

THE OCTAGON NEWS



Volume XXXIX No. 6

April 2010

All About Engines

Original MG Literature Now Available



From the President

Ryan Looft

Let me start by saying I'm back among the working class again. After being out of work for over a year, I have taken a job in Cincinnati and started around the first of April. It's good to get a paycheck again!

Our temperatures finally are warming, which means we're getting into the MG driving season. There already is a lot planned. April 18th at 5:00pm is a Pub Run at the Fox & Hound in Beavercreek. April 24th at 9:00am is the Spring Tune-Up Clinic at MG Automotive in Kettering. Thanks go to Steve Miller for opening up his shop for all us

enthusiasts. May 15th will be the British car meet at the Second Street Market in downtown Dayton. This event is put on by The British Transportation Museum. Also in the early planning stages is the Spring Drive that will take place soon. This date has not been set yet. Lastly, Drive



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, April 28, 2010

MG Car Club Officers

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Upcoming MGCC Events

Apr:

24 – Tune Up Clinic at MG
Automotive
28 – Meeting (K of C Hall)

May

1 – Drive Your MGA Day
15 – British Car Show at 2nd Street
Market
26 – Meeting (K of C Hall)
30 – June 5 – Drive your British
Car Week

Your British Car Week has been set for May 29 to June 6, 2010. Let's see how many times during that week each one of you will be able to get out and drive your car.

See everyone at the meeting!

Welcome New Members

Carole Looft

John & Sue Scocozzo
5024 Ackerman Blvd.
Kettering, Ohio 45429
937-291-1710
jscocozzo@hotmail.com
1978 MGB

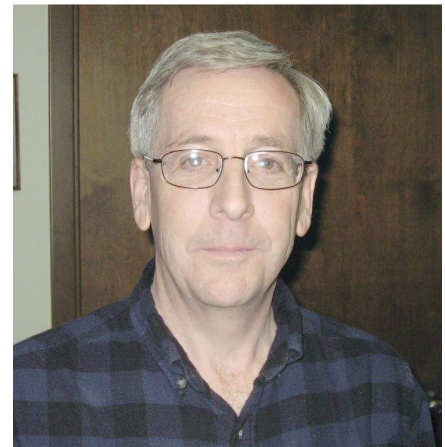
Meet New Members Sue and John Scocozzo

Carole Looft

We first met John and Sue Scocozzo when they came to our Pub Run at Cadillac Jack's in March. A few months earlier they had responded to an ad on Craig's list for a 1978 MGB that was listed for sale. Club member Mike Maloney was offering his modified MGB, with the aluminum Buick V8 engine and various other upgrades, for sale. John had been looking for a sports car in his price range, and had even built an extra garage the previous summer to be ready when he found the right car. This '78 turned out to be the right car.

John is no stranger to British sports cars. His first encounter came while in college at the University of Dayton. He came across an abandoned Austin Healey Sprite that some co-eds were trying to push out of their driveway. The car was sitting on its rims, had a crunched front fender, and brakes that were frozen. It had been sitting for almost a year and had belonged to a previous tenant. The landlord wanted it gone and John jumped at the opportunity. A spare key was found under the seat and with new tires, a little brake work, and a charged battery, the car was back in running order. John acquired a 'builders' title and got the car on the road and was a common sight around campus.

After the Sprite came a 1967 MGB. It was a great car, looked pretty good on the outside, but had a great deal of frame rust. John tells the story of going over a bump and both forward rear spring mounts popped through the floor. With some cash and using the MGB in trade, the next car was a 1973 Jensen Healey. That would only last until the Scocozzo family started to grow and the Healey didn't lend itself for being a 'family' car.



John is looking forward to working on their MGB and getting it in tip-top shape. Weather permitting, John is planning on driving the 'B' whenever possible. We hope we'll see John and Sue at upcoming club events and enjoying their 'new' car. Welcome to our club!!

Member Featured Car of the Month...

