

Upcoming MGCC Events

Nov:

28 – Meeting at K of C Hall

Dec:

8 – Holiday Party!!

16 – Chocolate Covered Anything
Day

Jan:

17 – Ditch New Year's
Resolutions Day

23 – Meeting at K of C Hall
No meeting – happy holidays

*See meeting minutes for other
area activities!!*

to bring a gag gift, and if it's gender specific, as many of the items tend to be, please note the gender on the tag. I reiterate the word GAG gift...and in some cases, another word that comes to mind is RECYCLE. Somehow, something from last year always comes back, and a few items have been around as long as I have.

If it's time to put your car away for the winter, here are few things to remember.

A good wash and interior cleaning is great. A fresh coat of wax helps keep it looking good. Use a loose car cover made of material that can breathe, not sheets of plastic. Under the hood, change the oil and filter and check the antifreeze. Some people pull the spark plugs and shoot WD40 into the cylinders. MG guru John Twist says to protect everything under the hood, shoot a whole can of WD40 on everything! He says it wipes off easily in the spring and protects surfaces from water and rust. WD does stand for water displacement. Connect a trickle charger to the battery to keep it charged, and before shutting it down, put gas stabilizer in the tank and fill the tank. Over inflate the tires by 3-5 lbs since they will lose some air in the cold. Close all the windows, and some people place a couple of

mothballs in the cockpit and under hood to discourage little varmints from chewing on carpet and wiring. I've also heard of blocking the exhaust pipes with a wad of paper or cover it with tape since mice like to climb in there. I leave mine open hoping to scare the hell out of one of them when I start up in the spring. Last, but not least, chock the wheels, and leave the parking brake OFF. Not only does it stretch the cable to leave it on all winter, the rear brake shoes are known to rust to the drums.

Here's hoping it's a mild winter and spring comes early.

Last Chance Membership Renewal Notice

Carole Looft

If you have not renewed your membership, this will be your final notice and your final newsletter. In January our membership and mailing lists will be updated with only current paid members. If you have not renewed, you can bring your dues to the next meeting or send it to:

P.O. Box 20032
Dabel Branch
Dayton, Oh 45420-0032

Renewals are \$18/year. If you need to make any corrections or additions to the information we have on hand for you, drop a note along with your payment, and we will update our records.

Holiday Fiesta!

Ex-El Presidente, Fidel Hodgeriguez

As former President, I, El Presidente have decided to throw a little holiday fiesta (*that, and the fact that it's our tradition that the ex-Prez hosts the party*). Therefore, I would like to invite all of my close friends, oh, okay, you can come too... As is traditional for this party, please bring either a covered dish, munchie, or dessert. Beverages will be provided this year, so that's one less thing you have to bring along. Due to an increasingly burdensome debt load and the extraordinary costs associated with being in exile, I'm afraid that any Triumphs driven to the event will have to be confiscated and sold for scrap. The party has been scheduled for December 8, 2012 starting at around 7:00p.m.ish (*what's the point of me setting a time, I'm sure some of you will show up around 2:00 in the afternoon*). The address for this shindig is **2142 Pelwood Drive, Centerville, Ohio 45459**.

Directions:

It's really pretty easy to get to. Coming from the north, take I-675 South to the Wilmington Pike exit (this should be the second exit after you pass the route 35 interchange). Take Wilmington Pike south (a left turn off the interstate) and go approx. 2 miles through 4 stop lights. If you pass Home Depot, you turned the wrong way. You should go past a Cub Food supermarket, a Wal-Mart, a Lowe's, and several other stores mostly on the left as you're driving. You should also pass a Kroger's and a Bank One. Then you should come to an intersection where on one corner is a tire dealer/car repair shop. Across from that is a Shell gas station and across from that is a Marathon gas station. This should be the intersection of Wilmington Pike and Alex Bell. Keep straight through that light. The road narrows from 4 lanes down to 2 so you want to be in the center lane as the right lane is a turn only (there's a left turn lane as well hence the reason that you want to be in the center). After going through that intersection, go about another ½ mile until you see a street called Ambridge. It should be the second street on the right that you come to. Turn Right on Ambridge. Ambridge will become Pelwood in about 2 blocks (you're actually going from Greene County into Montgomery county when the name changes). 2142 is a tan/beige house with a white mailbox (the only one on the street) on the left as you're going down the street. There should be plenty of street parking as well as what will fit in the driveway, just as long as we don't completely block the street.

