

# THE OCTAGON NEWS



Volume XL No. 6

April 2013



British Transportation Museum's New Building  
British Car Week - May 25 - Jun 2

## From the President

Skip Peterson

**B**y the time you read this, we'll be heading to the tune-up clinic and getting some MG's ready for the driving season. The tune-up clinic is a great place to share ideas, talk about what you want to do next on your car and get some tips and info from others who have been there and done that.

In spite of what the manual says, experience is a great teacher and not everything goes back together as planned or described by Mr. Haynes. I sincerely mean it, call on the other members of the club to ask for advice, we have, ironically, hundreds of years of knowledge. Look on the member roster and see who owns what and give them a call or send a note.

Now I'll jump on my little soapbox about making sure our cars are safe. Many years ago, I jacked the car up to change the oil, and pulled the front tires to check the brakes. On a lark, I threw a socket on a ratchet and checked the



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, April 24, 2013**

## MG Car Club Officers

**President**..... Skip Peterson  
phone.....(937)293-2819  
email..... [mgbskip@aol.com](mailto:mgbskip@aol.com)  
**Vice President**..... Ron Parks  
phone..... (937) 322-0717  
email..... [mgdriver@woh.rr.com](mailto:mgdriver@woh.rr.com)  
**Secretary**..... Diana Hodges  
phone..... (937) 581-4767  
email..... [sammgb@earthlink.net](mailto:sammgb@earthlink.net)  
**Treasurer**..... Bonnie Hankey  
phone..... (513) 897-2456  
email..... [bhankey\\_2000@yahoo.com](mailto:bhankey_2000@yahoo.com)  
**Member at Large**..... Mike Edgerton  
phone..... (937) 866-5729  
email..... [autoedge@sbcglobal.net](mailto:autoedge@sbcglobal.net)  
**President Emeritus**..... Sam Hodges  
Phone ..... (937) 581-4767  
email..... [sammgb@earthlink.net](mailto:sammgb@earthlink.net)  
**Web Master**..... John Scocozzo  
phone..... 937-291-1710  
mail..... [jscocozzo@hotmail.com](mailto:jscocozzo@hotmail.com)  
**Activities Chair**..... Ed Hill  
phone..... 937- 461-6688  
email..... [chillmgb@aol.com](mailto:chillmgb@aol.com)  
**Membership Chair**..... Carole Looft  
phone..... 937-382-1520  
email..... [carole@looft.net](mailto:carole@looft.net)  
**Librarian**..... John Wolfe  
phone..... 429-3292  
**Historian**..... Dick Smith  
phone..... 937-434-1750  
email..... [rsmithomo@aol.com](mailto:rsmithomo@aol.com)  
**WebPage**..... [www.mgcars.org.uk/mgccswoc](http://www.mgcars.org.uk/mgccswoc)

## Your Octagon News Editors

Steve Markman 937-886-9566  
[srmarkman@att.net](mailto:srmarkman@att.net)

Terry Looft 937-382-1520  
[terry@looft.net](mailto:terry@looft.net)

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## Upcoming MGCC Events

### Apr:

13 – Blame Somebody Else Day  
20 – Tune-Up Clinic  
24 – Meeting at K of C Hall

### May:

18 – 2<sup>nd</sup> St Market  
22 – Meeting at K of C Hall  
25 – Drive Your MG Week

*See meeting minutes for other  
area activities!!*

front shock bolts. Every one was loose!

The revelation, it's an old car, and they need to be checked over. So get out the jack stands and get it up in the air. Pull the tires, and start at the front, methodically making your way to the rear, this will take the better part of an afternoon, maybe longer. Check the oil in the rack and pinion and have a close look at the end boots. Are all the cotter pins good? How do the brakes look? Shock oil topped up? Brackets loose? Shock bolts tight? When was the last time you re-packed the wheel bearings?

Look at the brake lines underneath. Speedo cable? U-joints? Hit all those grease fittings while you're down there. Scrape away the accumulated road debris. Pull the drums and have a look at the brake shoes, the springs, and see if the wheel cylinders are leaking. When was the last time you checked the oil in the differential? Might be time to change that.

Have a good look at the fuel pump, everything OK here? Take your time, put a wrench on the bolts and make sure they're tight. Then put the wheels back on, and when you finish, torque the lug nuts so you know they'll stay on.

