

THE OCTAGON NEWS



Volume XL No. 4

February 2013



Join the Caravan to Corvallis, Oregon
Celebrating the TD MKII

From the President
Skip Peterson

I had a previous engagement in January and it gives me great comfort knowing our version of Joe Biden can certainly handle all of the responsibility of running our monthly meetings. Given his previous club experience, I can safely say that I'll be endorsing Ron in the coming months to fill my vacancy when my term ends. This is an awesome privilege to serve all of you, especially in the face of declining monthly income and struggling to balance this awkward budget situation that we have found ourselves in. I will continue to reach across the aisle, and across the bar, to attempt to get us back on a strong fiscal track.

Oh wait; did I hear we're also getting a check from NAMGAR? What, we made a profit on GT-37? Well, forget that budget problem, lets go buy something, like a building with a garage, a lift and a bar.

The week of May 25 through June 2 is Drive Your British Car Week. I recently got an e-



Southwestern Ohio Centre -- MG Car Club
P.O. Box 20032, Dabel Branch
Dayton, OH 45420-0032

Club Membership Information

Membership dues for 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, February 27, 2013

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Upcoming MGCC Events

Feb:

14 – Valentine’s Day

27 – Meeting at K of C Hall

Mar:

11 – Tool Worship Day

27 – Meeting at K of C Hall

Apr:

13 – Blame Somebody Else Day

24 – Meeting at K of C Hall

*See meeting minutes for other
area activities!!*

mail about it and I have submitted our club logo and link to so we can be added to the other clubs who are supporting the week. Maybe we can come up with a club event for one day that week. Any ideas??? For more about the overall concept, go online to www.britishcarweek.org.

For those who don’t know, I like auto racing, and I’m very partial to open wheel, oval track racing. Growing up in Dayton, I spent many a Sunday afternoon at the legendary Dayton Speedway, New Bremen Speedway, Eldora, Winchester, and also ventured at asphalt and dirt tracks all over the Midwest. That said, I also admit to watching NASCAR (the start and the last 10 laps are all that is necessary), drag racing, hydroplane racing, lawn mowers, you name it, I’ll watch it for a while.

Obviously SPEED TV is available on two sets in the house, and recently I was watching the British Touring Car Championship while I was eating lunch, when I heard this: “And Plato is taking the MG down the inside for the lead!”

I nearly spit out my sandwich, and jumped up to look at the set, and sure enough, there was an MG diving inside a BMW at Silverstone and when they hit the straightaway he was leading.

It was a storybook ending, Jason Plato and the KX Momentum MG won!!!! An MG won!!!! I thought those days were long past, but the fact is I just read a story online about Jason Plato which said this: *Jason Plato says he is "absolutely confident" he will be competitive in the 2013 British Touring Car Championship as he prepares to enter his second year with the MG KX Momentum Racing team.*

Plato is a two time BTCC champion who won five races in 2012 driving an MG6 GT and will be joined by Sam Tordoff, as they will compete in the 2013 BTCC driving Triple Eight Engineering MG’s. Other cars in the series are Honda Civics, Audi A4, BMW 125, Chevrolet Cruze, Volkswagen Passat, Ford Focus and Toyota Avensis. Plato finished third in the 2012 championship, so let’s root for him to get the job done and win a title for our marque in 2013. Is this like the British version of NASCAR?

Welcome New Members

Carole Looft

Robert & Sandra Zimmerman
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dieguy@sbcglobal.net
1960 MGA

National MGB Meet in Corvallis, OR

Carole Looft

This year the North American MGB Register will be holding its annual event in Corvallis, Oregon from July 17 to July 21. The Willamette MG Club will be hosting the event and they have planned some interesting activities and drives for those who will be attending.

A few members from our club are planning to drive out to Oregon and join them for this event. Our plan for traveling to the West coast is a leisurely sightseeing drive through northern Michigan, into northern Wisconsin, followed by Minnesota and North Dakota, Montana, Idaho and finally arriving in Oregon. The roads we will driving are all pretty scenic with sights along the way. Once into Montana, we will be driving through Glacier National Park and take in the beauty of that surrounding area.

