

THE OCTAGON NEWS



Volume XLI No. 2

November 2013

New Club Sweatshirts Now Available
Ohio GOOF LXXXVI



From the President

Ron Parks

Here we are going into the Holidays, already! Our driving events for the year are over. I hope you were able to drive your MG to the Pub run in Oregonia. As I am writing this, we don't know for sure, but I think it would be safe to assume a good time was had by all who attended.

We're into fall activities now and there are two that you should know about:

First, you may recall my run-in with a raccoon last year when riding my bicycle that resulted in a broken collar bone. You may also recall that the club, very thoughtfully, gave me a raccoon skin cap, with the raccoon tail on the back. Well, I wanted all of you well meaning members to know that I put it to good use. No, I did not put the raccoon tail on the antenna of my MG! However, dressed as a raccoon, I handed out candy to my students as they left the school bus at Halloween time. (See photo of raccoon school bus driver).



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, November 20, 2013

MG Car Club Officers

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Inside This Issue

3	New Club Sweatshirts
4	A Brief History of Automobile Tyres
7	10 Tips to Avoid Speeding Tickets
10	Minutes From October Meeting

Upcoming MGCC Events

Nov:

20 – Meeting at Buffalo Wild Wings
(note – one week early)

Dec:

14 – Holiday party at Buffalo Wild Wings

****No meeting – Happy holidays

See meeting minutes for other area activities!!

The second fall activity I want to tell you about is the second fall tour of the MG Car Club. No, it was not in our MGs and was not widely publicized. Some of us took a bicycle tour last Sunday, riding on the bike path from Xenia to Jamestown, Ohio. Sam and Diane Hodges, Dar Planeaux and I along with some other, non-MG Car Club member friends made the trek. It was a beautiful sunny day, albeit a little cool. We followed a spur off the bike path to the McDonald's restaurant in Jamestown for lunch/snacks. This



tour wasn't all that different from an MG tour, as there were repairs to be made. (See photo)

The November meeting will bring information for ordering our new sweatshirts. Other regalia items will be available, too, for your Holiday shopping convenience. We'll also make some decisions regarding the club's Holiday charitable donations.

Hope to see you on the road and at a meeting.



Not Too Late - Membership Renewal Time

Carole Looft

If you missed the September meeting, you lost your chance to elect our new officers, but it's not too late to continue your membership for this year. If you haven't renewed yet, this will be your final newsletter and your name will be dropped from our membership roster at the beginning of the year. You can pay at our next meeting on October 23rd, or mail them to:

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

Renewals are \$18/year for current members. *Dues are only pro-rated for new memberships.* If you need to make any corrections or additions to the contact information we have on file, drop a note along with your payment, and we will update our records. Thanks.

New Club Sweatshirts

Carole Looft

We are preparing to order new club sweatshirts and will be ordering for those members who send in an order form. The shirts will be a light blue with your choice of a large logo or a small one. This is a screen printed logo. The color is close to what you see here, but may vary somewhat. As with our previous sweatshirts, the name brand is Gildan. The price will be \$12 per shirt for S-XL. There will be an extra charge for 2XL or larger. If you are interested in ordering, fill out the form and bring to the November meeting, or email me with your preferences. Also, if you have any questions, just email. clooft@earthlink.net



Sweatshirt Order Form

Name _____

Phone # _____

Size/how many S ___ M ___ L ___ XL ___ 2XL ___ Logo Size: small ___ large ___



Ohio GOOF LXXXVI - Spring 2014

WHERE: Ohio University Inn & Conference Center, 331 Richland Ave, Athens, Ohio 45701

Located near downtown Athens and on the Ohio University campus, the OU Inn is a first class, full service hotel with food and drink.

