

# THE OCTAGON NEWS



Volume XXXVIII No. 11 September 2009

Picnic Pictures

Membership Renewal Time!!



## From the President

Skip Peterson

**Y**es, all good things must come to an end; the long, warm days of summer, the MG that doesn't leak oil, and now this, my term as President of the best MG club affiliated with the Mothers from England. Or was that the Mother Club in England, or Cecil Kimber's mother?

In any case, the time has come to elect new leadership, people who have reform on their minds, or need to have their minds reformed; I'm not sure which.

As long as they have paid their dues, and are breathing, they can, and will be elected. Democracy will prevail, or as they say in some state up east, Live Free or DIE!

I'll pay my dues, but I will not accept my party's nomination. I'll accept an invitation to my party, but not the other way around.



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 Sept 23, 2009**

### MG Car Club Officers

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### Inside This Issue

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## Upcoming MGCC Events

**Sep:**

19 – 20 – Concours d'Elegance  
23 – Meeting (K of C Hall)

**Oct:**

28 – Meeting (K of C Hall)

**Nov:**

18 – Meeting (K of C Hall – 3<sup>rd</sup>  
Wednesday of month)

I assume that some of this makes sense to some of you; most of it makes no sense to most of you, but does follow the general flow of the past 10 MG Car Club meetings.

As Abe Lincoln once said, "You can fool all the people some of the time, and some of the people all the time, but you cannot fool all the people all the time."

But I prefer to honor the words of my favorite poet and song writer, Neil Diamond, "I

am, I said, to no one there."

Or, as not so famous UD basketball player Kevin Conrad said after losing in the NCAA tournament, "It's been real, and it's been fun, but it hasn't been real fun."

I guess I'm lucky, the past year has been real fun. See you on the road, soon!

## Membership Renewal Time

Carole Looft

September is the month for membership renewals. You can bring your dues to the meeting or send them to:

MG Car Club SW Ohio Centre  
P.O. Box 20032  
Dabel Branch  
Dayton, Oh 45420-0032

Renewals are again \$18/year. If you need to make any corrections or additions to the information we have on hand for you, drop a note along with your payment, and we will update our records. ***Remember, you have to be a paid-up member in order to vote for next year's officers!***

## October Fall Drive

Carole Looft

**W**e're planning a Sunday drive in October that is tentatively scheduled to end at Valley Vineyards in Morrow. If you'll set aside the date of October 18, we will take you on a scenic drive from the Dayton Mall area through the countryside and end at the winery. Reservations are required, so I will need an RSVP sometime in the coming weeks. More information will be coming with times and exact location, so stay tuned!



Thanks for guiding us through another great year, Skip!

## Welcome New Members

Carole Looft

We welcomed Al & Dianne Freeze of Clarksville, Ohio to the Club in June. They own a 1974 1/2 red MGB which was acquired 12 years ago in Cincinnati. Al says the restoration is a work in progress and he spends a lot of time crawling under it for one thing or another. The Freezes have owned two other MGB's in the past; a 1970 and a 1972. Al jokingly said he day-dreams about cruising with the top down and the wind blowing in his hair. Jokingly, yes, because once you meet Al, you'll see there isn't a great deal of hair on his head that could be blowing.

Al and Dianne are both retired, enjoy traveling, reading and spoiling the three cats. Along with that, we think there should be plenty of time for driving and enjoying their MGB. We welcome Al & Dianne and look forward to seeing them at many Club functions in the future.



Welcome to new members Dianne and Al Freeze

## Member Featured Car of the Month...

### Graham Cooper's '69' MGB

**Graham Cooper**

Our 1969 MGB is the second "B" we've owned in the US. We had been working on the first, a '72, for some months, getting it stripped to get the body restored and painted. We took pictures to various shops to get an idea of the likely cost, but the best we got was about \$10,000. So we got to thinking that we could buy a decent driver for roughly half of that, and have a significant spares stock from the '72 car, including an O/D gearbox. The rolling shell is now part of the Looft Collection. When attending the Perrysburg show in 2003, there were a couple of cars for sale and this one looked to be the best. It was originally sold in Phoenix Arizona and had after market A/C fitted by the dealer (not operational) and was rust free.

