

THE OCTAGON NEWS



Volume XL No. 7

May 2011

Member Featured Car

Lots of Pictures



From the President

Terry Looft

The Gribblers did it! It was a perfect day for the spring drive, and there was a great turn out for a fun drive and a nice pub lunch. I would guess we picked up 15 or more "Wilbears" for next year's MGA meet.

The car driving and show season is in full swing, and all we need is a little less rain and some warm days. The Austin Healy show in Solon was wet in the morning but dry for the rest of the day. We have been driving the B's to work out any bugs that may have found their way into the cars over the winter. Things are looking good for the big trip, and packing parts and tools will soon be on the front burner. We are looking forward to the Reno trip. Perrysburg is not far away; (just before the Reno trip) it's a good vendor show as well as car show. Try to go if you can, we always have a good showing from them at



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 25, 2011

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BCD. We should return the favor.

I'm sure I'm missing a lot of the upcoming events; we will get a full report from Mr. Ed at the meeting.

Don't forget to get your car out during the week of May 28 to June 5 and drive it. That is the official 'drive your British car week' and we hope to see a lot of cars on the road during that time.

That's all to report this month, see you at the meeting and get those cars out and drive them!



Terry

Upcoming MGCC Events

May:

25 – Meeting at K of C Hall

Jun:

5 – British Return to Fort Meigs
(Toledo)

18 – Cruise-the-Burg
(Miamisburg)

22 – Meeting at K of C Hall

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

Member Featured Car of the Month...

Steve Ramsey's 1968 MGB (Salsa Red)

Steve Ramsey

Currently, the '68 B is the only car we have on the road. The '77 Midget is in great running shape, but is in storage. We plan to undertake some minor cosmetic work on it this spring and look forward to bringing it out on a few runs. The '50 TD (RHD) is in storage in Virginia awaiting restoration. The recent economic downturn has shifted our immediate priorities, so restoration will have to wait. As resources become available we look forward to jumping into that project head first.

I acquired the 1968 MGB in 1994 from a retired Navy veteran in Nitro, WV, who had purchased it five years earlier for his twin grandsons. The car was very solid and showed no rust. It was running when he purchased it in 1989, but had sat untouched under a tarp awaiting the grandsons to turn 16 and get excited about the restoration project. When their magic birthdays arrived in 1993, they finally told their grandfather that not only were they not interested in sharing a single car, they also had no interest in the time and resources required to restore what they considered an outdated and "uncool" antique. He begrudgingly listed it for sale.

I was looking to replace my citron-colored 1975 MGB which I had spent 18 months restoring but had lost in an accident in June 1994. The damage appeared relatively minor, but once the insurance company learned the frame was twisted it was declared a total loss. I decided immediately to invest the insurance proceeds in another MG and the search began. I responded to an ad reading "Black 1968 MGB convertible. Good condition. \$1000."

When the elderly Navy veteran pulled the tarp back I was not too impressed. The car would require major restoration work and I only had three months before I would have to return to college. I looked the car over and noted its solidity. However, it would need some engine work, brakes, tires, top, interior,

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paint, and I had no doubt plenty of surprises awaited. I offered \$600 and within minutes we agreed to \$800. I called for a flatbed and had it hauled to my parents' house in Charleston, WV, about 30 miles from Nitro.

My dad and I spent the next three months completely stripping and redoing the car. We took the paint down to metal, and with the front fenders removed we confirmed it was in fact an exceptionally solid car. To save time, I dropped in a completely rebuilt engine from a 1969 MGB project which had stalled some years before for various reasons. (Long story there.) With all mechanical issues addressed, including new U-joints, new brakes, new clutch, and much more, we took the car to paint, sticking with the black in which it had come to us, although we had discovered during the project that it had come from the factory in white. The car came back in a beautiful deep black base and clear coat finish. We installed all the bright work, put the windshield on and door windows in, addressed the lights and electrical, and installed the interior. The day before I had to leave for school we spent ten frustrating hours installing the new top. The next day the car got its first real road time with a four hour drive to Cincinnati. Apparently we had done everything reasonably well in the short time allotted. The car performed beautifully the entire trip.



In January, 1995, I traded paint with a US Mail truck on a Monday morning on my way to class. The damage to the right front fender was minor. The headlight remained intact. However, the impact must have disturbed something deep within the car. From that day forward it began to rust.

