

# THE OCTAGON NEWS



Volume XL No. 9

July 2013



Remembering Joe Hooker  
Register On-Line for BCD

## From the President

Skip Peterson

I'm going to share a few more Joe Hooker stories; and a reminder, Saturday, Aug. 3 is not only British Car Day in Dayton, it's Joe's birthday. We'll celebrate a bit right before the awards, because in previous years, he was surprised a few times with a birthday cake. For those who didn't attend the funeral, the minister described Joe down to every last detail, and that's a key word, detail. Joe was meticulous, talented with his hands, the mind of an engineer, and completely fascinated with anything mechanical.

This explains the condition of his MG TD, his Triumph motorcycle, and his vast collection of model cars, memorabilia and tools.

I did a story on Joe and his 1958 Triumph motorcycle for Wheels in 2009. We sat in his dining room, and he talked about how he loved riding his first Triumph when he lived in Colorado Springs. He said "wait a minute, let me go get



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 **Buffalo Wild Wings at Town & County Shopping Center**, at 7:30pm. The next meeting will be:

Wed, July 24, 2013

## MG Car Club Officers

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## Upcoming MGCC Events

### Jul:

10 – 14 - American MGC meet is in  
Indianapolis  
24 – Meeting at Buffalo Wild Wings

### Aug:

3 – British Car Day at Eastwood Park  
28 – Meeting at Buffalo Wild Wings

### Sep:

15 – Concours d’Elegance  
25 – Meeting at Buffalo Wild Wings

*See meeting minutes for other area  
activities!!*

some photos to show you,” and off he went. Two minutes later, he opened up a folder full of photos and notes and articles about Triumph T110. He had purchased one identical to the one he had years before.



He then pulled out his old Mountain Dew-ers motorcycle club jacket, and put it on. He could still

zip it up. The photos showed a much younger Joe on his Triumph bike, one even shows him getting some air! He talked about Sunday morning rides up Pikes Peak, then riding back down, and stopping by a cold stream for a beer.

He and his buddies would put a six-pack of Coors in the stream before they left. “That was the coldest, best tasting beer I ever had,” he told me.

Joe was also a great conversationalist with a key trait, he listened to people! He paid close attention to what people said, and learned about their interests, so he always knew what they liked to talk about. In addition, as he read magazines or went to garage sales, if he saw something he thought you might like he’d buy it. In my case, Joe knew my passion for racing and MG’s, and every few months, I’d get a stack of articles that he had copied. They would be paper clipped together, with Skip written on the top page.

I think he had a number of stacks, as I’m told he had boxes with people’s names on them where he kept their “goodies.”

