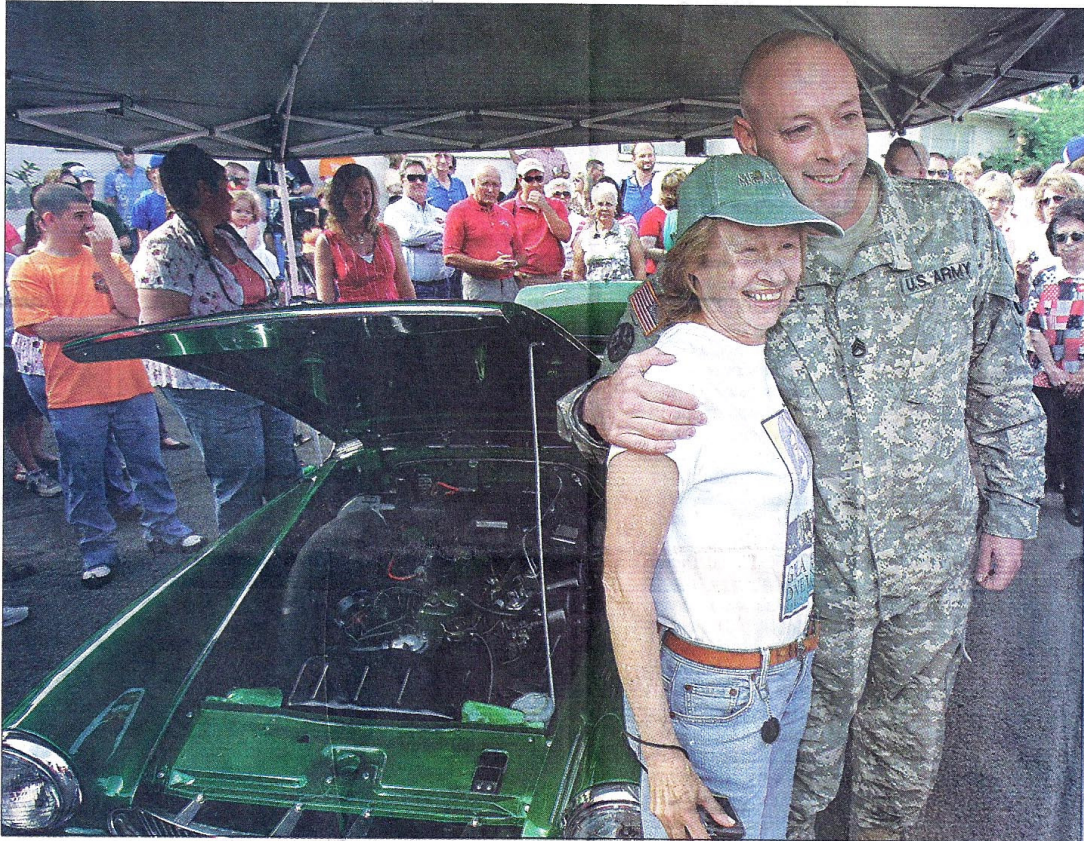
- Engine: Rover 3.9L aluminum V8 rebuilt with 9.35:1 compression ratio pistons (stock bore) and a 10-10 grind on the crankshaft. Crower 50230 camshaft. Duplex timing chain. Upgraded oil pump. Remote oil filter. Buick four-barrel intake manifold. Edelbrock 500 carburetor. Pertronix "Ignitor" breakerless ignition and Pertronix "Flame Thrower" coil. Delco-Remy alternator.
- Cooling: Later model ("rubber-bumper") MGB radiator with inlet and outlet ports repositioned (i.e. the original port locations are blanked off.) Spal electric cooling fan (pushing).
- Exhaust: MG RV8-style (through-the-engine compartment fender wells) 4-into-1 headers going into a single muffler.
- Transmission: Borg-Warner T5 (nwc) 5-speed, with 0.073:1 fifth gear. 10" clutch with McLeod HTOB. Custom driveshaft.
- Rear Axle: Clive Wheatley 3.07:1 CW&P installed in the MGB axle. (0.218 thousandths removed from original MGB carrier.)
- Front Susp.: Standard, with castor reduction wedges fitted (to reduce steering effort).
- Rear Susp.: Standard, with tube shocks in lieu of lever shocks.
- Brakes: Standard MGB brakes.
- Wheels/Tires: Koenig "Rewind" 8-spoke aluminum wheels, 15" x 7" with zero offset.
- Body: Complete MGC-GT "Sebring" body kit, including fiberglass flared fenders and valances.
- Interior: Mountney 14" steering wheel
- Electrical: MGB wiring harness, refurbished. Two 12 volt batteries hooked up in parallel with separate grounds, in original twin battery boxes.





