

THE OCTAGON NEWS



Volume XL No. 1

October 2011

New Officers

More English to British Translations



From the President

Fidel Hodgriguez

HA, HA! I'M BACK! After my unceremonious exile back in 2004, I have finally made my way back into the Presidency! I, Fidel Hodgriguez have returned to power! Wait a minute. I think I'm getting the short end of this deal... This means that I'm also going to be President during the upcoming GT37. I'm not sure I like that. Whenever anyone asks, "...who's the President of your club?" They're going to be directing them to me!?! Oh, well, too late now. For those of you who've been living under a rock, we held our annual MGCCSWOC election

and I, Sam Hodges, have been elected your new, fearless leader. I promise not to raise organizational spending, no new taxes for the job-creators, and subsidized health care limited to the cost of one band-aid per person.



Southwestern Ohio Centre -- 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, October 26, 2011

MG Car Club Officers

President..... Sam Hodges
phone.....937-434-6505
email..... sammgb@earthlink.net
Vice President..... John Scocozzo
phone..... (937) 291-1710
email..... jscocozzo@hotmail.com
Secretary..... Kathy Goodman
phone..... 937-672-9364
email..... kgoodman4@woh.rr.com
Treasurer..... **Judy Marin**
phone..... (937) 898-7891
email..... gmarin@netzero.net
Member at Large..... Bob Farrell
phone..... 937-477-9862
email..... rfarrell@woh.rr.com
President Emeritus..... **Terry Looft**
Phone 937-382-1520
email..... terry@looft.net
Web Master..... **John Scocozzo**
phone..... 937-291-1710
mail..... jscocozzo@hotmail.com
Activities Chair..... **Ed Hill**
phone..... 937- 461-6688
email..... ehillmgb@aol.com
Membership Chair..... **Carole Looft**
phone..... 937-382-1520
email..... carole@looft.net
Librarian..... **John Wolfe**
phone..... 429-3292
Historian..... **Dick Smith**
phone..... 937-434-1750
email..... rsmithomo@aol.com
WebPage..... www.mgcars.org.uk/mgccswoc

Your Octagon News Editors

Steve Markman
937-886-9566

srmarkman@att.net

Joe Hooker

937-426-1128

twocoloradokids@woh.rr.com

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Upcoming MGCC Events

Oct:

23 – Open house at British Transportation Museum

23 – Fall Drive (take your pick!!)

26 – Meeting at K of C Hall

Nov:

16 – Meeting at K of C Hall
(note one week earlier)

Dec:

10 – Holiday party at Looft's
No meeting – happy holidays!!

***See meeting minutes for other
area activities!!***

Seriously, what a great year we had last year. I would like to start off by thanking the outgoing cabinet of President, Terry Looft, VP Dave McCann, Treas. Glenn Marin and Secretary Diana Hodges for doing an outstanding job in keeping the MGCC running as smoothly as always. Congratulations to Terry for setting a new membership record of 122 members (*I've got plans on how to beat that*) and we're all looking forward to the upcoming Holiday party this December 10th at the Looft homestead in Wilmington. For those of you currently in a supporting role, I, as a firm believer of 'if-it-ain't-broke...' ask that if you can, that you please continue on in your very appreciated and valuable positions. (*You know who you are, Carole and Terry L., Eddie H., Steve*



Special thanks to outgoing President and chief grillmeister Terry Looft

M., Joe H., John S., Jennifer and Skip P., Ron P., Linda W. and anyone I've inadvertently missed).

As we start our new fiscal year, and at the same time wind down our summer season, we've still got at least one more item to address. On Sunday, October 23rd, we're planning on our annual Fall Drive. This drive will be a test run for one of the drives planned for GT37. We hope that many of you can attend and help us troubleshoot any glitches that might occur or, hopefully, just enjoy a nice day of driving your British car. Yes Louie, you CAN bring the Spitfire.

Looking forward, we have the very big GT37 coming up in July of 2012. I hope that we can count on most of you to lend a hand for at least part of the event and at the same time, have fun in the process. I know I'm looking forward to this event and it might just be the impetus for me to actually get off my keister and actually get my MGA back on the road.