When we bought the car, it had a leaking rear wheel cylinder, and was in need of a tune-up, but otherwise looked ok. But, since these were the first cars we had looked at, we didn't make an offer, just took contact details. However, when we stopped for dinner on the way home, the other Club members offered plenty of "advice" and encouragement about getting this car, the wonderful drives in the sunshine, the pride of owning and driving a vintage car, etc. One week later it was in our driveway. Aside from the wheel cylinder, there were a number of other problems that you only find when you



live with the car for a while. The batteries didn't hold charge, the front carb jet would stick and cause fuel to go to the overflow, and the carbs did not seem to balance up properly so the car would misfire on acceleration. Gradually all these things were massaged into a reasonable, but not great, state of operation. It was becoming clear that the engine was tired and it smoked on startup. A compression check showed that the rear cylinder was low. We embarked on a complete drive train rebuild. The engine from the '72 car was stripped and carted off to Performance Clinic for a re-bore, new cam bearings and clean up of the crank. I gas-flowed the head, then took it to get the valve guides and seats done. First the head was crack tested and turned out to be bad, and so was the next one bought on E-Bay. After a considerable search, a good head was found and again I gas-flowed it and got the unleaded inserts fitted, guides and seats done.

At the same time, the O/D gearbox from the '72 car went to Eric Jones for testing and repair. It would go into overdrive but would not come out. Eric wanted part of the payment made in Scottish pound notes (England no longer issues £1 notes) because he could mail them to UK to pay for magazines and catalogues. I work for a company based in Scotland, making that easy to accomplish.

Next, I purchased replacements for the clutch, pressure plate, throw out bearing, slave cylinder, oil pump and pressure relief spring. Carb bodies went to Joe Curto to get the shaft bearings reamed and new butterflies fitted. Changes were completed with a Peco header and exhaust system. Out with the '69 engine and gear-box, in with the re-built '72 engine and O/D gearbox for a considerable transformation. It took what seemed like an inordinately long time for the oil pressure to come up the first time (with the plugs out), but once it did it pegged the gauge.

First long run after the engine swap was the visit to the Auburn Cord Museum in South Bend IN. There were no problems except for an electric oil pressure gauge that read all over the map, but mostly zero. We put this down to Joe Lucas and swapped the gauge for a capillary type which shows more realistic numbers. The only two issues with the car since then were the failure of the distributor shaft bearings during the run down to Green River KY. That resulted in a number of chewed up rotor arms before the problem was diagnosed. But luckily I had a spare dizzy so a roadside swap kept us rolling. Since then the distributor has been upgraded to a Petronix electronic unit. Second was a water pump failure just north of Lebanon that resulted in a flat bed ride back to Milford. Should have changed the pump when the engine was done! This last winter the complete front suspension was freshened up with V8 bushings, new king-pins, steering rack and track rod ends. A-arms and stub axles were powder coated. Handling is much better now in the twisties.

Future plans are to get fresh paint at some point. The amateur paint job (by the previous owner) never was very good and seems to be very brittle since it chips easily and, since this car gets driven, it has a lot of chips. That's going to be a hard bullet to bite not just because of the cost but the time the car won't be available to drive. Maybe now's the time to get that B-GT I've been looking for, because you can't have just one MG!

## More on BCD 2009

Jeff Fields

*Editor's note – Jeff Fields, an MGCCSWOC member, lives in northeast Ohio. I met him at this year's BCD, as he was going around meeting as many members as he could. He obviously was having a great time here in Dayton.*

August---does that mean that ½ of our driving season is over?



## The Octagon News – September 2009

Ever since TC9976 has been on the road I have wanted to attend the Dayton British Car Day held in the gorgeous setting of Eastwood Metro Park right off Rte 4 on the northeast side of town. So after two years at Ursuline and one in Oberlin, I spent the first Saturday of August at this fabulous show.

2009 is the 25<sup>th</sup> anniversary of the DBCD sponsored by the MG Car Club the SW Centre and the Miami Valley Triumph Club. The field is in a wooded park along the Mad River. Of the record-setting 350 cars, almost ½ had shade for some if not all of the day! TC9976 was one of 5 TC and of 18 T-types. There were about a dozen A's, including 1 coupe and 2 MK II's. The Spitfire Group had a special contingent with their own awards.

