

THE OCTAGON NEWS



Volume XXXIX No. 7

May 2010

All About Engines – Part II

Bob & Cheri Farrell's '71' MGB Roadster



From the President

Ryan Looft

We have had some great MG driving weather the past month. It has been nice not having the spring rain we typically get.

We will have had the show at the Second Street Market by the time you read this. That show benefits the British Transportation Museum and is our start to the MG season with shows. June 6th will be the British Car Show at Fort Meigs in Perrysburg and is always a great show. We also have our Spring Drive coming up in June as well. It will take place in and around Miami County . Watch

for the email with the detail on that. Don't forget that May 29th to June 6th is, drive your MG week.

The MG season has begun, so enjoy it. See everyone at the next meeting!



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, May 26, 2010

MG Car Club Officers

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Inside This Issue

2	New Members
3	Tune-Up Clinic Photos
4	2 nd St Market Photos
9	Minutes of April Meeting

Upcoming MGCC Events

May

26 – Meeting (K of C Hall)

30 – June 5 – Drive your British
Car Week

June

12 – Spring Drive (meet at Tipp of
the Town restaurant in Tipp
City)

23 – Meeting (K of C Hall)

involved too, and, according to Joe, it really looks pretty good. We'll have to check that out for ourselves, I think.

Like all of us, Joe enjoys driving and tinkering with his cars. He also owns a vintage 1970 Volkswagen fastback that he has been restoring. We welcome Joe and Donna to our club, and look forward to seeing them along with their MGBs at some of the upcoming events this summer.

Meet Our New Members

Carole Looft

I'd like to tell you about one of our newest members who we met at our last club meeting. He is Joe Damico. Joe and his wife Donna are owners of two MGBs. One is a red 1976 that they have owned for four years and was found sitting in a garage. The other, a green 1979, was acquired last year and has an overdrive transmission.

Joe has a unique paint job on his '76. We found out that it was hand painted with a foam roller and that the paint was Rustoleum.

I think there was some hand sanding



Welcome New Members

Carole Looft

Michael & Chris Reisz
2512 S. Patterson Blvd
Kettering, Ohio 45409
(937) 297-0441
mjohnreisz@gmail.com
1966 MGB

Joe & Donna Damico
1501 Beaverton Dr.
Kettering, Ohio 45429
(937) 554-8302
jd7528@gmail.com
1976 MGB
1979 MGB

Tune-Up Clinic – Another Great Event

Photos by Skip Peterson



I didn't get a count of members who attended, but attendance was down this year because of rain that lasted all morning.

Thanks again to **Steve Miller** and **MG Automotive** for hosting this year's Tune-Up Clinic. The use of the facility, and especially Steve's expertise, and appreciated greatly by all our members.

2nd St Market – and Another Great Event

Photos by Steve Markman

Thanks again to Dick Smith and his dedicated army of volunteers from the British Transportation Museum for another great car show. How does Dick get the great weather (most years, anyways)?



Member Featured Car of the Month...

Bob & Cheri Farrell's '71' MGB Roadster

Bob Farrell

My initial involvement with British sports cars began in 1965. While in the Air Force and stationed at Lackland AFB. I flew home on leave and purchased a BRG 1960 Bug Eye Sprite. I drove it for eighteen months, put about 20,000 miles on it and only replaced a broken rear axle, repaired the first-reverse idler gear, had new rings installed, replaced the little rubber hose between the block and head (without removing the head), replaced the clutch assembly and bought a new set of tires. Practically trouble-free. I traded it for a 1965 GTO convertible.

My fiancée (now wife) Cheri bought a new 1967 BRG MGB from Davis Buick. She had it when we got married in late 1967. She only had it for about eight months because we traded it in on a 1965 Corvette convertible.

The next purchase of a British vehicle was a 1978 MG Midget in 1985. The original engine had been replaced with an earlier 1275cc motor. Our two children were young at the time and the four of us would wedge into the car with the top down and drive around and have a terrific time. (This was before strict seat belt laws.) I used it as a work car for three years. It didn't like the rain. It would start missing and running rough. I wiped the distributor, coil and plug wires off by the side of the road many times.