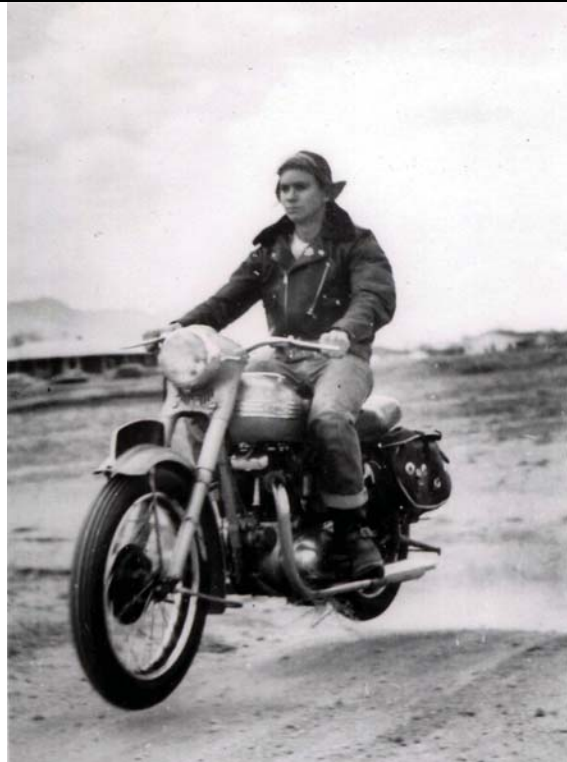
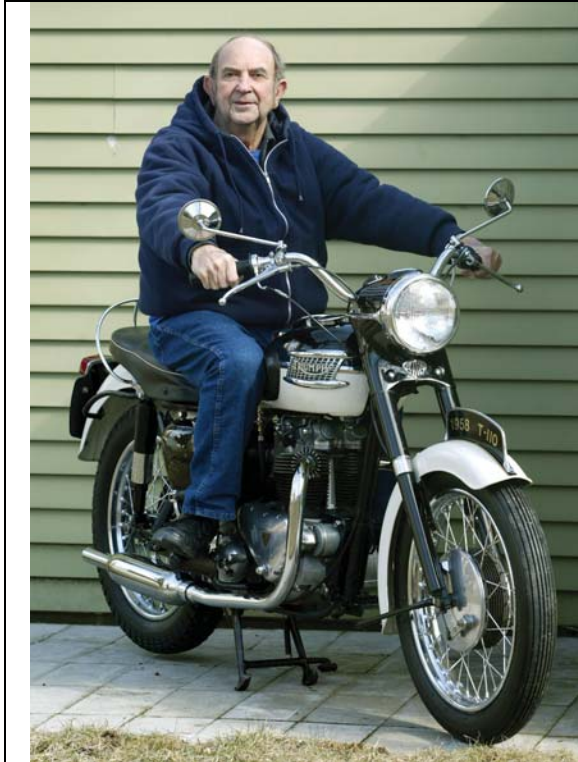


Lastly, in the fast paced, high stress, always moving world we live in, Joe moved at a bit slower pace, not slow, but he savored his days and adventures, and if you think back, did you ever see him mad? Did he ever raise his voice? Not as far as I can remember.

It was a life well lived, we are all better off for having known Joe, and we have lost a special member of our club. It was also quite an honor to be asked to drive in the procession. I think everyone from our club, the MV Triumphs, the Austin Healey club, and the British Transportation Museum honored Joe in style. We screwed up traffic in Beavercreek for a long time, and it was really special to see all the cars pull over and stop as we motored past. It was also nice that the rain held off, until a few seconds after we left the cemetery. I’ve never driven the B in rain that hard, or got the top up that quickly!

From now on, when I see a red TD, or an old Triumph motorcycle, I’ll do like I’ve always done, I’ll think about Joe. Rest in Peace, my friend.

# Remembering Joe Hooker





## Terry and Carole and Dar and Al's Excellent Adventure

Carole Looft

**I**t's our first day on the way to MG-2013 at Oregon State University, and we're in Gaylord, Michigan. There was a place called 'Big Buck Brewery', so we had a good photo opportunity there, as you can see from the picture. Terry is having tire problems, hence, the picture of the car jacked up in the parking lot. More to follow...



## New Member

Jack Hardesty  
Roselawn Manner  
420 E. 4th Street  
Spencerville, OH 45887

# Our Friends at Moss Motors Need Our Help!!

David Stuursma  
Moss Motoring Editor  
And Club and Event Support guy  
[StuursmaD@mossmotors.com](mailto:StuursmaD@mossmotors.com)

**I**n the last issue of Moss Motoring a few sharp readers pointed out to me that we showed a photo of Shelley, our Purchasing Manager, with a grinder and sparks flying ... and without enough eye protection ... and grinding too close to the MGB in the background.

I promise the camera guy and I took every safety precaution we could come up with. Which goes to show, we clearly shouldn't have left it up to our imaginations. Fortunately one of the guys who wrote in volunteered to write an article on safety preparations and equipment!

What he wasn't able to supply me with is photography. So, rather than put Shelley or some other willing Moss guinea pig in front of the camera again I thought I'd invite the members of British car clubs to get in on the action.

