

# THE OCTAGON NEWS



Volume XL No. 6

April 2011

Remembering Barbara Smith

More Club Member Photos



## From the President

Terry Looft

Once again I have to start off with a sad message. As most of you know, Barbara Smith lost her long battle with cancer this past week. We have missed her at the meetings and club events; please keep Dick and Barbara's family in your prayers.

With the taste of a few nice days behind us, we are, or should be, thinking about getting our cars out of storage and putting them to use. We will have already had the tune up clinic this past Saturday, and another pub run to the PUB on Sunday. I'm hoping for a good turnout at both. It seems that cars 'for sale' are starting to come out of the woodwork now that the weather is warming. We looked at an MGB up in Columbus this past week and a TD, strictly for parts, locally. Looking is about all we did. Neither one made it back to our garage. Also, one of the first car shows of the year is just a couple of weeks away. The



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 27, 2011

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## Upcoming MGCC Events

### Apr:

23 – Rescheduled Tune Up  
Clinic at MG Automotive  
27 – Meeting at K of C Hall

### May:

14 – 2<sup>nd</sup> Street Market Show  
May 28-June 5 – British Car  
Week  
25 – Meeting at K of C Hall

### Jun:

22 – Meeting at K of C Hall

Austin Healey show in Solon, Ohio is scheduled for Sunday, May 1. The show typically has a good amount of vendors with a wide array of parts for sale. I guess people have done some cleaning-out of their sheds (garages) over the winter and the prices are pretty good. The down side to that show, though, is the weather. It always rains.

One important item coming up on May 7, 2011 is our Spring Drive. Dave and Lois Gribler are planning a drive to six aviation sites in the Dayton area. This drive is two-fold. Not only will we be able to visit some interesting places, but, by visiting six of the nine locations, we are able to receive a 'Wilbear Wright' aviator teddy bear free. Our hope is to acquire a number of these bears for our club, so that we will be able to use them next year as we host the National MGA Meet. We will be gathering at Carillon Park on Saturday May 7, 2011 at 9:15am.

And lastly, British Car Week is May 28-June 5 this year. Make sure you drive your car during this week. That's all to report this month, see you at the meeting and get those cars out and drive them!

*Safety*  *Fast*

Terry

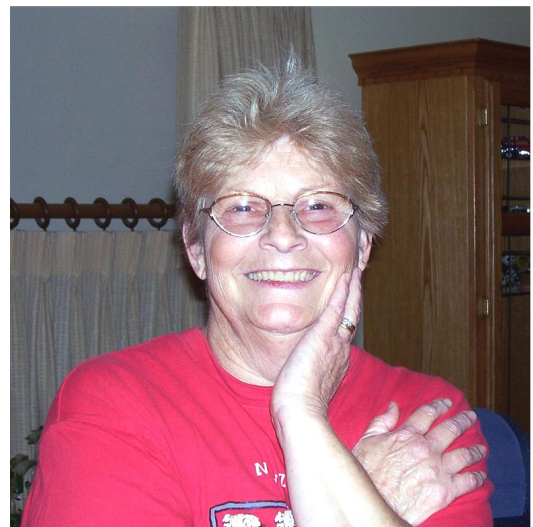
PS (As always there is free beer for new members and for anyone who brings a new member to the meeting.)

## Remembering Barbara Smith

Ron Parks

I think we'll all remember Barbara Smith for her great sense of humor. She always had a way of making visitors feel welcome. She would always chat when I went to their home to pickup parts I had ordered from her husband Dick. As I would purchase a few parts periodically as I needed and could afford them, she told Dick that I was like Johnnie Cash, building my car one piece at a time. The difference is that his didn't cost him a dime. Mine on the other hand has cost many dimes. The Hospice folks noticed her sense of humor, too, and loved being with her.

Barbara wasn't able to participate in many club activities lately because of her poor health, but we knew she was there in spirit. She enjoyed the club's Holiday parties and picnics before her illness prevented her from coming. We'll all miss Barbara.



