

THE OCTAGON NEWS



Volume XXXIX No. 5

March 2010

NEMGTR G.O.F. Central 2010

and More Valuable Stuff



From the President

Ryan Looft

What a difference a month makes! All that snow that we had last month is now gone and the temperature has been in the 60's. The nice weather has allowed me to get my garage cleaned up and things put back in place. Now it is time to start thinking about getting the MGs ready for the summer driving season.

By the time you are reading this, we will have had our pub run that will have taken place on March 14th at Cadillac Jack's on Springboro Pike. We had our February pub run at Barleycorn's in Bellbrook with

a great turnout. We will also try to have one in April, so watch for the email.

Also in April, we will be having the tune-up clinic. That date is still in the works, which we will be setting at the next meeting. Watch for that email as well.



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 24, 2010

MG Car Club Officers

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Upcoming MGCC Events

Apr:

28 – Meeting (K of C Hall)

May

1 – Drive Your British Car Day

15 – British Car Show at 2nd Street
Market

*Note – watch your e-mail for info
on this year's Tune-Up Clinic*

Something to think about for the next meeting is a spring drive. Who would like to plan the drive and put it on? We could possibly have the spring drive tie in with a May pub run. It can be discussed at the meeting.

See everyone at the meeting!

Welcome New Member

Carole Looft

Brian & Nicole Smallwood

516 Heritage Trace

Lebanon, Ohio 45036

(937) 271-1763

brian.smallwood@woolpert.com

1976 MGB

Member Featured Car of the Month...

George Chase's '1970' MG Midget

George Chase

I first fell in love with British sports cars back in my senior year of high school. One of my friends was driving a Sunbeam Alpine (must have been a present from good old mom & dad). My best friend was driving a '65 Sprite at the time and let me take it for a spin--well, that was it, I was hooked. Shortly after getting married, I was looking around for a sports car, but being under 25 and living in New York, the insurance was going to be a real budget stretcher.

Finally settling on a used Karman Ghia convertible, I was happy with the open air thrill for a few years. Sadly that car went away and I resigned myself to the good old boring everyday ride.



George Chase and his 1970 MG Midget. (Looks good enough for Concours to me!)

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In 1991, having a mid-life crisis, I started looking for a sports car again, something I could drive while playing with it. After checking the papers and looking at a bunch of pretty well used examples, I ran across a fairly descent 1970 MG Midget in northern Kentucky. The owner was convinced he had something that was going to be a valuable investment sometime down the road. After a lot of bargaining, and still paying more than I should have, the deal was done.

After picking up the key to my Midget, and adding a bottle of brake fluid to keep the pedal from sinking to the floor, I began the worst drive of my life. I-71 is not an easy drive at 6 PM on a weekday in an unfamiliar car with poor brakes, four old bias ply tires and playing dodge-em with 18 wheelers.

My first stop the next day was getting a good shop manual and a set of brake pads and shoes and lots of brake cleaner too. New spark plugs, wires, points and all got it running better. A new set of tires was in order as well as a muffler. I don't know where they came up with the muffler that was on the car. This introduced me to the all-too-familiar term "DPO."

The paint looked to be in fairly good condition, however quite dull from sitting outside. A can of Color Back, some rubbing compound and a lot of elbow grease got it looking respectable again. The interior carpet was new but the door panels had a reddish tint to them due to poor masking when the car was repainted sometime in the past. A can of vinyl spray on the door panels and on the dash worked wonders. The only problem was, as they were out drying, the neighbor's cat walked across them. So, I cleaned them again and re-sprayed, this time putting them up to dry in a safe place. Covering the new fiberboard footwell pieces with padding and new vinyl, finished off the interior.

I learned about Lucas electrics and the "Prince of Darkness" quite early on. After a few drives at night with the lights going off for no reason, the task of checking wiring was quite enlightening. There were odd things done in the past (again that term "DPO" came creeping back to mind).