Be sure to change the oil, new filter and either use oil with a ZDPP (sic) added or use an additive to take care of those valves and lifters. Check the transmission oil, when was that last changed? How about the coolant? What color is the brake fluid? Dark is bad.

How about all those connections under the hood. Do they all look good? Check the manifold bolts and carb bolts. Air leaks make them run bad. Check the throttle cable (they stretch) and the choke cable.

I haven't hit everything, but you're pretty close to done, and when you get your MG back on the ground, you'll be confident that it's in good shape and you're ready to drive it anywhere.

## British Transportation Museum's New Building

Pete Stroble

**T**he British Transportation Museum in partnership with Preservation Dayton Inc. was awarded the Gem City Ice Cream building in the City of Dayton's RFP process. The next step will be negotiations over the terms and processes involved with the City's tear-down monies that will be used for a very basic restoration. Converting it into a fully functioning museum will be dependent on BTM's fundraising abilities.

The Gem City Ice Cream building is at 1005 W. Third St. Dayton, Ohio. It is on the National Historic Registry. The Wright Brothers' first bicycle shop was in part of the building. Later, Gem City Ice Cream grew from a store front ice cream shop and expanded the building as it got into the packaged ice cream business.

The 24,000 sq. ft. building is mostly of poured concrete construction and structurally sound. First steps will be to secure the building with historically compliant windows and doors. Repairs to cement block work and interior clean-up will follow. We have a budget for a basic restoration, but any work we can perform ourselves will stretch the meager dollars we have. Any construction related talents you might have would be appreciated. Can you make a donation to our building fund at this critical time? Additional funds are needed for building the infrastructure for future expansion of plumbing, heat, and light to public museum standards. Can you help? Donate through our website, [www.BritishCarMuseum.org](http://www.BritishCarMuseum.org).

Special thanks go to Preservation Dayton's Dan Barton for the vision, hard work, and perseverance to pull this together. He saved a historic building from the wrecking ball and made it possible for BTM to bring an automotive attraction to the City.

## British Car Week - May 25 - Jun 2

Morris Gazette

**S**tarted in 1997, British Car Week is an annual British car awareness week intended for promoting British cars everywhere. This is a time to get your car out, join other friends on drives, and show off your car to the public. It is an opportunity to make potential enthusiasts aware of classic British cars and foster enthusiasm among the next generation of owners. So, get out and drive your car! More information can be found on the web site: [www.britishcarweek.org](http://www.britishcarweek.org)

### Member Featured Car of the Month...

## Rick and Susie Shields' '73' MGB Roadster

Rick Shields

**I** started by looking for that certain retirement project, maybe an old Corvette (too costly) maybe a Nova, Mustang, Chevelle or just some kind of Detroit iron. Instead, I found my project, a 1973 MGB roadster. After dragging my new project home, using assorted tools and ball peen hammers, I persuaded the old girl to start. I drove the B as is for a couple of years. My family and friends making fun of me and my B, prodded me to start the restoration.

When I retired a few years later I thought I would have plenty of time to work on it - taking my time and doing it right. Boy was I wrong! I'm busier now than I was when I was working. After a short 4+ years, the B was back on the road.



Susie and I have really enjoyed running around in the B with the top down (no one makes fun of it now). We look forward to participating in more car shows and events in the years to come. Maybe even some out of state trips or a national show.

Since our daughter and son in-law, Amy and Nick Garman, purchased an MG Midget, we try to schedule road time together, mainly meeting at Graeter's Ice Cream store in Oakwood. And, we're trying to keep up with them and their notoriety, as their MG Midget was featured in the Octagon News last month.

Although I didn't get the muscle car I thought I always wanted, I am very pleased with my little British roadster. Susie says I have a great big smile on my face every time I drive it. After all isn't that the reason we have them?

## British Car Day - Columbus - May 18 - 19

Tony Burgess

**T**his year's British Car Day will again span the weekend of May 18-19 and will host several events that weekend. Saturday's activities will include a driving tour of Central Ohio and the wonderful Hospitality Suite at Cambria Suites at Polaris.

Saturday will offer a couple alternatives, depending upon your schedule that day. The driving tour will depart at 11:00 AM from Cambria Suites at Gemini Parkway and Lyra Drive (next to COSTCO). Buckeye Triumphs, under the stewardship of Bruce Miles, will lead the group through the back roads of Central Ohio for a three hour drive, including a stop for lunch.