I drove the car the rest of my college career and parked it in 1998. In 2000, my nephew decided he would restore it and I sold it to him for \$1000. The rocker panels were basically gone at this point, and major rust was starting to show above the rear wheel wells. Undaunted, my nephew located a body shop and had the car towed. There it languished for several years. It was not the shop's top priority, and my nephew struggled to fund the project. Consequently, a less than professional job was left uncompleted. My nephew collected his now bright red MG and it sat unfinished in my sister's garage until 2008.

Finally I decided something had to be done. To help offset his expenses, I paid my nephew \$4000 for the car and had it hauled to a restoration shop in Virginia. To honor my nephew's efforts, we decided to stay with the bright red he had chosen. They spent the first several months undoing everything that had been done to the car by the previous shop. As the project progressed, my resources for it dwindled. In June, 2010, with much new steel and the car 90% complete, I issued a work stop order and drove to Virginia. With a rented trailer I towed it to my dad's house in West Virginia where I spent several weeks finishing the front suspension, bleeding hydraulic systems, starting and tuning the engine, and installing the top, interior, and various other sundries. In August we hit the road for the 220 mile drive to Dayton. Outside of some minor vibration from the tires which had been sitting for too long, the car drove and performed wonderfully.

Unbelievably, within three hours of arriving in Dayton, a shovel fell off my garage wall and dented the top of the right front fender. With paint left over from the restoration shop, this mar was quickly and expertly repaired by Tom Dworetsky of Superior Finishes in Trotwood, OH,

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(superiorcustomfinishes.com). Tom also addressed some minor alignment issues with the doors and hood and the Salsa Red MG left his care looking better than ever.

We enjoyed several hundred miles of motoring this past season. The 1969 engine still powers this '68 B. With 40,000 miles accrued since its rebuild 20 years ago, it still exhibits excellent performance. Some minor ignition system problems cropped up but were quickly and easily resolved, stranding us only once a mile from home. Fortunately, our insurance provided a free tow.

Why an MG?

It has been a family affliction from an early age. In 1980, when I was 9 and my brother 16, my dad brought home the first MG to enter our lives: a '73 B in Damask Red. He had purchased it for \$500 from a coworker who had allowed it to sit garaged for several years after blowing the head gasket on a trip to South Carolina. The car was driven from SC to WV with the blown gasket and the head and block were burned beyond repair between cylinders 3 and 4. With an engine salvaged from a derelict '65 B, the family put many thousands of enjoyable miles on this great little car. Before it became mine exclusively to drive, it was for several years my brother's main transport between Charleston, WV, and Camp Lejeune, NC, where he was stationed in the USMC. I maintained and drove the sprightly little B throughout high school, but, alas, I lost it in an accident near the end of my senior year. Hooked, I immediately sought another B and ended up restoring the aforementioned citron '75 B. From that point forward, for better or worse, there has been no turning back.

Pictures from Spring Drive



Cars ready to go, members receive driving instructions.



Charley McCamey sits on the bench his Air Force unit placed at the Air Force Museum.



"Anyone can fly a 767...this is what I *really* wanted to do!"



The club at the Wright Brothers Memorial.

Pictures from 2nd Street Market



MG club members' cars on display.



...and Jaguars

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...and Minis, and even a Rolls



...and, of course, some Triumphs



...and even a Morgan



A Jaguar station wagon? I guess so!!



Waiting out the rain (a long wait)



As always, thanks to Dick Smith and his crew for another great show.

Good advice for all classic/antique car owners: Stolen from *Car Talk*...

Is Dream Car From High School a Good Idea Today?

Dear Tom and Ray:

I graduated from high school in 1963, and my dream car was the 1963 Studebaker Avanti. Well, life got in the way, and I never realized my dream of owning an Avanti. I recently have been going on eBay to find Avantis that have survived these past 47 years. I have located several that are rated from museum-quality to daily drivers. This car did not achieve star status, as Studebaker went out of business in 1966, and a Canadian company produced replicas for several years. But the '63 and '64 models, in average condition, seem to be going for between \$6,000 and \$13,000. My questions are (1) Do you think a 47-year-old vehicle could be a dependable car for everyday use? I do not want a trailer queen or a covered dust collector in the garage. And (2) Avanti was known as a muscle car in its day, so could I expect it to still be as strong today? I know I'm not. Finally, (3) in the vast experience you both have with automobiles, do you think I would have to drive this kind of car with kid gloves and always be fearful of old-age-related problems? I really don't want to own a money pit. – Gary

Tom: We'll take your questions one at a time, Gary. Do we think a 47-year-old car can be dependable for everyday use?