Sorting most things out, and feeling more comfortable in the reliability, I have been enjoying restoring and driving my MG Midget to car shows for the past 20 years. As we all know, work on these cars never ends. It is always an ongoing project! A lot has been done dressing things up, cleaning more things, re-doing past work and replacing parts that just give out over the years.

My Midget will never be a concours car, but with the help of Moss Motors, Victoria British and parts vendors at car shows and of course, tips and advice from fellow club enthusiasts; I have been able to do all the work myself except for sending the bumpers out to be re-chromed and having new throttle shafts installed in the carburetors.

MG'ers Show Their Appreciation, Again

Joe Hooker

Here's another great example of how much MG'ers appreciate the service of our military members. This past summer I had a nice MG experience while attending the Kansas City British Car Day with Mil and Itsy Finch.

I arrived at the Finch's late Friday afternoon. We attended a parking lot cookout at the motel that had been set aside for MG'ers who had traveled to attend the Hartland BCD the next day. Lots of MG people, lots of MGs and loads of good food. I noticed a steady group of people crowding around a nice



Maj John Townsend's beautifully restored MGB. The banner reads "Welcome Home MG Warrior."

deployed to Iraq. They got a response together, but then someone in the group said 'Hey, wait a minute, we can do much more than this. We can restore his car and have it completed when he returns.' They gained possession of the car from John's wife and started the work without John's knowledge. With lots of volunteer hours and a tight schedule, they painted the body, performed a complete engine overhaul, and redid the upholstery, carpet and dash.

Arriving home a little head of his original schedule, John was surprised, and naturally, very grateful.

I signed his poster expressing my thanks for his service to our country and his safe return. I guess some MG organizations will do just about anything to show their appreciation! It was really great what the KCMO/MG people did for John and his family.



Patches from Maj Townsend's military units were stitched to the tonneau cover.

NEMGTR G.O.F. Central 2010

The Ohio Chapter, NEMGTR is hosting G.O.F. Central 2010 at the Sawmill Creek Resort on wonderful Lake Erie, Ohio's north coast. This will be the largest MG meeting in the mid-west this year. Dates are July 1-3, 2010. All models of MGs are welcome, with participant's voting for several separate classes at the car display on Saturday morning. All first time attendees will receive an award at their own car show on Friday morning. Complete information including meeting registration, hotel reservations, and schedule of events can be found at www.GOFcentral.com. If you still need more information, contact Jack Smittle at mgt1jack@aol.com or (614) 882-6191.

The Little Car That Couldn't

It was small, cheap and badly made, but as a source of derision and amusement it remains a front-runner.

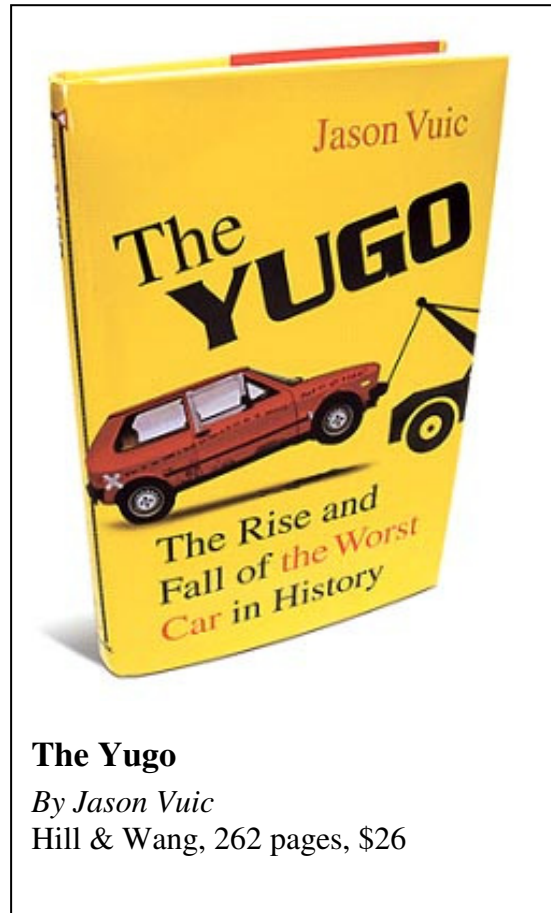
Review by Dick Teresi
Consulting Editor of *Easyriders Magazine*