We plan to leave the Dayton area on Tuesday, July 9 and arrive in Corvallis on the 17th. We have worked out an itinerary and have scouted hotels along the way. Our return trip will have us leaving on July 21 and arrive back in Dayton on July 25. Anyone who would like to travel with us or would want to find out more about the drive out to Oregon can email me at clooft@earthlink.net. I think this will be another great MG adventure.

Sam and Diana Hodges' MGs

Sam Hodges
(or is it really Dianna?)

My 1977 MGB 'Tilly' (*I name all of my cars*) was the second MG that I purchased. A bit of history first. I bought my first MG, a 1978 B that I named 'Martha', back in 1996 from a cousin. I had been looking for... *wait for it...* a Triumph TR-6 when I got word that my cousin had an "old" MG that she was looking to get rid of. After going to see the car, we agreed on a ridiculously low price and I spent the next three weeks throwing parts at that car. I got it running just in time to make it to MG Indy 1996. (*If you look at the panoramic photo, I'm on the far left wearing a white shirt, red hat leaning on an orange car.*) Anyway, after spending the summer of 1996 running all over in that car, I went to my first British Car Day as an owner. I'd been to several BCD's before that one; my first when they were still held over at the Dayton Art Institute. This time was different, I was an owner! All this background leads me to the story of Tilly.



1978 MGB (Martha)

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At the 1996 BCD there was a gentleman handing out flyers listing a 1977 MGB for sale. Included were hard and soft tops, spare engine block, camshafts, 2 cylinder heads and a ‘couple boxes of spare parts’ for the princely sum of \$1500. My fiendish little mind hatched a plot. Since the ’78 was going to need bodywork (typical MG rot – rockers, corners, floors) and I knew that this would take at least a year, maybe more, and having had such fun with the car over that first summer, I decided that I’d buy this ’77 and drive it while I rebuilt the ’78. When I was done, I’d sell the ’77 and have the restored ’78 as my MG.

After going and taking a look at the car, I determined that it was ‘sound enough’ for my plans and bought the lot without a haggle. After having it towed home, *okay, to my father’s garage*, I started the procedure of making the car drivable. Belts, hoses, fluids would all need to be replaced, but other than that, it shouldn’t need too much. After replacing the aforementioned items, I took it for a spin around the block. About half way around said block, the radiator blew. Okay... no big deal. I’ve got the old one that I pulled out of Martha that I can just drop in. Okay...done. About half way around the block on the second attempt, big clouds of smoke came billowing out of the exhaust pipe. I said to myself, “Hmmm, might need some engine work...” (*Hmmm, ya think?!?*).

I spent the winter of 1996-97 going through the car only to discover that the poor beast had been completely boogered by some previous owner. The wiring harness had so many splices and cuts made to it that it made a typical Lucas wiring harness look neat, tidy and efficient. There had been a complete separate dash board installed under the factory dashboard that basically bypassed everything but the speedometer. There were independent switches for the cooling fan, fuel pump, headlights, hazard lights, a separate ignition switch, a separate oil pressure gauge, and a couple of switches that I still don’t know what they were for. Upon seeing how completely screwed up everything was, my original master plan was flipped. I decided to restore this ’77 and then the ’78 would come later.



1977 MGB (Tilly)

After getting the name of a good body man from Steve Miller (Chris May), my father and I then stripped the car down to the shell. We discovered that Bondo *WILL* stick to rust *IF* you use enough of it. I ordered the parts that I *thought* I’d need to replace from Moss Motors and took the shell, complete with pile of replacement parts over to the Chris’ shop. As an FYI, Chris is the same guy who rebuilt the Shaneyfelt’s ’73 MGB. Anyway, I then remember Steve and Chris making fun of me because, as Steve put it, “...what did you think those parts were going to attach to? You can’t weld to rust...” (*I knew you could Bondo to it... might be able to weld. What do I know???*) More parts ordered and after about three months, the flatbed

delivered a freshly painted, all new sheet metal, Brooklands green MGB body shell. Now, I only needed to put it back together. It was here that I discovered not touching the ’78 was a blessing in disguise. The ’78 is a 3 owner car, with me being owner No. 3. Owner No. 2 was my cousin who got the car as a high school graduation present in 1982. The only history that I don’t know on that car is from 1978-1982. The car is a relatively unmolested MGB complete down to the smog system. Hello template. (*Okay, I’ve since yanked the smog system off, but it WAS unmolested...*)