Ray: No. Forty-seven-year-old cars are, generally speaking, unreliable. Not to mention unsafe. That's why most people got rid of them 35 years ago.

Tom: Would it still be a muscle car today?

Ray: In looks, yes. And possibly on the road, too. It's possible, if the compression is good and everything is in good working order, that you could floor it and accelerate pretty fast. Just make sure nothing's in your way. Like a curve. But that leads to question 3:

Tom: Would you have to drive this car with kid gloves and always be fearful of age-related problems?

Ray: Yes. And that would preclude flooring it and trying to drive it like a muscle car.

Tom: When you buy a car like this, what you're really buying is a hobby, Gary. If you don't have the time or interest in an old-car hobby, then buy a 1/10th scale model Avanti for your desk instead.

Ray: Right. If what you really want is a daily driver, the cheapest, most bare-bones, brand-new Nissan Versa is going to be safer, cheaper to run and much more reliable, and will handle a lot better than the Avanti.

Tom: So you have to decide what you really want, Gary. If you want to fulfill your lifelong dream, then buy an Avanti. Just understand that you're not buying a car, you're buying a dependent.

Ray: And on those weekends when it's running well and you're not out searching for parts, you can drive it up to the old high school and pretend it's 1963 again. You can imagine that all the other kids are

jealous of you, that the prom queen wants a ride home and that you still have hair. Good luck whatever you decide.

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: 51 TD. Asking \$15,500. Located in Tallmadge OH. Tom Baumgardner. Pictures available. ttbaum@sbcglobal.net (5/11)

For Sale: 1974 Suzuki 75-TS Restored. Needs carb rebuild, but otherwise very nice. \$1000. Bob, 513-267-1784. (5/11)

For Sale: 1982 Rockola 460 Juke Box. 80 records. Plays. \$550. Bob, 513-267-1784. (5/11)

For Sale: 1968 Seeburg Juke Box. Nice. No records. Bob, 513-267-1784. (5/11)

For Sale: 1980 Austin Mini Cooper S w/ 2 spare 998 engines, carbs, and more; ZEEMAK glass mods all around, 13" alloys etc. started life as a 1300 near Cambridge England. Asking \$9000. Larry McCartt, Monroe OH, 513-310-0313. (5/11)

For Sale: 76 Mini, but is an early 90s car with single point injection, disc brakes, new style seats, flip out rear windows, MWS wheels and a custom sound system. Clear Ohio title (I'm the second owner) - not a concours car but in good shape overall. Asking \$8500. John Sheehan, 937-294-2060. (5/11)

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

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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 614-890-7921 (home), 614-595-5212 (cell) (4/11)

Wanted: Engine for my MGB. Please contac Bernie Palmatier in New Carlisle, 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. (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 or phone 937-581-1714. (3/11)

MG Car Club Minutes, April 27th Meeting

Sam Hodges

The meeting was called to order at 7:29. Pres. Terry Looft, "They're all having such a good time that I hate to interrupt them."

Steve Markman and Ed Wolfe come in, late, but bringing cookies... Louie DiPasquale, "Let's go. My babysitter's waiting." Terry, "Let's try this again now that they're quieting down." Bill Hammond, "If you don't start soon, you're going to lose them again."

President's Report. Terry, "We need to start with Dick Smith. Our condolences. We wish that Barb could have been more involved than she was, but it's the nature of the beast."

"Pub Run. The sign's up." The 'usual' Triumph jokes follow. Louie of course objects. The club of course ignores Louie, you know, 'the usual'. Terry, "Tune-Up Clinic. We had a good turn out for a rainy day. Come rain or shine. We got some things fixed..." Skip, "We did?!?"

Vice President's Report. Dave McCann, "...Ummmmmm..." Terry, "Okay." Dave M., "If you don't know, Dave Jr. flew in and took his MGA back to Albany NY. I told him he was going to drown, but he made it. He's got a goal to drive the entire east coast since he's already driven the entire west coast. Additionally, I plan to drive along with the MG Caravan as it passes through our area if you want to tag along, let me know. I'd like to take the supply trailer if there are no complaints." *Note. The entire time, Dave was staring into his hat...* Terry, "You got all that from your hat?" Dave, "I've got a post-it note in my hat."