Below is the bare bones cliff notes of the article. Using these points I'd like to show pictures of "Doing it right" and "Doing it wrong." If the results of the pictures you take are humorous, that's great, but PLEASE don't take any unnecessary risks. And if you think it helps, include a short sentence or two about the picture(s) and the name of the person in the photo if it isn't you.

I ask that high resolution photos be emailed to me. If I'm able to use your picture(s), I will credit your Moss account \$25. It's not much, but I'm glad to do it. Together we can make this hobby just a little bit safer. In the email you send with the picture(s) please include your name, the name of your club and your Moss customer number (if you know it).

**Eye Protection:** Faceshield or goggles. With torch cutting you need a Shade 5 lens (face shield or goggles). Pick out a welding helmet with a shade 10 (for very light, low-amperage sheet metal work only) or preferably 11 (some folks cannot do well with a shade 11 but it is the best choice for most tasks). If you decide to go the auto-darkening helmet route (highly recommended), go for the best you can afford.

**Lung Protection:** The use of a disposable respirator is a no-brainer. Look for a N95 or N99 (best) rating.

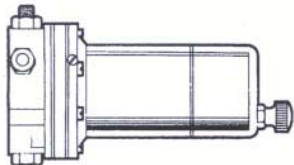
**Skin Protection:** Torch work is the place where the welding gloves are essential. Welding requires a higher level of protection Keep all skin covered, including buttoning up the shirt collar. Cotton, specially treated fabric or leather are the best choices for upper body protection. Wear long pants without rolled cuffs, and boots with the pant leg over the boot. Gloves that will give the needed dexterity as well as the necessary protection should complete the clothing ensemble.

# SU Fuel Pumps 101

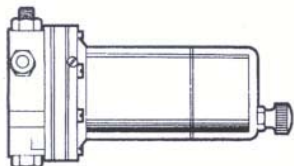
Dave DuBois

**F**irst of all, a brief history of the SU Fuel pump. As you all know, SU stands for Skinners Union and was the brainchild of George and Carl Skinner. George, in spite of taking over his father's business, Lilly & Skinner footwear distributors, had a better idea for a carburetor in the early automotive days. In addition to building the well known and much loved SU carburetors, they also went into the fuel pump business. They started in the 1932/33 time with the L, low pressure pumps. Approximately 1939, they developed the HP, LCS and Dual pumps and in 1942 they even came up with fuel injection pumps (I wonder if those also go tic, tic, tic?). In 1958 they came up with another "High pressure pump" (this may be the AUF 300 series pumps found in the later MGBs). For a more in depth history of SU, go to Burlen Fuel's history of SU at <http://www.burlen.co.uk/historySu.aspx>.

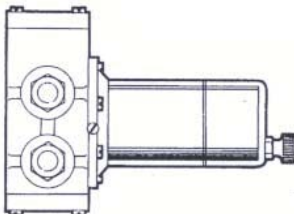
Some of the more common SU pumps that those of us with MGs can run into, along with their pressure and flow rate are as follows:



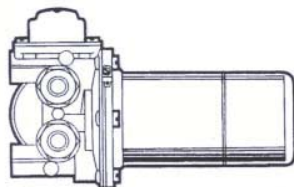
L Type (low pressure pumps). These are found on the T series (TA, TB, TC, TD and early TF) and earlier MGs. They develop up to 1.5psi and have a flow rate of 1.3 pints per minute (9.6 gallon per hour)



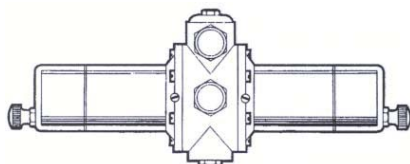
L Type HP (high pressure pumps). These are found on late TF, MGA, Z Magnette and early MGBs. They are the same outline and size as the Low Pressure pumps or sometimes come with a longer coil housing (referred to as a High Pressure/Long Body pump). They develop up to 2.7psi and have a flow rate of 1.1 pints per minute (8.4 gallons per hour).