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I parked the '77 in the back of the garage and then parked the '78 right next to it. Over the course of the next year, my father and I proceeded to put Tilly back together using Martha as the template. If you look at the interior of Tilly, the only part I actually assembled were/are the headrests. My father actually did the seats, carpets and doors. I re-wired the dash using a new wiring harness (the whole car got new wiring harnesses) and remodeled all of the engine ancillaries after those on Martha. I left the smog equipment off but replumbed everything else back to how it should have been stock with the addition of a 16-row oil cooler (*I've got the same type unit on both cars*). One of the parts in the box of parts that I inherited was the original, vented valve cover. Somewhere along the way, someone had replaced it with a very pretty, but very non-vented aluminum valve cover. It's amazing how making that little switch back to stock stopped those large clouds of billowing white smoke (*Okay, in all honesty, they went from 'large' clouds to 'small' clouds, but I'm good with that.*). After a compression check (1, 2 & 3 were fine, No. 4 was/is passable/questionable – I then spent the summer of 1999 shaking out the bugs.

After 12 years of trouble shooting, I finally decided that it was time to get that engine work done. The summer of 2012 I bit the bullet and pulled the engine apart only to discover that my 4-cylinder MGB was actually a 3-cylinder MGB. It turns out that I had a broken piston in that No.4 spot. The engine went back together just fine, but all of the 'tuning' that I'd done to make the 3-cylinder MGB run well just did not take to the newly rebuilt 4-cylinder engine. After more tuning to accommodate the newly added cylinder, I've been running all over south Dayton and I'm once again in love with this car. The suspension was rebuilt at the same time with polyurethane bushings and after we took the idiot out of the loop (*I accidentally left the passenger side sway-bar disconnected*), the car now handles like an MGB should – whatever that is. A quick rebuild of the rear brakes to replace a frozen parking brake adjuster and a leaking rear wheel brake cylinder and now the car stops as well as it goes.

While she's been to all of the BCD's that I've been to since 2000, she hasn't really taken any big trips. She's done daytrips down to Oxford, Cincinnati's BCD, up to Columbus to visit my sister, and a vintage race or two at Mid-Ohio, but otherwise, she's pretty much spent most of her time under my care shuttling kids to ballet class, cheerleading practices and general running around town. There is, of course, a list of things that I still want to do, such as replace the shock absorbers, but overall, I'm glad I did things the way that I did. As for my master plan, somehow I never got around to selling anything after I'd finished the '77.

And as for that bodywork on Martha, she, unfortunately, is still waiting her turn. Back in 2000, I stumbled on a 1957 MGA that's largely been sitting around collecting dust. With NAMGAR GT37 approaching I made a half-hearted attempt at getting my MGA, (*Lynn*) up and running – *a story for another day* – and that has somehow managed to push Martha back down a slot on the 'pending projects' list.



1957 MGA (Lynn)

Editor's note – I was just about to restart the "Pet of the Month" feature (we have four different pets since I last ran this feature), when Sam and/or Dianna submitted the above article.

The following four articles appeared in the eChatter, the official publication of the Emerald Necklace M.G. Register. February 2013

Let's Celebrate the TD Mark II!

Wayne Smith
Texas MG Register

Many U.S. servicemen were introduced to sports cars during World II, primarily through exposure to the MG TC. When they returned home in mid-to-late 1945, many of these servicemen brought with them a desire to own one of these sporty little cars. Unfortunately, as desirable as these vehicles were, they were better suited to the English roads than to the highway system of the United States. Sensing this disparity, Morris Garage produced the original MG TD in late 1949. It had its formal introduction in January of 1950, and was produced in quantity for four model years; 1950, 1951, 1952, and 1953.



As improved as the original TD model was, it was still considered somewhat anemic in power and performance. In the middle of the 1950 model year the MG Car Company began factory producing some special MG TD's known as Mark IIs. These cars were essentially regular MG TD's that had been given some extra factory accessories and tuning. The most common change was a modification to the XPAG engine that resulted in an increase in the base horsepower of the engine from 54 to 57 bhp.