I would seem to be an inappropriate reviewer for a book about "the worst car in history." I drive a BMW, after all. In my defense, it *is* a 26-year-old BMW. The window motors failed a decade ago, so I must chin myself up through the sunroof to collect my burgers at the drive-through. I hate driving in the rain because my ankles get wet, thanks to a hole in the floor. I now realize, though, that the rusty old wreck only buffs my reviewing credentials: It approximates the condition of a brand spanking new Yugo, the subject of Jason Vuic's rollicking chronicle of the rise and fall of the homely little hatchback that couldn't.

Mr. Vuic (rhymes with Buick), an assistant professor of modern European history at Bridgewater College in Virginia, keeps his foot off the brakes when describing the Yugo's limitations. The car was "a turkey, a lemon, a dud," he writes, "a failure, a blunder, a boondoggle, and a bust." He weaves a tale about crazy socialist factories, just-as-crazy Western financial practices, geopolitics in the days of the Cold War and an American public yearning for affordable cars—all combined with the "cutting edge of Serbo-Croatian technology," as the Yugo was referred to in the spoof movie version of "Dragnet." Along the way Mr. Vuic generously sprinkles Yugo jokes, such as: What's included in every Yugo owner's manual? A bus schedule. This was an amenity-free car that nonetheless had a rear-window defroster—which owners soon suspected was there to keep their hands warm while pushing. The Yugo's name itself fueled jokes, as in: "You go call the tow truck, and I'll stay here with the car."

The name was not an homage to the car's Eastern European origins in Yugoslavia. "Yugo" was intended by its manufacturer, Zastava, to capture the same breezy, wind-related theme that Volkswagen successfully employed for its hatchbacks, the Scirocco and the Passat. A "jugo" is a southeasterly wind on the Adriatic, but Zastava realized that "Jugo" might be pronounced jug-o in America, and it means "juice" in Spanish, so the J was changed to a Y.

In theory, the low-cost Yugo subcompact was a car for its time. A buying mini-frenzy greeted its U.S. debut in August 1985. Yugo America sold 1,050 cars in one day. A veteran car dealer said that customers were buying the Yugo sight unseen, just "from a picture in a brochure." It became the fastest-selling first-



The Yugo

By Jason Vuic

Hill & Wang, 262 pages, \$26

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year European import in U.S. history. And why not? "Clearly, the world's automobile manufacturers had vacated the very low end of the American market," writes Mr. Vuic. The Yugo's base price was \$3,990. Some dealers offered the car for \$99 down and \$99 a month. Fortune magazine named the Yugo one of its "Outstanding Products for 1985"—right up there, ominously, with New Coke.

The briskness of the initial Yugo sales was the good news. The bad news was that Zastava's factory in Kragujevac, Serbia, was not ideal for the manufacture of automobiles. It had previously been used for making hand grenades, which might explain some of the Yugo's eccentricities. Morale at the plant was high, elevated by a copious supply of plum brandy, which the workers began drinking at eight in the morning and continued drinking during breaks, on the assembly line, and in spontaneous toasts. The brandy made for happy employees but unhappy customers. Unlike my BMW, which took a quarter-century of being parked outside to develop rust, early Yugos came from the factory with rust spots already showing in the trunk.

The car broke down during a Motor Trend road test. Consumer Reports declared that the Yugo was "hard to recommend at any price," noting that during one assessment an oil leak dripped onto the exhaust system and filled the car with smoke. The magazine continued: "The clutch chattered. The brakes squealed. . . . The speedometer clicked. The hood became loose." There were safety concerns, too—though, miraculously, a national study ranked the Yugo as only the eighth most deadly car on the road. Somebody should have demanded a recount.