LCS pumps. These were used on the MGA Twin Cam and on the Austin Healey. They use the long coil body of the High Pressure/Long Body pump and have a large, rectangular pump body on them. They develop up to 3.8psi and have a flow rate of 2 pints per minute (15 gallons per hour).



AUF 300 series (now AZX 1300 series) pumps. These are found on all of the later MGBs plus many other British cars of the mid 1960s and later. They have, what is called a "plain air bottle on the inlet side and a flow-smoothing device on the delivery side". They develop up to 2.7psi (AZX 1307) or 3.8psi (AZX 1308) and a flow rate of 2.4 pints per minute (18 gallons per hour) for both types.



Various configurations of Dual Or Double Ended pumps including L, HP, AZX 1400 series and AZX 1500 series. Some of these operate both ends simultaneously and some operate just one end, keeping the other end as a reserve. The pressures and flow rates for these pumps are as follows: L (both ends working simultaneously) 1.5psi, 3.2 pints per minute (24 gallons per hour) HP (both ends working simultaneously) 2.7psi, 2.6 pints per minute (19.2 gallons per hour). AZX 1400 series (both ends working simultaneously) 2.7 or 3.8psi, 4.8 pints per minute (36 gallons per hour). AZX 1500 series (one end working at a time) 3.8psi, 2 pints per minute (15 gallons per hour).

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The SU fuel pump is an impulse type of pump. That is, when power is supplied to the pump, current flows through the points and the solenoid coil. The energized coil acts on the iron disk attached to the diaphragm, pulling it and the diaphragm toward the coil. This movement of the diaphragm develops a vacuum in the pump body, which pulls fuel from the tank, through a check valve and into the body. The movement of the diaphragm also causes a shaft that is attached between it and the lower points bridge or carrier to push the carrier up, making the carrier to “throw over” and open the points. Once the points open, the flow of current through the coil is interrupted, allowing the diaphragm to be pushed back to its original position by the volute spring, which in turn pushes the fuel in the pump body out through another check valve to the carburetors. Once the diaphragm reaches its original position, the points carrier “throws over” to the points closed position and the whole action is repeated – thus the familiar tic, tic, tic sound of the pump. The pump pressure is established by the strength of the volute spring which resides between the iron disk on top of the diaphragm and the bottom of the coil. The check valves can be either a simple brass disk that held against the valve seat by combination of gravity and back pressure in the system in the case of the L, HP and LCS pumps or a plastic sheet in a valve assembly that closes against the assembly’s valve seat and is held against the seat by system pressure in the case of the later AUF 300 and AZX 1300 series pumps. In both cases, the system pressure is developed on the carburetor or outlet side of the pump, so the valves act as check valves to keep fuel from flowing back to the tank.

As with anything that uses a set of points opening and closing, there is point wear, both mechanical (slight) and electrical arcing (major) that eventually causes operation to deteriorate and eventually stop all together. Over the years, various methods were employed to suppress the electrical arcing at the points. Originally, on the L type pumps, the only suppressor used was a swamping resistor, in the form of resistance wire wrapped around the coil and attached in parallel with it. As stronger coils that draw more current were employed, a 0.47 microfarad capacitor was added to assist the swamping resistor suppress the arcing (by the way, even though it looks like an electrolytic capacitor, it is not and therefore is not polarity sensitive). With the introduction of the AUF 300 and AZX series pumps, the capacitor was replaced with a diode to work in conjunction the swamping resistor. This arrangement made the pumps polarity sensitive. All of the systems of arch suppression worked fairly well with the series of pumps they were designed for, giving the pumps a reasonable life expectancy (except the expectancy of the owners). Finally, the all electronic pumps were introduced, which replaced the points with a Hall effect circuit to control the current flow in the coil. These pumps look and operate the same as the points style pumps, complete with the familiar tic, tic, tic sound, but there is no longer any problem with point wear and the life expectancy of the pumps is now established by the life of the diaphragm and check valves.