New Officers Elected

The following officers were elected at the September 28th meeting:

President:	Sam Hodges
Vice President	John Scocozzo
Secretary	Kathy Goodman
Treasurer	Judy Marin
Member at Large	Bob Farrell

Congratulations to our new officers. All other non-elected positions will remain unchanged. And, thanks to all our outgoing officers for seeing us through another great year.

Member Featured Car of the Month...

Bill Hunter's '63' MGB

Bill Hunter as interviewed by Ron Parks

This is the first MG I have ever owned, although it's not my first British car. I kind of went to the dark side back in the eighties right out of school and bought a Triumph. This was before kids, so I only had it for about three years. I think I ended up getting that car because I couldn't find a B that was satisfactory. I had the urge to get something, so I kind of settled for that. But then, as time went by and kids came along and life happened, it just didn't fit into the time or budget. I moved to Asia in August of 2000 and one of the guys I worked with was kind of a British car nut. He had a couple of British cars and we got to talking and in June of 2002 or thereabouts I ended up buying the B that I now own. Having planned to be in Asia for three years, my grand scheme at the time was to buy the car in 2002 and do the work when I came back in 2003. The schedule changed a little bit and I ended up staying a lot longer than three years.

So, in 2004 I decided to turn it over to someone else to do the restoration work. I ran into a guy in Indianapolis by the name of Bob Connell who did body and mechanical work. I turned the car over to him with some general instructions on what I wanted out of the car. So, he took care of it while I was gone. Floyd Miller was his body man and did all the body work first. The basic guidelines I had given were to make it look like it did when it rolled off the production line. I wanted it to be stock, original; I didn't want any extra additions or modifications.

Floyd started the body work in October of 2004 and it took him three years to get everything finished and working. Great body man, great work, I'm very pleased with it! And, since I was in Asia at the time there was no particular rush to get it done on any schedule. So, it drug out a lot longer than it needed to, but that was OK since I was living overseas.

After the engine and transmission were rebuilt, Bob and his crew began putting the body back together and installing the engine, transmission and interior. I finally picked it up in June of 2009 after a five-plus year restoration. I've had it ever since. I drive it as much as I can, weather permitting and take it to a car show once in a while.



Bill's daughter and her new husband drive Bill's MGB after their wedding.

I did some research and got the Heritage certificate that stated what equipment the car had -- the color, the interior, etc. We were able to match all that quite well. The car was white when I got it and I mean a real white or refrigerator white as some folks say, as opposed to original Old English White, as the heritage certificate indicated it should be. I was very pleased with the original color being reapplied during restoration. White would have been fine with me at the time, but I am just so much happier with the Old English White. I think that little bit of a cream color just adds character.

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I am very pleased with the interior as well. I have always been partial to red interiors and thus was very pleased to learn that the car originally had a red interior. The one thing we weren't sure of was the color of the piping. So, we took a shot and did the white piping, just to match the exterior color and we were pleased with the way it looked. Later research confirmed that choice as being original to the car. So, I got lucky on that one, also.

The only thing I have not been able to find is a top (hood). The Heritage certificate indicates that the car originally came with a gray pack away top and I haven't been able to find one yet. I have the frame and header rail; I just need to find the right color top. This will be the finishing touch. I've driven the car all these years without a top and either I've planned well or more likely have been lucky not to get caught in the rain.

There have been two really special moments since I've owned the car. My father helped a great deal with the restoration work since I was in Asia during this time. He was one of the first to enjoy a ride when the restoration was completed. He passed away less than a year later. Although I didn't get a picture to share – I can still see the smile on his face.

The second highlight was my daughter and her new husband taking their first ride after their wedding this past August. They were both pretty nervous but it worked out just fine. I did get a picture of them driving away!

I enjoy driving my MGB very much and was fortunate enough to win first in class at British Car Day in Dayton this summer.

Special Photo Feature Coming this Winter

With so many of us being grandparents (some newer than others), we'll run a photo feature of grandkids. Ground rules are that the photo must show you, your MG, and your grandkids. No pets, please, even if it is your child's pet. Please e-mail your photo to smarkman@att.net, or mail it to me. Thanks to Skip Peterson for the suggestion.

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More U.S. English to British Translations

Steve Markman

In past issues, I've printed automotive-related American English terms and their British equivalent. While recently doing some research at the AF Museum for our restoration of the B-17 "Memphis Belle," I came across the following set of translations in one of the technical manuals. Looks like cross references were around even back then.