Our current foray into British sports car ownership is a 1971 red MGB roadster. We purchased it in late May of 2009 from Craigslist. The car had Ohio plates that were last registered in 2002. It had been setting at a house that was going thru foreclosure and the owner didn't want it. The man who was



refurbishing the house took it home and sold it to us. Overall, the car is in reasonable shape. The odometer reads 77,000 miles and works. The interior, carpets, and top look new and the gas tank is new. It wasn't running when we bought it, but it would turn over easily. After four weeks of tracing wires and replacing ignition parts, we had it towed to MG Automotive where Steve had it running by the next day. Reverse wire on the ignition switch was shorting out. While it is not currently running, we are looking forward to fixing it and enjoying it for quite some time.

Sad News to Report

As we go to press, we were saddened to learn that long-time club member John Zeno passed away on Friday, May 14. John's son Steve sent an e-mail, which was forwarded to members. That's all the information we have at this time.

Understanding Engines – Part II

Steve Markman

Last month, I explained horsepower, then discussed the effects of intake valve size, octane, and compression ratio on horsepower. I'll conclude with a discussion of the effects of timing, dwell, and air/fuel ratio. There probably are a few dozen other factors that affect engine horsepower, but I'll save them for another time.

Timing refers to the exact time that the spark will occur relative to piston position and crankshaft angular velocity. Setting the correct ignition timing is crucial for proper engine operation. By igniting the air-fuel mixture at the correct time, maximum pressure in the cylinder will occur, allowing the ignited mixture to push the piston down the cylinder with the greatest force. Timing can be either "on top dead center," "advanced," or "retarded." Ideally, the time at which the mixture should be fully burned is about 20 degrees after top dead center. Spark advance or retardation is required because of the different amount of time available to burn the air-fuel mixture at various RPMs. As RPM increases, there is less time for combustion, so igniting the mixture a bit earlier will allow the mixture to burn more fully. But, if the ignition spark is advanced too much, the rapidly expanding air-fuel mixture actually can push against the piston still moving up, causing detonation and lost power. If the spark occurs too retarded relative to the piston position, maximum cylinder pressure will occur after the piston is already traveling too far down the cylinder. This results in lost power, high emissions, and unburned fuel.

In older, non-computer-controlled gasoline engines, timing is controlled inside the distributor as it triggers and distributes the ignition spark to each cylinder. By using rotating weights and springs, centrifugal force causes the contacts inside the distributor to move forward (this is called centrifugal advance), so that the spark occurs sooner. Many of these engines also use a vacuum advance that adjusts the spark during "deceleration" and/or low load "coast" independent of the centrifugal advance. (editor's note – there is no such thing as "centrifugal force," but the term has become established in common use. Don't get me started on this.)

Dwell controls how much electrical energy is delivered to each spark plug. At ordinary engine operating speeds, the points (located in the distributor) open and close a couple of hundred times per second, the exact number depending on the number of cylinders and the engine RPM. The points need to be closed for an appreciable time in order to build up the maximum electrical charge in the ignition coil.

The period of points closure is specified by the ignition system designer and is typically expressed as degrees of distributor rotation. In a four cylinder engine, the angle between each ignition contact is 90° and the period of points closure or "DWELL" is usually a bit over 45° of distributor rotation. In a six cylinder engine, the contacts are 60° apart and the dwell time is 30° to 35°.

The dwell is adjusted by setting the points gap to a specified distance. A narrower gap gives more dwell and a wider gap gives less. Taking it to extremes, excessive dwell makes the points close too soon after opening, cutting off the coil before it delivers all its energy. Too little dwell gives the coil insufficient time to build up to the maximum.

Both conditions give a weak spark which gets even weaker as the engine RPM increases, producing misfiring at normal operating speeds. The dwell, as well as spark plug gap, have an effect on ignition timing. The later the points open, the later the spark comes and has the same effect as retarding the

timing. The earlier the points open the sooner the spark comes and advances the timing. That is why timing is set after the dwell when performing a tune-up. And, don't forget to check the gap on your spark plugs before you install them!