Lois and Dave Gribler's OEW MK II is looking sharp and running well as I would expect of any of Dave's cars; Lois of course is retired. Linda Wolfe was first BuckAye I spoke to. She is still working; and gave some exciting news [more later]. Terry and Carole Looft were hard at work feeding the masses. I spent with John Libbert inspecting the TC's; but he left soon after lunch. We caught up with local member Steve Powell whose wife Jayne co-drove: they had a TC and TF on the field. Steve, John and I met 2 brand new 1946 TC owners: Alan Terry of Jackson, whose TC was at home; Mike Jansen of Kendallville, IN, whose black and biscuit is a beauty. Both of these chaps are eager new owners who like the idea of GOF Central in 2010 being held in Huron at the beginning of July.

Ted Barron and Tony Shoviak led the Lake Erie group down I-75. Tony had 4 cars on the field; Ted chose to drive his BGT. Hawking their collectibles were long-time NAMGAR members Dick and Pat Newman. Sandy and Mike Hickman were selling regalia for NAMGAR. They reported that the GT in Hot Springs was hot: at least one day at 100 with a heat index of 105. I was, also, very pleased to see Gene and Cindy Maleski of Tippecanoe; but I did not see their car, so I hope that was my oversight and they are not having car trouble. And, most surprising, was the appearance of Dennis Triska as a vendor as well. I may not have seen him for 10 years or more.

Underneath it all, I highly recommend this event to all: particularly to those who wish to spend a second day in the area to visit the Air Force Museum which is just down the street.

## ...and More MGCCSWOC Member Activity



Joe Hooker meets Ronald McYouKnowWho at the cruise in for Ronald McDonald House.



Louie DiPasquele meets the Queen and her court at Kettering's Holiday at Home festival.



## Pictures From MGCCSWOC Annual Picnic



Special thanks to Dick and Kathy Goodman for opening their home to us again this year.

## \$12.00 Emergency Fuel Pump For T-Series

(A solution to that pesky SU fuel pump problem)

Stuart Locke

From *Octagon Topics*, Vol.29, No.11, Nov. 24, 1999

Would you like peace of mind, free from anxiety, when you take your MG touring? Sure I carry a spare SU fuel pump. Even the after market fuel pumps can fail at the most inopportune time and place. Who wants to change or work on the fuel pump on a busy freeway in the blazing sun, while your wife (to put it mildly) is uneasy, standing there waving the eighteen wheelers around you. Just insert one end of this trusty \$12.00 fuel pump in your gas tank opening, two pumps and away you go. No delays, no danger, and you are a winner in the eyes of your wife.

Materials needed: Rubber stopper with a hole in the center. Check the yellow pages of your phone book for Laboratory Equipment and supplies. Buy a #9 stopper. It is the right size and comes with a small hole in the center. Cost under two dollars. Blood pressure bulb-pump from your pharmacy. It comes with a one way valve inside. The one I bought was \$7.95, made by Marshall, model 21-125. Piece of copper tubing 1/4" OD at your local hardware store about 1 1/4" long. Seven foot length of drip irrigation tubing 1/4" OD.

Assembly:

1. Push one end of the copper tubing into the rubber stopper hole.
2. Dip one end of the hose in boiling water or heat it with a hair dryer. Now force it over the copper tube.
3. The blood pressure pump fits perfectly over the other end of the hose.

To use, disconnect your fuel pump wire and plug the stopper into your gas tank.. Couple of pumps every 10-15 minutes and you can drive forever. If your gas tank is 1/2 full, pump less often. If your tank is full, pump more often. You only want 2 1/2 to 3 pounds pressure. More could cause flooding or the carbs to overflow.

Bill Phy also tells me back in 1948 he and a friend drove from Lake Elsinore to Temple City, CA. taking turns hanging over the bed of his 1933 model C Ford pick-up. They had stuck a piece of wiper hose in the gas tank opening, wrapped with a rag to seal around it. Every time the engine would start to sputter one of them would blow in the hose and then kink it.

Don Klein of the NAMGAR modified on the rag and hose trick by using a rubber stopper and hose. (better seal)I took it one step further and added the blood pressure pump that incorporates a one way valve, so I would not be breathing gas fumes. You could add a small pressure gauge.

It is dependable. It's reliable.  
It's fun.



A human-powered pneumatic fuel pump!