Barbara Smith 1943 - 2011

## Member Featured Car of the Month...

# Steve & Jayne Powell's 1948 MG TC

By Steve Powell as interviewed by Ron Parks

I have a long history with this car. Somewhere in the late 60s, I bought an MG TC out in west Dayton in pieces. The body and frame were together and the engine was apart. At the time I didn't have a lot of money and I paid \$500 for that car. I had worked on a few MG TDs and owned a few of them, etc. As time went by I met Art McArthur who lives in Englewood and he had a TC that he drove back and forth to work. And, being a machinist, he decided he wanted to restore that car. He needed some parts and I needed some parts so we bought a car someplace in New York state and went and picked it up one weekend. So we had two (2) complete MG TCs and another body, frame, front fenders, rear fenders, but with no engine. Art started rebuilding his TC in the late 60s – early 70s. I didn't have the money at the time to rebuild mine and then in 1973 we bought a new house and I needed some cash. So I sold the TC and all my MG stuff. I think I got \$3,000 for all of it and applied it to the down payment on the house. Then the only MG I owned was the TF 1500 that we still own today. I had bought it in 1969 for \$600. Over a period of time I bought and sold some other cars, but always had the TF. Meanwhile, Art McArthur had completed restoration of his MG TC in 1972 or 1973 and I had always told him that if he ever wanted to sell that car, I would be interested in buying it. Well, along comes 1999 and Art had some health problems. One day he called to say he thought he was ready to sell the car. I went and talked with him and we arrived at a price. This was in June of 1999 and along about August he called and said he was ready. I arrange for cash, as he wanted this to be a cash transaction and went and got the car. I never did quite understand why he wasn't ready to let me have the car in June, but then called in August to say he was ready to sell it. Well, in all that time his health hadn't been good and what he did was use that two months to put some new spark plugs in it, tune it up, change the oil to make sure everything was OK, since he hadn't driven it a whole lot. In fact from the time he restored it in the early 70s until he sold it to me he had only put 2,100 miles on it. He had shown it a lot and trailered it a lot.

So, in August of 1999 we sold the primrose yellow MGC GT now owned by Tim Dunham, and bought the MG TC from Art McArthur who, I'm sorry to say, died in November of 1999. We've done very little to the car, just some cosmetic things, keeping it clean, etc. The paint, upholstery, engine is original as it was when Art finished restoring it in 1973. I put a new steering box in it, which made it a more drivable car. And, I put some new tires on it and we've put about 4,000 miles on it over the past twelve (12) years. We've won our share of awards with the car during that time. The car won first place at British Car Day Dayton in years 2000, 2001 (Premier class) and again in 2002. The car has also won Awards of Excellence in 2005, 2007 and 2008. The car has competed well at the Concours d' Elegance in Dayton, Ohio; winning first place at the Carillon and having won an award of excellence in an earlier Concours.

Art McArthur was the fourth owner of this MG TC and I'm the fifth. We think the car was originally sold in England and we don't know who the first three owners were. The car was manufactured on July 16, 1948 and





the delivery date of the car was July 23, 1948. It sold in January of 1949 with 19,000 miles on it to someone in Cincinnati, Ohio. I have the original owner's manual. The chassis engine and body all match and have the original numbers on them. There were some 10,000 MG TCs built and this one is number 6079. Manufacturing began in 1945 with number 100.

We've not taken many long trips, and if you've ever ridden in or driven an MG TC then you understand why. First of all being right hand drive, the passenger feels exposed to oncoming traffic and the steering is not as precise as newer MGs. The longest trip we've taken in the car was probably 120 miles round trip. We look forward to driving our TC many more fun-filled miles

## Cars: Flops Then, Collectible Now

Peter Valdes-Dapena, CNNMoney.com senior writer  
(used without permission)

**S**ome cars, like Ferraris, are worth big bucks from the day they're born. Others, like classic muscle cars, always have a following but attain collectible status only later in life. But some truly special cars are total busts when they're new but go on, decades later, to find their place in the hearts of car collectors, especially those with a sense of humor.

McKeel Hagerty, president of Hagerty Insurance, which specializes in covering collectible cars, cites these examples as among his favorites in the flop-to-tops category.