RESTRICTED

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APPENDIX I

U.S.A. - BRITISH GLOSSARY OF NOMENCLATURE

U.S.A.

BRITISH

Accumulator (hydraulic)	Should not be confused with electrical accumulator or battery
Air field	Aerodrome
Battery (electrical)	Electrical accumulator
Bombardier, bomber	Bomb aimer
Ceiling	Cloud height
Check valve (hydraulic)	Non-return valve
Copilot	Second pilot
Cylinder (hydraulic)	Jack
Dump valve	Jettison valve
Empennage	Tail Unit
Flight indicator	Artificial horizon
Gasoline (gas)	Petrol
Glass, bullet-proof	Armour glass
Gross Weight	All-up weight
Ground (electrical)	Earth
Gyro horizon	Artificial horizon
Gyro pilot	Automatic pilot
(to) Land	(to) Alight
Lean	Weak
Left	Port
(to) Level off	(to) Flatten out
Line, mooring	Mooring guy
Manifold pressure	Boost
Mast, radio	Rod aerial
Overload	Non-standard load
Panel, outboard	Outer plane
Reticle (gun sight)	Graticule
Screen	Filter
Set, command	Pilot controller set
Set, liaison	General purpose set
Ship	Aircraft
Speed, indicated air (IAS)	Air-speed-indicator reading
Stabilizer, horizontal	Tail plane
Stabilizer, vertical	Fin
Stack	Manifold (inlet or exhaust)
Tachometer	Engine speed indicator
Tube (radio)	Valve
Turn indicator	Direction indicator
Valve (fuel or oil)	Cock
Weight empty	Tare
Windshield	Windscreen
Wing	Main plane

Stolen from *Car Talk*...and used without permission

Differences Between Diesel and Gasoline

Dear Tom and Ray: *What is the difference between diesel and regular gasoline? My boyfriend thinks that diesel is mixed with oil, and he can't explain what is in regular gasoline that makes it different from diesel. Please explain.*

Tom: The main difference is that in diesel fuel, you can still see the dinosaur bones floating around.

Ray: Actually, gasoline and diesel fuel both are products that are made from crude oil. When a barrel of crude oil comes into the refinery, it's distilled into its heavier and lighter components.

Tom: The lighter stuff is used to make gasoline. The next-heaviest stuff becomes jet fuel. After that on the scale comes diesel. And below that is the stuff they use to fuel ships, run power plants and nourish my brother's hair plugs..

Ray: So, gasoline is lighter, less dense, more flammable and more volatile. When you spray gasoline into a cylinder, it starts to vaporize immediately, so that as soon as the spark plug fires, the gasoline detonates and powers the engine.

Tom: Diesel fuel is heavier, denser; less flammable and less volatile. So in order to detonate, it has to be compressed in a cylinder to a very high pressure and temperature, at which point it detonates without a spark.

Ray: The upside of diesel fuel is that, because it's denser (like my brother), it has more energy per gallon. That's one reason why diesel-powered vehicles get more miles per gallon.

Tom: The downside is that diesel fuel requires a very-high-compression engine, which is more expensive to build. And because it relies on temperature to detonate, diesel engines traditionally have more trouble starting in cold temperatures.

Ray: That combination is why northern Minnesotans like diesels so much. They can't start them on winter mornings, but because the gas mileage is so great, they can leave them running the night before.

Five Things You Think Work, but Actually Don't

Matt Brownell

Most people are well aware of the placebo effect as it pertains to medicine. The idea is that simply thinking that a treatment will cure your symptoms is sometimes enough to make that treatment take effect. But the placebo effect is by no means limited to medicine. In our daily lives we constantly encounter situations where products or services don't work as promised. Yet far from stomping off to complain to someone, we instead come away convinced that the button we were pressing was doing exactly what it said it would. If a button says it will close the elevator doors but doesn't appear to have the desired effect, we still find a way to convince ourselves that it was doing what it said it would.

"Don't assume self-delusion is always willful or conscious," says David McRaney, author of *You Are Not So Smart*, a book about self-delusion. "We often engage in something called confabulation, which is basically making up a story we can believe in to explain away behavior we don't understand... We are

very good at pattern recognition, and whether or not we have the story correct as to what is causing the pattern, we naturally learn to associate cause and effect."

