

THE OCTAGON NEWS



Volume XL No. 3

January 2011

Happy New Year

Pictures from Holiday Party



From the President

Terry Looft

Hello MGers.

Well, it's the beginning of a new year, and it is unfortunate that we start it off with sad news. As most of you already know, we lost one of our club members at the beginning of the month. Mel Finch, a long time supporter of our club, passed away. Mel had been a member of the club for many years. Even though he lived in Kansas City, Mel and his wife Itsy always made it back to Ohio for BCD. They often helped out in the concession stand. In 1996 the Finch's bought their MGA Coupe that was formerly owned by Danny

Callahan. The club has made a donation in Mel's honor to their church's memorial fund in lieu of flowers. The club sends the Finch family our sincerest sympathy.

We had a great turnout at the Holiday Party last month even though the weather wasn't very



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, January 26, 2011

MG Car Club Officers

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Upcoming MGCC Events

Jan:

23 – Pub Run @ Barleycorn
26 – Meeting at K of C Hall

Feb:

23 – Meeting at K of C Hall

Mar:

12 – Party @ Gribbler's
23 – Meeting at K of C Hall

favorable. There was a lot of good food, good conversation, good drinks and of course those cherished gifts. Rumor has it that several members were 'lucky' enough to get back the presents they had brought in previous years. Wasn't Sam one of those lucky ones? That lawn should look great this summer! AND shouldn't someone older than Ryan have gotten the THUNDERBIRD?! We hope for an even bigger party next year and with some new and fun things planned. So, now that you know how to get to Wilmington, BE THERE. It'll be December 10th, now tell me you didn't have time to plan!

We have an upcoming Pub Run this month on the 23rd at Barleycorn's. We have met at Barleycorn's before, but as a refresher, Barleycorn's is located at 6204 Wilmington Pike, Dayton. It is located just south of I-675 on Wilmington Pike. We are meeting there at 5:00pm. I hope you are able to join us. We also hear that Louie is doing great and may be at the next meeting.

It's been kind of slow without someone to beat up on. We all look forward to Louie at his table.

The club membership numbers are slowing creeping upward – soon to be approaching Ron's!

See you at the meeting and Pub Run.

Terry



PS As always there is free beer for new members and for anyone who brings a new member to the meeting.

Remembering Mel Finch

Not too many of us knew Mel Finch, since he and his wife Itsy lived in Kansas City. However, since joining our club in 1997, they were regulars at British Car Day, only missing the show once, probably a better attendance record than many of us. How did they get connected with our club? Mel and Joe Hooker were college buddies back in the 1950s. They got reunited when Mel and Itsy came all the way here for our show, remained close ever since. Mel and Itsy usually planned their summer vacations around a British car show somewhere in the country, often taking their MGA, and visiting 16 different states and provinces.

Mel bought his MGA coupe from the widow of club member Danny Callahan. Callahan died of a heart attack in early 1996 and MG Car Club members helped finish the car, which had been Danny's goal. The Finch's joined the club at that point and have been members ever since.

Mel passed away on January 3, 2011, from several complications including kidney failure. He was active in the MG Club in Kansas City, and was always there to help fellow MG enthusiasts with difficult diagnostic issues or maintenance problems.



Pictures from the Holiday Party

Photos by Ron Parks



Thanks to Terry and Carole Looft for opening their home to us for a great time!

Member Featured Car of the Month...

John Scocozzo's 1978 MGB V8 Conversion

John Scocozzo

My 1978 MGB was first registered in Cincinnati OH. In 2000 after a few owners and a blown engine, Jacob Sutter of Newbury, Ohio purchased the car as a base for a Buick 215ci V8 conversion and restoration.

The conversion and restoration included:

- Full disassembling of the body, sheet metal repaired.
- Crate 1963 215ci Buick High Output engine
- 1989 Camaro world class T-5 transmission
- Chrome bumper conversion
- Fiero Leather Seats



The conversion and restoration was 90% complete by 2004 when the car was sold to Mike Maloney (club member).