## Classifieds

**Free classified policy:** We are happy to run your auto-related add for six months free of charge, but may cut older adds as space permits. Please contact the editor when your items sells or if you wish to continue the add for an additional six months.

**For Sale:** 1950 MGTD, rough shape, not driven for about 30 years, but reasonably complete. Asking \$1300. For more information, contact Melissa Johnson, 937-470-3004, or [mgaston@amfam.com](mailto:mgaston@amfam.com). (9/09)

**For Sale:** 77 B, \$6250 Bernard Wilburn, 614-832-9378, or <http://columbus.craigslist.org/cto/1360223543.html> (9/09)

**For Sale:** 1974 MGB GT Color-Mirage, 1.8, 4 speed, 62k. Have all history/receipt's. \$7,500 o.b.o. Former MGCCSWOC member. Will negotiate on price with club members. 937-604-6729/937-718-6044. (9/09)

**For Sale:** MGA windscreen with glass. Excellent condition. Located in Solon, east of Cleveland. Contact Bob at 440-248-0861. (8/09)

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**For Sale:** 1955 MG TF "1500" \$27,500. One of the few remaining 3400 made. This great car is a multi-award winner in the Tri-State area, and has received invitations to participate in many Concours D'elegances. This "TF" was purchased in 2000, and since then has had many upgrades. I have documentation on this vehicle going back to 1963. For a complete listing of upgrades and photos, contact Jeff Fields, 440-315-6380, or 440-355-MGMG. (8/09)

**For Sale:** 1977 MGB, white, runs well. New Weber carbs, new top, tires, and paint. Also, hundreds of spare parts, such as wheels, electrical items, gauges, interior parts, and more. All for \$6550 or best offer. Bob, 502-225-9306 or [bnndff@juno.com](mailto:bnndff@juno.com). (8/09)

**For Sale:** Used radiator from "78" Midget, set of inertia reel seatbelts and wash container. All for \$25.00. Call Bob at 937-253-9335. (8/09)

**Wanted:** Louvered Hood for MGB, steel or aluminium. Call Bob, 513-267-1784. (8/09)

**For Sale:** New MGB spider super sprint monza type exhaust system for emissions cars. Complete pipes resonator and muffler from cat on back. \$150.00. call Mike Sonderman, 937-286-2198 (7/09)



## The Octagon News – September 2009

**For Sale ;** 1958 MGA coupe. Needs restoration. All there except missing front windsheild, seat cushions and some small chrome pcs. \$3,500.00. call Mike Sonderman, 937-286-2198 (7/09)

**For Sale:** 1959 T-Bird, 65,000 miles, restored to an all original condition. 350 CID V-8. White exterior, red/white interior. Entire interior is new, including carpeting, headliner, console and all it's trim, the dashboard, door panels and their trim, and trunk matt. New tail-light lenses, new exterior trim and emblems, and all the engine accessories under the hood. The original clock even works! Also included are an all stainless steel dual exhaust system, and an original NEW factory air conditioning. It also has the original T-Bird hub caps. Power steering and power windows round out the luxury interior. The transmission and engine also have been restored. \$14,500. [GBrahm@sbcglobal.net](mailto:GBrahm@sbcglobal.net) (7/09)

**For Sale:** 1959 MGA, wire wheels, located in western New York. Purchased in 1968. Never driven winters. Stored in garage since 1972. 37,721 original miles. Photos available. Interested parties should contact Paul Albanese [palbanes@kent.edu](mailto:palbanes@kent.edu). (7/09)

**For Sale:** MGA Black w/red interior. Recently restored. Located in LeSoursdville. Contact Devin Baldrige at [devin-b@prodigy.net](mailto:devin-b@prodigy.net), home 513-772-3584, or mobile 513-319-4497. (6/09)

## MG Car Club Minutes, August 26<sup>th</sup> Meeting

Sam Hodges

In a strange twist, the meeting was called to order precisely at 7:30.

Terry Looft to Skip, "Stop messing around and hit that thing!" Skip, "No point in rushing into things."

**President** Skip Peterson's report. "We had some glitches at BCD with owners not knowing that they won their classes. Louie won for his Spitfire and Ian Cunningham won his class and neither knew anything about it." Dick Goodman, "We won best of class at Cincinnati's British Car show and there wasn't a single word about it in the newsletter." (*There is now Dick...*) Skip, "See, this is why we need new leadership in this organization. Dave McCann Sr., "You need someone else to blame."