In other words, if the button says it will close the elevator doors, and the elevator doors don't close until we've been pushing it for 20 seconds, we still manage to convince ourselves that our actions brought about the outcome. It's just like the guy who takes the sugar pill labeled "Advil" — when the headache goes away on its own after a couple of hours, he convinces himself that it was the pill that did the trick.

Here a few examples of how this phenomenon affects us on a daily basis.

The Elevator "Close Doors" Button

Let's start with the most obvious example: That pesky "close doors" button on the elevator. It's a fairly well-established fact that on most elevators it's what essentially amounts to a dummy button. But it's not as if elevator manufacturers are installing an extra button just to give you an illusion of control. Indeed, McRaney says the button can be activated, but only by certain people.

"The close buttons don't close the elevator doors in most elevators built in the United States since the Americans with Disabilities Act," explains McRaney. "The button is there for workers and emergency personnel to use, and it only works with a key." Sure, they could put a sign on the panel explaining the situation to elevator riders, but as McRaney points out, it's hard to justify the time and money it would take. And besides, we'd probably keep pressing it anyway, convinced that this time it will work.

"HD" TV

We're not suggesting that HD TVs aren't really high-definition, though the various technical terminology might make it hard to determine just how good the picture quality really is. But for some people, simply seeing the "HD" label on the TV is enough to convince them that the picture is better, even if they don't have the proper connection or they're not watching an HD channel. Simply being told that it's an HD picture is enough to convince them that the picture is better, and it isn't until their grandkids come over and show them how to find the HD channels that they realize they'd been deluding themselves.

This isn't just anecdotal, though. Dutch scientists conducted a study in 2009 in which 60 people were shown an identical video clip on identical TVs. However, half of them were told that the clip would be in high-definition, and the scientists even attached an extra-thick cable to the back of the TV to complete the charade. The control group was told to expect a normal DVD image. Afterwards they were asked to describe the picture quality. You can imagine which group thought it was watching the nicer picture.

Of course, at this point HD TVs are ubiquitous enough that most people know when they're seeing a high-definition picture or not. And as one of the scientists explained to New Scientist magazine, the gap between standard definition and high definition is smaller in Europe than it is in the U.S., so it wouldn't be as effective here. Still, it's a good reminder that an assurance that something is "high quality" doesn't just make it more likely that you'll buy the product — it may also subtly influence your enjoyment of it.

Walk Signal Buttons

Many cities and towns have buttons at crosswalks that allow a pedestrian to speed up the arrival of a walk signal. And in many places, they do exactly what they promise to do. But not everywhere.

The City of New York admitted several years ago that most of the "push button, wait for walk signal" buttons were no longer active, having long ago been replaced by automated systems that keep all the lights on a set timer. That makes them placebo buttons just like the close door buttons on an elevator.

"Just as with the elevators, it would be expensive to replace or remove all of the non-functioning buttons or to inform the public through some sort of media campaign," explains McRaney. "There is no obvious harm in letting the people in your town keep impotently jamming crosswalk buttons."

And many people will keep pushing away — perhaps a holdover from a time when they remember the buttons working, or perhaps because occasionally they'll get lucky and the light will change right after they push.

Butt-Toning Shoes

But sometimes you have the classic case of a company making claims that it can't back up. Case in point: Reebok was just ordered by the Federal Trade Commission to pay \$25 million in refunds for claiming that its "toning" shoes would strengthen and tone the thighs and butts of people who wore them. The FTC also banned the company from making similar claims in future advertisements.

The decision is a potential shot across the bow of other companies marketing similar shoes, whose rounded soles supposedly make your thigh and butt muscles do more work as you walk. Despite the big claims by companies like Reebok and Skechers, some experts are skeptical; USA Today last year quoted a professor of medicine who called such claims "utter nonsense" and suggested that their only effect could be to destabilize the Achilles tendon.

Despite these doubters, many customers are quite pleased with their purchase. In a statement responding to the FTC decision, a Reebok spokesman insisted that the company had received "overwhelmingly enthusiastic feedback from thousands of EasyTone customers." And while that's probably a bit of corporate over-exaggeration, we don't doubt that many customers did indeed come away feeling like the shoes had improved their butt. Maybe the shoes really did the trick. Or maybe they just thought it did.