These modified XPAG engines were not really significantly changed internally, retaining the standard sized block. There was a slight increase in the engine compression ratio to 8.6 to 1, and an increase of the engine red-line to 6000rpm, by changing the valve gear. In addition, the re-tuned engines utilized larger valves, and increased valve spring tension. The 1.25 inch carburetors were replaced with 1.5 inch models. The new carburetors required a larger intake manifold and the right hand hood was modified with a side bulge to make space for the manifold and carburetor changes. The final engine change was the use of dual fuel pumps that were fed from alternate sides of the fuel tank to avoid engine fuel starvation during hard cornering.

There were also a few changes to the chassis. This included adding Andrex friction shock absorbers in addition to the standard Luvax-Girling hydraulic shock absorbers on both the front and rear suspension. There was a decrease in the rear end axle ratio to 4.875 from 5.125, and larger tires were used along with the change in rear axle ratio. Finally, there were a few cosmetic body changes. These varied somewhat from year to year. Most Mark II's had a black on white "TD Mark II" enameled hood ornament. The same ornament on the rear of the fuel tank. Some later Mark II models changed the standard MG medallion from red/white to black/white, including the medallions on the tires, and also on the radiator medallion.

A few Mark II models also had an enameled rear bumper Mark II emblem with plinth. Finally, the one piece seat back and individual seat cushions gave way to a pair of bucket seats. In 1952, center-lock wire wheels were offered as an option. Some later Mark II's had dash board grab handles on the passenger side. Production figures indicate that these vehicles were primarily intended for United States

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consumption. Overall, there were 1710 Mark II's produced, with 983 of these produced in 1952 (mine was produced in May of that year). Figures indicate that only 52 models were produced for the home market, the rest were exported.

Approximately 545 models were right hand drive, and the rest were left hand drive. What were the results of this performance increase? Road & Track magazine (2/53) compared a regular TD and the 60-horsepower (*Author's Note: most references use a figure of 57 bhp*) TD Mark II "factory hop-up." The authors recorded a zero to 96 km/h (60 mph) time of 19.4 seconds for the standard TD and 16.5 for the Mark II. Top speed averages were 127 and 131 km/h (78.9 and 81.25 mph) respectively.

In 1952 Tom McCahill took his own "McGillicuddy the Mighty" MG Mark II to Daytona Beach, Florida for the annual February Speed Week held by the National Association for Stock Car Auto Racing. In spite of a strong wind he managed a two-way average of 128 km/h (79.49 mph), which he reported was a new top speed record for stock cars in Class F (1100 to 1500 cc engines).

This is somewhat complicated by the fact that most of these cars have been restored at least once, and some have been restored several times. In many cases, a restorer may not have recognized the significance of the Mark II designation, and 9 simply restored the car using standard TD parts. Many Mark II's were restored without adding the friction shock absorbers as they are hard to find and are expensive.

To further complicate the situation, in July of 1951 the 1250 cc XPAG engines received several upgrades including a larger (8") clutch. To distinguish these engines, the engine number prefix was changed to "XPAG/ TD2/xxxxx". The "2" in this prefix refers to the engine, not to the car. All Mark II's have TD2 (a few have TD3) engines, but all true Mark II's have a *car numbers prefix* beginning with TD/C (the C presumably referring to competition). It is not inconceivable that a few standard TD's with the TD2 engine and a standard car may have erroneously been restored as a Mark II.

With the many minor changes made by the factory over the four year run and the probability of several restorations, it may be difficult to distinguish a Mark II from a normal TD. The first step would be to check for the "Mark II ornaments" on the hood, but these are not always present. If you want to get down in the dirt, you can inspect the front or rear suspension for the friction shocks, but as stated earlier, these are difficult to obtain, and may have just been left off. One of the best ways is to look for the large bulge on the right side of the hood. This is needed to accommodate the larger 1.5" carburetors. But, of course, the hood may or may not be the one that came with the car! The best approach is to look for the TD/C prefix on the car number ID plate. Even that could have been changed if since new blank ID plates are readily obtainable. An unobservant or unscrupulous person could have changed the plate if he desired to do so.

