

# THE OCTAGON NEWS



Volume XL No. 10

August 2013

British Car Day Pictures and Winners  
Invitation To MG-2014



## From the President

Skip Peterson

I don't like waking up at 5 am and hearing rain pounding on the roof, especially when it's British Car Day. I went back to sleep for a while, but the drizzle was finally quitting when Jennifer and I took off in the van for Eastwood MetroPark about 6:45 am. I left the B at home for the time being, but as the weather cleared later in the morning, and cars started to fill the park, I hitched a ride back home and brought it out.

In the end, we had a solid turnout of 208 registered cars, down a bit, but with the weather forecast, and British shows in Cleveland and Indy, I think we did just fine. A big thank you to every member who pitched in to help in any way. A big thank you also to our partners, the members of the Miami Valley Triumphs for everything they did, and also the Five Rivers MetroParks. In a side joke, this year the gate was open by 7 am, but we waited until Ed showed up to turn the power on. We still had coffee shortly after 8 am, and Ed,



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, August 28, 2013**

## MG Car Club Officers

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### Inside This Issue

3	British Car Day Pictures
4	British Car Day Winners
7	MGB Starters
10	Minutes From July 24 <sup>th</sup> Meeting

## Upcoming MGCC Events

**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

**Oct:**

30 – Meeting at Buffalo Wild Wings

*See meeting minutes for other area activities!!*

who has been working for the park at our event for the last few years, is always very helpful. More trash bags, checks the restroom, he's just a great guy who does anything we ask. We offer him a free lunch, but he always says he just ate.

It was also great to see our old buddy John Dixon on the grounds to present the Taj Ma Garaj Award. John is battling some health issues, but even in a wheel chair, he managed to spend about an hour to pick the car he would like in his Taj collection. Dave Tietmeyer's Sunbeam Tiger won, and John had a twinkle in his eye as he handed out the award with his trademark irreverence and double entendre's. His sense of humor is still intact, and for those who don't know, while he has a collection of Porsches, he started with British Cars and until last year, always entered his Land Rover at BCD. He won an award of excellence the year he washed it before he came over.

The day ended with blue skies, and we were all pretty tired as we headed home. Sunday was a chance to unload the vans and store the BCD stuff for another year and relax.

Monday morning, the phone rang pretty early, and when I noticed it was the Wolfe's number, I had a sense it was not going to be a good call. Linda Wolfe delivered the sad news that Jill McCamey had passed away on Sunday. I saw Jill at BCD on Saturday; she dropped by the stand and bought lunch and chatted with some folks. Charley won his class with his MGB, of which he is the original owner. We even joked a bit during the awards about the fact it's never been restored, and still has a Wright Pat ID sticker on the front bumper.

How quickly our lives can change. I gave Charley a big hug today at the funeral, and it's a reminder to me, and it should be to all of us, hug the one's you love, don't take tomorrow for granted, and cherish the days, whether you're at a car show or your kids soccer game. Rest in Peace, Jill, you brought a lot of happiness to your family and friends, and for 57 years to Charley, who will miss you the most.



We send our condolences to the McCamey family on the loss of a wonderful wife, mother and friend to all who knew her.

# Pictures from British Car Day



## BCD 2013 Winners

Total at Show - 208

As usual, Skip Peterson had everything well under control. Thanks again to Skip and his crew of volunteers for another great show.