## When it comes to thanking our veterans... this went beyond the call of duty!

Submitted by Bob Charles  
(from the Knoxville TN News)



**U. S. Army Staff Sgt. Ted Golec, right, poses with Judy Lundquist, from whom he bought the 1964 MG Midget in 1987. Members of Alice Bell Baptist Church restored the car with help from about 35 businesses that donated time, services and materials.**

# Restoration of dreams

Church members  
surprise soldier at  
homecoming with MG

**BY JIM BALLOCH**  
balloch@knoxnews.com

When U.S. Army Staff Sgt. Ted Golec made it home safely this month from his second tour of duty in Iraq, he felt blessed just to be able to hug his wife, Emily, their daughter, Teddi, 15, and son, Nathan, 12.

Little did he know that while he was away, his friends and family had

### ON KNOXNEWS.COM

■ **Slide show:** U.S. Army Staff Sgt. Ted Golec receives his fully restored 1964 MG Midget.

been quietly working to bring to life the years-old dream he abandoned shortly before shipping out.

On Saturday, the Golecs went to Alice Bell Baptist Church in North Knoxville for what he was told would be a simple homecoming celebration.

See **CAR** on **A7**



**The before photo** of Ted Golec's 1964 MG Midget he's had since high school, when he dated his wife, Emily Golec. Church members surprised the soldier at his homecoming from deployment in Iraq.



## CAR

from A1

Their pastor, the Rev. Toby Everett, spoke a few words. Then, about 200 people standing close together peeled off in two directions.

And Golec stood face-to-face with what they had been concealing: a resplendent green 1964 MG Midget hardtop convertible, fully restored.

His fellow church deacon and close friend Elmer Grimes said it seems like 30 seconds passed before it all sunk in on Golec. And no wonder.

He was looking at the first car he ever owned, bought for \$1,000 in 1987, the summer before his senior year at Fulton High School.

It was the car he drove when he dated Emily Giles, who would become his wife.

For nearly two decades it had sat in the basement of his mother's home, layered with dust and rust, the resources to bring it back to life never quite within his reach.

"It blew me away," Golec said this week, the amazement and joy still in his voice. "Totally just blew me away."

Golec was assigned to the Tennessee National Guard's 1175th Transportation Company when it was deployed to Iraq. He had previously been assigned to the 278th Armored Cavalry when it was deployed.

He and Emily were married about a year after they finished at Fulton. He enlisted in the Army, and it was six years before they returned to Knoxville. The MG had finally broken down for good in 1990, about the time Golec went on active duty. It sat in his mother's basement.

"He always wanted to restore it, but you know, we had the children, we bought a home, there were always other things going on," Emily Golec said.

The Golecs sat down about a year ago and went over their finances before he left on his second deployment.

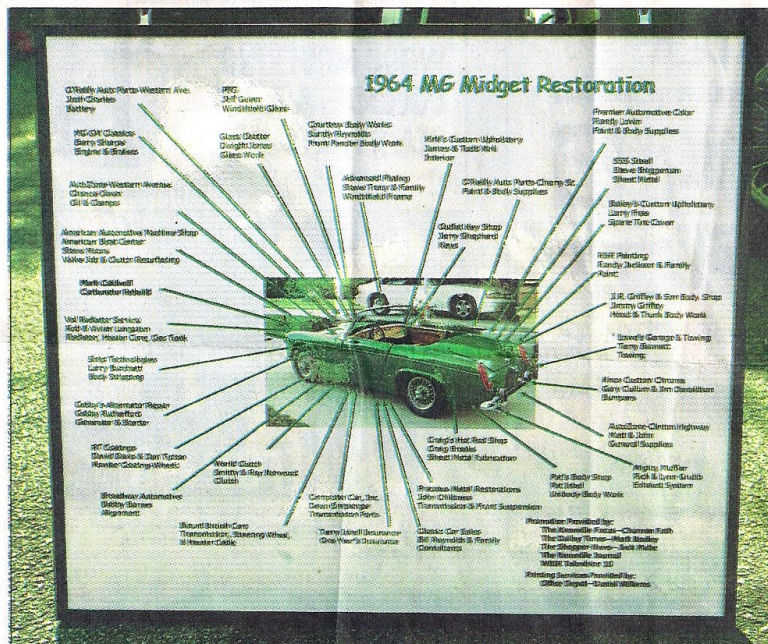
"I make a good living in the military. We were not hurting, but I figured I'm not going to ever get the time (to restore the car), so I told her to go ahead and sell it if she needed the money while I