If you suspect that you have a Mark II and you think that the ID numbers are correct, you can contact the MG car Club of England. They have complete production figures, and can authenticate the car as a Mark II and determine if the engine is the original one installed in that car. In reality, since there is little or no price premium for a Mark II, the best idea is probably just to enjoy the car for what it is, a TD, Mark II or not.

Safety Fast!

Silence Your Turn Signal Buzzer

Lee Fox
MG Club of St Louis

Many of us have installed a buzzer to indicate when our turn signals are on by using a piezo electric buzzer wired across the turn signal flasher terminals. This works great, especially when cruising with the top down to avoid the OFDDHWBO Syndrome (Old Fart Driving Down Highway With Blinkers ON,) but they sure can be obnoxious when sitting at a traffic light waiting to turn. Rich Berger found this idea in Rick Astley's MGB Electrical Systems (p127) book and I tried it and like it a lot. Instead of wiring the buzzer across the flasher terminals, run wires from the right and left lights through a pair of diodes and ground the buzzer at the brake light switch. When your foot is on the brake the buzzer is SILENT! You need two 1 amp diodes, such as a IN4001, from Radio Shack or similar and tap the bulb side of the brake light switch (green/purple.) It is easy to tap into the light circuit. Under the dash the wiring harness coming from the turn signal switch connects to the main harness with double bullet connectors. Look for green/red and green/white wires. One port is open.

Loosening Up a Rounded Off Bolt Head

From the Michigan Rowdies

If you have a bolt with a rounded off head that won't come loose with an open end wrench you can either buy or make a ¾ box wrench (by cutting out a section) to fit over the nut and use a vise grips to put extra compression on the nut and keep the wrench from slipping on the rounded corners of the nut. It should give you a larger gripping surface than just using a Visegrips alone on the nut.



Help Keep Your Plastic Window Clear

John Northrup.

If you're like me, you've probably experienced how quickly (one winters storage time) the plastic rear window on our LBCs deteriorate. Well, I've found a solution. There is a product on the market called "Gooffoff", which is intended for removing graffiti, etc, but seems to work just great on removing that yellowish film that forms on the window. Just take a soft cloth, saturate it with this stuff, and polish gently inside and out on the plastic surface, and voila.....no more yellow, and you can actually see through the window again. Not really sure how permanent this is, or whether it eventually does any harm to the plastic, but at least for a season, it appears to work.



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: 1980 MGB Fresh paint, new fuel pump, fuel tank, distributor, and timing gears. Also features Lemans spoiler, painted bumpers, carpeted trunk (i.e., boot), American Racing wheels, with new caps and bolts, and luggage rack. Overall, a very nice car..Bob, 513-267-1784. (2/13)

For Sale: Chrome luggage rack for MGB. \$75. Also, four new wire wheel knock offs. Never been on car. Bob, 513-267-1784. (2/13)


For Sale: 73 MGBGT Freshly painted & well sorted. New fuel tank, new fuel pump, new exhaust, rebuilt carbs, replacement gearbox, new clutch, new windshield rubber seal, new steering rack boots, new brake hoses, brand new paint job. Runs great, oil pressure is 50-60 psig, engine is very responsive, gear change very smooth & precise. No oil leaks. Interior & chrome in very good condition. The dash has been fitted with a dash cap. The underside of this car is very solid, the only corrosion visible is in one of the battery boxes. Asking price is \$6,500.00 Contact Bill at greenwoo.william@att.net or 614-397-7074. (1/13)

For Sale: 1952 MG TD . Full restoration in 2002. Two tone green in Almond and Woodland Green. Was an original British Racing Green. New Biscuit Tan interior. A little over 27,000 miles on the odometer. Serial # is TD/9311. Body Type 22381. Body number 8701. Very detailed and highly maintained. Shows only a few blemishes from driving. Please call Nick Winblad at 937-938-1869. (1/13)


For Sale: 1979 MGB. California Car. Engine rebuilt in 2005 with a little over 3,500 miles on engine. Repainted in 2005 British Racing Green. New Canvas Top in 2005. All Wheels and Convertible Top frame Powder coated Gloss Black. New Carpet in Trunk with Wheel cover. New Panasonic radio/CD player and speakers. New Brakes 2010. New Exhaust front to back. Too many other new items to list. Best Offer. Moving must SELL Daniel Bentancur. Cell 937-422-2335 Work 937-904-7383 (1/13)

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

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price are two boxes of trophies along with 2 boxes of MGTD parts. \$23,500 Phil Johnson, 937-885-5661, or pjohn11858@yahoo.com. (1/13)

MG Car Club Minutes, January 23rd Meeting

Diana Hodges

Our guest M.C. Ron Parks calls the meeting to order at 7:32... and again at 7:33...