I purchased the car in November 2009. A garage and workshop addition was built during the summer and fall of 2009 specifically for the car. My plan is to complete the restoration and DRIVE the car.

The car is a blast to drive and much more fun than the '67 B I owned in the early 80s. Sue and I put over 3000 miles on it over the summer, running errands around town and weekend road trips searching for winding roads throughout southwest Ohio. Going to car shows was ok but, we really enjoyed taking the back roads to cruise-ins around the Miami Valley. The custom car crowd gets a kick out of seeing a v8 in a little sports car.

Year : 1978

Make: MG

Model: B

Engine: 1963 Buick High Output 215 ci engine. Rated at 200hp with 11:1 compression

Transmission: 1989 World Class T-5 with .63 overdrive

Rear Axle: Stock 1978 MGB with 3.91 ratio

The all aluminum Buick engine and Camaro transmission weigh 40 lbs. less than the stock 4 cylinder engine and 4 speed transmission.

“215” History

The Buick/Olds/Rover 215 cubic-inch (3.5 liters) aluminum V8 was originally announced in 1960 as a potential lightweight economy engine destined for General Motors new line of compacts: Buick Skylark, Olds Cutlass and Pontiac Tempest. First appearing in the 1961 model year, production ended in 1963 after over 3-4 million engines were produced. Two versions were available: the Buick model and the Olds, which featured different heads, valve train and valve covers. Pontiac used the Olds version.

The reason production ended so soon was a high rejection rate during the casting process, as GM utilized pressure casting of the Reynolds 356 aluminum alloy around steel sleeves. The assembly was then heat-treated to T-6 condition; but the heat treating caused the steel sleeves to shift and thus rejection of the entire block.

In 1965, Buick negotiated production rights with the British Rover Cars company. Rover, seeing the motor as its salvation for an aging product line, found that sand casting the block and installing press-in sleeves at a later point precluded any production problems. The engine went on to power the ancient P5 Rover sedan, then the modern 3500 (a transplant into the 2000 TC), and finally the legendary Range Rover. It continues to power Land Rover products today in 4.6 liter guise.

In 1970, MG (now part of the vast British Leyland empire and sister company to Rover) was looking to improve the performance of its MGB sports car. An outsider, Ken Costello, actually showed them how to do it, as he had begun small-scale production of V8-engined MGBs. MG's own version appeared in 1973, just in time for the first oil embargo, and lasted only two years. Only some 2591 cars were produced, all in "hard-top" GT form.



The rubber bumper MGB provides a “drop in” engine bay for the 215ci aluminum V8 engine.

New Source for British Car Parts

There is a new source for parts for vintage MG, Triumph, Austin Healey, and Jaguars. Britannia is located in Champlain N.Y. and is now serving customers in the U.S. as well as Canada. They offer a large inventory as well as conversions for your classic and are constantly adding new parts on a daily basis. They offer a 10% discount to club and or association members. To benefit, just register on their web site: www.britanniaparts.com. Please feel free to contact Britannia directly at 1-866- 758-2984 if you need any additional information.



February Issue to Feature Wedding Pictures

Steve Markman

With February being Valentine's Day, I plan to run wedding pictures of our members. Please e-mail your picture to me, bring it to the next club meeting, or send it by snail mail. All pictures will be returned at the February meeting, or by return mail if you prefer.

2011 Rallye to Reno

MG2011 Event and Hotel Registration

Please select this option if you plan on registering for the complete event. ***When selecting this option you will have the option to register for the Rallye to Reno after you register for the event.***

National MEMBER Registration - (\$85 online before 5/15; \$100 after 5/15)

National NON-MEMBER Registration - (\$100 online before 5/15; \$125 after 5/15)

Rallye To Reno Caravan Registration

Please select this option if you plan on registering for the Rallye to Reno (\$35) event ONLY. If you select this option to register, you will NOT be able to register for more than just this event.