**Staff Sgt. Ted Golec** and his wife, Emily Golec, check out his restored 1964 MG Midget Saturday at Alice Bell Baptist Church. The MG previously had been broken down and sitting in Golec's mother's garage.



**Staff Sgt. Ted Golec** holds a vanity license plate for his fully restored 1964 MG Midget Saturday.



PHOTOS BY WADE PAYNE/SPECIAL TO THE NEWS SENTINEL

**A framed photo with information** shows which sponsors donated services to Staff Sgt. Ted Golec's fully restored 1964 MG Midget. Members of Alice Bell Baptist Church collected nearly \$25,000 worth of donations.

was gone," he said.

Grimes said he prayed about the situation and decided to see if a restoration project was feasible.

"He said the Lord had laid it on his heart to restore that car for Ted," Emily Golec said. "It gave me chills when he said how wonderful he thought it would be if it could happen."

"But he also warned me it would be a big undertaking, that it might not happen."

The British sports car was towed to Grimes' home, where he did some preliminary work and made a list of the different products and

services that would be needed. The church's education minister, the Rev. Ron McConnell, produced a handbill explaining the situation that featured a picture of Golec in his military unit. Grimes began taking it around to businesses.

"Not once was I turned down," he said. "It was amazing. We had 35 different businesses that donated services, or products, or both." The value came to about \$25,000.

The church held an auction that raised about \$5,700, and as word spread around the community, people began calling the church asking

how to get involved, Everett said.

Emily Golec said her first ride in the restored car was a rare treat.

"I remember when he first got it, he was very excited about it, but I actually only rode in it about two times, because it kept breaking down," she said. "So my memories of it are not as fond as his are. But it sure means a lot to me now. The community, the generous people, it just thrills me to know that they did this for him."

Jim Balloch can be reached at 865-342-6315.



It's not just important in the winter...

## Anti-Freeze for Cars

Greg Prehodka

(this article lifted from MG Car Club Central New Jersey Centre)

**U**nless you have an old VW bug or a Corvair, or live in the tropics, you need anti-freeze in your car's cooling system. We use ethylene glycol today, but it wasn't always that way.

Back in the 1920s, they use alcohol, glycerin, or calcium chloride. Each of these had drawbacks. Over time, ethylene glycol evolved and is the anti-freeze most people use today in their cars. (The 1920 automotive technical manual I have commented that they thought the "engine of the future" would be air cooled.)

What is ethylene glycol? It is a colorless, odorless, syrupy, alcohol derivative that is slightly heavier than water (specific gravity of 1.1 – water's is 1.0), and mixes with water. Plus, what you buy off the shelf likely contains corrosion inhibitors and an anti-foaming agent. Not only does it lower the freezing point of your coolant, but it raises the boiling point of the mixture, too. But don't run 100% ethylene glycol; it **must** be mixed with water. A 70% E.G. to 30% water mix gives maximum winter protection, but a 50/50 mix is normal. (note – freezing/boiling temps (in °F) for pure water are 32/212, for a 50/50 mix, -35/223, and for a 70/30 mix, -55/235)

Hazards – Ethylene glycol is sweet tasting poison! There have been cases of people mixing it with sweet drinks to kill others! If an animal drinks some that your car has leaked, it may die. Annually, about 90,000 animals and 4,000 children suffer adverse effects from it, including death. It also causes cardiovascular failure and brain damage. It is relatively safe to handle, just don't drink any.

Alternatives – One alternative, but more expensive, is propylene glycol. It has similar anti-freeze properties, but is nontoxic. It even is used in motor home water drinking systems as an anti-freeze for winter storage.