The following are some of the more common problems with SU fuel pumps:

- 1) Burned and/or sticking points – usually causes intermittent fuel starvation and stalling. When this happens, the silence is deafening with the normal tic, tic, tic sound missing. A sharp rap on the side of the coil housing will sometimes bring the pump back to life, but the long term solution is replacement of the points.
- 2) Diaphragm stiffens with age – this will usually cause the pump to run slowly or erratically. The only solution for this is to replace the diaphragm.
- 3) Leakage past valves – pump will seem to run at normal or faster rate, but no fuel is pumped, a vacuum gauge on the input to the pump will bounce up and down in time with fuel pump clicking. On the L or HP pumps, this will necessitate new valve disks and/or re-facing the valve seats. On the AUF 300 or AZX 1300 series, one or both of the valve assemblies will have to be replaced.
- 4) Broken pedestal (bakelite platform under the end cap where the points mount) – this is usually a problem only on the L and HP type pumps where the pedestal is not supported around the mounting screws, and then usually a owner induced failure by over tightening the mounting screws. This condition will stop the pump completely and is corrected with a new pedestal.

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- 5) Fuel leak – caused by loose coil housing to body screws, loose inlet/outlet fittings, split diaphragm or cracked pump body. A cracked pump body is a very unusual situation and with the price of new bodies, the best solution is a new pump. A split diaphragm requires replacement of the diaphragm while loose screws or fittings just requires tightening. It is a good idea to use some sealing compound on fitting threads and lock washers on screws.
- 6) Air leak – This will usually show up as fuel starvation at higher speeds. To check for this situation, disconnect the fuel line from the last carburetor in line and route it into a jar. Turn on the ignition and as the jar fills above the end of the line, watch for a stream of bubbles. The fix is the same as the above, plus checking the lines and fittings between the pump and the fuel tank.
- 7) Clogged lines – this can happen before or after the pump. Disconnect the line from the pump to the carburetors and replace it with a line into a jar or can, then turn on the ignition and see if fuel is pumped out of the pump. If so, the output line is clogged. If no fuel is pumped out, disconnect the line from the tank at the pump and turn on the ignition. If the pump runs, the line from the tank is clogged. Note: since a clogged input line will cause the pump to fail in a current on condition, leaving the ignition on for a long period of time in this condition will cause the swamping resistor wire to burn out, which will, in turn, cause excessive arching at the points and a reduced points life. If the pump is an all electronic pump this situation can result in a burned out circuit board which gets into many \$\$\$.

Instructions on repair, reassembly and adjustments of the pumps can be found in the shop manual or the Haynes manual for all of the cars. The information on the fuel pumps for the TD is in Section B.2 of the shop manual and section D.3 of the shop manual for the MGB (pre 74). In the Haynes manual for the MGBs it is in Chapter 3 sections 4 through 11. For all the other models, you will have to search your manuals for the information since I don't have the manuals for them. Repair parts for the pumps can be purchased through Moss Motors (<http://www.mossmotors.com/>), Victoria British (<http://www.victoriabritish.com/>), or directly from Burlen Fuel (<http://www.burlen.co.uk/>)

In parting, if you get stuck on your SU fuel pump, or you don't feel comfortable digging into them yourself, there are a number of us in the US who do SU fuel pump repairs or restorations. Below is a list of the people that I know of who work on SU fuel pumps. If you happen to know of other people who work on the SU fuel pumps, please let me know and I will add them to the list.