Also on Saturday evening from 7:00-10:00 PM will be the World Famous COMGO Hospitality Suite at Cambria Suites at Gemini Parkway and Lyra Drive hosted by Jean Rainer and her team. This has become one of the major culinary events of the year as Jean and her team put on one great feast for the participants.

On Sunday is British Car Day from 9:00 to 3:00 at Quaker Steak and Lube at the corner Polaris Parkway and Lyra Drive. This year, we are honoring the Austin-Healey 100-4 (1953) and the Land Rover/Range Rover (1948). As always, there will be several vendors, music and door prizes (for registered participants) and awards for the 30 car classes in the show. We'll also have Rocker Cover races and British Car Day t-shirts (pre-order). I'm sure the COMGO tent will be decked out in COMGO regalia, food and drink too.

This year we have put the registration process "on-line" so you can sign on, complete the registration, and pay with your credit card. For those who may want to register through the mail, we can either send you a registration in the form of a PDF, or can send a paper form through the mail.

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The online registration can be found at [www.tinyurl.com/d6h7uuw](http://www.tinyurl.com/d6h7uuw) and if you need a registration form, please let me know and I'll send you a copy (MGOHIO@AOL.COM). Also let me know if you'd like me to send you either a paper copy (please include your postal address), or a PDF (please include your e-mail).

# The Never-Ending Discussion – Original or Not

Win Gould  
Vintage Car Club of Chicago

**A**lthough this article was written about an MG TC, it applies to any MG. There was a recent posting on the TABC organization site condemning upgrading TC steering. An individual ranted that installing a Volkswagen or Datsun box destroys the original feel of the TC steering. I found this interesting since I am about to convert my steering, and for the exact reason he noted. I prefer steering that is not only responsive, but sure. I really don't think I'll miss the thrill of wandering to and fro as I drive down a straight stretch of road. Naturally, this thought leads to that much-discussed subject of what is original and what isn't.

**Original** - This is what the originality police insist upon. This means as it came out of the factory. That's fine, but as we have discussed before, none of our cars are truly original. Obviously tires have probably been replaced over the years, and perhaps a few parts as well. Some may insist that any replacements must be exactly the same as the originals. There's a guy in Arizona, Doug Pelton, who's building a business sourcing and selling exact replacement parts for the TC. Even here, however, disputes can arise. Doug recently argued that the original wire to the wiper motor was black, not grey. Others argued that wasn't the case. Who knows for sure? Perhaps Abingdon ran out of grey for a while, or perhaps they ran out of black.

My TC has one of those beautiful cast aluminum valve covers, and dual chrome air cleaners. The cast valve cover was actually discontinued at engine number XPAG/2966, and my original engine was XPAG/4230. (Okay, so I cheated a little.) Oh, and by the way, my current engine is a factory replacement. Does that count as original? As for the air cleaners, they were on the car when I bought it. The original air cleaner was long gone and a new assembly would cost me \$650. I'm not that much into originality! Besides, I really like the way the engine looks.

At any rate, you can do the research and perhaps keep your MG looking like it just came out of the factory. Now, are you going to enjoy driving it, or would you rather buy a trailer and take it to car shows and enjoy winning a concourse or two? It's your choice, and why should you be criticized for it?

**Period Original** - What about period accessories like a luggage rack, bonnet strap, or supercharger? What about an engine swap? There was recently a 1933 MG J2 advertised for sale. It had an English Ford E93A engine in it. Apparently a number of enthusiasts put this engine in their J2s to improve performance. Did they ruin the authenticity of the car?

**Modified** - We recently wrote about the modifications Steve Karstaedt is making to his TF to make it faster, safer, and more reliable. Is that bad? What about adding a five-speed transmission to keep up with modern traffic? Does that make your MG any less an MG? In Gerry Risner's article, he notes that Mike Sherrell, in his book "TC's Forever" feels it's okay to make modifications "in the interests of safety, better performance, or reliability." So, since that's just what Steve has done, I guess he shouldn't be drummed out of the club. Gerry Risner admits his own TF 1500 cruises at 70 mph in fifth gear. He says it's not original, but it sure is fun to drive!