Minutes were next on the list. Dick Goodman motioned to accept the minutes as reported. Bonnie Hankey seconded. Minutes as reported approved.

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Treasurer's Report. Terry, "Glenn's here this month!" Glenn, "Thanks for all the concern about my whereabouts..."

We had Total Income to the MGCC consisting of: Misc. (\$114.00) = **A Total Income of \$114.00.** Total Expenses: Hall Rental Fees (\$45.00) + Gumball Rallye (\$5.00) + Octagon News Fees (\$102.30) + P.O. Box rental (\$44.00) + Memorial (\$50.00) + Tune Up Clinic Coffee & Doughnuts (\$21.09) = **A Total Expense of \$267.39.** **Total Loss to the MGCC was \$153.39,** that when subtracted from our existing Treasury balance of \$3,302.12 equals a new **Treasury Balance of \$3,148.73** in the checking account and \$379.00 in the savings account. Someone motioned to accept. Someone else seconded. *I really, REALLY need to start paying much closer attention to this sort of thing.*

Skip, "It never fails. Even though I've tried changing it several times, I received the renewal for the Club's insurance policy. It's \$265 total including the rider for BCD. I motion that we pay the bill." Linda Wolfe, "I second." Terry Looft, "I had dealings with an insurance company this month and all I can say is what's the point?" Skip, "Because my name's on it! I'd really like to get this changed."

Membership. Carole Looft, "We have 98 members. Tune-Up had 16 attendees and the most recent Pub run had 23 attendees." Dick Smith, "A real good way to increase your membership is to sell t-shirts cheap. A few years ago, we sold t-shirts at a 2nd Street Market show and about a year later a woman was arrested driving a bus wearing one of our shirts."

Terry, "Happy Anniversary to Ron & Linda." Steve Powell, "What is it, like 60 years?"

Activities with Eddie. Ed Hill, "There's the Gribler's Aviation Trail Spring drive on May 7th. The 2nd Street Market show is May 14th, D&D is having a Cruise-in May 21st for the Mission Flight for Veterans organization from 10-2. Drive your MG day is the very last week of May and first part of June." Skip, "That's one long day." Ed, "June 5th is the Fort Meigs (Perrysburg) show and June 18th is the Cruise-the-Burg meet in Miamisburg."

Terry, "Carole's got the trip all planned to Reno. Not too late to join in." Joe Hooker, "The Beavercreek cruise-in is going to be at Lofino's this year instead of the K-mart across from the Greene."

Sunshine Committee. Dave McCann, "Louie's here, that's all the sunshine we need." Jennifer, "There hasn't been any sunshine for days. Otherwise, nothing."

Newsletter. Steve Markman, "I missed the Pub Run and the Tune-Up clinic. Did anyone take pics?" Ron Parks & Terry Looft, "Someone took pics." Steve, "If you find any, please let me know."

Webmaster John Scocozzo. "I'm working on a 'register online' section for the website so that we can use PayPal to register for the event." Skip, "Apparently, according to John, it's easy, at least for him, to do it electronically."

Beer Break is called at 7:55

First attempt to come back from break 8:17.

Second more successful attempt at 8:19.

Louie D., "It's 20 after." Terry, "Past your bed time?" Louie, "Babysitter's waiting."

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Old Business. Terry, “Dave’s not here so there’s not much to be said there.”
THAT Table, “Can you speak up, we can’t hear you...” Eddie. “Ship it!”

British Museum of Transportation. Dick Smith, “We’ve got a good setup with Mid-Ohio. They’ve got new owners up there and they’re going to have a booth at the 2nd Street Market show selling tickets to the vintage races and in exchange they’re going to let us set up a booth selling raffle tickets to the New Mini at the June 25th-26th vintage car showdown and vintage race. The new owners are very into community involvement so that works out well for everyone. We’re still looking for buildings and we’ve got a lead on one on Broadway down by Sandy’s towing that, while not a permanent solution, might be a good temporary fix to some of our issues.”

Terry, “MG 2011 St Louis.” Carole, “Reno honey, Reno.” Terry, “Right now there are 4 cars going, 2-Loofts, Bob and Diane Freeze, and Dar Planeaux. We should get to Reno Monday the 13th and then the 17th is the end. We’re doing a 4 day return with an estimated June 20th arrival back in Ohio. The hotel is lined up. We’re taking a northern route through the Bad Lands, Mt. Rushmore. Etc. If you’re thinking about coming, you’re welcome. Charlie’s thinking about going.” Charlie McCamey, No, Charlie’s not thinking about going.” Linda Wolfe, “The Gribblers’ are going to go as well.” Carole, “yeah, but not with us.” Terry, “Our plan doesn’t involve sleeping in the car.” Skip, “They’ll do it in 31 hours out, 28 hours back.” Carole, “We’re also planning on doing the Perrysburg show. It’s an easy drive, 140 miles. June 5th is the date. If you’re free, tag along.”