Jeff Fields' 60 MGA 1600

Commission Number: 69404

Jeff Fields, as interviewed by Ron Parks

In 1968, right out of college, I bought an Iris Blue 64 MGB and a year later traded it for a pale primrose 69 B. Then family came along and we got out of the MG business. When an unexpected inheritance came along and paid the important bills, with a little money left over, I began my five month search for an MGA. A law student in Cleveland had three (3) MGAs, two of which he would have sold for sure and the price on the third one would have been astronomical. Anyway, when he lifted the garage door and I saw the tail of that light blue MGA, I went, "Uh Oh, I think I just bought a car!" So, I bought the car knowing it would need some body work and definitely some engine work, because I drove it home in about 45 – 55 minutes and consumed two (2) quarts of oil in that amount of time. That was on October 12, 1981. The second trip I took in the car was to the machine shop where the engine work was to be done.

I drove the car my first summer (1982) with what was probably the original interior in it and a hole in the right front fender. The car had a very poor top. In fact it was so bad that I took the top out of the car completely since it wouldn't have done any good to leave it in, anyway. In the winter of 1982-83 the body work was done and it was painted the wrong shade of Iris Blue. And, I'll jump ahead for a moment because on my first trip to John Twist's Summer Party, I pulled up to shake John's hand, as he always met everybody and it was right when light beer came out. He said, "This is Iris Blue Light," because it was a number of shades too light. I have kept the car this lighter shade of Iris Blue and as people have noticed, they know my car because it is a unique color. People who don't know my car and who stand

away from it on a bright sunshiny day, for example at the top of the hill at Mid-Ohio looking at the cars down below, might ask whose white A is that? It is that light.



Jeff Fields' 1960 MGA, with his TC in the background.

Since 1982 I have driven it almost 60,000 miles and had its engine redone again about five years ago and I believe it was the year before that it was repainted again for the 25th anniversary of NAMGAR. I've driven the car to all the surrounding states: Michigan, Indiana, Kentucky, West Virginia and Pennsylvania. I've been to New York in the car as well as Maryland, Tennessee, Georgia, North Carolina and Ontario Canada. As she

is not a fan of the open car, my wife accompanies me only on short local drives in the MGA. My main trip each year was to John Twist's Summer Party in Grand Rapids MI. We always knew where that was and it served as my last weekend away before school started, as I was a 30 year school teacher. I taught 6th grade for 30 years.

Of course it does have a new interior and newer top that certainly could be replaced again now probably, even though it's never up. To summarize: I've put two paint jobs on it; I've rebuilt the engine twice; I've redone the interior and it has a second set of Michelin radial tires and wire wheels. My MGA has not been much of a trophy winner; I think 25 years ago it took first place in a local show, but I'm usually competing against trailer queens and as I said, "I have driven my A 60,000 miles."

GOF Central July 1-3 on Lake Erie Shore

Yes, it's GOF Central, Ohio style, on wonderful Lake Erie hosted by the Ohio Chapter, NEMGTR. A few highlights include a Lake Erie sunset dinner cruise and an enjoyable drive around historic Marblehead Peninsula on our scenic rally/tour. And as a real bonus, those colorful 1930's MG's will be visiting in abundance with their Fabulous Triple-M Bibulous Gallimaufry Shenanigans. All this is right on Ohio's north coast playground within easy reach of major highways.

Just down the road from Cedar Point (yet with super room rates for us), Sawmill Creek Resort will be GOF Central Station for 3 days of fun. With the rates we've secured you may wish to come early and stay late to take in a Lake Erie Island hopping tour on the Jet Express, or check out the many area antique stores, or charter a Walleye fishing trip, or even enjoy a day or two at Cedar Point Amusement Park.

For those interested in vintage MG racing, a special bonus event is in store if you come a few days early. Nearby Put-In-Bay on South Bass Island was the site of sports car road races in the early 1950s. The "Put-In-Bay Road Races Reunion" will be held the three days previous to the GOF, June 28-30. A short ride on a nearby ferry makes all the island celebrations accessible from our headquarters resort.

Those wishing to stay a day longer can enjoy a world class fireworks show from the famous Cedar Point Amusement Park, just an easy and scenic 5 mile drive away.

In between, the Ohio Chapter intends to make GOF Central 2010 an unforgettable event in the life of your MG! Sawmill Creek is a first class resort facility set on 235 acres of private green space (and lots of blacktop, too.) Located along the shore of Lake Erie, the Lodge has 240 deluxe guest rooms, indoor and outdoor pools, game room, tennis, an 18 hole golf course, and a selection of fine dining rooms.