**Patina** – I love this one! The newest rage seems to admire cars with "patina." Okay, so we're talking about cars that show their age. But where do you draw the line? Are scratches and dents considered patina? How about a little oil on the undercarriage? Does that count? Would somebody please explain

the difference between “concourse,” “wonderful patina,” and just plain “old-looking?” Gosh, my TC has lots of patina. Now if I can just keep it running!

**Recreations** – Only 33 MG K-3’s were originally built. More than 100 are said to exist today. How’s that for durability? Now many of the “Recreations were built with original parts and are identical with the original cars”. The originals sell for far more than the recreations, but do they look different or run differently? Personally, I would love having either, although I couldn’t even afford the recreation.

Let’s get real. There are always those who argue that a car must be this or that, and many disparage those who disagree. Thankfully, we all get along pretty well in our club. One may feel his car is more authentic than someone else’s, and they may be right. Some like the way their car looks. Some like the way they drive. Some like both. Some like pure originality. Some enjoy a few modifications. In our club we welcome all who enjoy vintage MGs, whether they are original, modified, with patina or without, on a trailer or driven every day. That’s the way it should be and I hope our club will always respect that.

Hey, it’s your car. Enjoy it however you wish!

## Useful Web Sites

*Editor’s Note – I lost track of where I got this. Thanks and my apologies to the originator. I haven’t checked them out, so can’t vouch for any of them.*

If you have an MG-T type (or simply enjoy reading about them) this is the place. Give it a look see...you can access actual period Lucas publications (and it’s free) <http://ttypes.org/>

Handy for cross referencing various makes and their wheel bolt patterns. Dates from 1928-1990 <http://tiny.cc/1v15rw> British types included...and, speaking of lists...we highly recommend taking a look-see at this...<http://www.team.net/archive/>

Here is a catalog of electrical parts from England. They can replace lots of vintage parts...like tail light lenses and such. They might be handy at times...<http://tiny.cc/t6p5rw>

## AAA Website has Key to Age-Friendly Cars

Jim Miller

**Q**uestion: What resources can you recommend to seniors who are shopping for a car? My wife and I are relatively healthy 70-year-olds and are looking for a new senior-friendly vehicle, but could use some help. -- Older Drivers

**DEAR OLDER:** For seniors who are in the market for a new or used car, the AAA and University of Florida's Institute for Mobility, Activity and Participation has just updated an excellent resource called "Smart Features for Older Drivers" that can help you choose a vehicle that meets your needs as you age.

While the automotive industry doesn't make vehicles specifically designed for senior citizens, it does make certain vehicles with features that can help accommodate the needs of older drivers.

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With that in mind, "Smart Features for Older Drivers" addresses the age-related physical changes -- such as diminished vision, arthritis and range of motion loss -- that can affect a senior's driving ability and comfort behind the wheel, and outlines various vehicle features that help address those issues. Here's what it recommends:

The first priority is to identify vehicles with a proven safety record, which you can research online at [safercar.gov](http://safercar.gov) and [iihs.org/ratings](http://iihs.org/ratings).

Also look for vehicles that have dynamic stability control, anti-lock brakes, adjustable head restraints, and side and dual-stage/threshold airbags that adjust the deployment force based on the severity of the crash.

Your next step is to identify specific vehicle features that can help meet your physical needs. So depending on what ails you, here's what to look for:

- **Hip and knee problems:** For comfort, a better fit, and easier entry and exit, look for vehicles that have six-way adjustable power seats that move the seat forward and backward, up and down, and the seat-back forward and backward. Also look for low door thresholds and seat heights that don't require too much bending or climbing to get into. The ideal seat height for seniors is between mid-thigh and lower buttocks when standing next to the vehicle. Leather or faux leather seats are also easier to slide in and out of than cloth seats.

- **Stiff upper body:** If you have difficulty looking over your shoulder to back up or merge into traffic, look for vehicles with a large rear window for better visibility, wide-angle mirrors that can minimize blind spots, back-up cameras, active parallel park assistance, and blind-spot warning systems that alert you to objects in the way.

Also, for comfort and fit, consider vehicles that have a tilt and telescoping steering wheel, adjustable seat belts and heated seats with lumbar support.

- **Arthritic hands:** For easier use, four-door vehicles are recommended because the doors are smaller, lighter and easier to open and close than two-door models. And to help with painful gripping and turning problems, look for keyless entry and a push-button ignition, a thicker steering wheel, power mirrors and seats, and a sliding channel gear selector.