### ***MGT***

1. Steve & Jayne Powell  
1948 MGTC

### ***MGA***

1. Phil Roberts 1959 MGA  
AE. Jim Justice  
AE. Mike Razor

### ***MGB 63-67***

1. William Hunter 1963  
MGB

### ***MGB 68-74***

1. Ron Parks 1974 MGB  
AE. Denny Osborne  
AE. Terry Looft  
AE. Skip Peterson  
AE. Dane Petrie  
AE. Graham Cooper

### ***MGB GT***

1. Ben Grabow 1974 MGB  
GT

### ***MGC***

1. Tony & Janet Shoviak

### ***MGB '75-'80***

1. Charley McCamey 1975  
MGB  
AE. Cheryl Ross  
AE. Richard Pratt  
AE. Tim Lewis

### ***Midget***

1. George Chase 1970 MG  
Midget

### ***TR 2 & 3***

1. John Coutant 1959 TR-3  
AE. Max Ruebin

### ***TR 4 & 250***

1. Bruce Miles 1968 TR 250  
AE. Mike Smith

### ***TR 6 '67-'72***

1. Herb Puls

### ***TR 6 '73-'76***

1. Vic Sniveley 1975 TR-6  
AE. Harry Mague  
AE. Neil Erikson  
AE. Dann Poindexter  
AE. Bo Wagner

### ***TR 7 & 8***

1. Keith Hartman 1980 TR7

### ***Stag***

1. Bruce Clough 1973 Stag

### ***Spitfire I-II-III***

1. Bill Burleigh

### ***Spitfire IV***

1. Harry Plisevich

### ***Spitfire 1500***

1. Ralph Weiss 1979 Spitfire  
AE. Ronald Glett

### ***Spitfire '78-'80***

1. John Timpone 1978  
Spitfire

### ***GT 6***

### ***Jaguar XK***

1. Richard Davis 1959  
XK150

### ***Jaguar XKE***

1. Dick Dearing 1964 XKE  
coupe  
AE. Gary Carroll  
AE. Joe Gerst

### ***Jaguar XJ/Sedans***

1. Dana Springer 1988 XJ  
convertible  
AE. Dane Springer  
AE. Michael Goetz  
AE. Rich & Lori Compton

### ***Austin Healey 100***

1. Greg Sipe. 1955 100-4

### ***Austin Healey 3000***

1. Bernie Grabow 1966 3000  
AE. Mike & Kim Bush

### ***Austin Healey Sprite***

1. Don Bixler 1959 Bugeye

## The Octagon News – August 2013

### **Land Rover**

1. Nick Wilson 2001  
Discovery

### **Lotus**

1. Greg Corson 1972 Europa  
AE. Maxxed Stout

### **Classic Mini**

1. Tim Bosse 1975 Clubman  
AE. Greg Grooms  
AE. Jason Pigg

### **New Mini**

1. Mike & Nancy Edgerton  
05 Cooper S

### **Sunbeam Alpine**

1. Jean Webb 67 Alpine 5  
AE. Bob Tompson  
AE. Karl Keyes

### **Sunbeam Tiger**

1. Jim & Diane Ebert 67  
Tiger Mk II  
AE. Mak Rense  
AE. David Tiettmeyer

### **Morgan**

#### **Motorcycles**

1. Bob Piper 74 Triumph

#### **British Conversions**

1. Mike Moor, 75 MGB  
AE. Eddie Cole

#### **Open Class thru 1965**

1. Don Williams 57 Morris  
Panel Delivery

#### **Open Class '66 and later**

1. Dale Ballinger, 74 Jensen  
Healey

#### **Class of '63**

#### **Aston Martin**

1. Robert Shinkle. 98  
Vantage

#### **Diamond in the Rough**

1. Jason Hall 66 Tiger Mk  
IA

#### **European Open**

1. Steve Emerson, 76 Lancia

### **Premier Class**

1. Davie Roberts, 61 Austin-  
Healey 3000  
AE. Tony & Janet Shoviak  
AE. Chris & Chuck White  
AE. Tom Davis  
AE. Dale & Carolyn  
Livingston  
AE. Roy Owens  
AE. Robbert Maassel  
AE. Jeff Bartgh

### **Rangers Choice**

John Schrimpf, Jaguar  
XK140 Coupe

### **Taj Ma Garaj Most Unique Vehicle**

David Tiettmeyer, Sunbeam  
Tiger

### **Best of Show**

Greg Sipe 55 Austin Healey  
100-4

## Welcome New Members

Kevin Myers 3942 Fieldcrest Drive Beavercreek, OH 45431 (937) 367-3796 <a href="mailto:kamyers1234@gmail.com">kamyers1234@gmail.com</a> 1955 MG TF	Charles W. Anderson 9866 Scotch Pine Drive Springboro, Ohio 45066 (937) 902-0030 MGTD Midget
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## Invitation To MG-2014



**W**e would like to extend to you and your club members a personal invitation to the NAMGBR National Convention June 15-19, 2014 at French Lick Springs Resort in French Lick, Indiana. The Illinois Flatland British Car Club (Flatlanders) and Southern Indiana Region British Car Club (SIR BRIT) are proud to be the hosts for the 2014 NAMGBR Convention. Since NAMGBR is run by volunteer Officers and Coordinators spread all over the country, the convention has to be sponsored by local chapters with the manpower to plan and oversee all aspects of the event.