The three days of GOF Central will be packed with great MG events and camaraderie. With the Triple-M Register making this their yearly focus event, you can expect to see a fabulous display of pre-war MGs. To see the schedule of events, go to the web site at: www.gofcentral.com.

Our location near Huron, Ohio is easily reached by both major and scenic highways. The GOF Central web site has a Google Map pinpointing the location. Our Canadian friends may wish to drop straight down from Kingsville on the MV JIIMAAN via Pelee Island and into Sandusky's Jackson Street Pier.

Whatever route your MG takes, be ready for a warm Buckeye State welcome in 2010. And remember, it's as easy as July 1-2-3 and GOFcentral.com!!

Original MG Literature Now Available

Original literature, not re-prints, of MG literature is available from McLellan's Automotive History. Here is what they have for MGs:

SALES LITERATURE

<http://www.mclellansautomotive.com/lit/bymake/mg/index.shtml>

BOOKS

<http://www.mclellansautomotive.com/lit/bytype/outofprint/bymake/mg/index.shtml>

MEMORABILIA

<http://www.mclellansautomotive.com/lit/bytype/memorabilia/bymake/mg/index.shtml>

Email: Contact@McLellansAutomotive.com

Website: www.McLellansAutomotive.com

Understanding Engines – part 1

Horsepower, Octane, Compression Ratio...What it all Means

Steve Markman

My 1963 REO snow thrower died last winter. Actually, it died years ago, but I've kept it alive, probably spending more time reviving it each winter than I spent actually plowing snow. I gave in and bought a big Troy-Built, which I figured would be overkill for our Dayton winters, but the blizzards of February that came a few weeks later proved me wrong. While researching which model to buy, I noticed that they often didn't give the engine's horsepower, just the displacement. I figured there should be a simple way to convert. But, while in general more engine displacement means more power, I learned that the relationship is much more complex than just the displacement. Thanks to the miracle of the internet, here's what I found out.

First of all, what exactly is "horsepower?" Horsepower is a measure of work performed per unit of time. Work is a force exerted over some distance. For example, if you push a rock with 50 pounds of force and push it for 10 feet, you did 500 foot-pounds of work. If you did this in ten seconds, then you did 50 foot-pounds of work per second. Sometime in the past, someone determined that a horse can do about 550 foot-pounds of work per second, and called it a horsepower. Thus in pushing the rock, you generated just under 1/10 horsepower. (BTW, if the rock hadn't moved, then you did no work, regardless how much you sweated, because the force wasn't exerted over a *distance*!)

I'll skip the basic theory of how a four-cycle gasoline engine operates. I assume we all understand the basics. We all realize that fuel contains energy, and the more fuel we can get into the engine to burn, the more power the engine can produce. There is an obvious relationship between displacement and power, but not there are many other factors to consider. Before looking at the engine's displacement, first let's consider the intake stroke. As the piston moves down the cylinder during the intake stroke, it creates a

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partial vacuum, sucking air and vaporized fuel through the intake valve. The faster the piston moves, the faster the air has to flow through the intake valve.

Engineers have observed that air cannot really flow through the intake at speeds greater than about 650 feet per second. This appears to be a critical speed: trying to pull it through at a higher speed takes more power than you get from the resulting combustion. (Depending on the design of the intake, that speed could be as high as 710 feet per second, or as low as 600 feet per second.) In general, more RPM means more power, because more fuel/air is being drawn into the engine, until the intake speed hits 650 feet per second. At that point the engine reaches its maximum speed because it just can't suck any fuel/air into the cylinder any faster. Thus the size of the intake valve limits the maximum RPM and thus the maximum power. Increasing the size of the intake valve allows the engine to rev faster, because more fuel and air can enter the cylinder before the mixture reaches the 650 foot per second limit.