Ryan Looft, "Did the meeting start?" Skip, "Yeah, it's going downhill sharply."

Skip, "We need to say thank you to Dick and Kathy Goodman for the picnic. The house looked great." Terry Looft, "How did it look after we left?" Dick G., "Not this club, the house was fine. The supply trailer worked great – until it ran out of supplies."

Skip, "BCD was a rousing success with 355 registered cars." Dave Gribler, "We made a little money." Jennifer Peterson, "Thank you for all of your help. Cars? What cars?" Carole Looft, "There were cars there?" Skip, "Yeah, those little things that went by blowing blue smoke." Terry Looft, "Yeah, Spitfires!" *It was at this point in the meeting that Louie DiPasquale, resident Spitfire owner and general butt of all Triumph jokes, got up and went Terry huntin'...*

*As Louie went to the right, Terry went left in an attempt to avoid the 'Wrath of Louie.'*

## The Octagon News – September 2009

Skip, “Thanks to every one who helped out at BCD.” Ryan Looft, “I heard from some people that the hike at BCD to get from the far end of the show field to the Loo was a bit of a problem. Linda Wolfe, “There’s a creek right there...” Eddie Hill, “...not to mention some trees as well.”

Skip, “It’s all about the timing. When you start your second beer, start walking.” Bill Hammond, “We could put the Port-O-Johns in the middle of the Triumphs.” Louie, “Why don’t you leave me alone.”

Jeff Opt, “We discovered with our non profit that we can buy used Port-O-Potties for \$75.00. *The best way to describe what happened next is to just say that after about 30 seconds of questions such as ‘who would clean it, where would we store it the MGCCSWOC collectively went EWWW!*” Eddie Hill, “We can paint it like an old British telephone booth.” Hammond, “Maybe a Union Jack on it.” Eddie, “We can paint our logo – Miami Valley Triumphs – on it and sit it out by the Interstate.”

**Vice President’s Report.** Ryan, “I inherited the old, OLD grille from Dick Goodman. The one that was originally donated by Louie. What did the club want to do with it.” Louie, “I donate it to you to do with it as you please.” Dick G. “I put a new burner on it and that tank is good for another 3 years.” Ryan, “I’ll hang onto the tank and regulator, but the rest is going to the junk yard.”

**Minutes** were next. Dave McCann Jr. motioned to approve the Minutes as reported. Dick Goodman pointed out that his Cincinnati win wasn’t in last month’s newsletter (it’s in here twice now...) and Dave McCann Sr. seconded the motion. Minutes approved as reported.

**Treasurer’s Report** was next. We had Total Income of: Membership Dues (\$56.00) + Name Tag & Grill Badges (\$39.00) = **A Total Income of \$95.00.** Total Expenses: Hall Rental Fees (\$55.00) + Gumball Rallye (\$5.00) + Newsletter Postage (\$79.20) + New Member Expenses (\$5.05) + Old Member Expenses [*Can you say ‘Zeno’?*] (\$30.00) = **A Total Expense of \$174.25. Total Loss to the MGCC was \$ 79.25,** that when subtracted from our existing Treasury balance of \$1,765.78 equals a new **Treasury Balance of \$1,686.53.** Louie DiPasquale motioned to accept the Treasurers Report. Linda Wolfe seconded, Treasurer’s report approved.

**Membership** with Carole is next. Skip, “On a special agenda tonight, we have both Membership and Regalia together.” Carole, “We have new items. We’re currently at 96 members. I don’t think we’ll hit 100 since next month is election month. Sorry Skip.” Dave McCann Jr., “So wait. You’re saying that we can avoid being elected by not paying our dues?” (*Where have you been?!? I dodged*

  
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*that bullet for about 3 years by paying mine AFTER the meeting was over...)* Skip, “It’s the old ‘Zeno’ trick. The last time that John Zeno was an officer, the Club paid his dues for him at the start of the meeting.” Carole, “We had 47 people attend the picnic. As far as Regalia, we’ve got some posters for \$5.00 from BCD.” Skip, “As for shirts, let Carole know what you want and she’ll bring it the meeting.” Carole, “We’ve still got some sweatshirts and some big logo t-shirts.”