If you're coming from the south, take I-75 north until you come to the I-675 turnoff. Take I-675 North until you reach the Wilmington Pike exit. This should be the fourth exit you come to. Keep in mind that as you pass under St. Rte 48, I'm counting the exit for North and the exit for South as 2 separate exits. From the bottom of the exit ramp take a right and follow the instructions from above starting off with, "*You should go past a Cub Food supermarket, a Wal-Mart, a Lowe's, and several other stores mostly on the left as you're driving. You should also pass a Kroger's and a Bank One...*" If you're coming from any other place other than North or South, you're boned! You'll spend the rest of eternity wandering around the back roads until you finally run out of gas and go mad over the constantly changing gas prices. Actually, if you need directions other than these, please feel free to call me at 937-331-8476 (house number) or 937-581-4767 (cell) and I will be more than happy to help you out any way I can.

OH! One more thing, and this is VERY, VERY important! This party has always had a gift exchange. If you wish to participate in the exchange then you are to bring one **GAG** gift. Every year we emphasize that the gift is to be a gag gift, and yet someone will inevitably show up with a complete works of Leonardo da Vinci on CD-Rom gift set. If that's your idea of a gag, then just go ahead and leave it for me. I hope to see all of you there with gag-gifts in hand.

Member Featured Car of the Month...

My 1973 MGB Story

Ed Wolf

Ever since I can remember, I've always been a fan of older cars. Back when I was a kid, our new 1976 Mercury station wagon was far less interesting to me than my uncle's bone stock 1954 Chevy sedan and the cloud of smoke it left behind when pulling out of our driveway. After all, the road back then was full of Ford/Mercury station wagons with the wood grain trim, but the Chevy was a true rarity. It was green, it had some rust around the edges and I'd never seen anything quite like it. Inside, it smelled like an old musty suitcase. It was different and odd and unique. Aside from the "uniqueness" factor, my uncle was pretty lenient with the 21 year old Chevy and I can remember us kids throwing snow balls at it one winter day as it sat parked at the curb in front of our house. By contrast, we weren't allowed to eat in the Mercury wagon, or put our hands on the windows. Maybe that explains why I just prefer older cars to new ones. I don't really know.

Although I cannot remember the details of how this happened, somehow I found myself at British Car Day at Eastwood Metro Park walking up and down the rows of LBC's and saying to myself, "I need one of these". It must have been 2008. The small displacement engines, the manual transmissions and manual door locks and windows and manual EVERYTHING! Ah, the glorious lack of circuit boards and electronic modules! Am I in heaven? The "cool" factor of these cars was off the chart. These are



cars that you actually can take apart and fix without a degree in Electrical Engineering. The engines had a coil and a distributor with real spark plug wires. I was hooked.

It had been 18 years since my last convertible (1972 Cadillac Eldorado sold in 1991), and I was way overdue for another. I went online and researched the Jaguars, Triumphs and MG's and the Sunbeams and the Lotuses. After some rather unscientific data gathering and analysis of things like performance, visual appeal, reparability and affordability, the MG rose to the top of my list. In particular, a chrome-bumper MGB seemed to fit the bill. Color wasn't all that important, but preference was for a factory original color.

Off to ebay to see what was out there. Months and months (OK, more like 2 years) of checking the latest MGB listings and learning the jargon that these British car enthusiasts use. Bonnets and boots, spanners and car parks. And who is this Lucas fellow? Sounded like someone to avoid if at all possible.

I joined the local MG club and started going to the meetings. Someone advised that I should see Steve Miller, so I stopped by his shop one afternoon. On the bulletin board at his shop was a "for sale" flyer for a tangerine-colored MGB, with chrome bumpers. I called the number and spoke with the owner Fred (Shaneyfelt). A few days later, I stopped by Fred's house to see it, and found it to be in very good

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condition. It was October 2010. The only problem was that I had to first sell my low-mileage, ultra-reliable, one-owner Honda Accord. You know, the one with automatic EVERYTHING and the myriad electronic modules to go along with it. It took me until spring the next year to finally list the Accord for sale, at which point my wife promptly concluded that I was in need of a professional psychiatric evaluation. Was I really going to sell our “garaged-since-new” Accord with 45k miles on it so that I could buy a 38 year old British two-seater with no air conditioning, no ABS and no air bags? The answer was “yes” and it seemed perfectly logical—to me, at least.