Checking and Replenishing – The most accurate way to check your cooling system for anti-freeze protection is with an anti-freeze hydrometer. Most service stations and garages will have one. Since ethylene glycol is heavier than water, the concentration of mix can be checked with this floatation device. It may also include a thermometer for temperature correction. Another way – and cheaper way – is to buy a small bulb tester that has a number of different colored little balls of different densities inside its glass tube. It is not as accurate, but "good enough." Just suck a sample of the mix into it, and see which balls float and which sink. Then, look at the chart (usually printed right on the glass tube) and see the approximate mix and protection you have.

The ethylene glycol itself doesn't break down much over time, but the rust inhibitor does. Thus, Prestone recommends that every five years – or 150,000 miles – you drain the cooling system, flush it out with a flushing agent, and refill it with new anti-freeze. It also recommended that you use uncontaminated water (void of acids, minerals, etc). Distilled water or even water from a de-humidifier is fine. And don't dump the old anti-freeze into the ground! Dispose of it properly. Most counties have some sort of chemical collection program.

Generally, there are two mixes of ethylene glycol on the shelf in most stores today. Be sure to read the label. One is "Full Strength," that you have to mix with water yourself. There will be a chart on the

container for how to mix it with water for the protection you want. The other is “Pre-Mixed.” It already is pre-mixed with water to a specific lever, usually – but not always – a 50/50 mix. This saves you the hassle of mixing, but you’re essentially paying for water.

If you have to top off your radiator, make sure you add anti-freeze mix and not just water. If you just add water, you’ll be diluting the mix and losing protection.

Although anti-freeze is good for cars, if the driver has a bit too much of human anti-freeze at the local pub, let someone else do the driving.

## 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

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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)

## MG Car Club Minutes, March 25th Meeting

Sam Hodges

Meeting is called to order at 7:31...

*As a result of recent changes in F.C.C. rules and regulations, we are now required to list the full names of all parties mentioned in the newsletter for identification purposes or we'll suffer proportionate fines and penalties.*

Louie, "Beer Break!" (*Oops! Sorry about that fine. My bad*)

**President** Skip (*Dang! Did it again...*) "I'm calling this month's meeting to order 29 minutes early..." Louie DiPasquale, "Do we get out early?" Lois Gribler, "Ethyl's waiting."

Skip, "The Gribler's are here. Right before you came in, we were taking odds about when you'd actually get here." Lois, "I got home at 7 minutes to 7:00 and we still got here on time." Skip, "Then that explains the group of Ohio State Patrolmen outside looking in the windows." Skip continues, "While we're picking on you, thank you for the party." A round of applause for the Gribler's.



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“On other notes, I got a call from Zeno. He’s concerned about the trailer. His exact quote was something like, ‘Finish it, fill it with beer and I’ll come up and see you.’” At this point Louie asked Skip if he had Zeno’s phone number. Kathy Goodman, “Now Louie, write Zeno next to it so you don’t forget whose number it is.” Louie’s only real car is currently one of the featured cars in the most recent copy of the MGA Register magazine. *Now sit down Louie...*

Next up is **Vice President** Ryan Looft’s report. Ryan, “I don’t have a thing.” Skip, “Two months in a row.” Ryan, “I thought I had something last month...” Terry Looft, “...but it got away.”

**Minutes** were the next item on the agenda. It was pointed out that Diana has provided stellar minutes yet again. Joe Hooker motioned to accept the Minutes as reported. Linda Wolfe seconded. Minutes approved. Skip, “Since Joe was the first to comment on the motion, you get a free 2008 BCD t-shirt.” Louie casts a vote in proxy for Eddie Hill to oppose since Eddie’s not here.

**Treasurer’s Report** was next. Treasurer Glen Marin reported that we had Total Income of: Membership Dues (\$40.00) + Sweatshirt Sales (\$32.00) = **A Total Income of \$72.00.** Total Expenses: Hall Rental Fees (\$45.00) + Gumball Rallye (\$5.00) + Newsletter Costs (\$72.10) = **A Total Expense of \$122.10.** **Total Loss to the MGCC was \$50.10**, that when subtracted from our existing Treasury balance of \$2,625.66 equals a new **Treasury Balance of \$2,575.56.** Louie DiPasquale moves that the report be accepted as read. Jim Cooley and Dave McCann (*I couldn’t really tell so I put them both in here...*) second the motion. Report approved.