Air-fuel ratio (AFR) is the ratio of the mass of air to fuel. When there is exactly the correct amount of air needed to burn all the fuel, the mixture is called a stoichiometric mixture. For gasoline, the stoichiometric air/fuel mixture is approximately 14.7 times the mass of air to fuel.

In theory a stoichiometric mixture has just enough air to completely burn the available fuel. In practice this is never quite achieved, due primarily to the very short time available for combustion during the power stroke before the exhaust valve opens, and also the cooler temperature at the cylinder wall which slows the burning process near this surface. Most of the combustion process completes in approximately 4-5 milliseconds at an engine speed of 6000 rpm., during which the crankshaft moves through about eighty degrees of rotation.

Any mixture less than 14.7 to 1 is considered to be a rich mixture, any more than 14.7 to 1 is a lean mixture. Lean mixtures produce hotter combustion gases, so much so that pistons can melt as a result. Rich mixtures produce cooler combustion gases, but also more carbon monoxide, because less gas is converted to carbon dioxide. Lean mixtures produce less power. Similarly, rich mixtures return poorer fuel efficiency.

A stoichiometric mixture burns very hot and can damage engine components if the engine is placed under high load at this fuel air mixture. Due to the high temperatures at this mixture, detonation of the fuel air mix shortly after maximum cylinder pressure is possible under high load (referred to as knocking or pinging). Detonation can cause serious engine damage as the uncontrolled burning of the fuel air mix can create very high pressures in the cylinder. As a consequence, stoichiometric mixtures are only used under light load conditions. For acceleration and high load conditions, a richer mixture is used to produce cooler combustion products and thereby prevent detonation and overheating of the cylinder head.

That's about everything I dug up about engines. So, how much horsepower does my 179cc engine produce? I don't know, but it sure blew up a blizzard of snow, especially when going through sixteen-inch drifts, with barely a hint that it even was working hard. I guess it has enough power.

One last nit-to pick while you're reading this. All too often I hear the terms "engine" and "motor" used interchangeably. This is another stomach-churner, as is "centrifugal force." An engine is powered by an expanding gas, while a motor is powered by magnets repelling each other. Unless you drive a hybrid vehicle, the *engine* powers the wheels while a motor powers accessories such as the fan and windshield wiper.

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 : 1954 MGTF 1250 in very good condition. Driven regularly except for the last year. Colors are black with red upholstery, which match the original car factory registration. Top, side curtains and toneau

The Octagon News – May 2010

cover are included with original shop manual and required tools. Installed cabin heater. Owner since 1972. Contact Cecil Scott, 614.459.0479. (5/10)

For Sale: Collection of 10 – 15 MGs owned by collector in Middletown. Stored in barn. Specific cars, conditions, and prices unknown, but prefers to sell to MG owners before offering to the general public. Contact Rick Williams from 10am to 6pm at 513-727-3768 or e-mail at waspl@att.net. (5/10)

For Sale: 4 - Dunlop SP20 165 R 15 tires (439 miles) and 1 - Vredestein Sprint Classic 165 R 15 tire (new). I just removed these from my 1960 MGA. These are in excellent condition. \$ 425. Tom Bishop Tandtbishop@insight.rr.com or 614-890-7921. (5/10)

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)

MG Car Club Minutes, April 28th Meeting

Sam Hodges

Ryan gaveled the meeting to order precisely at 7:30... and again at 7:31... and then again at 7:32... **THAT** table in back, "What's that noise?"

President Ryan Looft, "We've got a pretty good turn out here tonight. Lois Gribler, "You call this crowd good?" Ryan, "I don't recognize about half of you. If you're looking for the AA meeting, that's across the street." Ryan continued, "I went out on a job and the guy had 2 MG's, a rubber Midget and B. I'll get the info and forward it ASAP.

Vice President Dave Gribler, "I got nothing to report until GT 37."