The Accord found an enthusiastic new owner in early summer, and once that transaction was settled, I was ready to give Fred a call back. His number was on a scrap of paper in my wallet, and the paper was getting worn around the edges. I hadn’t talked to Fred since the previous fall, and had no idea whether the car was still available. I called Fred and found out that his 1973 “Blaze Red” MGB was still for sale. I still think “Tangerine” is a more accurate description. We arranged for a test drive later that week. It was early July 2011, and a few short weeks later, I was showing it at BCD.

Fred bought the car from the original owner (who had named it “Gertrude” for some unknown reason) in 1998 and Fred treated it to a professional restoration, including an engine rebuild by Steve Miller. Gertrude went on the car show circuit and won a few awards, accumulating about 10k miles during Fred’s 12 years of ownership. With the car came some original documents including the original window sticker (car imported for Davis Buick in Beavercreek) and the owner’s handbook. Also included was the original Ohio license plate “SH 666”. Probably best that I found out about that after the sale was final.

It’s been over a year with the “B” and two Dayton BCD’s and about 3,500 miles driven. The car has been a real pleasure. Since buying the car, the only necessary repairs have been a new alternator and a heater valve. Both were simple jobs that I did myself. Aside from that, I’ve done one oil change, with filter. I like my old British car and drive it, always top down, whenever the weather permits, and occasionally when it doesn’t. Such was the situation on the ride back from the Cincinnati BCD this past summer. But that’s a whole other story. See you on the road.



Club Members' Other Passions

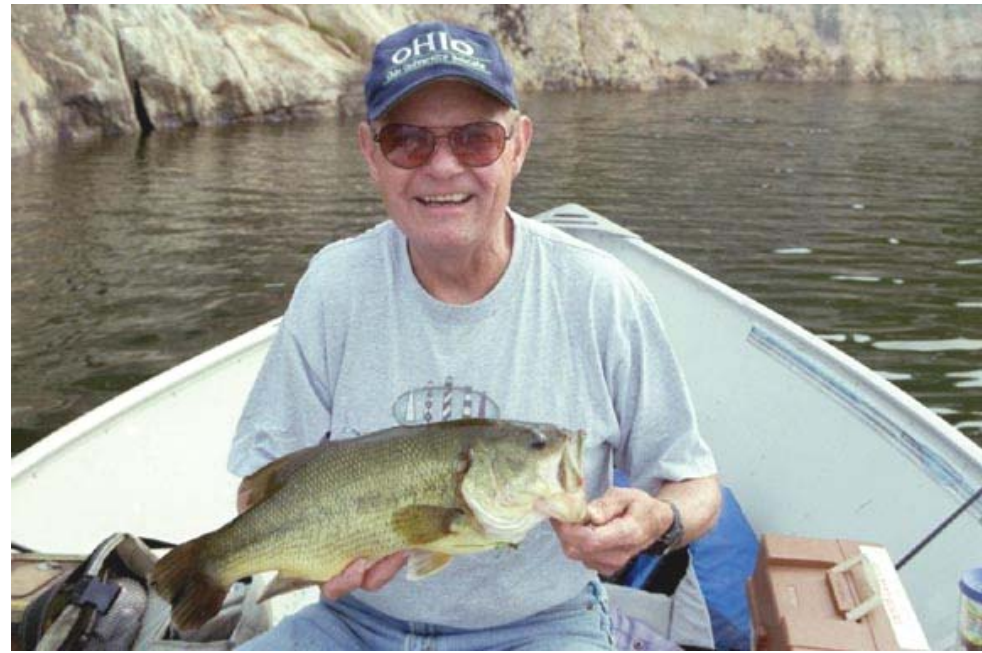
It may be hard to believe, but many of our club members have interests in addition to their MGs. Here are a few recent photos.



You may never have suspected, but Terry Looft also loves airplanes. This his 1952 Cessna 170B that he's owned for 20 years. He flies it every year to the antique airfield fly-in at Blakesburg, Iowa. Someone took this picture when he was out doing some low passes.