Mr. Vuic is as hard on the Western capitalism that fleetingly embraced the car as he is on the socialist system that produced it. Malcolm Bricklin, the American businessman who introduced the Yugo in this country, already had a string of failures to his credit. Most notable among his missteps was a disastrous gull-winged sports car called the Bricklin, which was famously produced without door locks because of a supplier mix-up. Not that anyone would steal a Bricklin. Even so, financial types gave Mr. Bricklin mountains of cash so that he could work his magic on the Yugo.

Mr. Vuic also explains how geopolitics favored the Yugo's arrival on these shores. Yugoslavia in the 1980s enjoyed pampered-child status in U.S. foreign policy because the country, although communist, was a neutral state with strategic Mediterranean ports. The 1990s were less kind to Yugoslavia—the country disintegrated as war erupted among its breakaway republics, including Serbia and Croatia. In 1999, NATO forces, piqued by Serbian President Slobodan Milosevic's atrocities in Kosovo, bombed and destroyed the Yugo's main assembly line. "Mangled Yugos swung from conveyor belts," writes Mr. Vuic. It was probably the safest place for them.

By then Yugo America was long bankrupt, the car no longer sold in the U.S. But various models continued to be manufactured in Eastern Europe until 2008, when the last Yugo rolled off the assembly line. Since Yugo production began in 1980, nearly 800,000 of the cars had been put on the road, however tentatively.

Today the Yugo lives on in America "as a retro-eighties joke," Mr. Vuic says. Junked Yugos have been fashioned into ironic objects d'art: a Yugo baby grand, a Yugo accordion. There's even a Yugo portable toilet—but that may be redundant.

Editor's Note – We received no compensation for printing this review and plugging this book. Someone sent it to me, and it was a fun read, so I'm passing it on.

Editor's Note – The following article has got to be true. As Dr. Laura says, no one could make this up because who'd ever imagine anyone being so stupid.

Off the clock

By Rebecca Dudley
News-Tribune Editor/Publisher



My ex-husband had this annoying habit of bringing greasy old carburetors and things into the house to work on. So, last week, when my friend called to tell me this story, my first response was, "Where did this guy live?"

Now reassured that I was never related to him by marriage, this really is too hilarious not to share.

The way my friend told it, this guy pushed his motorcycle from the patio into his living room, where he began to clean the engine with some rags and a bowl of gasoline. When he finished, he sat on the motorcycle and decided to start it to make sure everything was still OK. Unfortunately, the bike started in gear, and crashed through the glass patio door with him still clinging to the handlebars.

His wife had been working in the kitchen. She came running at the noise, and found him crumpled on the patio, badly cut from the shards of broken glass. She called 911, and the paramedics transported the guy to the emergency room.

So far, the story is humorous — in a "that is what you get for being a big enough lout to bring your motorcycle into the house" kind of way.



But here is where I really split a gut.

Later that afternoon, after many stitches had pulled her husband back together, the wife brought him home and put him to bed. She cleaned up the mess in the living room, and dumped the bowl of gasoline in the toilet.

Shortly thereafter, her husband woke up, lit a cigarette, and went into the bathroom. He sat down and tossed the cigarette into the toilet, which promptly exploded because the wife had not flushed the gasoline away. The explosion blew the man through the bathroom door.

The wife heard the explosion and her husband's screams. She ran into the hall and found him lying on the floor with his trousers blown away and burns on his buttocks. The wife again ran to the phone and called for an ambulance.

The same two paramedics were dispatched to the scene. They loaded the husband on the stretcher and began carrying him to the street. One of them asked the wife how the injury had occurred. When she told them, they began laughing so hard that they dropped the stretcher, and broke the guy's collarbone.

Talk about instant karma.

Classifieds

Free classified policy: We are happy to run your auto-related ad for six months free of charge, but may cut older and non-MG related ads as space requires. Please contact the editor when your item sells or if you wish to continue the ad for an additional six months.