Other things being equal, the engine with the biggest intake valves produces the most power, not necessarily the engine with the most cubic inches of displacement. For example, a 180 cubic inch Formula 1 engine with 32 square inches of intake valve area generates 720 horsepower, but a 427 cubic inch Ford racing engine with only 28 square inches of valve area generates only 600 horsepower, despite having nearly 2½ times the displacement! But, to generate that maximum power, the Formula 1 engine spins at 13,500 RPM while the Ford engine only 6800 rpm. While the Formula 1 engine probably is lighter, because of its lower displacement, it needs a transmission capable of gearing down the RPMs, and, an engine turning that fast will have different lubrication and maintenance issues.

The size of the exhaust valve usually is not a limiting issue. During the intake stroke, fuel/air is sucked in from the atmosphere. After combustion, the exhaust now is at several hundred atmospheres of pressure and will shoot quickly out of any size opening.

What about octane? (Remember those WWII movies with the tanker carrying a load of high-octane aviation fuel? It always sounded more dangerous than if they were only carrying regular fuel, right?) High performance engines tend to use high octane gas, but does using high octane gasoline increase power? No, and here's why. All gasoline, regardless of its octane rating, has the same amount of energy per unit of volume. So, what does octane mean?

Octane is a measure of the resistance of the fuel to start burning by itself (autoignite) before the spark plug fires. It might seem odd that slower-burning fuels are used in more powerful engines (we'll get to this in a minute), since high octane fuels are harder to ignite than low octane fuels. Recall that the fuel must ignite at a precise time. An ignition too early, while still in the



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compression stroke, will try to push the piston back down the cylinder, causing strain on the crankshaft and other parts. This strain is the source of the characteristic 'ping' noise. Autoignition reduces power output because much of the energy is absorbed as strain and heat in various parts of the engine rather than being converted to torque at the crankshaft. (BTW –autoignition, ping, and knock are actually slightly different phenomena, but the terms usually are used interchangeably)

At this point, let's divert for a moment to the engine compression ratio.

Compression ratio of an internal-combustion engine is the ratio between the volume of the cylinder (and thus the combustion chamber) when the piston is at the bottom of its stroke, and the volume of the combustion chamber when the piston is at the top of its stroke. Compression ratios of 10:1 are typical, with high-performance engines reaching 13:1.

A high compression ratio is desirable because it allows an engine to extract more mechanical energy from a given mass of air-fuel mixture. High ratios place the available oxygen and fuel molecules into a reduced space, causing better mixing and evaporation of the fuel droplets. Thus they allow increased power at the moment of ignition and the extraction of more useful work from that burst of power by expanding the hot gas to a greater degree. So here's the downside; the more the fuel/air is compressed, the hotter it gets, making it easier for it to ignite by itself before the spark plug fires. The higher octane is needed to prevent the mixture from autoigniting.

Burning fuel with a lower octane rating than required by the engine often reduces power output and efficiency. If the engine begins to detonate (knock), it reduces power and efficiency for the reasons stated above. Many modern car engines feature a knock sensor – really nothing more than a small microphone which detects knock, and then sends a signal to the engine control unit to retard the ignition timing. Retarding the ignition timing reduces the tendency to detonate, but also reduces power output and fuel efficiency.

Higher compression ratios will however make gasoline engines subject to engine knocking, also known as detonation, if poor quality fuel is used. This can reduce efficiency or damage the engine if knock sensors are not present to retard the timing. However, knock sensors have been a requirement of the OBD-II specification used in 1996 Model Year Vehicles and newer.



So, buying cheaper, lower-octane gas than your engine needs will cause it to lose power and could damage the engine, not really saving you money in the long-run. But, buying more expensive, higher octane than your car needs won't make it run any better!

Most fuel stations have two storage tanks, even if they offer 3 or 4 octane levels. You are given a mixture of the higher and lower octane fuel. Purchasing premium simply means more fuel from the higher octane tank. The detergents in the fuel are the same.

To be continued. Next time, you'll read what I learned about **timing, dwell, and air/fuel ratio**.