Larry Youngblood volunteers at the restoration facility at the National Museum of the U.S. Air Force. He's configured a restored Jeep into a mobile control tower that was used during the Korean War. Larry scrounged much of the historically-correct radio equipment and welded many specialty parts himself.



Many of you may not know it, but Ron Parks is an avid fisherman and goes on a fishing trip every year. On his most recent trip last summer, he shows off one of his catches.

Nuts and Bolts of British Cars

Editor's note – Somehow I lost track of where I stole this article or who wrote it. My apologies to the author and source for not giving proper credit.

As you are reading this item I think it's safe to assume that you own, or have interest in, a semi vintage British Car. Semi vintage being anything that rolled out of the British Motor Industry between 1930 and 1960.

(Please Note my term not any official designation!)

I am also sure that at some time you have skinned your knuckles using a spanner sorry wrench that looked like it should fit the bolt or nut but did not! There is a complete range of British nuts and bolts that defy logic when compared with American or European fittings. The Morris Empire produced a range of bolts/ nuts etc. that had no reference to any other in the world. A metric thread with a British head that might fit one of your collection of wrenches but don't count on it.

This came about when Billy Morris purchased the UK branch of the French Hotchkiss factory located in Coventry, England, in 1923. At one time the Hotchkiss UK operation had been a money spinner for the French company when it produced a successful light car but in the post war years for reason not quite clear even today, the company turned to the production of super luxury vehicles. With Rolls Royce at their doorstep their British venture went on the sales list and Morris purchased it lock stock and whatever else was included. As to be expected Hotchkiss used and produced metric fittings including their own fasteners that Morris decided could be useful in the production of his range of vehicles. It also was an

economical move as he would no longer need to purchase fasteners from outside suppliers. He took the same attitude when it came to such items as radiators, breaks (sic), pressed bodies etc., buying up whatever manufacturer he could find that made such items. His motto was simple “Keep in the Family; you make more money that way!” When you are using metric nuts and bolts you need metric tools and this could involve a major outlay for the production lines. So why not retain the threads which are the most difficult part in the production of your fasteners but put a British size head on the bolt and the same for the nut. All existing tools would fit, so what we now call an Economy of Scale was produced. No one ever gave a thought to the fact that this whole process could and eventually did hinder future production especially in the post war years when Britain exported worldwide with Morris being one of the leading successful companies in the” Export or Die” period.

Just to make the owner of a British vehicle just a touch upset when he or she wanted to do their own service, the range of threads and sizes simply boggle the mind. First we have Whitworth introduced by Sir John Whitworth in 1841 when the demand for high tolerance machinery production was starting to grow with the success of the British Industrial Revolution. In total he developed no less than four separate ranges of thread: British Standard Fine (BSF) British Standard Whitworth (BSW) British Standard Pipe (BSP) with a sister thread in that same bracket called (BSPT) The tapered version for high pressure use. All of these can be found on most British vehicles pre or post war. Not to be out done we have another thread that you will find in your classic car called (BA) short for British Association. You will find these fixtures on the electrical equipment. The most common is known as 2 BA. That’s the nut that slips out of your fingers while trying to connect with a BA bolt under the dash, and is never seen again.

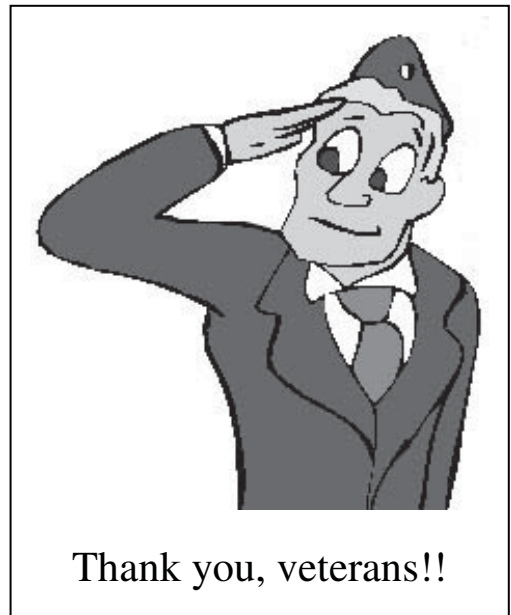
Thank goodness after the close of the 1950’s some degree of sanity prevailed within the British Motor Industry and they, over a given period of time adopted a unified, interchangeable system that almost matched to the US thread standards. So today your wrench should fit most of the post war cars after the 1950’s and if you are really lucky some that were made before that date.