Minutes were next. Dick Goodman motioned to accept the Minutes as reported. Charlie McCamey seconded the motion. Minutes approved as reported (*good, I wasn't changing anything anyway!*)

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 \$0.00.** Total Expenses: Hall Rental Fees (\$45.00) + Gumball Rallye (\$5.00) + Octagon News Fees (\$72.56) = **A Total Expense of \$122.56. Total**

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The Octagon News – May 2010

Loss to the MGCC was \$122.56, that when subtracted from our existing Treasury balance of \$3,027.07 equals a new **Treasury Balance of \$2,904.51** in the checking account and \$378.32 in the savings account. Skip Peterson moves that the report be accepted as read. Linda Wolfe seconded the motion. Report approved. (*It was actually the other way around, but since these are the same two from last month and I just cut and pasted this and then changed the numbers, this is how it officially happened.*)

Skip, “We got a bill for the insurance...” Lois Gribler, “Motion to pay the insurance bill.” Skip, “I second.” Club votes, all approve. Bonnie, (*to be said as if a cheesy game-show host*) Pay That Bill! Linda, “We also received the bill for the P.O. box. It’s \$48.00.” Louie, “I seconded.” (*though technically we didn’t really have a first – or at least I missed it if we did*). Post Office box bill paid as well. Skip, I’ve also got a bill for \$27.00 for coffee and donuts for tune up clinic.” (*Paraphrasing the MGCC*) “Write that man a check!”

Membership with Carole Looft was next. Jennifer Peterson, “Terry’s making faces at Carole.” Carole Looft, “We have a new member, Joe Damico owner of 1976 & 1979 MGBs. Joe’s in attendance tonight and our membership is now at 94 members. We had 20 people at the Tune-Up Clinic...” Skip, “Despite the weather...” Carole, “...and 31 turned up for the Pub Run.” Linda, “Joe’s Uncle is Nick Damico, a former member. The Wassermans’ bought his old TD.”

Activities with Eddie...

Drive your MG day has come and gone... You missed it.

The Second Street Market Show has come and gone... You missed it.

The first week of June is Drive-Your-British-Car Week. Plan accordingly.

June 6th is the Perrysburg car show.

June 13th is the Cincinnati British Car Show.

Belleville, Ontario, Canada June 23 - 27, 2010 is MG2010.

Minis are going to be at the Holiday Inn at the end of June. Skip, “Should we go over there and try to crowd them out?” Louie, “I’ll bring my Spitfire.” Lois, “Tow trucks aren’t allowed Louie.”

Skip, “So Eddie, when’s the Holiday party?”

Sunshine Committee was next. Jennifer P., “I know that Louie was M.I.A. for a while.” Louie, “I had a skin cancer spot removed from my lip and got some stitches as a result. I won’t be able to talk the way I normally do...” APPLAUSE from the MGCC Peanut Gallery.

Newsletter was next. Steve’s not here man. He’s at a soccer game with his grand kids. Joe Hooker, “Did anyone receive a newsletter with some information about Lionel trains in it? I lost it.” *If you DID receive a newsletter that had some Lionel train info, NOW you know what’s up.*

Webmaster Ron Parks, “Obviously if you’ve seen the website you know that the new computer is working fine.”

BCD. Skip, “We have a guest with us tonight, Randy Wakefield from the Triumph club is with us and he has some new ideas about the BCD t-shirts.” Randy Wakefield, “I was at Mid-Ohio last year and two comment lit in my ear, ‘it’s a great show, but the t-shirts are so-so.’ So I went to Logos @ Work and got some new choices in shirt styles. We’ll have new ladies cut, so no more night shirts. Secondly, they can do pre-packaged mailer bags so all we have to do is to put a sticker on and then mail them if we run out of t-shirts. There’s a new concept for the t-shirt design. We’ll get more colors, but they’ll also cost us more. No more than \$8.50 per shirt for multiple colors on both sides. It’s \$7.25 for a one-side printed t-shirt.”