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: '49 MGTC 9976 exu....BRG w/ biscuit interior. Whitworth Shop dash. Asking \$27.5k. Less than 6k miles since restoration. Jeff Fields drivesmgs@gmail.com. (4/10)

For Sale: 1978 MG Midget. Western car - no rust, red, with a new convertible roof, new Michelin tires, new interior carpeting. Needs a little carb adjustment, but runs well enough to drive around. I will take any reasonable offer. Contact Karen at kam177@yahoo.com (4/10)

For Sale: 1500 MGA block and crank. Was running when removed but no guarantees. Asking \$150.00. I may also have the pistons and rods, which would go with the deal if I can find them. Contact Erick at ezanner@wowway.com or 614-937-7632. (4/10)

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)

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, 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)

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MG Car Club Minutes, March 24th Meeting

Sam Hodges

Meeting called to order at 7:30

President Ryan Looft, "We had a Pub Run that I wasn't at, so how'd it go?"
Carole Looft, "Not as good, I only handed out 22 tickets."

Vice President's Report, The Gribblers' are just getting settled... Dave, "I'm still VP? I'll have something later during the NAMGAR report..."

Minutes were next. Dave McCann motioned to accept the Minutes as published. Bob Farrell seconded. Minutes approved as published.

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Treasurer's Report: Treasurer Bonnie Hankey reported that we had Total Income to the MGCC consisting of: Membership Dues (\$36.00) = **A Total Income of \$36.00.** Total Expenses: Hall Rental Fees (\$45.00) + Gumball Rallye (\$5.00) + Octagon News Expenses (\$36.60) + Membership Package Postage charges (\$2.44) = **A Total Expense of \$89.04.** **Total Loss to the MGCC was \$53.04,** that when subtracted from our existing Treasury balance of \$3,080.11 equals a new **Treasury Balance of \$3,027.07** in the checking account and \$378.24 in the savings account. Skip Peterson moves that the report be accepted as read. Linda Wolfe seconded the motion. Report approved.

Membership was next. Carole Looft reported that we currently have 92 members. We also have 2 new members, Michael & Chris Reisz, owners of a 1969 MGB and John & Sue Scocozzo, owners of a 1978 MGB V-8. Welcome to the club! John, who was in attendance at the meeting tonight, bought Mike Maloney's old MGB V-8. Skip, "Isn't that the one he wrecked down in Cincinnati? Eddie Hill, "Which time?" Skip, "At Edgewater..." Terry Looft, "Oh, THAT one!"

Activities with Eddie were next. Eddie, "I talked to Steve Miller. The Tune-Up Clinic is on for April 24th, 2010. Bill Hammond, "Are you going to take care of the coffee and donuts Eddie?" Eddie, "I was going to leave that to the first person to get there." Ryan, "Or the first person to ask." Bill Hammond, "Because, usually, the person who sets up the Tune-Up Clinic also takes care of the coffee and donuts." Eddie and Skip are taking on the mantle of coffee and donuts.

May 1st is drive your MGA day.

May 15th is the Second Street Market show benefiting the British Museum of Transportation. Registration opens at 8:00.

The last week of May/first week of June is drive your British car week.

June 5th-6th is the Champaign-Urbana, Illinois British car show. Eddie, "That's all I've got." Ryan, "Thanks. I think we're more confused now."

Sunshine Committee was next. Louie's' sister passed away in Texas. She was 99 years old. Terry Looft, "Is Louie the only one that's already made it passed 100?" (*I just report 'em Louie... Don't blame me!*)

Newsletter. Ron Parks is the driving force behind the car of the month, whether by force or bribing. Steve, "I have a question for Hooker. Could you check with the printer and see if they can let me e-mail the newsletter. It'll save you the trip." Joe Hooker, "It's no problem. I like to get out and ride my motorcycle in the summer."

Webmaster Ron. "Most of you are aware that lightning struck my old iMac and I gave it to Jeff who took it to MacDepot." Jeff Opt, "They pronounced it dead, so I took it home and put another fuse in it and then it REALLY blew up... smoke, lightning, the whole nine-yards. So I went out and bought a used iMac off of Craig's list for \$75 bucks since our old hard drive is still good." Ron, "I motion to reimburse Jeff the \$75..." Club votes, everyone present votes yes (*feeling okay there Eddie?*). Ron, "The lightning blew the modem, cable modem and iMac. Apparently, all of those devices acted as a really good surge protector for my real computer."