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: 54 MG TD parts. Many good parts left over from restoration that I would like to sell at a reasonable price. The list includes all the parts necessary to put together a rolling chassis including the frame. Some of the parts include: 4 wheel rims, rear axle with differential, front and rear brake drums, all brake cylinders, 2 front springs, two rear springs, 4 girling shocks, 4 Armstrong shocks, left hand rack and pinion steering mechanism, left and right front suspension assembly, fire wall, gas tank (needs work), various bumper irons. Jon Hobbs, jhobbs3@woh.rr.com. (10/12)

For Sale: 1951 MG TD Viper red paint job. 8000-9000



miles since purchased in 1998. Complete frame off restoration by previous owner which included replacement of the original differential by one from an MGA, which raised the final drive ratio by about 20%, improving cruise performance. Splined chrome wire wheels. The interior features very good door panels and carpeting and what appear to be original leather seats. Also included is a full toneau cover, good canvas top, good side curtains and a good car cover. Consistently placed at the top against other TDs in the area. Other items included in the price are two boxes of trophies along with 2 boxes of MGTD parts. \$23,500 Phil Johnson, 937-885-5661, or pjohn11858@yahoo.com. (9/12)

MG Car Club Minutes, October 24th Meeting

Diana Hodges

The meeting was called to order at 7:32 official time.

Lois Gribler, “Are you trying to make us pay attention?” President Skip Peterson, “No. I just thought I’d stand up here and bang this gavel thing a while...” Skip continued, “Steve only had to remind me three times to get my column in (*Only 3? You must have been prompt!*). I’m honored to be here but I’m not going to really say thanks.

President’s Report. Skip, “Thanks to everyone who took part on the Fall drive. We had 21 cars and 36 people attend. TJ Champs did a great job accommodating us seeing as how they seemed to be a little surprised and there was some confusion as to our reservation. Mike & Nancy Edgerton did the first part of the drive and as it turned out, it was great. The turn onto Summerville road was my fault. 18 of you followed me (*Fools! Although we DID just elect him President, so... Hmmm...*). Al Freeze and Ron Parks were so far back that they didn’t see us make the turn and as a result, they beat us to Hueston Woods,... by following the map.”

Traditionally the November meeting is moved to the 3rd Wednesday due to Thanksgiving. This year, Thanksgiving is on the 3rd Thursday. Therefore, instead of the usual 3rd Wednesday switch, the November MGCC meeting will still be on the 4th Wednesday. Skip to Steve Markman, “So does that mean you’ll need the column tomorrow?” Steve, “Yup. Pretty much” Terry Looft, “I’ll just forward you some of my old columns...” Jennifer P., “...you mean the ones that Carole wrote?”

Skip, “I might be changing a head gasket. I’m spewing a little coolant.” Terry Looft, “Just crank the cylinder head down.” Skip, “I thought I’d just go up and park on I-75 and call Dave Gribler. He can do it in 45 minutes under those conditions.” Dave Gribler, “I’ve got everything I need right now except a torque wrench... (*meh, who needs a torque wrench. Just crank it ‘til it don’t go no more!*)

Vice President’s Report. V.P. Ron Parks, “Since I wasn’t here, I just want to say thanks for voting for me.” (*You’ve been in this club long enough to know better. Be thankful you aren’t President!*) Skip, “What you did in the debate was crap.” Ron, “I want to again thank Mike and Nancy for planning their part of the Fall tour. I heard from Steve Zeno. He’s still got the MGA and he plans on giving it to one of his sons.”

Minutes were next. Dave McCann Jr. motioned to accept the Minutes as reported. Dick Smith seconded. Minutes approved. Ron Parks, “Thanks to Kathy Goodman for doing such a good job during her stint as Secretary.”

Treasurer's Report. Bonnie Hankey, "Yes sir!" Skip, "You don't have to call me 'Sir'." Bonnie, "Yes Sir. I fixed an erroneous deposit. Now we have \$2,166.44. This is pre-BCD and pre-NAMGAR reimbursements. Linda motioned to accept the Treasurer's Report. Dar seconded. Eddie "Zeno" Hill opposed. Report accepted.