Carole, “I think we need to revisit the membership badges. We’re actually losing a little money on them.” Terry Looft, “Isn’t that what we’re here to do? Lose money?”

Skip, “If you could round up 12 more people to join...” Carole, “Just 12...” Skip, “I’m just trying to beat Ron’s record.” Ron Parks, “Want a list of my family members? That’s how I did it. I just signed them all up at the August meeting for \$2.00/person” Terry Looft, “There’s an AA meeting next door. We could bring them over and buy them a beer...”

**Newsletter** Editor Steve Markman was next. Steve, “The upcoming events column wasn’t in the Newsletter that went out. Normally Ron does a good job of proof reading but since he went bass fishing, mistakes got left in. If anyone has a good picture of Skip putting the decal on the supplies trailer please let me know.”

**Sunshine Committee** followed. Jennifer and Linda? Jennifer P., “Is anyone feeling bad? Let me know.”

BassMaster Ron Parks was next with a report on the **Website**. Ron, “BCD pics are up...”

**Activities with Eddie.** Eddie Hill, “Concours. That’s it. Mark your calendars. July 1, 2, 3 of 2010 in Sandusky will be the Gathering of the Faithful, T-Series get together. The Mini Grand Prix has been cancelled this year. The Indy show is the same weekend as Concours this year.

We talked about the Saturday and Sunday Shriners show and the McDonald’ cruise in that happened the weekend after the meeting so I’m done typing...”

Louie motioned for a Beer Break at 8:04.

Back from break at 8:26.

The weekend after Labor Day is the Italian Fall Festival at the Bella Villa Hall on County Line Road Friday the 11<sup>th</sup> through Sunday the 13<sup>th</sup>.

**Old Business.** NAMGAR 2012 discussions. We need to call the meeting, pick a time and place and everyone that wants to be involved should attend. Dave Gribler and Linda volunteered their houses for the meeting. This way we can get it off the MGCC calendar.

**Fall Tour.** Something down around Valley Vineyards. Terry Looft, “We’ll come up with something. We can do it. Don’t expect much though. We’ll go down to Lexington horse country, high speed run and wind our way back. Plan on about 9 hours on the road...” Skip, “Terry, you’re sick.”

Steve Markman, “Is it time to think about ordering more oil?” Lois Gribler, “Cam Wow?!?” Skip, “Are you aware that Advanced Auto Parts is selling 20W50 Valvoline Racing oil that has the zinc already in it. The bottle does say ‘not for street use’. The Classic Motorhead oil was okay but it seems like it just made the car leak more.” Dave Gribler, “Isn’t that street use?” Skip, “There’s also the ZDDP oil additive that you can add to any oil.”



## The Octagon News – September 2009

**British Museum of Transportation** was next to report. Dick Smith, “We’re looking at another building. It has 50,000 sq. ft. total. It was a Chevy, then an Oldsmobile dealership so they had some big cars upstairs. An architect is taking a look at it this weekend and the plumber looked at it last week. It’s at 800 W. Third Street. They really seem to be turning that area around and are eager to have more things move in. Louie, “Maybe we’ll throw another spaghetti dinner.”

**Tech Tips.** Dick Goodman, “If you put the bolt up from the bottom when you’re trying to align your seats when putting them back in the car, it gives you a handy alignment tool. It only works for 3 of the 4 bolts, but once you get that far, the forth one’s gravy.”

**Interesting Tidbit.** Dave McCann, “ If you go to the internet and check out ‘49-in-9” there’s a guy driving a 1932 Ford Highboy roadster 9,800 miles through 49 States in 9 days. He’s planning 5 hours of sleep per night.”

**Gumball Rallye:**

T-Shirt No.1 – Lois Gribler

British Marque Newsletter – Bob Ferrell

T-Shirt No.2 – Dave Gribler (That seems a bit suspicious don’t ya think?)

Classic Motorsports Magazine Subscription – Cheryl Newskin

\$5.00 (Traditional Gumball) – Dar Planeaux

And with that, the meeting was adjourned at 8:55.

The logo for MiniMania, featuring the word "MiniMania" in a stylized, bold, black font. The "M" is particularly large and has a jagged, mountain-like shape to its left.The logo for MG AUTOMOTIVE, with "MG" in a large, bold, blue font and "AUTOMOTIVE" in a smaller, bold, blue font to its right.

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