New Business. ...*sound of crickets chirping*... Terry, “Don’t rush. Everyone wait your turn.”
Terry, “Pub Run? Anyone want one?” Eddie, well, the weekend of... *He then proceeded to enumerate all of the various activities that he just went through pointing out that the weekends are all pretty busy...*
Terry, “You’re not much fun. Okay, no pub run.” Eddie. “Since everyone’s retired, why not a Wednesday? Might work better.” Louie, “I’m working on a date for a spaghetti dinner.” Steve Powell, “Who are the proceeds going to?” Louie, “Me. The British Museum as always.”

Terry, “Something we might want to think about is supplies for the club.” Skip, “How much stationary do you need?” Terry, “We really need to address the situation of t-shirts, window stickers, etc. We’re running low on some items.” Terry Happensack, “I really like those um... *making the universally accepted hand signal for ‘really big boobies’*... Terry Looft, “Yeah I like those as well.” Happensack, “Sweatshirts. How about making more sweatshirts?” Carole. “We usually talk about sweatshirts in the fall, t-shirts in summer. We’re out of large sweatshirts, and we’re completely out of t-shirts.” Skip, “It’s cheaper to do them in groups for the screening costs. Are we talking about doing the large logo? I’m not going to say ‘the big one’. We can add the date of the club founding, 1966, to the bottom of the silkscreen.” Terry, “How do we want to proceed? Do we want to talk about size?” Hammond, “Does size count?” Keith Hankey, “Size matters.” *According Happensack’s previous hand gestures, ‘the bigger the better’* Skip, “There really are only 2 sizes for the logo, large and small. The embroiderable size is the smaller one and it’s as close to an official logo as we have.” Terry Happensack, “I think the larger logo would look better on the sweatshirt.” Carole, “Let’s vote.” Small logo it is for all after the club votes rather unanimously. “It just looks classier.” – Anonymous

Tech Tips. Steve Markman. “About a year ago Ron gave a glowing endorsement of the claybar so I went out and parted with \$20, which is a lot for me. I used it according to the instructions and I didn’t really see any difference. Then I was reading an article about how the claybar removes these embedded contaminants. It dawned on me as to why it didn’t work. I don’t drive mine fast enough to embed anything in the paint.”

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Dave McCann, “I’m looking to find out how high the ride height should be on a MGB that has a good set of rear springs.” Terry, “We can go out and measure the beer trailer.” Dave, “I just need someone with a good rear end (*snickering and giggling*) to go and measure to the top of the rear wheel arch.” Skip, “There’s an official measurement that measures to the top (*bottom?*) of the axle housing.” Dave, “That’s fine, but for my own purposes I just need that wheel arch measurement.”

Kathy Goodman, “If you can’t find blue magic in the carpet cleaning section, Kroger has it in the automotive section.”

Terry Looft, “I’ve got one. Don’t send money to anyone on the iNet.” Skip, “The newest issue of Hemmings Sports & Exotics has a lot of MGB articles. At least 8-10 pages.”

Charlie McCamey, “I wanted to replace the lug nuts on the MGB. Moss wanted \$10 each for the chrome ones. O’Reilly’s had them for \$2.69 each. They might peel in a couple of years, but they look good now.”

For Sale. Bob Charles, “I’m closing out a lock-n-store and I’m getting rid of a ‘74 Suzuki 75cc GS trail bike. I’ve also got a 1982 Rockolla jukebox 80 record and a 1968 Seaberg jukebox.”

Dave McCann, “There’s a 1976 B with a hardtop for \$3,200 in Springfield.” Steve Powell. “I’ve got an MGA transmission that needs rebuilding. I’ve got a lot of T stuff too so if you’re looking for something particular, let me know.”

Gumball Rallye – Bonnie Hankey won the \$5.

Louie motioned to adjourn the meeting and Linda Wolfe seconded.

Meeting adjourned at 8:52.

Terry, “I counted. Only 5 more meetings to get through.”



MG AUTOMOTIVE

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