Membership. Carole Looft, "We currently have 70 members." (...remember, if you want to stack the deck, start early. Don't wait until the last month only to discover that you're short. Get it out of the way early...) Carole, "Richard Russell is visiting us tonight." Richard, "I've been here before, you just don't remember..." Carole, "Well if you came a little more often, we'd have recognized you!" Skip, "Carole will you continue in the capacity as Membership Chairperson?" Carole, "If someone else wants to do it..." Skip, "Hey, if it ain't broke!" Carole, "Sure. I'd love to do it!" (Okay, she didn't really say that. It was more like "sure" But, eh, you weren't there. How would you know...)

President Peterson, "We are going to be discussing a Constitutional Amendment for a pay raise that should double the current salary of all the officers."

Newsletter. Steve Markman, "Someone sent me a picture of them fishing." Jennifer P., "Must have been Ron." Ron, "I'm V.P. now, I don't do anything." Steve continues, "Since Louie couldn't make the Holiday-at-Home Festival this year (for his picture with the Festival Queen and her court), I got Miss Ohio to autograph this picture for him." At this point, Steve presented a signed picture of Miss Ohio to Louie. Skip, "Steve, will you continue in this position?" Steve, "Yeah, I guess..."

Terry Looft, "We're taking over the mailing, stapling, hole punching, folding, mutilating, mislabeling, etc. of the Newsletter and I have to say, we didn't realize just how much work Joe Hooker put into that. Thank you Joe." MGCC applauds Joe and his efforts over the years. Steve, "Once you find a printer, I can email a PDF." Terry, "We'll probably just stick with the same UPS store that Joe used since they know the routine." Skip, "So we're creating efficiency?" (Give us time. We'll find a way to stop that!)

Sunshine Committee. Dave McCann Jr. reported on Dave McCann Sr. "Dad's doing good. He's up against some colon issues, but he's getting better. He needs to do some physical therapy. He's been on his back for 7 weeks and will be there for another few weeks. He was sedated for 3 weeks and that's when he got pneumonia." Please keep him in your wishes and thoughts.

Webmaster. John Scocozzo, "I have photos uploading to the website as I speak. BCD, Pub Run GT, Fall Drive, Memorial for Dick Goodman, Club Picnic pictures should all be out on the website tonight."

Skip P. "There will be another cruise-in at The Pub at the Greene but they plan to make next years a charity event. There won't be any prizes or trophies, but they're thinking about asking for a \$5 donation

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to park. John, will you continue...” John S., “Unless anyone else wants to...” Skip, “Hey, I don’t think anyone’s chomping at that bit.”

Activities With Eddie. The Taj Ma Garaj is having the Autoberfest Sat, Nov. 3rd 6-10 (*You missed it*). Saturday, Dec. 8th is the Annual MGCC Holiday Party (Look for a separate article on that in this edition). Bring a **GAG** gift, something ‘snacky’ to share, hors d’oeuvres, etc. Skip, “I’d like make a motion that the MGCC provides the beer and/or wine and some of the mixers.” Terry Looft seconded and somehow I got volunteered to take care of it. Well, since it IS at my house, kinda makes sense, but I’m still dumbfounded as to how I wasn’t able to pass that buck off onto SOMEONE (oh, wait, there’s Di)... Sect’y, “I can pick out a selection of refreshments.” *Maybe some Hudy Delight, P.B.R. or Natty-light, or even better, Little Kings Cream ale. Maybe... I’ll hook us up...*

Beer Break called by Louie at 8:05 (...*kind of surprised he didn’t call it at 7:35...*).

Back from Beer Brake at 8:20 with a lovely Pink Floyd drum solo performed by Skip, with a gavel, on the podium. (*I have become comfortably numb...*)

Ron Parks, “I talked to Pat Wasserman and she’s home. Rueben’s in a nursing home but things are looking better. We’re sending a card.”