A large number of NAMGBR chapters (British Car Clubs) are clubs that have all British Marques rather than just MGBs, Midgets, MG 1100-1300, and Post Abingdon MG, which are covered under their banner. We feel that as long as car owners are members of the local clubs that make up NAMGBR they should be included at the convention and be able to participate in all events.

For the car show, even though the classes for the covered cars are more extensive, all the major Marques will have a class. All car owners that are not NAMGBR members will be asked to pay \$10.00 extra for their registration. Please remind them that membership in NAMGBR provides the club, their Officers, and their events liability insurance at no cost. All members also receive 6 bi-monthly color magazines featuring regional events, Chapter stories, tech articles, for sale ads, and etc. for \$30.00 dues per year.

The French Lick Resort is a National Historic Landmark, built in 1850 and totally renovated in 2005 for \$580 million dollars including the two hotels (French Lick Springs Hotel & West Baden Springs Hotel) also 3 golf courses (latest- Pete Dye PGA quality), Casino, 2 Spas, bowling alley, event center, sports center, Indoor & outdoor swimming pools, 15 restaurants of all varieties. The Resort sits on 2000 acres adjacent to the Hoosier National Forest which has great scenic drives. The host hotel (French Lick Springs Hotel) has 175 rooms per night blocked for our use, but the hotel has 440 rooms available at our rate as long as they are not reserved. If you are thinking of attending, get your room reservation early so you can be in the middle of the convention's events.

Optional events for the convention includes train rides, indoor go-kart racing, wine tours, scenic drives in the Hoosier National Forest and along the Ohio River, drive and dinner to Spring Mill State Park Lodge, drive-in movie, scenic drive and bus shopping trips to quaint Nashville, Indiana in Brown County which has over 120 shops and restaurants.

All the information on the host hotel and registration forms will be available in August 2013 on the [www.namgbr.org](http://www.namgbr.org) and [mg-2014.com](http://mg-2014.com) websites.

We also will have awards for chapter/clubs with the most member attending. The MG-2014 Convention Committee consists of:

SIR BRIT- Ray Graham- 812-490-1084,  
DavidMullen- 812-305-5511,  
Flatlanders- Dick Brown- 309-662-3020,  
Denny Elimon- 217-649-6925,

## MGB Starters

Joe Carroll Canadian ClassicMG Club  
(reprinted without permission from the Cleveland MG Club)

All electric starter motors in use today share the same technology, which had its origins in ailments like carpal tunnel syndrome. Many years ago, all cash registers were huge brass monsters on which, when a handle was turned, the sale amount came up on a window and the cash drawer opened. These machines caused thousands of sore arms, wrists and shoulders every month. A designer at the Dayton Engineering Laboratories Co. had a revolutionary solution for the problem. He reasoned that a tiny motor could put out many times its rated power if it only operated intermittently. Thus the National Electric Cash Register” was born.

Some years later, various styles of automotive self-starters were introduced to replace the hand crank, and the one that got the nod was, you’ve guessed it, the Delco. Once again, a tiny motor providing many times its normal horsepower would start a large engine intermittently.

All starters used on our MGs operate on a geared system; a gear on the starter shaft engages a gear on the flywheel of the engine. How the gears engage with each other is done in two different ways: by ‘inertia’ and by a ‘solenoid-lever’ system. Both systems were built by Lucas for the MGB.

The earliest system was the ‘inertia’ system and was used on MGBs until the end of the 1967 model year. In this rather crude system, the starter is a series-wound, very powerful motor which, when turned on, accelerates rapidly. On the end of the motor shaft is a small gear, or pinion mounted on a ‘fast’ thread. The sudden speed of the motor sends the pinion spinning in the direction of the flywheel gear, where the two mesh and turn the crankshaft. The engine then starts, and because it turns faster than the starter, it sends the pinion back down the ‘fast’ thread out of engagement. Because of the violence of this affair, the pinion is cushioned by sturdy springs, and it and the ‘flywheel’ ring gear are made of tough alloy steel.

From 1968 until the end of the MGB, Lucas supplied their ‘pre-engaged’ starter. This unit is a much more civilized piece of kit. The pinion is moved along the motor shaft by a forked lever, powered by a solenoid. When the pinion meshes with the ring gear, and not before, the motor is switched on and the engine starts. None of the violence and crashing of the inertia starter with this system.