For Sale: MG TD. Light yellow with red interior and has been going through an extensive restoration. Good mechanicals and ready for a new home. Owner has around 30 into the project and is willing to sell for 14. Contact John at Classic Connection Restoration - 216-575-9990. Cleveland area. (3/10)

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For Sale: 65 Lotus Elan Convertible. It is restored. One of only about 1000 made. Includes cover, a new convertible top and an extra bonnet plus many other spare parts. Make an offer. Bev, bgraves@columbus.rr.com, (614) 436-0878, or (614) 580-7006. Columbus area (3/10)

Wanted: Good used MGA clutch pedal to fit my 1960 MGA roadster. Jack Bantle (937) 306-2629 or jack.bantle@wright.edu. (3/10)

For Sale: Used radiator from 78 Midget, set of used inertia reel seat belts, and wash container. All for \$25. Bob, 937-253-9935. (3/10)

For Sale: Vinyl fencing (tan). 4 7-foot sections x 42 inches plus post. 2 gates, 5 x 5 plus post. Numerous sections 36 inches, plus post and 1 gate. \$350. Bob, 937-253-9935. (3/10)

For Sale: 1978 MG Midget. NO RUST or other body imperfections. New Michelin tires only 3000 miles use. New top not out of garage since installed. New interior mats. Original Roll Bar. Engine rebuilt by previous owner. Needs a new choke cable and other minor maint. No damage other than small dents from door opening before I replaced the limit straps. Runs good but needs some carb adjustment. M C Munson, 937-288-2873, 937-205-7105, or 937-509-888. Hillsboro, Ohio (3/10)

Wanted: MGA Parts: Restoring a 1962 MGA. Looking for the following: 1) Front wire wheel hubs for a 1600 with disc brakes 2) Decent sheet metal for the left/drivers side of the car. I have a front and rear fender but they need allot of repair 3) Title for a 1962 MGA my body is a 62 but the title is a 1960 4) Front lower valance any shape that is repairable. Ralph Vrana MGRalph@vrana.us cell 216-401-6594 home 440-238-2482. (2/10)

For Sale: 1972 Midget 1275. Seat covers, door panels, carpets, dash top, and convertible top four years old. Clutch, master and slave cyl, fuel tank, fuel pump and sending unit one year old. Everything electrical works. The paint is original and needs to be either redone or at least polished. Same with the chrome. A few very small rust spots, surface rust only, no holes. The door hinge areas are strong, not rusted. The radio is missing. Barely driven last four years. Dayton area. \$3500, Jim, PStaneart@aol.com (2/10)

For Sale: MGA Parts, 1) Complete MGA disc wheel set up including rims,

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2) Complete 1500 Wire wheel setup (drum brakes all the way around), I am told they are good for TD conversions. 3) An MGA or early B 455 (racing gears) banjo rear end. Ralph Vrana MGRalph@vrana.us cell 216-401-6594 home 440-238-2482. (2/10)

For Sale: Hard top for MGB in great shape. Black with large window in back and round portals behind the driver and passenger. It looks good sitting on the car. Price is \$600.00. Contact Marion at 513-726-5125 (2/10)

For Sale: 72 MGGT. Needs paint but has rebuilt engine and good tires \$1,500. 1980 MG Midget rubber front. 27,000 actual, miles kept in heated garage. Very Nice \$6,500 prices firm call before 5 pm owner is 88 and cars not needed. Earnie, 513 422-4642. (1/10)

For Sale: 63 Austin Healey Sprite 1098 cc, new front suspension, new gas tank, new seats, extra parts. Great car. \$3000 firm. Steve 937 830- 6173 (1/10)

For Sale: 1972 MG Midget; 1275cc engine with twin SU carburetors, 52,000 miles. Cylinder head rebuilt and surfaced, new water pump and thermostat, new style electronic fuel pump, rebuilt master cylinder, new battery, newer top, solid belly pan. \$1850.00. Also have set of extra doors and deck lid. E-mail: besttool@centurytel.net or cell phone; 440/396-8550. (10/09)

For Sale: 1976 MGB in great shape Rebuilt engine, new brakes, exhaust, clutch, tires, wire wheels(sandblasted and repainted), new paint, top, carpet, and stereo, all done in 2007. It is a great driver and runs very well. Asking \$7000, but would consider all offers. Located in Columbus. Contact Sean O'Farrell at 614-582-1315. (10/09)

For Sale: 1979 MGB. Original owner, 22,700 original miles. Damask red color with tan interior and top. No rust at all. No rips or tears in either the top or the seats. The dash also is perfect. Luggage rack. \$7900 OBO. For more information or pictures, call Kerry Steed 937-725-8492 or email ksteed2000@yahoo.com (10/09)

MG Car Club Minutes, February 24th Meeting

Sam Hodges

Meeting called to order at 7:33.