### Tucker (1948)

**Value:** \$575,000 to \$1.1 million

The Tucker was, in many ways, ahead of its time. Unfortunately, the start-up carmaker turned into "exhibit A" of how hard it can be to challenge America's established car industry. Ultimately, under-capitalization, poor management and an SEC investigation spelled the end for Tucker after only 51 cars were built.



### Studebaker Avanti (1962-63)



**Value:** \$15,000 - \$45,000

The Avanti was the best-loved, and most recognized, car Studebaker ever made. Unfortunately, it was introduced as Studebaker was staggering toward bankruptcy. Delays in production of its fiberglass body parts and general management chaos led to fewer than 5,000 being produced. It speaks volumes of the car's appeal that a succession of entrepreneurs have purchased rights to the car's name and design, keeping post-Studebaker versions in production.

## Volkswagen Thing (1972-75 in the U.S.)

**Value:** \$13,000 - \$29,000

It would seem like a risky move for a carmaker that traces its roots to Adolph Hitler to come out with a car modeled after a World War II German command car. For reasons that probably went beyond that -- the car simply wasn't very attractive or practical -- the Thing wasn't a big seller in its day. While it's not hugely valuable today, the prices a Thing can fetch are surprising.



## Edsel (1958-60)



**Value:** Over \$100,000 for convertible in good condition

The name Edsel has become synonymous with "flop." When Ford developed the Edsel car line in the 1950s, it was intended to offer customers something a bit nicer and more distinctive than Mercury cars but not quite as luxurious as a Lincoln. Ford spent about \$400 million to develop the cars, or about \$3 billion in today's money, according to Hagerty Insurance, a company that insures collectible cars. During Edsel's short life, only 118,000 cars were sold, about half of what

Ford needed to break even. Edsels are valuable today in part simply because most cars from that chrome-and-fins era are increasing in value, said McKeel Hagerty, president of Hagerty Insurance. The more chrome and the bigger the fins, the better.

## BMW Isetta (1955-62)

**Value:** \$30,000 - \$60,000

An early example of a microcar, or a city car, the Isetta fared even less well in the U.S. market than the Smart ForTwo, a modern example, has in recent years. The ultra-tiny Isetta was actually a big hit in post-war Europe, where it fit the need for ultracheap transportation that could run on narrow roads using very little fuel. In the United States, however, it was bust. That only makes it more desirable today. For many buyers, the Isetta is a sort of "comic relief" in their collection of otherwise fine cars, Hagerty said.





## Amphicar (1961-68)



**Value:** \$26,000 - \$58,000

The German-made Amphicar, the only amphibious vehicle ever produced for the mass market, was a strange compromise between a road-going and water-borne vehicle. It wasn't particularly good in either place. Since fewer than 4,000 were sold -- much less than the 20,000 that had been anticipated -- their appeal as curiosities today far outstrips the number of working models available. Other German-made cars from that time tended to rust easily, McKeel Hagerty said, but given that Amphicars appear regularly at collector car auctions, they seem to be holding up surprisingly well.

## Fiat Jolly (1958)

**Value:** \$30,000 - \$60,000

The Jolly, a modified Fiat 500 or 600, was intended for wealthy yacht owners who wanted a car they could carry from resort to resort on their boat. The seats were made of wicker and an optional fringe top protected occupants from sunburn. Not surprisingly, perhaps, it didn't sell well. That's why fewer than 100 exist today, a small supply that increases their value.



## Continental Mark II (1956-57)



**Value:** \$40,000 to \$90,000

Edsel wasn't the only new car brand Ford introduced in the 1950s. Wanting to stretch into the upper realm of the luxury class, Ford announced the creation of the Continental car line. This car sold for about \$10,000 in its day. Sounds dirt cheap but that was about the price of a Rolls-Royce in 1956. "The Continental division was meant to compete independently in that super-expensive range," McKeel Hagerty said. The Continental was an impressive car -- and it still is -- but people weren't ready to spend that kind of cash for Detroit metal. About half of the 3,000 Continental Mark II's produced still survive.