Office Thermostats

We hate to break it to you, but big companies aren't just going to let a chilly employee crank the heat up whenever he or she pleases. But if they simply locked the thermostat or put the controls out of reach, the employees would constantly complain.

The solution: A thermostat that doesn't actually do anything but placate the chilly masses. "In many offices the controls on the wall don't do anything," says McRaney. "They work really well, as most people fool themselves into believing they feel the change."

We haven't seen any study confirming that people feel warmer after fiddling with these props. But let's be honest: If they didn't work, offices wouldn't bother installing them.

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: Used radiator and rebuildable master cylinder from 1978 Midget. \$25 or best offer. Call Bob, 937-253-9935 (9/11)

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For Sale: 1972 Fiat 850 Spyder. Fair condition, plus some Porsche parts. 331-8019 (9/11)

For Sale: 1956 MGA, disassembled, but stored indoors for many years. Frame and engine intact. The outside skin is here but rusted around the bottom. Then there are boxes and boxes of misc. MGA parts. Former club member, Polly Turner, polly0557@gmail.com (9/11)

For Sale: 76 MG Midget, rust free, 38,000 miles. This car has been in dry storage since 1983. Rebuilt engine. Flawless original interior except for the rugs, which are new. New Robbins cloth top. New Bridgestone tires and Minilite wheels. Recently completed three year restoration. The car has been modified by removing the rubber bumpers and replacing the front fenders and grill. This car is a real show stopper and a winner at the British car show in Dayton Ohio. 937-218-2330. (9/11)

For Sale: 2011 BCD T-shirts. We have a few shirts left over from BCD. (1) small, (1) medium, (4) x-large. \$10.00 each. Email Carole at clooft@earthlink.net. (8/11)

For Sale: Four (4) 15" Dayton wire wheels with spinner knockoffs. Excellent condition. Came off of a Jaguar, but probably fit other cars. \$800 each, or make offer. 937-241-0792. (8/11)

MG Car Club Minutes, September 28th Meeting

Sam Hodges

Louie, "It's 7:30..." Terry, "It wasn't my fault." Louie, "You gonna start this meeting or not? My babysitter's waiting." Dave McCann, "You ought to bring her in some time."

In his final appearance (*this time*) as **President**, Terry Looft, "Pub Run. Everyone got their drinks?"

Concours wrap up, Skip? Skip Peterson (*for President? Oh Wait. Phooey, I did that too late...*), "Thanks to all of you who helped out. We had the largest crowd ever. We need to explore some parking alternatives because we filled the field. That's a good problem to have. We raised about \$50-55K for Dayton History." Terry Looft, "Is there any way that we can make that kind of money to split with the Triumph club? That would be one helluva party!"

Ron Parks, "Thanks to all of the class hosts." Skip, "We only lost 4 of the plastic sign holders. Louie, where's that sign holder, I want it back!?" Louie, "It's in my pocket." Skip, "Stop telling me that. You've been telling me things are in your pocket for years!" *I was going to run with that, but I think that one speaks for itself...*

Terry, "Elections are coming up tonight." (*Think about who you want to railroad!*)

Vice President's Report. Dave McCann, "I was the Class Marshal for the class that the Vauxhall came out of and I've been fortunate enough to have two best of show cars come out of my class." Skip, "We can fix that. Next year we'll give you the exhibition class."

Minutes were next on the agenda. Comments, concerns, corrections... *not that I'd do a thing about it anyway, but here's your chance!*

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Treasurer's Report was next. Glen Marin finally returned from his world cruise and reported that the club was broke... Actually, his real report was that the MGCC had Total Income consisting of: Squat (\$0.00) = **A Total Income of \$0.00.** Total Expenses: K of C Hall Rental (\$50.00) + "Hospitality" Supplies (\$40.00) + Newsletter (\$104.80) + Gumball Rallye (\$5.00) = **A Total Expense of \$204.80.** **Total Loss to the MGCC was \$204.80,** that when subtracted from our existing Treasury balance of \$2,331.75 equals a new **Treasury Balance of \$2,126.95.** It should be noted that this figure is before we account for the BCD split. Kathy Goodman, "Wow, that's a better ending balance than some years beginning balances have been." Terry Looft, "PARTY!"