Old Business. Carole Looft, “Louie”. Louie, “Hey now! Not you too!” *What Louie doesn’t realize is that we passed an amendment that REQUIRES at least one person to make that joke.*

Skip. “Patches & Banners. Haven’t had a meeting with the BCD crew in a while so we haven’t brought it up to them. I will at the next fun filled event at Poelking Lanes.” Terry Happensack, “Do they do only embroidered patches or do they also do printed patches?” Jennifer P., “We want it all embroidered.” Terry H. “Can they do the same font?” *A discussion about the merits of partially screened, partially embroidered, smaller fonts, larger fonts, simpler designs, etc. took place, but, to be honest, I was trying to get that last stupid little pig hiding under the rocks with the exploding bird...*

Speaking of BCD, **British Car Day.** Dave Gribler, “Income less expenses will be about \$3,000 before the split with the Triumph Club. That means about \$1,500 for the MGCC. We broke even on t-shirts. Skip, “As I said, the BCD group hasn’t met for a while. We meet at Poelking South. Does anyone bowl? It really is good people watching.” Terry Looft, “I’ve got 2 balls... and a bag...”

While Dave G. had the floor. **NAMGAR GT37.** “Finances. After the split with NAMGAR, we should get about \$2,500 back of the \$5,000 that we made.” Skip, “Lois and Dave did a great job budgeting, everyone had a good time, and we get to keep a couple of bucks.” Terry Looft. “We can build our own clubhouse!”

Dar Planeaux, “To heck with the patches. Let’s get armbands!” Lois, “Tattoos!” Terry Looft, “Let’s do the GT again next year!” Jennifer, “We can we hire someone to do BCD for us next year!”

Linda Wolfe, “The MGCC’s canopy did get broken at either the Concours or BCD.” Jennifer, “Let’s get a good one! Harbor Freight!” Skip, “Do we want it to be logo’d, embroidered, spray painted, etc.?” Linda & Bonnie both chimed in that now is actually the time of year to get them – they’re on sale. Dick Smith volunteered to look into the replacement tent.

Carole & Jennifer. Carole, “We just sit back here.” Terry, “I don’t know them...” Carole, “Do we have to bring up the gift certificate for Jim every year or...” Dave Gribler, “So moved!”

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Skip, “The next item, the Gumball Rallye has been the same \$5.00 since Urban Suburban. I’d like to motion to raise gumball to \$10 starting 2013. This will also reduce taxes on the lower 22% AND you might GET A FREE PHONE!” Carole, Linda, Dick Smith, Louie and I think a few crickets out in the parking lot ALL seconded. Eddie missed his chance because he was chanting “Skip-phone, Skip-phone, Skip-phone ...” Skip, “Now we’re spending, spending, spending – first night in office!” Bill Hammond, “That’s okay, we can always borrow from China.”

Dick Smith & **The British Museum of Transportation**. “We’re looking at two buildings. One is on S. Dixie in Moraine. The other is in Dayton. The Moraine building is about 12,000 sq ft. with potential parking on the second floor. It’s located right down the street from Prime Time rentals.” Skip, “There’s another property in Moraine. About 1.2 million sq.ft. Kinda built for cars...” Steve Powell, “You could hold races in there.”

New Business

Tech Tips. Steve Markman, “I’ve got one...” Skip, “How to get a girl to sit in your car?” Steve, “...you ask...” Eddie, “...would you like some candy?” Steve, *trying to get back to the real issue*, “For the guys with MG TD’s, when you go to step on the brake, how far down does the pedal go?” Eddie, “How fast do you want to stop?” Steve Markman, “I took my car to Steve Miller over at MG Automotive and found out that the front brakes were frozen. After we repaired that problem, now the pedal goes half way down before it feels like it does anything. Steve says that everything is fine, but...” Dar, “You’re just used to a frozen brake.” Skip, “You’ll have to get used to the feel of 4 brakes.”

For Sale. Terry Happensack is moving and has a bunch of old MG Midget parts for sale. Contact Terry if you think you might need something he might have, or, better yet, to find out what he’s got that he’s willing to get rid of.

Don’t forget, the 4th Wednesday of November (28th) will be the next MGCC SWOC meeting.

Skip Trivia: Where did the octagon logo come from? It was MG Accountant Ted Lee who drew the first octagon. Steve Powell. “How many MG crests are there on an MG TC?” - 37.

Gumball Rallye. Al Freeze won the \$5.00. We also had several t-shirts to give away. Ed Wolfe, Sherri Ferrell, John Scocozzo, Richard Russell, Dave McCann & Carl Sparklin all won the shirts.

Motion to adjourn was made by Bonnie. We out 9:00.

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