Both types of motors use a lot of current and heavy cables are used to supply the solenoids that switch them on. This heavy cable also supplies current to the rest of the car, via extra live terminals at the solenoid. For the inertia starter, the solenoid is mounted on the right-hand side of the engine compartment, near the power distribution/fuse block. A handy feature of the original Lucas solenoid on early Bs is a rubber push-button, which allows remote operation of the starter for compression tests, etc. Always make sure that the gearbox is neutral before using the remote button. The preengaged unit has the solenoid mounted on the starter body, because it has to operate the pinion before starting the motor.

## The Octagon News – August 2013

Unfortunately, the solenoid is on the lower part of the starter, where it attracts oil and other fluids as well as road dirt. Some of these starters have covers to protect the solenoid and its electric connections.

Problems? Eventually the ring gear wears in one place only. When worn more than half way through, the gear will require replacement, which involves removing the engine. When you have this problem, you can get the car started by putting the car in gear and then moving it a little. This will present an unworn part of the ring gear to the starter and the engine should start. The solenoid on the pre-engaged starter and its lever can wear out, and on high mileage cars, both types can require replacement of the brushes inside the motor.

The inertia starter has some problems of its own. The pinion, and the thread it moves on, is called a 'Bendix' drive in North America. It is a rather expensive part and with all the crashing and banging the ends of the "Bendix" drive pinion become rounded off and contribute to jamming of the starter mechanism. One 'fix' is to replace the Bendix, while the one I have done is to remove the starter and with a small grinder, restore the original 'chisel', not round, shape to the pinion teeth ends. The good fellows at Joseph Lucas were aware of this problem and offered this solution to a jammed pinion. At the forward end of the starter, close to the oil filter, there is a square shaft end protruding. Place a 7/16" open-end wrench or a 7/16" eight-point socket on the end and rotate the starter shaft. The jammed pinion will release. Some starters have a small, removable dust cap over the square. Never, never, rock an MG with this starter to clear a jam. This starter does not have an outboard shaft bearing, and the shaft readily bends with this treatment, ruining the starter.

Troubleshooting: All the heavy cable connections must be clean and tight. The battery earth (ground) cable must also be tight to the body, as must the woven shunts around the motor mounts. Wiring from the ignition switch to the solenoid can be checked with a test light or meter, and of course there is always the remote button on early cars. If the motor-mount braided shunts are missing or loose, the heavy motor current is carried to ground by the speedo, choke and accelerator cables - very messy!

## 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.*

**Wanted:** Hood/bonnet for my 58 MGA. I am looking to buy one that is in good condition. Mike Hirsch 937-429-4202 (8/13)

**For Sale:** 1979 Mg Midget. New paint (red), black hardtop, stock rims, at the stage of fitting headlamp rims. 82k miles. Akron, OH. Asking \$2k. 330-577-6623. Ask for Mr. Vance. (8/13)



In other club news, Ron Parks, wearing his MG regalia, as usual, went fishing again this year.



## The Octagon News – August 2013

**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 or 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)

## MG Car Club Minutes, July 24<sup>th</sup> Meeting

Diana Hodges

Before the meeting starts, Jennifer Peterson, "OMG! Louie's here!" Applause from those in attendance...

Meeting called to order at 7:36 with a relatively small turnout (about 30) by President Skip Peterson.

Skip, "Without the usual suspects at THAT table, things seem to be going smoother already! I took one of your bar stool... this is better than standing, I'm looking down on the flock."

Skip continued, "August & September. Two meetings to go. This hope and change thing, I had no idea what I was in for." Charlie McCamey, "You set a record yet?" Skip, "No and it's frustrating me. We actually had some ask for their money back. Louie, you sold the Spitfire right?" Louie, "Yup..." Skip, "...hands off Louie now. He no longer owns a Triumph." Louie, "Ron, you're on your own now."

Skip continued, "I was doing a little tune up on the MGB and I cut my cheek on the license plate. Then, while the oil was draining, I decided to pull the sparkplugs. I heard the splash that the first plug made when it hit the drain pan for the oil..."

BCD is on August 3<sup>rd</sup>, as always. Dayton Daily News erroneously published the date as July 28<sup>th</sup>. They promised they'd get it right this year. Cleveland and Indianapolis are both having their British Motor Days on the same day. They're coming after us. The Zorn's MIGHT be in attendance this year, and if so, you'll be able to get all sorts of LBC trinkets and goodies.