Headed to the 2011 All-MG event in Reno, Nevada next June? Come along with everyone on a drive across Route 50 from Sea to Shining Sea. We'll be starting in Ocean City, MD on Saturday, June 4th and stopping at cities and towns on Route 50 all across America. Cincinnati, St. Louis & Kansas City are just a few of the places along the way.

You don't have to start at the beginning, just join in anywhere along Route 50. There will be plenty to do and see, such as a trip to the top of the Gateway Arch in St. Louis or a drive to the top of Pike's Peak in Colorado. Set your own pace during the day and join up with the group each evening at the hotel and other stops.

After MG2011, we'll continue to San Francisco to complete the trip (even though Route 50 now officially ends in Sacramento), dip our tires in the second ocean that month, and sightsee for a day or so in the City by the Bay.

For additional Information and a Map to see where the latest info on where people are coming from please click <http://rallyetoreno.com>



Winter Driving Tips

(whether driving your MG or not)

Submitted by Steve Markman

Editor's Note – I haven't tried any of these and have no idea if they work. If you try any of them, please let us know at the next meeting how they worked.

Keep your headlights clear with car wax! Just wipe ordinary car wax on your headlights. It contains special water repellents that will prevent that messy mixture from accumulating on your lights- Lasts 6 weeks.

Squeak-proof your wipers with rubbing alcohol! Wipe the wipers with a cloth saturated with rubbing alcohol or ammonia. This one trick can make badly streaking & squeaking wipers change to near perfect silence & clarity.

Ice-proof your windows with vinegar! Just fill a spray bottle with three parts vinegar to one part water & spray it on all your windows at night. In the morning, they'll be clear of icy mess. Vinegar contains acetic acid, which raises the melting point of water, preventing water from freezing.

Prevent car doors from freezing shut with cooking spray! Spray cooking oil on the rubber seals around car doors & rub it in with a paper towel. The cooking spray prevents water from melting into the rubber.

Fog-proof your windshield with shaving cream! Spray some shaving cream on the inside of your windshield & wipe it off with paper towels. Shaving cream has many of the same ingredients found in commercial defoggers.

De-ice your lock in seconds with hand sanitizer! Just put some hand sanitizer gel on the key & the lock & the problems solved!

2011 Automotive Hot List: The Departed...

For better or for worse, these American brands have left the building.

Stolen from Road & Track

If there's one constant in this world, it's this: We live in a world of constant flux. In the automotive world, however, we've all grown accustomed to seeing the same group of manufacturers introduce new models each year. You know the names. But for the 2011 model year—thanks largely to the huge economic downturn that began in late 2008—four well-known American nameplates have gone the way of the Edsel, so to speak.

Of these four, the Hummer brand was the most short-lived. Thrust into pop culture by a muscle-bound Austrian-born actor/governor, these off-road-biased trucks proved far too bulky and inefficient for the times. The original Hummer H1 (or Hum-Vee) was a celebrity of the Persian Gulf War. In 2002 came a smaller and (slightly) more manageable version, the Hummer H2. Exactly what made suburbanites decide they needed a four-wheeled facsimile of a machine-gun toting, troop-hauling war machine parked in their

driveway is best left to future generations to explain. Perhaps the supersized and fuel-guzzling excess of the Hummer brand will someday look as quaint as towering tailfins from the late-1950s? Or perhaps not.

Pontiac and Mercury always maintained a far more balanced product portfolio during their much longer life-spans. Pontiac, founded in 1939, was introduced as a companion make to prop up sales at GM's Oakland division. Pontiac immediately outsold, and eventually far outlived, its parent brand. Oakland faded away in 1931. In theory, Pontiac was GM's performance brand. We'll miss cars like the G8, GTO and Solstice GXP; we wish we could erase the Aztek from our memory (as did Pontiac, no doubt). Pontiac's historical highlights include the 1964 Pontiac GTO (the car that defined the muscle-car era) and the Firebird sports coupe.

Mercury was introduced in 1939, not to boost another brand's sales, but to fill the price gap that had emerged between Ford and its upscale sibling, Lincoln. Founded in 1939 by Henry Ford's son, Edsel.