According to Bill Hammond, Ron Parks will not be here tonight as he's driving a bus to a make-up basketball game.

Louie D, "Beer break!" Terry Looft, "Let the record reflect that the heckling table has now been moved over here" (*just to the left of the main doors, or to the right from where I'm sitting...*).

President Ryan Looft and the **President's Report**. "The Pub Run had 30 people. The weather was fine and they were real accommodating." Bill Hammond, "Except for me, it was held at the wrong time." Ryan, "I think people were itching to get out due to the weather."

Jeff Opt comes in late... his phone goes off... Heckling Table (I think that should just be their new name)... Carole Looft, "Lois? Is that you?" Terry, "No, its Lois calling."

Dave Gribler was not here to deliver the **Vice President's Report**, but he did file an absentee report with President Looft. He sent an e-mail (*details to follow*) but wanted everyone to know that the Kitchen floor renovation is taking longer than they had planned so it looks like the Annual Spring party at the Gribler's isn't going to happen. Dave did say however that he will be here for the March meeting.



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Minutes were next. Ron

Parks wanted the Minutes to reflect that the magnets were actually refrigerator magnets, not MG Magnettes' as my play on his play on words might have suggested. Dick Goodman Motioned to accept the Minutes as reported. Dave McCann seconded. Louie D. Zeno'd in protest, Minutes approved.

Treasurer's Report: Treasurer Bonnie Hankey and Glen Marin reported that we had to go all the way back to August to straighten everything out, but it appears that we now have all of the information we need and we can get printouts of all the information we might need in the future. Total Income to the MGCC consisted of: Membership Dues (\$132.00) + Membership Grille Badges (\$7.00) = **A Total Income of \$139.00.** Total Expenses: Hall Rental Fees (\$45.00) + Gumball Rallye (\$5.00) + Octagon News Expenses [January] (\$98.74) + Octagon News Expenses [February] (\$100.50) + Miscellaneous Postage charge (\$1.56) = **A Total Expense of \$250.80. Total Loss to the MGCC was \$111.80,** that when subtracted from our existing Treasury balance of \$3,191.91 equals a new **Treasury Balance of \$3,080.11.** *Recently, as a result of the financial reconciliation that took place, we discovered that we have a second MGCC checking account. The newly discovered Second MGCC Checking Account still has \$378.09. Total for both accounts is \$3458.28.* Louie DiPasquale moves that the report be accepted as read. Skip Peterson seconded the motion. Report approved.

Jennifer Peterson, "What was that all about?" Skip, "Bonnie just wrote herself a check for \$4,000.00 and we approved it."

Membership was next up. Carole Looft reported that we currently have 90 members. Carole, "Last month's new member Charles Buckner is with us tonight." Ryan, "It looks like the Midget people have segregated themselves to that side of the room." Carole, "We also have new members, Brian & Nicole Smallwood of Lebanon, owners of a 1976 MGB." Welcome to our new members.

Activities with Eddie. Eddie Hill, "Basically, the only activity has been shoveling snow. There's drive your British Car Day coming up in May. We need to set up the Tune-up Clinic. Bill Hammond?" Bill Hammond, "Eddie you're welcome to it."

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Carole Looft, “I made copies of the NAMGAR registration sheet and the Cincinnati British car show registrations so anyone can take a look at them.” Eddie, “The Second Street Market show is May 15th.” Kathy Goodman. “There is guy that I work with who saw my MG clock and asked me about the car show held at Eastwood Park. Apparently that show is his favorite show.”