**Membership** is next to have to report. Carole Looft reports that a couple of old members renewed so we’re at 88 so far. Carole, “I think we’re doing pretty good. I think we’ll make 100.” Skip, “I’m not worried.” Carole, “Ron might have the record for the highest membership and you might have the record for the lowest.” (*OUCH!*) The club however agrees with Carole’s statements. Carole, “I’m sorry.” (*Never apologize for the truth!*)

**Newsletter** Editor Steve Markman is next. Steve, “I almost didn’t run the article on gasoline until the fall, but I realized that there was interesting information in it that’s good all year-round. People outside of our club actually do read our newsletter (*In that case I’d like to apologize to the following groups including, but not limited to the National Geographic Society, The Society of Automotive Engineers, The Cincinnati Zoo, the National Audubon Society, the Tribune Group, the National Association of Midgets (the people – not the cars), the National Association of Midgets (the cars – not the people) The National Spitfire Squadron, The National Triumph owners group... Well okay, not them...*). Steve, “The people from the MGB register want us to submit an article on the beer trailer. They saw our last newsletter article and Ron Parks has agreed to write the article.”

Steve, “I know that we’re affiliated with the MGA and MGB Registers but why not the T-series register?” Skip, “No good reason. Maybe they don’t work the same way as the B Register (8 members in the club) or the A Register (6 members).” Joe Hooker said that he’d look into the club requirements and he’d find out what we need to do to become an affiliated club – if they allow such things. Terry Looft, “How about the C register?” Bill Hammond, “I tried to join them, but they didn’t respond.” (*That’s because they’re selective Bill.*) Skip, “We’ve got most of the C’s in the state represented here at the meeting tonight. Why not?”

**Sunshine Committee** is next. Jennifer Peterson (*doing a really bad Sergeant Schultz from Hogan’s Hero’s Impersonation*) “We know nu-zing!”



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**Webmaster** should have been next. Skip, “Where’s Mr. Parks?” Both Bill Hammond and Dave McCann respond. Tonight is Linda’s birthday and he’s taking her out to dinner and a movie.” Skip, “Should I call him and say where the hell are you?” Hammond, “I suggested Dublin Pub and then the meeting... but he didn’t have the guts.” It’s at this point that Skip actually proceeds to pull out a cell phone and call Mr. Parks. Ron either didn’t answer or he didn’t get the call because Skip was forced to leave a message.

**Activities with Eddie** was next. Eddie’s not here right now. Rumor mill has it that he *might* be here after the beer break, he’s not good about e-mail. Anyway, as best we know it, Saturday April 18<sup>th</sup> is the Annual MGCC Tune-Up Clinic to be held at MG Automotive on Wilmington Pike. Hammond, “I’ve got the coffee pot so all I need now are the Krispy Kremes.”

Dick Smith, “The Second Street Market Show is all set for May 16<sup>th</sup>. Beware the Park District. They’re not that responsive to requests for information for some odd reason. We’ve tried to talk to them and they are a little slow getting back to us.” Another thing, ‘Ride the Rattler’ starts in Xenia and it’s going to be available for 2 weekends. It’s quite a bit longer than the Tail of the Dragon. The Rattler’s 44 miles and it’s limited in entry. It’ll be State Route 26. The first 15 cars to register get to go each of the 2 dates. The British Museum of Transportation is also working on a 1974 MGB-GT that’s going to be raffled off this year. Moss Motors has provided an interior kit. The Loofts are supplying a radiator. There’s going to be a custom steering wheel and the raffle will start at the Second Street Market Show.” Hammond, “Glen can’t buy a ticket.” Skip, “Previous winners need not apply.” Dick, “Tickets will be \$20/per or 6 for \$100.”

Louie, “Does anyone know of a company that makes an MGA top that has a zip out rear window?” Dave McCann Jr, and Lois G., “Scarborough Faire has that sort of stuff.”



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For some odd reason, we got off onto **For Sale** now... Skip knows of a 1979 MGB with 8200 miles no rust, no signs of rust, wire wheels, showroom fresh. If you're interested, see Skip.

Dave McCann, "The March issue of Hemming's has an article on the Valley Forge meet. If you see your car, you can have this copy."

Beer Break called at 7:57.

Back from Break 8:15.

Skip, "According to Louie, I have no control over the meeting. HA, did you see the way that Ryan jumped up and got the door!? It's all about having the right cabinet around you." Dave McCann, "How much you paying him?" Skip, "A buck, maybe a beer every now and then."