Cars like the 1949 Mercury Coupe driven by James Dean in *Rebel Without a Cause* all but guarantees the brand immortality – even if the nameplate itself has finally driven into the sunset. Years of badge engineering eventually dissolved Mercury's identity, squeezing the brand out of the Ford Motor Company family tree.

Perhaps the biggest surprise – at least in terms of positive automotive karma – is the loss of Saturn. Created by GM to take the fight to imports, Saturn was marketed as “a different kind of car company,” thanks to a lineup of fuel-sipping small cars and no-haggle pricing policy. If only the cars lived up to the feel good dealership experience. A lack of development and new models left Saturn spinning out of orbit. A list ditch effort to market vehicles built by GM's German-based Opel division as Saturns proved too little too late.

Classifieds

Free classified policy: We are happy to run your auto-related ad for three 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 three months.

For Sale: new main bearings (10 over) for a 53 MG-TD. Will sell at half-price. Danny Mortensen agsdanny@aol.com
859-384-7821. (1/11)

We want your MGA...

to be registered with NAMGAR!



Yearly membership is \$37.50 North America or \$52.50 International. The application form is available on-line at www.namgar.com or from: NAMGAR Registrar, 7522 SE 152nd Ave., Portland, OR 97236-4861



Members receive *MGA!* Magazine, the bimonthly magazine devoted exclusively to the enjoyment, care, and preservation of the MGA, Magnette and Variants; and an annual Get-Together in various locations in U.S.A. and Canada.

2010-11

For Sale: “Gertrude,” 73 MGB Conv. Roadster, blaze with dark blue interior, has always been garaged, 3rd owner, repainted and engine restored in 98 by Steve Miller-MG Auto. Have original bill of sale, MG Handbook, Passport to Service Maintenance

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record book w/metal Identification Plate, w/British Leyland original solid state am radio (yes it works), also comes with black hard top. Asking: \$7,000: Betty / Fred Shaneyfelt, 937-371-8223, bfshaney@aol.com. (10/10)

For Sale: Four (4) early MGB wheels & tires. Ron Williams, 260-438-5337 (9/10)

Wanted: One wind wing for 1953 MG TD. Russ Berry, 937-673-5218. (9/10)

Wanted: Good passenger side fender for a 78 Midget. Todd Robbins 740-739-3241 (9/10)

For Sale: 1950 MGTD w/ extra engine and carb. \$13,000. Located in Beavercreek. Call Rick Lach for info, 937-426-2015. (8/10)

For Sale: 79 MGB. Over 100,000 miles. Body is solid, but some rust. Engine and carbs need rebuilding. Top still in good shape. 3rd owners.. Stored inside for 7 years beginning in 2000, then outside for 3 years (covered with a fitted tarp.) Title is clear. \$600. Dick Stem, Phone: 426-7759 or 901-6802 (8/10)

Wanted: MGB. Call Dave Wagonner, 937-833-2743. Brookville (8/10)

Wanted: MGB head pipe [Moss #444-020] George 440-315-4140 csmwakeman@oh.rr.com (8/10)

Wanted: MG Magazine #65. Jeff 440.355.MGMG drivesmgs@gmail.com (8/10)

For Sale: 1969 MGB Roadster. Looks and runs great. Only 150 miles since ground up restoration completed in 2008. New, period-correct, ice blue metallic paint professionally applied. All rust removed and metal replaced as needed, plus extensive mechanical rebuild. Tons of new parts, way too extensive to list here. \$17,900. Kent Miller, 937-299-3837. (8/10)

MG Car Club Minutes, Nov 17th Meeting

Sam Hodges

The other day, I wrote a letter at work that had a 15.6 Flesch-Kincaid grade-level score. This newsletter... 4.7... Hmmm...

Meeting called to order at 7:39 (*oops... I think that might be a typo. Could have been 7:29, but I'm not sure...*) **Pres. Looft**, "I'm calling the meeting early since last month I was late. Pub Run. Do we need another?"