## Delorean DMC 12 (1981-82)

**Value:** \$10,000 - \$35,000

The Delorean factory was supposed to crank out 30,000 of these futuristic looking cars. Unfortunately, the cars turned out to be underpowered and overweight, Hagerty said. Management troubles and drug trafficking allegations only added to the company's problems. As it turned out, only 9,000 were produced over two years. The *Back to the Future* films cemented its place in the public consciousness.



## De Tomaso Pantera sold through Ford (1971-75)



**Value:** \$42,000 - \$65,000

The hot-looking rear-engined Pantera was sold at Lincoln-Mercury dealers, a rather incongruous retailing channel for a car like this. With its Ford engine, the Pantera was supposed to be easier to maintain than something with a finicky Italian engine. Alas, keeping a Pantera running wasn't so easy after all. Despite impressive performance numbers, dependability problems and a generally poor early '70s market for performance cars -- including gas price spikes and rising insurance costs -- kept sales low.

## Get Ready for Summer Grilling!



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## Overlooked Photos



Terry Looftholder presents club logo to “The Pub”



Mary and Louie DiPasquele’s wedding, Oct 1, 1949



Joe Hooker meets Heater at the Ronald McDonald House Cruise In



Steve Markman gets carried away with all the excitement at a car show last summer



## 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:** 71 MGB. Never been in an accident. Car was purchased new, lost in a divorce in 1980. Ex sold it to a friend of mine. I bought it back from him. Car has sat for past 25 years. Needs extensive rust repair. Mechanically it was in good shape 25 yrs. ago Needed a new master cylinder then, which is in the car still in the box. Tires are dry rotted. Car should be trailered and not towed. \$500 or best offer. Jerry McKown Grove City, Oh. (614) 875-3212 (4/11)

**For Sale:** MGB 1971 chrome bumper. 69,471 miles. Excellent tires, good top, new trim rings. Just installed a new top radiator hose, adjusted valves, changed brake fluid, oil and filter change., new transmission mount, new choke cable, new U-joint, lower control arm bushings, tie rods, flushed transmission and gear fluids, flushed radiator. Ready for summer driving. Car was original red, now medium blue. The chrome has some pitting, the seats need padded up and a few minor updates will make this a great and dependable driver. :Located in Westerville, Ohio \$5,500. Tom [MGAAtom@insight.rr.com](mailto:MGAAtom@insight.rr.com) 614-890-7921 (home), 614-595-5212 (cell) (4/11)

**Wanted:** engine for my MGB. Please contact Bernie Palmatier in New Carlisle, [BeautifulDay@woh.rr.com](mailto:BeautifulDay@woh.rr.com). (4/11)

**For Sale:** 1965 MGB. British Racing Green. Good engine, 5 wire wheels, needs body work. Always garaged. Good for parts or "project". All offers considered. Call 937-286-8085 or email [dougreitzer@hotmail.com](mailto:dougreitzer@hotmail.com). (3/11)

**For Sale:** Black 1977 MGB. Has been garaged the past year. Rebuilt engine with Webber down draft carburetor. Less than 25,000 miles on rebuilt engine. Stainless steel pipes, new top and refinished interior. Stereo system with Sony explode 6x9 speakers and pioneer head unit. Car comes with cover, spare, and a primed extra hood. Runs strong but will need attention because of being stored for a year. Asking \$2800 OBO. Contact club member Vickie Gearhart at [vsg626@aol.com](mailto:vsg626@aol.com) or phone 937-581-1714. (3/11)

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

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# MG Car Club Minutes, March 23<sup>rd</sup> Meeting

Sam Hodges

**M**eeting called to order at 7:30

**President's Report.** President Terry Looft, "You'll have to bear with me as I'm doing this without any coaching from the back table." Jennifer Peterson, "We'll try to help you out as much as possible." Ron Parks, "Just don't call me honey." Terry, "According to my list, 'thank the Gribblers' is next so thank you Gribblers' for the party. It was another fine affair."

Terry, "Well, it came a little earlier than anyone expected, but we're grandparents now. The little girl, Everly, came out butt first and has been a pistol ever since. Emerson, the boy is struggling a little bit, but he is doing better. LeAnn was in the hospital for 4 weeks trying to stave off their arrival but it was eventually time for them to come." Skip, "So is their last name 'O'Looft'?"