Beer Trailer. Jim Cooley III has it and is going to finish it off for us. As a good will gesture, why don't we start running his add again? Lois motioned that we do just that. Linda Wolfe seconded, so his ad goes back in for 1 year starting next month. Dave McCann, "I think it's in really good hands if you've seen any of his work. Part of the arrangement is that we, the MGCC, buy paint and supplies. I've got invoices for \$154.72." Louie motions to reimburse the invoices. Hammond seconds. Dave, "This is over the \$600.00 that we already budgeted for." Terry Looft, "that's cheap to undo what we did to it." Skip, "And we did it with gusto!" Terry, "Um, no, we did it with beer."

In what has become an increasingly disturbing trend, Skip's phone goes off. Dave McCann Jr., "You know there's a button that will make that stop." Skip, "That's okay, I kind of like my leg ringing." Terry Looft, "It's on vibrate isn't it?" Skip, "No, that's why it was RINGING!"

Dave McCann, "I'd like to make a motion to use the beer trailer for the Key West trip." Dave Jr. and Lois G seconded. Passed.

John Wolfe, "Since we're putting all of this time and money into the beer, I mean 'supplies' trailer, do we need some kind of cover for the trailer? Soemthing to keep it from getting dinged up while being towed behind a car" Ryan, "So what you want is a bra for the trailer?" Skip, "It's the back coming and going." Terry L., "Wouldn't that be a panty then?"

Skip then pointed out that there is a shop that specializes in protective covering and wondered aloud if something like that could be used and if so, what it might cost. Sam, "There's a product out there that 3M makes that's a protective film that's applied like a decal. You get it wet, put it on the car and dry it with a hair dryer. I know that for a Corvette, it runs about \$350 installed." Lois G., "What would you know about using a hair dyer? Do you even know what one's used for?" (*Kudos to Lois for getting one in on Sam. ~Diana*) Terry Looft, "Let's just finish it first and see where we're at." Carole Looft, "The bills are adding up. I've already got bills for about \$948." Glen Marin, "You could buy a Spitfire for that." Terry L., "Where are you going to find a mint condition Spitfire?"

So after some more discussion, we're going to wait and see where we are on final cost before we talk about spending any more money.

*At this point in time I have a note to myself to (SLANDER AND/OR OTHERWISE DEFAME LOIS) for her joke about me not having any idea how to use a hair dryer. I've decided that I'm going to save it for now. I'm going to wait for something better...*

## The Octagon News – April 2009

The **Spring Tour** was next discussed. May 3<sup>rd</sup> at 1:00 will be the start of this year's Spring Tour. It should be about a 3 hour tour (*This month only Hammond went down the 3 hour tour/Gilligan's Island joke road*). Linda Wolfe, "The course is laid out, we just need to run it again and check for time and pit stops."

**Tech Tips:** A brief discussion on Cam Shield and Zinc additives followed. Terry Looft, "CamShield saves your cam shaft. You can add it to almost any oil and it will protect your camshaft. It helps the zinc levels since zinc has basically been removed from all of the modern oils. Racing oils might have it, but you're also talking about \$10-12/quart."

Dave McCann has a new toy, "I saw this part in the auto parts store... it expands – (*it's an expanding bottle nozzle*). Terry L., "If it stays like that for more than 4 hours do you have to see a mechanic." Lois Gribler, "Look, it's ribbed." (*Naw, I'm letting that one go – still waiting...*) Skip, "I'm staying out of this one."

Steve Markman is having issues with the rear seal on his brakes leaking.

**Trivia:** 1979 means what in relation to our cars and our favorite beverage? Terry Looft, "October 1979 was the last Midget, November 1980 was the last B." Carole, "Old Speckled Hen was introduced in honor of the 50<sup>th</sup> Anniversary of MG Cars. Moreland Brewery no longer exist." Jennifer P., "It took a village, but they got it." Steve Markman, "I was going to run that story, but now I'll have to run a picture of my pets."

Gumball Rallye was won by Dave McCann Jr. who won a t-shirt and \$5.00.

Dick Goodman won another t-shirt. Keith Hankey also wins a t-shirt (*Carole's tired of lugging these old BCD t-shirts around so we're giving them away.*)

Motion to adjourn at 8:53. I have NO idea about who motioned...



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