Bill Hammond, "Am I still banned from food preparation?" Jennifer P, "Yes! Bill can't be trusted with buns." *This of course led to the usual plethora of jokes and double-entendre...*

Skip, "We've got a problem with the RAF." Eddie Hill, "Are they gonna bomb us?" Skip, "No, but Andy said that he talked to everyone in the office and they're all busy so far." Steve Markman, "Just call the base and ask to speak to an RAF officer." Skip, "We might not have an RAF award, but the Park Rangers have assured us that they'll be there. If we can remember, we'll try to give the longest drive award as well."

John & Linda Wolfe aren't here this week because it's their 48<sup>th</sup> wedding anniversary. John just turned 80. They're in upstate NY. Jennifer P., "We have members who've celebrated their 50<sup>th</sup> – Mike & Nancy Edgerton." Louie, "Wait until you hit 63." Skip, "Nancy said they've had 7 happy years." Nancy E., "Did I say it was that many?"

In other news, Pat & Reuben Wasserman wanted to know if anyone is interested in driving their MGC automatic to BCD? We also got a nice thank you note from the Hooker family.

Skip, "No one's here. There's no heckling from the Gribblers. The Loofts aren't here. Linda and John Wolfe – half the sunshine committee – aren't here."

**Vice President** Ron Parks. "The President was healthy so, I had to do nothing this month. I went fishing in Canada and caught at least on fish every day. Louie, I'm all alone here..." Louie, "Yup" Ron, "...but I might be starting Brand-X car tomorrow." Skip, "If there's a fire I'm sure we'll hear about it on the news. That's why I'm not allowed to own welding equipment..."

**Minutes** were next. Charlie McCamey motioned to accept the Minutes as reported. Jennifer Peterson seconded. Minutes approved. Eddie, "It's so lackluster tonight. There's no point in opposing because there no opposition."

**Treasurer's Report** was next. Bonnie Hankey gave her report. We had Total Income to the MGCC consisting of: (\$0.00). We therefore had a **Total Income of \$0.00**. Total Expenses: Gumball Rallye (\$10.00) + Octagon News Fees (\$295.20) + Other (\$106.95.00) = **A Total Expense of \$402.15**. **Total Loss to the MGCC was \$402.15**, that when subtracted from/to our existing Treasury balance of **\$5,001.12** equals a new **Treasury Balance of \$4,598.97** in the primary checking and **\$378.95** in the savings account. Louie motioned to accept the Treasurer's report as presented. Bill Hammond seconded. Report approved. Skip, "I forgot, I've got \$21 for membership purposes."

Skip, "I'm changing hats now and filling in for Carole." Bonnie Hankey, "Do you need a wig?" Skip, "Probably. Mr. Wittberg (*sp?*) has renewed and stopped by tonight. Also Jack Hardesty (*sp?*) has joined the club." Mike Edgerton, "He used to be an MG dealer in Lima Ohio."

Skip, "Terry Looft told me that he'd give us a call and give us an update on the Oregon trip but my cell phone is laying on the counter at home. I know how to operate the speaker, but it helps to have the phone. Apparently, everything in Oregon is humming along just fine. In other news, we have these little business cards. They still have Knights of Columbus as our meeting place. We need new ones. If I get on this quickly, we might be able to have them in time for BCD." Bill Hammond and Charlie McCamey motion to spend up to \$50ish to get them printed. The MGCC approves.

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## The Octagon News – August 2013

Mike Edgerton, “Apparently the website still has Knights of Columbus as well. Is this old business or new business?” Skip, “I’d say that’s old.”

**Newsletter.** Steve Markman, “Thanks to John and Linda Wolfe for newsletter distribution this month. I did something I’ve never done before, I repeated an article on SU Carbs.” *Club members gasped, one person fainted. Someone threw a rotten tomato... Really?!? Who keeps rotten tomatoes?!?* Steve continued “I thought that maybe someone in the club could use a refresher on these pesky things.” (at which point Ron Parks blushed).

Jennifer’s phone rings... Skip, “Terry, can you hear me now?” Terry Looft, “I can hear you just fine. The trip’s going fantastic. The one thing we feel bad about is that tomorrow’s our last day. We’ve been running 60-65 mph in the heat with no problem. About 300 cars, but otherwise, no problem. We haven’t really had to touch a car, just minimal adjustments. We’re in Orville Iowa. We’ve got about 500 miles to go. We did 540 today. So far we’ve done about 5,200-5,300 miles. Tomorrow will be day 19. It’s gone by real fast. We went to the bar from Animal House where Otis Day was performing. We’ll be back for BCD and then the week after that, we’ll be in Grand Rapids.”