Tom Ball - 330-666-2642 *or* 330-867-9800

Dave DuBois – [SUFuelPumps@donobi.net](mailto:SUFuelPumps@donobi.net) or 360-479-0462 (after 9:00 a.m. Pacific time please)

Jerry Felper - [felperg@earthlink.net](mailto:felperg@earthlink.net) or 714-630-1074

Greg Van Hook - <http://www.vanhookvintage.com/> or 215-262-8547

Lew Palmer - [lpalmer@roundaboutmanor.com](mailto:lpalmer@roundaboutmanor.com)

For SU fuel pump services in the UK and Europe, contact:

Burlen Fuel System (rebuild service for all SU fuel pumps) - <http://www.burlen.co.uk/>

For SU fuel pump service in Australia, contact:

SU Midel Pty Ltd. (rebuild services for double ended pumps and LCS pumps) - <http://www.sumidel.com/>

Note: If you also repair SU fuel pumps or know of somebody not listed above who does, please send me an email with contact information for the person so I can add them to the list of people to contact for fuel pump repair.



## 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. (7/13)

**For Sale:** 1953 MG TD. Clipper blue with black interior, white canvas top and white full tonneau. Also, luggage rack, jack, and tool kit. Overall, a beautiful car. Not driven for a few years because of owner's health, but garaged and covered. \$13K. Jim Cooley, 937-244-0292. (6/13)

**For Sale:** MG Midget Factory Hardtop. Gloss black exterior. Needs painted interior surfaces. Original glass and seals. Rear glass has a couple of scratches but the glass is not available so cannot be replaced. Windows were tinted, but tinting should peel off easily. Top to body seals and side window seals are new. This top did not leak when on my '75 Midget. Should fit '66 thru '79 Sprites and Midgets. Asking \$500. Located in Englewood, OH. Larry Youngblood, (937) 836-5341 or [lyngbldoh@yahoo.com](mailto:lyngbldoh@yahoo.com). (6/13)

**For Sale:** Fiberglass Sebring front and rear valance. Purchased from Moss. Wife decided I should not install! Vents were removed from front panel due to some imperfections in fiberglass. I started to fix those problems. Panels have been stored in my attic for a year of so. \$120 for front panel w/vents and \$75 for rear panel. Larry Youngblood, (937) 836-5341 or [lyngbldoh@yahoo.com](mailto:lyngbldoh@yahoo.com). (6/13)

**For Sale:** 1988 Jaguar XJ6 Sedan. Nice paint, chrome, interior. New tires. Just out of 6-year storage. 75,000 miles. Overall, very nice car. \$6000 or best offer. Bob Charles, 513-267-1784. (5/13)

**For Sale:** 1947 TC that is in kit form. It is mostly there. The engine is assembled and thought to be in good shape. The body tub is all new wood and assembled; it only needs to be skinned. New panels seem to be there. Asking \$11K. We can deliver most

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anywhere within Ohio. Car has many pluses but it will be a project for rebuild. Call Dave Zyp 513-922-8076. (5/13)

**For Sale:** Complete Shurock Supercharger for a TD. It came off a running car and works very well. Increases power, greater speed. Asking \$3.5K. Call Dave Zyp 513-922-8076. (5/13)

## MG Car Club Minutes, June 26<sup>th</sup> Meeting

Diana Hodges

The meeting was called to order at 7:31... Skip, "It's 7:30 somewhere..." Ron pulls up a chair in the front of the room. Skip, "I'm glad the V.P. has my back."

**President's Report.** Skip, "I've decided that being under the big screen was not a good place to be." Terry, "How can we heckle from the back when we're in the front row?" Skip, "This little maneuver has been in the works for a while..."

Skip, "Wow, what a day." Dave Gribler, "It rained..." Skip, "It was good to be invited and to be a part of that." - *Referencing Joe Hooker's funeral and procession through Greene County.*

Skip, "So we're sitting at a light, rain pouring, and this Ford F150 4x4 pulled up next to us on Indian Ripple and the passenger window rolls down and this woman says, 'You guys look so cute in that little car, you getting wet?' Joe's birthday is August 3<sup>rd</sup>, BCD is August 3<sup>rd</sup>, there will be a cake and we're celebrating his 81<sup>st</sup> birthday."