- **Diminished vision:** Drivers with vision loss due to cataracts, glaucoma or some other condition will find vehicles with larger instrument panels and dashboard controls with contrasting text easier to see and manipulate.

And those with sensitivity to glare will benefit from extendable sun visors, auto-dimming rearview mirror and glare reducing side mirrors.

To access the "Smart Features for Older Drivers" resource, visit [SeniorDriving.AAA.com/SmartFeatures](http://SeniorDriving.AAA.com/SmartFeatures) and use its online tool that lets you choose the age-friendly features you want in a vehicle, and the tool will identify the makes and models that best fit your needs.

Or call AAA (800-222-4357 to get your local number) and ask that a free copy of the "Smart Features for Older Drivers" brochure be sent to you. You don't have to be a AAA member to get this publication.

*Editor's note – When we're in our MG, we're 25 forever!! Right?*

## 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:** 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. (4/13)

**For Sale:** 1979 MG Midget, Carmine Red with tan interior. Runs smoothly, mostly original, 41K miles. New exhaust piping, garage kept and has a clean title. Wheels and wheel wells have spots of minor corrosion at the edges, otherwise very little rust. Interior is in good overall condition. Original owners manual included. Located in Dayton. Call Jon at 585-278-0779. (3/13)

**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](mailto: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

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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)

## MG Car Club Minutes, March 27<sup>th</sup> Meeting

Diana Hodges

**P**resident Skip Peterson called the meeting to order at 7:34. Mrs. Looft glanced at her watch, got up and closed the door, in what has now become the traditional signal that the meeting needs to start. Skip, “I did notice that Mr. Looft was not in the room.” Steve Powell, “That’s why she closed the door.”

Terry Looft enters... Skip, “There’s Mr. Looft.” Terry, “There’s a basketball game on...” Skip continued, “If you noticed, Jennifer and I went to Amelia Island Concours d’Elegance. If you like cars and you like Florida, and beautiful cars, and rich people, then it’s well worth attending. I’ve never seen two guys so calmly bid a Mercedes Benz from \$400,000 to \$792,000. Everyone else bailed at \$480,000. We’ve got a nice regional car show with 5,000 people and 200 cars. Sunday they had 25,000 people and 300 cars. We donated \$70,000 to Dayton History. However a cheeseburger costs \$19.00. But at least they bring it to you.” Steve Veris, “We should we charge more for our cheeseburgers?”

Skip, “We had a BCD meeting and it’s the 100<sup>th</sup> Anniversary of Aston Martin. Last year we had 5 show up so this year we’re hoping for 1 billion!” (*Okay, I made that up. He really said ‘7’ but that sounded so bland.*)

Skip, “John Scocozzo came up with the idea of having our own BCD website for about \$45. I got an email this morning and it’s already live. [www.BritishCarDayDayton.com](http://www.BritishCarDayDayton.com). We’re having a class of 1963 as well as a class for British bicycles.”

**Vice President** Ron Parks. “My intention is to start my MG and fix my choke if it’s warm enough. Otherwise I’ll do it at the tune-up clinic. If not for my heater box problem, I might have been able to start the Triumph.”

**Minutes** were next. Dave Estelle motioned to accept the Minutes as reported. Joe Hooker seconded. MGCC voted in favor. Eddie ‘Zeno’ Hill and Diana Hodges opposed. *Wait!?! How can she, I mean ‘I’, I mean she oppose the Minutes that technically she wrote. And why is she, I mean ‘I’, opposing anyway!?!*

**Treasurer** Bonnie Hankey. “I had a 15 minute penalty because I forgot my paperwork. As of right now, we have \$3,244.17.”

Skip, “I bought the EZ-Up.” Eddie Hill, “What shade of blue?” Carole Looft, “Is it here yet?” Skip, “No, it’s not. Fed Ex ground was \$94.00, plus the tent which was \$250. Added together it’s \$334.63.”

## We want your MGA...

to be registered with NAMGAR!



Yearly membership is \$37.50 North America or \$52.50 International. The application form is available on-line at [www.namgar.com](http://www.namgar.com) or from: NAMGAR Registrar, 7522 SE 152nd Ave., Portland, OR 97236-4861



Members receive *MGA!* Magazine, the bimonthly magazine devoted exclusively to the enjoyment, care, and preservation of the MGA, Magnette and Variants; and an annual Get-Together in various locations in U.S.A. and Canada.