Skip, “Can you call a beer break from where you are?” Terry, “Beer Break!”

Skip, “We’re not really going to beer break right now, Steve, let’s finish your report before we actually take that break.” Steve Markman continued, “It’s been 3 or 4 years since I ran a pet-of-the-month article. Since then we’ve had 100% turnover in or pets. Unless I get some more articles, there might be some new pet-of-the-month articles coming.” Skip, “I wrote 700 words last month.” Steve, “That helped.”

Skip, “**Sunshine Committee.** There’s no one here that can really fill us in. Similarly, our Webmaster is also not here either so we’ve got nothing there either.”

Skip, “Eddie, I hate to break into your conversation...” Eddie, “I thought I heard ‘Beer Break’ Why are we still here?” Skip, “Nope, we need to get some other stuff done and we’re waiting on you.” Eddie, “In that case, I’ll make it quick. Sunday, August 11<sup>th</sup> WPAFB is having a Show-n-Shine at the parking lot across from the USAF Museum. The only other thing that’s coming up is BCD. I’m sure gonna miss Joe’s 200ft tape measurer. Friday, between 6-6:30 we’ll start laying out the show field and stuffing bags.”

Skip, “In other news, we’re having issues with the summer picnic. August is filling up and the people who thought they could do it aren’t going to be able to. The Powell’s are turning their Spring Tour into our fall drive so that’s taken care of our fall drive, but we’re just having too much trouble coming up with a good situation for the fall picnic. So, based on that, let’s table the picnic for this year and work on it next year.”

With that, we’ll call the actual Beer Brake at 8:12  
Back from break 8:30

Skip, “Let’s get this party started, or wrapped up, or something... I could have been up at Eldora watching the truck race from a suite. But there are about 27,000 people in a space designed for about 10,000.”

**Old Business.** Skip, “As I look across the room, there’s much we can talk about (*joke about the old folk for those new to the plot*). Skip, “To the servers, ‘How are we compared to other groups?’” Server 1, “I think you guys are great, you’re easy.” Mike Edgerton “You called us easy?”

## The Octagon News – August 2013

Hammond, “I’ve never seen the coffers this high. I think we should think about making a donation to a local charity.” Skip, “I think we should wait until after BCD and make it around the holiday when there’s more of a need.” Hammond, “Agreed.”

Skip, “Next year’s NAMGBR is in French Lick, Indiana. The show is going to be Monday-Wednesday with checkout on Thursday. There’s a special reservation code at the French Lick Springs Hotel. MG2014 is the code. [www.Mg-2014.com](http://www.Mg-2014.com). It’s about a 4 hour drive so if we want to caravan over, we’ll allow for a day. It took us almost 9 hours to get to Gatlinburg. Every stop was 45 minutes.”

Skip, “Dick, anything on the Museum?” Dick Smith, “We’ve got the Best-in-Show trophy for BCD. We’ve also got the ¼ scale MG TD that Joe Hooker was working on. His family graciously donated it.” Eddie, “But not those 200 foot tape measurers?”

Tech Tips. Steve Markman. “Don’t fill your gas tank to the fullest. I filled up the car after I got home with some gas I had in a can in the garage at home. The next morning, there was gas all over the top of the car and the paint around the filler had bubbled. I let it sit a couple of days and the paint went back down but I’m sure it didn’t adhere too well. I put some superglue around the top edge and I’ll let you know how it goes.” New member Wittberg asks a question about ethanol in gas affecting our cars. Steve Miller, “I know that ethanol isn’t good for our cars. If it’s got natural rubber, alcohol’s just not good.”

Ron Parks, “I read an article that Steve Powell gave me. It talked about letting your brake system rest for a few days before you bleed it. It lets most of the air settle out and your job of bleeding is much easier.” The MGCC was skeptical, but Steve Miller said it’s actually a good way to get a lot of the hard work done. *Not like it’s the first time we’ve been skeptical and wrong all in the same breath. More like the first time THIS meeting...*

Dave McCann, “Can we buy Eddie a 200ft tape to keep him from complaining?” Skip, “Yeah, just go buy one. If you can find one at harbor Freight, just go buy one so we’ve got one for the future. Not like we’re not going to use it.”

New member Louie DiPasquale drew for Gumball Rallye. Skip, “We’ve missed you Louie.” Louie, “I’m glad someone missed me.” Gumball is won by Mike Edgerton.

Dick Smith motioned to adjourn. Dave McCann seconded motion. We’re done.



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