Cheers to Joe Hooker.

Skip, "Register for BCD. We've only got 12 cars pre-registered. This weekend is the vintage weekend at Mid-Ohio. Tom Davis is racing his Elva." Dave McCann, "Did anyone see the article about the Ohio State Patrol. They rented Mid-Ohio for 4 days to train their officers in their new Dodge Chargers." *Must be nice...*

Skip, "The C2 Corvette, Ferrari and Aston Martin are the featured marques for the Concours d'Elegance this year. Rick Grant volunteered a couple of cars for the artist to use for this years painting. Dale Oakes called and asked if Jennifer and I could come over and drive a couple of Rick's cars over to Carillon Park for some pictures..." *Long story short, Skip got to drive an Aston DB5 and Jennifer drove the 1963 Corvette split-window coupe. Upon hearing this, I proceeded to throw chopped celery at said President as I LOVE Aston Martins and Corvettes! Grrrr....*

Skip, "That wraps up the longest presidents report of mankind."

**Vice President's Report.** Ron, "I got a call from Hammond and he's having some dizzy spells. He sounds otherwise okay, but he's missing the funeral and the meeting (it turns out that he was severely dehydrated – he's doing just fine now). I also wanted to bring in this award from Perrysburg to show the new awards that they are using this year..." Terry Looft, "Is that **your** award?" Kathy Goodman, "Why do you think he brought it in?"

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**Minutes** were next. Dave Goodman motioned to accept the Minutes as reported. Dick Smith seconded. Minutes approved.

**Treasurer's Report** was next. Bonnie Hankey gave her report. We had Total Income to the MGCC consisting of: (\$89.00). We therefore had a **Total Income of \$89.00**. Total Expenses: Gumball Rallye (\$10.00) + Octagon News Fees (\$295.20) + Other (\$40.00) = **A Total Expense of \$345.20. Total Loss to the MGCC was \$256.20**, that when subtracted from/to our existing Treasury balance of \$5,296.32 equals a new **Treasury Balance of \$5,001.12** in the primary checking and **\$378.95** in the savings account. Technically, we didn't vote so make something up. *Wait. That's a note to me. Not the Minutes so just ignore that last bit...* Terry Happensack motioned to accept. Lois Gribler seconded.

**Membership.** Carole Looft, "We have a new member here tonight. Kevin Meyers owns a 1955 TF that's been in his family forever. That brings our membership to 107. There were 34 members at Joe Hooker's funeral including Louie, Reuben & Pat Wasserman."

**Newsletter** was next. Steve Markman, "Nothing special to report, but I do have an MGA blanking panel if anyone needs/wants it." Carole Looft, "Terry and I will be on the way out to Portland next month when we normally should be getting the newsletter out. Is there anyone that can take over and get the newsletter out – that or we'll have to send it out early?" John and Linda Wolfe volunteered to do it. Kathy G, "Funny, I didn't hear John say a word..."

**Presidential Prerogative.** Skip, "I need to back up. The Gribblers received the Mac Spears Award. This is the highest award you can receive from NAMGAR, probably for driving their car to every event for the past 23 years." Dave, "25..."

Dar, "You need to point out that this is the 2<sup>nd</sup> month an MGCC member made the cover of MG Driver magazine." Skip, "We got a nice write up on GT-37 and the centerfold in 'Classic MG' magazine." Terry, "It's the back cover, the ass cover. Look at the over-riders on that one, is that a 74?"