British Museum of Transportation. Dick Smith, "We got a donated quarter scale Morgan. Apparently the guy who built it was going to donate it to some museum and the only one he could find in the US is our British Museum. Pete's on the way to pick it up." Jeff, "You know that if you do your whole museum

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at quarter scale, you'd need a lot less space." Dave McCann Jr., "Can't you just run them through the wash and shrink them down?" Dick Smith, "We're hoping to do the MGB drawing at the Second Street Market Show."

NAMGAR with Dave. Dave Gribler, "Right now I have three main priorities regarding GT 2012.

1. I really need a volunteer for publicity chair. This person will be in charge of logo design, write articles for the magazine and the GT website.

2. I really need help with the task of creating a GT PowerPoint presentation to give at GT2010 in Wisconsin highlighting the Dayton region and local highlights." Skip, "I think that the Convention and Visitors Bureau has a generic visitors PowerPoint. Contact Ron Eifert."

3. I really haven't done much due to the ugly kitchen remodel. I plan on getting into contact with the individuals who have stepped forward already and talk about various issues and ideas.

Dave, "Registration isn't in play at the moment and probably won't kick in until..." Terry Looft, "...the day before."

Dave, "Hospitality will need to select a banquet location and a rough out a budget. Regalia needs to develop a list of potential vendors and door prizes. Car Show, Eddie needs to talk to Dayton History about using Carillon, cost and scheduling. Activities with Ron needs to come up with a schedule and list of tech session topics. Places to consider and talk to include but are not limited to the USAFM, the Packard Museum, etc. and we'll need to get their group rates etc. Bruce is still planning on coming to the May meeting." Ron, "Well that'll blow it!"

Beer Break is called at 7:59. Terry Looft, "Beer's on me!"

Back from break at 8:15. Ryan, "Thanks Terry for Beer Break." THAT table (*you know the one*) starts singing 'Happy Trails' after Terry naively asks, "...what could you sing?"

New Business. Ryan, "Spring drive anyone wants to set one up?" Glen Marin, "Anyone up for a canal boat ride up in Piqua? I think I'm volunteering." Terry Looft, "Let me check my schedule to see if I'm off." Lois, Skip, Glen, (*in unison, almost as if they'd practiced...*) "You've always been off, even when you were employed." Terry is retiring, hence the generosity at beer break.

Ryan, "How about a Pub Run?" After some discussion it's settled that our next Pub Run will be Sunday April 18th at the Fox and Hound near the Fairfield mall at 5:00pm.

Carole Looft, "I'd like to throw out an extra gumball ticket to people who drive their cars to the meetings as an incentive for you to drive your MG." Lois Gribler, "How about we start tonight and you get two tickets if you drive with your top down?" Skip, "How about any British car but a Triumph?" Terry, "Where's Louie when you need him?" Jennifer P. makes a motion that we get an extra Gumball ticket if we drive our MG to the meeting. Dick seconds, club votes. We now get an extra gumball ticket for driving an MG to the monthly meeting.

Lois Gribler, "I want to apologize for no party this year. No kitchen means no party." Terry Looft, "Like we need a kitchen." Eddie, "Do you have a deck?"

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Tech Tips. Dave Gribler recommends Superior Finishes in Trotwood. Tom Dworsky (sp?) has MGA body parts. Someone else mentioned that if you spray down small parts with starting fluid prior to painting them it does a good job of cleaning off any oils on the parts.

For Sale. Dick Goodman, "I've still got the badge bar but Kathy wants me to put it in the bathroom as a towel rack."

Dave McCann. "I don't know how many of you saw that the Doolittle Raiders will be having a reunion at the USAFM on April 18th. There are supposed to be 15-20 B-25s in commemoration of the reunion. The staging area for the planes will actually be at Grimes Field in Urbana prior to the formation to fly to Dayton."

Skip, "7:00pm, April 8th is the next BCD meeting."

Gumball Rallye. Bob Newskin wins the \$5.00.

Carole Looft, "I need two more for posters." Jennifer P wins the first one. Jennifer, "How come I can't win the five bucks?!?" She donates the poster back. The next ticket pulled is for Skip P... After much laughter over this situation, Ron Parks and Bob Farrell win the posters.

Bantle, Skip, McCann, Hooker... one of them motioned to adjourn the meeting...

Meeting adjourned at *(I totally forgot to write down the time, so let's just say 9:48)*...



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