Membership was next. Carole Looft, "We've had several new members join. Chuck and Marsha Irvin of Centerville joined the club. They own a 1976 MGB (*I think... I missed it so I might be making this up...*). Along with Richard Russell of Vandalia [1976 Midget] (*I thought we banned any more Midget owners...the cars, not the people that is...*) and Mark Risley of Dayton all joined the club. Carole "We have a new ending record of 122 members." Skip, "If they're truly new..." Glen Marin, "How many of those memberships are for people named 'Looft'?"

Activities with Eddie. Ed Hill, "Perfect timing. According to my calendar, we have nothing for October, nothing for November, and the Holiday Party in December at the Looft's residence in Wilmington. Mark your calendars for Sunday, June 3rd 2012 for the Annual Ft. Meigs show."

Carole, "Don't forget about the Dillard, Georgia meet next June. Hotels are sure to go fast and space is limited to begin with. If you plan on going, you should probably start looking now. It's about 400 miles from here."

Sunshine Committee. Terry, "Linda?" Linda, "How are you feeling Louie?" Louie, "Why?" Dave McCann, "As long as you're alright, we're happy."

Webmaster John Scocozzo (*I typed that name in right once, then saved it to 'auto correct'. Now I can't get it wrong if I tried... Unless I typed it into auto correct wrong...*) John, "Everything's out there and looking good."

Terry, "Wow, Beer break." Called for at 7:52.
Back from beer brake at 8:09.

Old Business. Kathy Goodman, "You've gotta talk louder when you say 'Old Business'." *A thinly veiled jab at either Louie or Hammond... I lost track.*

Fall Drive. Ron Parks (sitting in for Dave Gribler), "Our fall drive is going to be a covered bridge tour of Greene County. We needed some self-guided tours for GT37. I propose October 23rd. We'd like to start about 1:00 and maybe end up at The Old Trail Tavern in Yellow Springs. We're meeting and starting at the Marriott just like the real self-guided tour will do. Show up between Noon & 1:00 and take off by yourself. We want to Q & A the tour to make sure that people can make the tour by themselves."

GT37. Dave (a.k.a. Ron Parks) "Bruce Woodson was at BCD and he has no big concerns on his part. (*Sucker!*) We've been asked to provide a special interest event for the Z Magnette group..." Mike Edgerton, "Wow, both of them?" Skip, "Do they like Cornhole?" Ron, "Adrianne Lange has volunteered (*does she know?*) to host the afternoon Ladies Tea."

Ron, "The Ohio Buck A's have been contacted to see if they could provide additional help. We're flushing out details on the proposed MG Olympics. Need help with brainstorming Olympic events. Dave was thinking some form of modified cornhole maybe using old MGA hoods as the boards, MGA hubcap discus, distributor toss, etc... John Twist has also been contacted.

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The website is up, www.GT37.namgar.com. Terry, “Louie, did you get that?” Louie, what’s a website?” Kathy G., “It’s where the spiders hang out in the basement.” Louie, “Why you gotta pick on me?” Mike Edgerton, “Because you’re fun...” Terry, “...and you’re easy.”

Ron (continuing as Dave) We’re working on an article for MGA magazine to publicize the event (*Um, that would be me and I’ve already got the drafts done*). We still need to get prices and payment figures up online before January 1st.” Terry had to give **THAT** table a dirty look... *He’ll be a part of them next month so I don’t know why he even bothered...*

Terry, “We were talking about T-shirts for next summer.” Skip, “I didn’t get prices yet. We want to look to buy a supply to maintain and then sell. We can work something out. T-shirts have almost no value. People want nicer things to wear so we’re looking at mostly hats and polos.” Carole, “I think we still need a club shirt for years to come.”

Someone posed a question about how we get the embroidered clothes. Skip, “Bring in something. We can do it. Get it to me in October to get it back by November.” Jennifer P., “There have been several things done over the years, bras, thongs, etc. that have never come back to the Holiday party.” Skip, “Somebody’s wearing that bra.” Terry, “Don’t look at me.”

And now, it’s time for the ultimate New-Old business... **ELECTIONS:**

Terry, “For my last act, I’d like to pardon Ron and Louie for owning Triumphs.”

The Office of President. Do we have any volunteers? (*Have we ever!?!?*)

Ron Parks – Nominated Sam Hodges, Dick Goodman seconds.