**Webmaster** John Scocozzo. "Nothing new."

**Activities with Eddie.** Eddie, "So, how was Asheville?" Dave McCann Jr., "It was nice." Lois Gribler, "We got a lot of compliments for the show we put on." Eddie continued with the Activities. There's the Vintage Grand Prix at Mid-Ohio (*already over*) The Annual gathering in Oregon (*also already over by the time you get this*). Cincinnati BCD – July 14<sup>th</sup> (*again, it'll be over by the time you get this*). Skip, "Terry Happensack do you have anything about Cincinnati?" Terry, "Nothing." Skip, "What's wrong? You're normally all over this..." Terry H., "I'm not normal today." Carole Looft, "Today?" Carole continued, "Next year's NAMGBR is in French Lick, Indiana. June 15-18, 2014. Go to [www.mg-2014.com](http://www.mg-2014.com) for more details." Lois Gribler, "Can we get enough bail money into the beer trailer?"

**Beer Break** called at 8:21. Skip, "Wait a minute, our bar tender's gone!" Terry Looft, "Self Service!" **Back from Brake** at 8:40. Skip, "I hear it's hard to hear in the back of the room." Lois, "What?" Skip, "I hear that it's hard to hear in the back of the room. Lois, "What?" Skip, "I hear that it's hard to hear..." Secretary Hodges, "You actually fell for that?!?" Diana Hodges, "Twice!"

Skip, "Thanks to Mathew our bar tender. We tip like crap, but we're kind." Kathy Goodman, "Tip? What's that?" Eddie, "I think we have something for Tech Tips."

## The Octagon News – July 2013

**Old Business.** Steve Markman, “Louie’s not here. Neither is Hammond.” Dave Estelle, “There’s no old business, there’s no new business...” Skip, singing (and channeling Ethel Merman), “There’s NO business like OLD business like... *not to be confused with Louie’s ‘Ethyl’*”

Museum of Transportation. Dick Smith, “The city of Dayton isn’t doing quite exactly what they said they’d do. They want to cut their funding by \$8,000. It’s still on track, but it’s getting slowed down. Phil Johnson donated \$1,000 in a challenge bid. Joe Hooker donated \$1,001 right before he died. We’re getting a Mini Moke that’s in New York. Pete’s going to pick it up this month. Then he wants to swing by \_\_\_\_\_ (*something I missed*) on the way home.”

**BCD.** Skip, “Andy Nichols was the senior ranking British official at WPAFB. Andy’s been sent back home. His replacement is coming in July but doesn’t know anything about BCD. This should be interesting. Stay tuned. Everything else is pretty much on autopilot...”

We now come to **Tech Tips** presented by Ron Parks. Skip, “So we’re sitting in the funeral home and Linda Parks shows up.” Jennifer P., “I asked her ‘where’s Ron?’ Linda replied, ‘He’s waiting for a tow truck out by Fairfield Commons.’” Jennifer continued, “I asked Linda, ‘how’d you get here?’ To which Linda responded, ‘I drove my car. It runs.’”

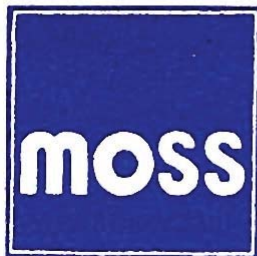
Skip, “The funeral director told us to turn on our high beams and 4-way flashers...” The British car contingent in attendance sent up a chuckle at this suggestion. High beams AND flashers...

**For Sale.** Bob Hanseman, “I have a 1959 MGA 1500 for sale. I’ve owned it since 1974-75 and it’s a good driver. It’s got some door and fender damage that needs replacing and it needs a paint job. I hit a no U-turn sign making a U-turn and now I’m getting rid of it since it’s been sitting since 1989. It was supposed to be my wife’s car and I wanted to fix it but now, after a hip replacement, my wife can’t get in it.”

**Gumball Rallye.** Carl Sparklin wins!  
Meeting adjourned at 9:01. We out!

The logo for MiniMania, featuring the word "MiniMania" in a stylized, bold, black font with a white outline. The letters are slightly slanted and have a jagged, hand-drawn appearance.The logo for MG AUTOMOTIVE, featuring the words "MG AUTOMOTIVE" in a bold, blue, sans-serif font. The letters are slightly slanted and have a white outline.

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