**VP Report.** Dave McCann, "We emptied out a space in my shop and we brought Dave Jr's. MGA in so it was briefly an MG garage."

Terry, "I have something on here about IRS filing..." Secretary Stand-in Sam H., "It's taken care of."  
Note: Send copy of the filed IRS Form 990 filing to Pres./Records for club records.

**Minutes** were next on the agenda. Bill Hammond moves, Louie DiPasquale and Dave Gribler also second with a "So what." Minutes as reported approved.

**Treasurer's Report.** Terry, "Glenn's not here again, but we do have money for Hooker." *Odd how Glenn is missing again. Has anyone actually seen him or the money? Hmmm...?*

We had Total Income to the MGCC consisting of: Squat (\$0.00) = **A Total Income of \$0.00.** Total Expenses: Hall Rental Fees (\$45.00) + Gumball Rallye (\$5.00) + Octagon News Fees (\$94.40) = **A Total Expense of \$144.40.** **Total Loss to the MGCC was \$144.40,** that when subtracted from our existing Treasury balance of \$3,540.52 equals a new **Treasury Balance of \$3,396.12** in the checking account and \$378.95 in the savings account. Someone motioned to accept. Someone else seconded. *I really need to pay closer attention to this sort of thing.*

**Membership** was up next. Terry Looft, "Not a clue. She said all kinds of things before I left, but I don't remember most of it. I think we're up to 98 members, but I truly don't have a clue." *THAT table of course let loose with their usual barrage of, "...at least he admitted he's clueless..." jokes...* We do have new member. Kenneth & Jill Waeber from Milford, Ohio have joined. Welcome to the club!

**Activities With Eddie.** Tune-Up Clinic is April 16<sup>th</sup> at 9:00 a.m. at MG Automotive. Skip, "Did we tell Steve?" Then on Sunday, April 17<sup>th</sup> there's a Pub Run to The Pub at The Greene. *I (Sam) am MOST displeased by this whole chain of events. I leave for a Caribbean vacation Saturday April 16<sup>th</sup> so I will have to miss both of... oh, wait, I'll be in the Caribbean. Never mind...*

The Second Street Market Show is May 14<sup>th</sup>  
Fort Meigs at Perrysburg is June 5<sup>th</sup>

**Sunshine Committee.** Terry, "Carole Looft's not here due to a bout of Diverticulitis." At the time of the meeting, it was reported that Barb Smith was at Hospice and it was hopeful that she would be coming



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home shortly. Unfortunately as some of you know, Barb passed away Tuesday, April 5<sup>th</sup> after a long bout with cancer. Our thoughts and prayer go out to Dick Smith and family.

**Newsletter.** Steve Markman, “I hope everyone enjoyed my article on cooling systems. I found a box of chocolates in the linen closet so I brought them in since we needed to get them out of the house.” Lois Gribler, “How old are they?” Steve, “I had one, I’m doing okay.” Terry, “For now.”

**Webmaster** John S. “Everything’s going fine, I’m getting more and more stuff up all the time.” Skip, “If I send you a copy of the registration form, can you get it on the website so that people can just click the link and get the form?” John, “Sure, no problem.”

Louie, “Beer break!” Terry, “Shut up Louie... Beer break!”

Beer break called at 7:47, Terry, “It’s 10 to 8 somewhere.”

Back from brake at 8:06.

Dave McCann (to Terry Looft), “I’m glad you came tonight, you’ve got a mess there...” Terry, “It’ll take a few minutes to work this out.” In reference to the fact that no one wanted to come back from break.

**Old Business.** Terry, “Dave?” Dave Gribler, “Can you skip me for a minute while I take care of some business over here?” Terry, “Beer break!”