Ron, "I'm Skip Peterson, your President..."

Ron continued, "Tonight we're going to start with the **Vice President's Report**. Last week we were on a 50th year class reunion cruise. Me and 6 of our classmates." Joe Hooker, "I went to my 60th reunion in September." Ron, "I was in Port Canaveral, Florida getting ready to depart and I get a phone call from Bill Hammond. Turns out he had a new computer and was looking for help. I had to tell him that I couldn't do anything at the time. When I got home I found out that I had several messages from Pres. Skip Peterson trying to tell me that he wouldn't be here for this meeting. The cruise was a lot of fun but the only problem was that when I got home, there was only 1-course at dinner and when I threw my towel on the floor after taking a shower, it was still there the next day."

President's Report. Ron had an itinerary he received from Skip. Ron, "We'd like to thank Sam & Diana for the Holiday party." (*Our pleasure. Thanks to everyone for coming*).

Ron continued. "There's also a note about 'follow-up on the EZ-Up' but Dick Smith's not here so that'll have to wait for Skip's return. We also received a note from Rosemary Dannin of the Food Bank thanking us for our donation."

Minutes were next. Bob Charles motioned to accept the Minutes as reported. Linda Wolfe seconded. Eddie Zeno opposed. Minutes approved as reported.

Treasurer's Report was next. We had Total Income to the MGCC consisting of: \$316.00 = **A Total Income of \$316.00.** Total Expenses: Hall Rental Fees (\$50.00) + Gumball Rallye (\$10.00 [the new rate]) + Hospitality (\$40.00) + Octagon News Postage (\$39.00) + Gift Card (\$50.00) + Donation to Food Bank (\$500.00) = **A Total Expense of \$679.00. Total Loss to the MGCC was \$363.00,** that when subtracted from our existing Treasury balance of \$3,889.31 equals a new **Treasury Balance of \$3,526.31** in the checking account and \$373.82 in the savings account. Dave McCann motioned to accept the Treasurer's Report. Steve Veris seconded. Eddie Hill & Terry Looft opposed (*In a brief glimpse at his softer side, Terry didn't want Eddie to feel all alone*). Terry Happensack, "We've got a grassroots rebellion going

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on.” (*It won’t last...just offer ‘em each a beer and it’ll be over. Don’t get me wrong, it’s got to be GOOD beer, but I think a beer will take care of any rebellion.*)

Membership was next. Carole Looft, “There are a few of the stragglers who are slowly rolling in. We’re at 101 members and I think that’s pretty good for January. New member Robert Zimmerman was in attendance. He and his wife Sandra of Beavercreek own a 1960 MGA.” (*Despite our best efforts, I don’t think he was too offended by our ‘company’ behavior.*) Ron Parks, “I’d like the record to reflect that the Vice President chaired a meeting at 101 members.” Terry Looft, “And just how long have we been keeping V.P. records?” Ron, “Since about 5 minutes ago...” Terry, “Who was the V.P. last year?” (*John Scocozzo was V.P. last year, and despite a spirited write-in campaign to get him elected President, he was able to dodge that bullet.*)

Newsletter was next. Steve Markman, “Thanks for letting us take December off. I forgot a few items which I left sitting on my desk. I meant to put in the last Newsletter that Al Moss had died for those of you who didn’t know. I still need input. Any and all will probably be used. Try to get this month’s inputs to me no later than Feb. 13th since our mail handlers will be going on a little vacation shortly thereafter.” (*I debated putting this in the Minutes since, well, it’s LONG after this date by the time y’all are reading this.*) Steve Powell, “Back in the 60’s I used to order parts from Moss and their catalog looked like a Reader’s Digest. And when you called Moss, sometimes Al himself would answer the phone and take your order.” (This last comment had nothing to do with the newsletter report, but is included here for accuracy and the sake of completeness.)