Jack Bantle – Nominated Ron Parks, Louie DiPasquale seconded.

After a secret ballot vote supervised by the Accountants at Funk & Wagnells, our new **President for the 2011-2012 fiscal year is Sam Hodges** (part 2). *Hey, wait... what?!?*

Me, “My first official act, I’m revoking the pardons for Ron & Louie.” Linda, “You’re not President yet.”

The Office of Vice President. Do we have any volunteers? (*Again, have we ever!?!?*)

Dick Goodman – Nominated Ron Parks, Bill Hammond seconds.

Eddie Hill tries to close nominations but it doesn’t work...

Terry Looft – Nominated either of the “2-Bobs”. Neither accepted the nomination.

Linda Wolfe – Nominated John Scocozzo, Terry Looft seconded.

After a secret ballot vote supervised by the Accountants at Bend, Dover & Takit, our new **Vice President for the 2011-2012 fiscal year is John Scocozzo.**

The Office of Secretary.

Ron Parks – Nominated Kathy Goodman, Sam H. seconded.

Eddie Hill motioned to close (*He was much faster about it this time*). Louie Seconded.

Our new **Secretary for the 2011-2012 fiscal year is Kathy Goodman.**

The Office of Treasurer.

Terry, “I’d like to float the idea of changing the bylaws to make the Treasurer’s job a 2 year position. Since there are bank accounts that have to be changed, it would make more sense to make that a year position.” The MGCC generally agreed, but, our voice of reason, Linda Wolfe pointed out, “We can’t do it now. We need to make a motion, publish it in the Newsletter, and vote on it after 30 days. (*Hmmm... Me thinks I see a valiant cause that I can waste the first 100 days of my administration on trying to force it down the populace’s throat...*). Louie D. motioned that we make it a 2-year position. Dave McCann seconded. So, after 30 days we can vote on it... but as for now...

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Glen Marin, “I wouldn’t mind, I need time to put the money back. I don’t know if it can be done, but someone could nominate Judy. I avoid jail-time and we get to keep some consistency in the position... Not like we don’t have precedent for this type of maneuver.” Jennifer P., “That’s a GREAT idea.”

Jennifer Peterson – Nominated Judy Marin for Treasurer. Jack Bantle seconded. Eddie Hill motioned to close nominations. Jayne Powell Seconded (...*I think*...). Our new **Secretary for the 2011-2012 fiscal year is Judy Marin.**

Member-at-Large. Ron Parks, “I’d like to thank Bill Hammond for doing a remarkable job.” After some arm twisting and backroom political deal making,

Terry Looft - Nominated Bob Farrell for Member-at-Large (*whom I just recently ran into in Sam’s Club while he was out shopping with his lovely wife Cherri...*) The nomination was seconded by Eddie Hill. Dave McCann Motioned to close nominations. Jim Cooley Seconded. Our new **Member-at-Large for the 2011-2012 fiscal year is Bob Farrell.**

Recap for the A.D.H.D crowd:

President: (Me) Sam Hodges

Vice President: John Scocozzo

Secretary: Kathy Goodman

Treasurer: Judy Marin (aka Glen ‘I’m trying to stay out of jail’ Marin)

For Sale. Joe Hooker, “I saw a nice Midget over by Louis Auto. See me for more information.”

Bob Charles has a 1980 MGB for sale.

Louie, “I’ve got a Spitfire for sale.” *GASP!?! NO! You can’t sell it! Ron can’t carry the weight of the Triumph jokes alone!*

Gumball Rallye this time is for the free years membership + \$15.00. It’s won by Jack Bantle. Jack, “I want my membership check back!” On a sad note, Jack announced that he’s moving to the East coast to be closer to family. We’ll miss you Jack. Have fun and be safe.

October 26th is the next meeting. Motion to adjourn is made by Linda and seconded by Louie at 8:58. *And with that, I’m done back here! From now on (or at least the next 11 issues) look for me on the front page!*



MG AUTOMOTIVE

Parts, Service and Restoration for
MG, Triumph, Austin Healey and
Related Autos



Steve Miller

3733 Wilmington Pike
Kettering, Ohio 45429
(937) 294-7623

e-mail: MgAutomotive1@aol.com