The Octagon News – May 2010

After some discussion, the MGCC decides that we need to think about it after a straw vote where approx ¾ of the members present vote to try Dave McCann's plan. That plan was that we should try it for a year just to see how things go. If we don't like it, we can always go back to how things were. As a whole, the club is a bit skeptical but willing to try something new...

Beer Break is called at 8:15.

Back from Beer Break at 8:32.

British Museum of Transportation. Dick Smith, "The Second Street Market Show is coming up (*you'll have missed it by the time you get this*) and other than that, we're still negotiating on a couple of buildings.

Old Business. GT37. Dave Gribler. "I've got 8 points to talk about tonight.

Point 1. At this point were fully staffed.

In Publicity we've got Sam Hodges (*Huh!?! Wait!?! How'd that happen!!!??*)

Hospitality will be Terry Looft

Food will be Mike Edgerton

Treasurer will be Diana Hodges (*Shhh... she doesn't know yet... I'm SOOOO dead!*)

Point 2. Bruce Woodson will be at the next meeting so BEHAVE!

Point 3. We need a logo. Skip, "I thought that I had to deal with that..." Dave G., "I didn't want to speak for you."

Point 4. Someone needs to talk to the Carillon people about the car show possibilities.

Point 5. (*He skipped that one... Honest! I was actually paying attention!*)

Point 6. Activities. Ron, Lois and Dave got together and did a brain storming session to see if they could come up with possible things to do. (*I could make some comment about their 'brain-storming' session being a drought, but it's just too easy with that group...*)

Some of the ideas for things to do that need to be further investigated. Tours of Dayton Wire Wheel and maybe D & D Restoration. The U.S.A.F. Museum is always an option. There's the Taj Ma Garaj. And possibly some tours of some private collections (Esther Price, Rick Grant?) but someone needs to check with them as to the possibilities of setting these up. The list was a pretty extensive list, now we just need to start making some calls.

Dave G., "Maybe we can get someone to put on a clinic. Paint jobs, windshield rebuilds, gearbox conversions. I figured about 4-6 tech sessions would be enough." Carole Looft, "One of the tech sessions they did in Minneapolis was that the reps from 3M came in and did a tech session demonstrating all of their



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The Octagon News – May 2010

products.” Eddie Hill, “There’s a distributor for Griot’s garage in Indianapolis that might be able to do something for us.” Lois, “Maybe Terry can do some kind of tech tip for us...” Terry, “I can do a tech tip on how to find a wire wheel off in the weeds and what tools you need to deal with that situation.”

Bob Charles, “Maybe someone could do a session of how to prepare a car to drive long distances like cross country.” Kathy Goodman, “You could do a tech session of how to pack your MG for a long range trip – how many quarts of oil will fit under the hood?”

Point 7. Someone needs to talk to the Dayton Convention and Visitors Bureau.

Point 8. We still need a PowerPoint for NAMGAR 2010. Lois wants to do a rolling photo shoot of MG’s all over town at scenic venues. Stay tuned to your e-mail.

Spring Drive. Glen Marin, “**Saturday June 12th** is the Spring Drive. We’ll be meeting at the Tipp of the Town Restaurant in Tipp City and going from there.”

Dick Smith, “Oh, by the way I forgot that we’re doing the raffle for the MGB GT at the Second Street market Show. We’re out of raffle tickets.” Dave McCann Jr., “So, I could sell off my raffle ticket to someone who got turned away. Hmmm...”

Tech Tips. Mike Klein at Electro Finish is the chrome plater working on Ron’s TR4. He’s close to Steve’s place on Wilmington Pike and he does polishing as well as plating.

Bob Charles. “I’m doing a 1980 MGB in Pageant Blue – think Bill’s wheels blue. Matching that color is next to impossible. I had to strip the whole thing down and repaint it simply because it couldn’t be matched.”

For Sale. Dick Goodman’s badge bar and now a Zenith Stromberg carb setup off of his 1980 MGB.

Gumball Rallye. Carole Looft wins!

Louie motioned to adjourn the meeting and Bob Charles seconded. Meeting Adjourned at 9:00



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