Sunshine Committee. Since Dave McCann was at this month’s meeting, we could ask him how he’s doing. Dave McCann, “I’m down to just a cane. My only real problem is that my right leg is still numb. Otherwise I’m doing much better. I still drove here tonight, I can still operate the pedals.” Terry, Looft, “That can be replaced with a brick.” Joe Hooker, “You speaking from experience?”

Webmaster John Scocozzo, as mentioned earlier, was MIA this evening. *We’ll just embellish this report.* John, “After I uploaded a series of pictures from the Holiday Party to the website, my computer began to exhibit signs of consciousness. After an attempt to shut it down, large robots sent back from the future to protect the computer entered the room and shooed me out. As of this moment, the Skynet computer system is using the uploaded pictures to create perfect clones of everyone who was at the Holiday party and will use them in a fiendishly clever plan for world domination.”

Activities with Eddie was next. Eddie Hill, “6:00pm, March 16th is the annual dinner party at the Gribblers. I’ll talk to Steve Miller about the April Tune-Up Clinic.” Joe Hooker, “The Ohio chapter of the MGT-Register is having a meeting this coming weekend.”

Ron, “On the itinerary that Skip left was a note about a possible Pub Run. “Skip ‘Avoid February 3rd – it’s Superbowl Sunday’.” Dave McCann had a suggestion, “How about the TJ Champs off I-675 diagonally across from Fairborn High School. After a brief discussion – *and I do mean brief* – it was decided that we’ll have a February Pub Run on Sunday February 10th at TJ Champs at 5:00pm. Eddie Hill (*being oddly proactive*) “Do we want to think about a May Spring tour? I want to bring it up now so that we have time to think about it.” Ron Parks, “Well that’s it, we actually accomplished something.” Dave McCann Jr. “Well, call the meeting now!”

Dave McCann Jr. went on to explain the Moss Scavenger hunt that’s in the current Moss Motoring. Dave, “I think 15 points gets you a t-shirt...” Terry Looft, “So, for \$3,000 in gas we get a \$10 t-shirt...”

The Octagon News – February 2013

Beer Break was called 8:01 after THAT table started an even bigger revolt when Ron tried moving onto another topic...

Back from **Beer Brake** at 8:19...

V.P. Parks, "I didn't realize this was a paid position." (*Referring to the \$10.00 bill that had been left for him to pay the Gumball winner*) "...or maybe it's for Gumball."

Old Business. Ron, "As I was walking in I got a call from Dave Gribler. We've settled up with NAMGAR and it looks like we're going to get \$2500ish. The other thing he wanted me to tell you is that Mike Hickman, an MGA MkII owners with a Magnette, is looking for an early MGB 3-main back-plate. Call him at 859-781-1847 if you can help him out."

Ron, "Anyone else have any other old business?" Dave McCann, "Other than Louie?" (*In fulfillment of the new by-laws amendment requiring at least one 'Louie's Old' joke per meeting.*)

Tech Tips. Dave McCann Jr. "Digital thermometers (*as he held up his*) are really cheap, but good at diagnosing issues. I got this one for \$25." Steve Veris, "How cold is that beer?" Dave Jr. "49 degrees." Ron, "Is that cold enough to turn the Coors can blue?" Steve Veris, "No. Has to be 38 degrees..."

For Sale. Bob Charles, "I've got a 1980 MGB or sale. It's fresh out of the paint shop – Mustang Grabber Blue. I've also got a set of MGB knock-off hubs, never been on the car, still in the box."

Steve Powell. "How about a report on the Triumph?" Ron, "I was on a cruise last week." Terry Looft, "Surely you took it along to push it overboard?" Ron, "I've got to have some work done on the radiator, but it's coming along."

Gumball Rallye – New member picks. Steve Powell wins. As Ron delivers the loot, Jayne grabs the cash, "I put it in there so I should get it."

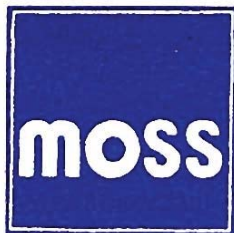
Bonnie Hankey motions to adjourn. Joe Hooker seconds. Meeting adjourned at 8:32.

...and hopefully next month I'll remember to bring the items that were left behind at the party...

MiniMania

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