2010-11

Skip continued, “We got our MGCC Mother Club renewal but it says that we expired in January. Wait a minute. In Europe 1/5 means May first. Never mind. We expire May 1<sup>st</sup>, 2013. I’ll just pay it online and save £4.00. Additionally, I got the bill for our insurance renewal. \$240 for all our liability coverage, which includes BCD.” Skip motioned to renew the ‘John Zeno Memorial Ins.

Policy’. Lois Gribler and Kathy Goodman seconded. MGCC unanimously approved.

**NAMGAR** wrap up. Dave Gribler, “We got our check and we finally can settle the tab. The MGCC will receive \$3,271.08 as its share of the proceeds.” *The MGCC starts to think of the myriad of ways to spend the money. Raises for the officers, parties, I think I also heard someone say ‘Vegas Baby’.* Lois G., “We’re going to an event to accept an award from the Montgomery County Convention and Visitor Bureau on May 8<sup>th</sup> for ‘outstanding community service’. There’s a breakfast and an award of some sort. They think we did a nice job presenting Dayton.” Skip, “You need to let Asheville know that if they don’t get an Asheville Emmy, then they’re really falling down.” Lois continued, “One of the comments that we heard was that there were SO many green shirts that it made it really nice.” Terry Looft, “Those homeless people really appreciated them. And they did a good job too.”

Dave McCann. “I’d like to see a brighter t-shirt for BCD this year. Maybe a red.” Skip, “Dark colors don’t work well because you have to put two colors down on the shirt and it’s not cost effective.” Eddie Hill, “You have to put white down under almost every color to get that color to show up.”

Skip, “We’ve got orange vests and usually around noon we go, ‘We need to get those orange vests out...’.” Dave Gribler, “So, what you’re saying is that we’re not that organized.” Skip, “It’s all done with smoke and mirrors. Kind of like David Copperfield does a car show in the park.”

**Membership** was next. Carole Looft, “We got 3 renewals and so now we’re up to 106.” Terry, “What was that old record? 130?” Eddie, “You need to wait until August before you add all of your relatives. It’ll be cheaper.”

**Newsletter** was next on the agenda. Editor was AWOL. Skip, “He’s probably out test driving cars for dogs...”

**Sunshine Committee.** Ron Parks, “Bill Hammond’s in Heartland Nursing Home. He passed out one night because his blood got too thin due to his blood thinner. He was at Miami Valley Hospital for 3-4 days but last night seemed like the same old Bill. He’s going home on Friday. Bachelor Bill has a ride home already lined up.” Skip, “There’s probably 11 Buicks lined up all waiting to pick him up.”

## The Octagon News – April 2013

Dave McCann Jr., “Bruce Woodson had a bad fall in Richmond. He slipped and fell trying to get a car into a trailer during a snowstorm. He broke his jaw and fractured his skull trying to load the car.”

Carole, “Mary Planeaux. She was having equilibrium issues in the fall. She had some tests run and discovered that she had fluid on her brain. They went in and drained it and for 3 days she was good but it returned. 2-weeks ago she had another procedure that the doctors hope will resolve the issue.”

Carole, “I called Rueben to see how the Wassermans’ are doing. Rueben is home, they have a care person coming in. He’s back home and they’re taking it one day at a time.”

Jennifer talked to Louie last week. “He’s fine. He looked good but he was little. And skinny.” Skip, “Louie’s always been little and skinny.”

*Editor’s note – I was AWOL from the meeting, but want to report that Larry Youngblood had a hip replacement a month or so ago. He spent a week in rehab, and has been continuing his recovery at home.*

**Webmaster** John, “As I was putting together the BCD website, I need a long shot that shows as much of the show field as I can get. I want a sense of scale for the website.” Skip, “I’m sure I’ve got something. I’ll send you some.”

**Activities with Eddie.** Eddie, “Yeah, yeah, yeah,...one second...”

Tune-up Clinic. Ed, “According to Steve, every Sat. in April’s available. Pick one.” Dave Estelle, “I make a motion that we pick one.” Charlie McCamey. “How about the 20<sup>th</sup>, it might be a little warmer.” Motion to make it the 20<sup>th</sup>... MGCC votes in its typical ‘...why are we still talking about this...’ style Skip, “Call Steve.”