Vice President's Report. Dave McCann, "I've got nothing." Terry, "Why not?" Dave, "Ron told me that when I took this job, I didn't have to do anything. That's what I'm doing. I'm sitting here anchoring this corner."

Minutes. Terry, "The only dispute that I had was the starting time of the meeting." Ron Parks motioned to accept the Minutes as reported, Jennifer Peterson seconded. Minutes accepted.

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Treasurer's

Report. Glen's not here. Odd how cash flow goes up, Glen goes missing. Skip, "Let the record reflect that I bought the gift card and I'd like to be reimbursed at some point." (Wait... what?!? You're actually relying on the Minutes for an actual factual issue?!? So reflected...)

Membership.

Terry, "Mrs. Looft? It use to be Sweetie, but now it's Mrs. Looft." Carole, we've got 75 members so far, we need to do better."

Activities, with Mr. Ed. Eddie... Eddie!... He's not paying much attention. Eddie Hill, "The Holiday Party's at Mrs. Looft's house. Get there definitely after 6 unless you want to help clean. The official time is 7:00." Skip, "I think this will be the first two-year-in-a-row Holiday party!" Terry, "Good thing Linda's not here. She'd probably find a bylaw that says that it can't be done." Secretary Hodges, "Really, I've been Secretary since 2005 and all of a sudden we're concerned about bylaws?"

Sunshine Committee. Jennifer P., "I got nothin'." Dave McCann, "How's Louie? We haven't seen him for 2 meetings?" Terry, "Yeah, I can't do any old jokes..." Carole, "...there are some others here who are just as old." Dick Goodman, "Thanks Terry." Terry, "Oh, Louie's a lot older than you are."

Carole, "Who's doing the mailing labels? The changes that we're making for the labels aren't getting through. We need to look at the process." Joe Hooker, "I think Dick's (Smith) computer messed up and he had to recreate the labels." Lois Gribler, "Linda got a hard copy and she wasn't supposed to." We'll have to look into the systems, formats and programs. Dick, Carole's going to send you a note.

Newsletter. Terry, "Did we all get the photos. Next month, Steve wants to do wedding pics." Jennifer, "We're voting that down."

Webmaster. John Scocozzo (...even though I'm cutting and pasting, I KNOW I'm gonna get that wrong eventually...assuming that I haven't already...) "Ron's stopped calling and everything's up and running fine so we're good."

Beer Break. WAIT! False start! Bill Hammond, "Are we gonna bring Jim in here?" Terry, "Only if you want to make a big production out of it. Fine, Beer Break's cancelled." Dave McCann, "How about just

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‘postponed’?” Jim is brought in and we present him with the annual “MGCC Gift of Appreciation” presented for actions above and beyond the call of duty in keeping the club hydrated and dealing with the rabble (*this is the second time this week I’ve been able to use ‘rabble’ in a sentence*).

Beer Break 7:55

Back from Beer Brake 8:13 Jack Bantle, “You look different with a haircut, Terry.” Terry, “As long as I’m interviewing, I’m going to be clean cut.”

BCD. Carole Looft, “Is the money here?” Skip, “I don’t know anything without the money.” Dave Gribler, “We gave the money to Glen (*who suspiciously isn’t here*) last month and we’re done until March.” Skip, “We’re going to feature the Jag XKE next year since it’s the 50th anniversary of the XKE.” Some discussion about various items such as t-shirts and concessions... Dave McCann, “What’s the labor costs?” Lois Gribler, “You can’t afford Lois and Jennifer.” (*OH! Sooooo many jokes, so little space...*)