Sunshine Committee. Jennifer Peterson, “Everyone’s healthy.” Linda Wolfe, “Mike Edgerton’s mom passed away. She was either 92 or 93.”

Newsletter. Steve Markman, “Nothing major to report, keep the articles and pet pictures coming.” Joe Hooker told Steve that if he’s not at the meeting (which he wasn’t), it would be because he’s on his way to a memorial service in Colorado.

Webmaster - *See above comment about Ron driving a bus...*

British Museum - *Dick and Pete aren’t here. (I’m gonna stop typing if this keeps up)*

NAMGAR 2010. Although Dave Gribler wasn’t here tonight, he did phone in a report via e-mail. Due to the weather, there wasn’t a January/February meeting that he had hoped to have. There will be another meeting sometime in the near future so watch your e-mail.

Dave wanted to thank all of those who attended the January meeting and voted to host NAMGAR 2010. (*Just messin’ with ya – it’s still 2012.*) He currently has volunteers for the committee chairs for the following posts: Registration – Glen Marin, Regalia – Skip Peterson (*who seems genuinely surprised that his name is called*), Car Show – Eddie Hill, and Activities – Ron Parks. Dave also reports that he has a super-secret, tentative, a yet unnamed volunteer for Food. He still needs chairs for Hospitality and Publicity.

Dave has also talked to the sales department of the tentative host hotel and gave them a heads up to the fact that the MGCC would indeed be hosting GT2012 and that once the final date was set, we would need to reserve a block of rooms sometime in the June-July timeframe of 2012

Dave has also been in contact with Bruce Woodson, Vice Chairman of NAMGAR. Bruce is planning a visit to Dayton sometime this spring to inspect the possible hotels and potential show sites. It has been suggested that Bruce time his visit to coincide with our May MGCC Meeting. (*I think if we want to leave a good impression, we’re going to need access to a couple Knights of Columbus closets and a couple rolls of duct tape...*)

Dave has been asked to make a presentation at the July GT in Wisconsin. He’s planning on a short PowerPoint show and using pictures taken at various venues to highlight the attractions the area has to offer. Help from the newly, as yet unnamed Publicity Chair, or any other MGCC members, would be greatly appreciated in putting the presentation together.

Beer Break called for at 7:57.

Back from Break at 8:08.

Apparently, Jim poured too much beer so this pitcher (*Ryan hold up pitcher full of beer*) is open for first come, first served.

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Jennifer P., “Do we want to have another pub run? March 14th maybe? It’s daylight savings day.” Dave McCann, “That’ll screw Hammond up for sure.” Carole Looft suggests Cadillac Jacks across from Lexis/Nexis on St. Rt. 741 just south of the Dayton Mall. 5:00 EDT. Ryan, “I’ll send out an e-mail.” Carole Looft, “We had 32 at the Barleycorn’s pub run.”

Linda Wolfe, “Do we need any new stationary yet?”

Tech Tips. Dave McCann has a set of universal sockets from Craftsman (Snap-On and Harbor Freight also have similar items) that might come in handy for tight spaces (*I’ve never seen this type before but I can think of about 20 places where I could use them!*) When coupled with a long extension they apparently alleviate the need to have quadruple jointed fingers the rough thickness of a No.2 yellow pencil. Ryan, “I wouldn’t recommend the Harbor Freight Jigsaw. Did not last...”

Bill Hammond, “I’ve got a tip. Read the owners manual before you work on the car.”

For Sale. Dick Goodman, “I’ve still got a chrome badge bar, and it can be put on Midgets. I’ve also got a Zenith Stromberg carburetor for a late, single carb. MGB. I’ve given up and I’m converting to twin SU’s that the club talked me into.”

Gumball Rallye. The first 3 will be for rare, limited edition, BCD posters that Ryan found in the trunk of his car... Steve Powell, Jennifer Peterson (who quickly gave it away) and Bob Hanselman all won the posters. In a recipe for funky bookkeeping, Bonnie Hankey won the traditional \$5.00 Gumball Rallye.

Louie D. and Linda Wolfe motion to adjourn.

Peace out!



MG AUTOMOTIVE

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