Eddie continues, “May 18<sup>th</sup> is the Second Street Market car show to benefit the British Museum of Transportation.”

May 19<sup>th</sup> is the Columbus British Car show at the Quaker Steak and Lube on the East side of Columbus. Steve Powell, “Jayne & I are putting the spring tour together. Weekends in May are non-existent so we can do it any time you want. June’s good. Unless you want to make it a fall tour. We’ve got the route and place, we just need a date.” After some discussion amongst the members present, we decide that we’re actually pretty booked already. Skip, “You might want to look at late summer/early fall for this tour.” Eddie, “We might want to look into Columbus Day weekend.”

Beer Brake called 8:15

Back from Break 8:28

Skip, “Our VP who’s in charge of the Senate is out wandering the parking lot.” Terry, “I’d like to give special recognition to Bob Kraft who always leaves at halftime. He’s still here.”

Skip, “I neglected to thank Dave & Lois for the St. Patrick’s Day party. It’s what, your 29<sup>th</sup> party?”

Terry Happensack, “There’s an International Car Festival going on in Cincinnati May 5<sup>th</sup>.” There seemed to be a bit of confusion as several of the MGCC members were of the opinion that this show was a replacement for the regular Cincinnati British Car show. Terry reassured us that this was NOT a replacement for that show and is in fact a separate, stand-alone show that’s designed for all import. July 14<sup>th</sup> is the normal Cincinnati BCD.

## The Octagon News – April 2013

Skip, “In other old business. We talked about the cozys. It is an extra fee to have them printed on both sides. 100 would be \$193. 200 are \$376. Is there any interest in buying these with our club logo?” Steve Veris, “Is there any break for buying 200?” Skip, “About \$15.” Steve, “Let’s buy 100.” Skip, “I need a motion.” Jennifer motions to buy 100. Dave McCann seconded. Motion approved. Eddie opposed.

Carole Looft, “Did we ever come to a decision about patches?” Skip, “3-inch embroidered patches are \$1.81.” Terry Looft, “Let’s buy blank koozies and sew the patches on them.” Terry Happensack, “Why don’t we get some BCD koozies?” Skip, “That’s a good idea and I’ll bring it up at the next BCD meeting. Getting back to patches... Ironed on backing is \$.10. \$1.21 for 200. Looks wise it would look like the standard MGCC sweatshirt logo. I’ll get a sample and see if our logo will print and I’ll get a sample patch so that we can see what the quality is like.” Tabled until Skip comes up with samples.

Skip, “Is there anything planned for drive your British car week? I’ll check with Nathan over at the Pub and see if there’s anything he wants to do, maybe on a Wednesday.”

**British Museum of Transportation.** Dick Smith, “I want to thank you for the notice on Rueben & Pat, I was wondering about them. The car show’s coming up on the 18<sup>th</sup> of May. We’re shooting for 100 cars. The big news is that we finally got a building. The City of Dayton finally answered us yesterday. There’s a lot of work to do to bring it up to basic code, handicapped restrooms, water/fire systems. It’s in a historical district so there are issues there. The bldg. dates back to 1908 and encompasses the original Wright Bicycle shop.” Jeanie, “The city was very pleased to award this to an active group, not just as a warehouse. We have a student working on our website...” Skip, “You leave John alone. I’m getting territorial.” Terry Looft, “Yeah, he’s ours.”

Tech Tips. Skip, “Anything? Anyone know how to put a magnet on your finger to hold a nut?”

For Sale. Jennifer P., “I’ve got an MG...” Skip, “Currently there’s no MGA for sale.” Steve Powell, “I’ve got two ring and pinions out of an MG TF and an MGA.”

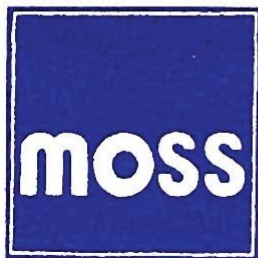
Gumball Rallye. Need not be present to win... Carl Sparklin wins.

Motion to adjourn – Bonnie Hankey and Terry Looft. Meeting’s over. Go home!



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#### **Steve Miller**

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

e-mail: [MgAutomotive1@aol.com](mailto:MgAutomotive1@aol.com)