Old Business. Terry, “Dave? MGA? GT37?” Dave Gribler, “There’s been a little talk, not much action. Some small discussions, but nothing major. Ron will be looking for some volunteers to head up a few committees. I’ve been in contact with the task chair of GT35 and I’ve got their event checklist and the registration spreadsheet. After the first of the year, I’d like to start getting some contracts nailed down and start working on a budget. Skip’s got some ideas he’s working on. We do have some goals the biggest of which is to be able to submit a registration form to NAMGAR by next November 2011. It has to be approved by NAMGAR so we have to know what events and costs will be.” Lois G., “I made the clocks for the MGCC a few years ago and if we can come up with the logo, Skip (Skip, “I’d like the record to reflect that they’re on my ass again...”) but I was thinking that we could maybe do something similar for GT37.” Dave McCann, “Do we have a specific logo for this event yet?” That’s Skip’s dep’t. Skip, Terry, & Carole basically all ask the same question. “Is there anyway that we can get the clocks for cheaper (\$2.00) than what you paid for ours? We think it’s a great idea and we should definitely look at developing this idea.”

Dave Gribler, “Talking to Bruce Woodson it seems Tuesday night is the registrar’s night and that would be a good time to give out refrigerator magnets with the LOGO...”

New Business. Terry, “Who’s interested in MG 2011 in Reno?” Dar, Ron, the Gribbs... all raise their hands. Eddie, “Do they have a logo?” Terry, “It’s not too early to start thinking about hotels and travel arrangements. There are a bunch of nice hotels out there.” Mrs. Looft says to Mr. Looft, “They’re on your list honey.” Terry, “We’re kind of going out on our own. There are 2 groups going. One taking a southern route, the other a northern route. June 13-17th is the event and we’re planning on leaving a week early so that we can do some sightseeing. Reno is the BIG one with all Type clubs, attending A/B/T/Magnette/Y.

Terry, “We have all this money that we need to spend. First thing was the Pub Run, now we need an MGCC logo up on the wall with the Triumph (motorcycle) club logo – Skip’s supposed to work on that.” Skip, “I looked at designsign.com. A 24x24 sign on Aluminum is \$54.00...” Several folks including me, “SOLD!” Lois G., “I motion to allow Skip to buy the sign, \$100.00 limit.” Dave McCann seconds the motion. Carole, “I think that after it comes, we need to have a dedication ceremony at the Pub.” Skip, “I think we should make the Pub the official beer reseller of the MGCC and get them to pay us.”

Terry, continuing to spend our money, Eddie, “I need Tyres for the MG.” Terry, “Get it running first.” Terry, “It’s that time of year when we start to think about donating to charities. Last year the Salvation

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Army, Food Bank, _____ (person) and the British Museum got donations.” Eddie motions that we give the Food Bank & Salvation Army \$250.00 each. McCann seconded. Eddie tried to oppose his own motion...

Terry, back on the spending spree..., “Just give it some thought. Is there anything that might benefit the MGCC? Do we need stationary? More name tags? Just think about anything that might make our life easier, smoother.” Eddie, “A new gavel?” Dave McCann, “A BIGGER gavel?” Kathy Goodman, “How about steaks at the picnic?” Skip ‘Logo’ Peterson, “Naw... we have a hard time cooking burgers...” Terry, “What’s wrong with my burgers?” Terry, “Just give some thought about something we can do for ourselves.” Skip, “How about cooking lessons?” Jennifer P., “We want to spend money where we don’t have to work for it.” Dave McCann, “Let’s hire the Triumph club!” Terry, holding the gavel, “What do I need to grease this with?!?!”

Dave Gribler, “How about a Pub Run?” Terry, “Are we talking January?” Keith Hankey, “Don’t make it the first, I’ll be hung over.” Bill Hammond, “How about Barleycorn’s?” Someone... “January 23rd would be good.” – and so it is. *Same bat time, same bat-channel as always...*

Tech Tips. Keith Hankey, “If you’re going to the Holiday Party, don’t speed through Harveysburg by either the final curve or the RV storage. The cops there are bored and looking for some entertainment.”

Dave Gribler, “I’m rebuilding the carbs on the XKE, and I’m looking for advice on rebuilding Strombergs.” Steve Veris & Terry Looft, “Replace them with Zeniths.”

January 26th is the next MGCC meeting. Dress warm.

Gumball Rallye was won by Danetta Bantle.

Meeting adjourned 8:58. Everyone wants to go home.



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