Lois Gribler, “Can I do new business while he’s doing whatever?” Terry, “Sure.” Lois, “I went out today... *(we had a very nice impersonation of an Al Roker weather report...)* anyway, the whole point was that it was sunny when we left, then got cold, then it hailed, then it was nice when I went back home. *(Why do I sense that this was just a grandiose stall technique to buy her ‘sweet-baboo’ some more time?)*

Lois G., “At the last meeting it was decided that we’d have a Spring tour...” Louie, “Stand up so I can see you!” Lois, “We’re going to do the Aviation Trail historical sights as our tour and as you know *(at least you do now)* you get a ‘Wil-Bear’. I found out today that the bears might be going away, but I talked to someone and she said that they would be willing to hold back some of the bears that were ordered if we’re interested. According to her, they ordered 2000 for the year, and have about 500 left. All the sights are open on Saturdays, and Saturday May 7<sup>th</sup> is being proposed for the Spring Tour.” Terry, “I’m not authorized to set a date.” Skip, “It’s the same day of the Kentucky Derby. Might be an issue for the gamblers.” Steve Veris, “Only if I’m not back by post time.” Lois, “What time’s the Derby?” Skip, “It usually starts around 5:00.” Lois, “Oh we’ll be done long before then. I drove it and it’s 13.7 miles and not a bad drive at all.” Skip, “I think it’s a great idea.” Lois, “Then let’s plan on meeting at 9:15 *(oddly specific time there, eh?)* at the Carillon Park parking lot on May 7<sup>th</sup>. People were falling over themselves to help me today. I must look needy.”

Louie D. “Maybe we could do a raffle with the Wright Flyer flight?” Lois, “That would be neat, but we need to have it scheduled for Thurs. or Sat as those are the only days that they do the flights.”

Dave Gribler, “**GT 2012.** We’ve got things going on. I talked to the Food chair Nancy Edgerton, and John Scocozzo about the website and everything’s going we’ll. Steve Markman has passed the word onto the USAFM about the restoration shop... Steve, “It’s got to go through the General and it doesn’t look too promising right now, but I put in the request.” Ron Parks, “I learned that John Wolfe has already planned a walking tour of the main Air Force Museum building planned for us.” Dave G., “Good, you’re available for other volunteer duties.” John Wolfe, “It’ll be of the WWII and earlier sections.”

Ron Parks, “We’ve got Roger James locked into doing a tech session and he’s willing to do a shop tour of D&D Restorations.” Mike Edgerton, “Louie’s house for a spaghetti dinner?” Louie, “Hope you don’t mind Ragu.” Skip, “It comes in a 5 gallon bucket.”

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Dave G., “We still need a logo...” Lois, “... we need refrigerator magnets for Reno.” Skip, “What... wait, this is the first that I’ve heard of this. The problem is that the logo needs to be one size fits all. We’re going to be putting this on everything from hats, to flyers, to t-shirts so it has to be scalable so that it can be used on everything. We also need to nail down the car show date. Wed. would be good for that.” Lois, “We need to have a budget submitted to National by the middle of October.” Skip, “We need numbers. How many pins, plaques, how many of which do we need. Pricing depends on quantity if we go through Logos-at-work.”

Skip, “Did you get the note about **BCD** from Frank Ochal? The American MGB Society wants a car show to hang their hat on and they contacted me about the possibility of using BCD as their National show. We could give them their own dash plaques let them have their own show within a show.” The club muses a moment and decided that the more, the merrier where BCD is concerned.

**Tech Tip.** Lois, “Blue magic carpet and spot cleaner works great for cleaning, well carpets. I use it and it’s available at K-mart.”

Terry Looft, “While we’re on the subject of cleaning, Crown Power Spray. I used it to clean the whole plane. My A&P doing the inspection recommended it to me and it turned out that it works great. I just sprayed it on and the soot from the exhaust just slid right off the side of the plane.

Dave McCann, “I’ve got a bunch of button bolts from Fastenal and they’re pretty handy for replacing things like button bolts on bumpers. Let me know if you need any.”

July 8, 9, 10, the Troy Waco Aviation Museum is putting on a show. The British Museum is doing a car show in conjunction. Talk to Ron Parks if you need any more info.

**Gumball Rallye** was won by Charlie McCamey.

Louie D and Dave McCann motion to adjourn the meeting. It’s all over and done with at 8:39.



**MG AUTOMOTIVE**

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MG, Triumph, Austin Healey and  
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