WHEN: June 20 thru 22, 2014

WHO: Hosted by David & Ellen Shelburne

WHY: MG Fun! (and more!) Drive your MG on some of the best rally roads in the state and pay a visit to "The Enchanted Isle" in the Ohio River. Enjoy driving your T-type on the hilly, twisty, sports car roads of Southeast Ohio, including 17 miles of State Route 555, proclaimed by (former club member) Phil Smith to be the premiere rally road in the state. Our serpentine route along uncrowded roads through the green countryside will lead us to the Ohio River and back in time aboard a sternwheel riverboat to an island in the river, the site of one of the most amazing episodes of American history. The ladies should especially enjoy it. Be prepared for an adventure.

Hotel Reservations: We have a discounted room rate of \$106 plus 13% tax. The regular room rate is \$158 including the tax and you must make your reservation 30 days in advance (by May 20th) to get the discounted rate. Also, only 30 rooms are available at the discount rate, so first come, first served. After the 30 are gone you will have to pay full rate. Like most establishments, only a certain percentage of their rooms are allowed to be discounted. Make your reservations under "MG Car Club."

Warning: Though there are no statistics to prove it, Athens Ohio probably has the highest number of bars per capita than any other city in the state. Since I've been told most Ohio T drivers are T-Totalers, beware of bar owners trying to seduce you into their establishments. On the other hand, perhaps I misinterpreted their meaning of T-totalers. (Perhaps they were referring to our T-cars.) In that case, those dedicated enough could stick around for "Brew Week" starting the following Monday where you can taste about every beer that is brewed.

Join us next June on the brick streets of Ohio's first college town, where our MGs will feel right at home. Contact me for more info at david@shelburnefilms.com

A Brief History of Automobile Tyres

Steve Markman

Who knows when the wheel was invented. After centuries (or milenia) of placing heavy objects on several logs placed side by side, someone obviously discovered that they could slice off a piece of the log and mount it on a shaft. Presto...no more moving the log from behind the object being moved and repositioning the log in front. After a few miles, I suppose the wheel would split and they'd have to make a new one. But, still, it was an improvement.

The earliest tires were bands of iron (later steel), placed around the wooden wheel. The tire would be

The Octagon News – November 2013

heated enough to make it expand, then placed over the wheel and quenched quickly, causing the metal to contract and fit tightly on the wheel. The outer ring served to "tie" the wheel segments together for use, providing also a wear-resistant surface on the perimeter of the wheel. The word "tire" thus emerged as a variant spelling to refer to the metal bands used to "tie" the wheels. A skilled worker, known as a wheelwright, carried out this work.

One of the early discoveries that made rubber an excellent material for tires was the process called vulcanizing. At high temperatures, rubber would become sticky or melt. At low temperatures, it would become brittle. These qualities made rubber impractical to use for most industrial applications. During vulcanization, the milky latex from a rubber tree is combined with a curing ingredient — usually sulphur — and heated under pressure. This process, which was discovered by an American inventor named Charles Goodyear in 1839, made the rubber more stable, tougher and more resistant to heat, which made it more useful for industrial purposes. Its name comes from Vulcan, the Roman god of smiths.

Goodyear had experimented with rubber for several years before discovering vulcanization. A former hardware store owner who had no scientific training or knowledge of chemicals. It is often said that his discovery was by accident after a mixture of sulphur and rubber gum splattered onto a hot stove and formed a hardened material. Goodyear, however, denied that it was accidental, but rather the result of a series of experiments and observations.

Goodyear sent samples of his cured rubber to British rubber plants. An Englishman named Thomas Hancock, who had been trying to make weatherproof rubber for 20 years, saw one of the samples and he noticed a telltale yellowish powdery residue — sulphur — on the surface of the sample. Hancock reinvented the process in 1843, four years after Goodyear. Goodyear obtained the United States patent for this process in 1844, but when he applied for the British patent, he found that Hancock had beaten him to it.

The first solid rubber tires appeared in the mid-1800s. Pneumatic, or air-filled, tire, was patented as early as 1845. Despite their better ability to absorb shock, solid rubber tires still were preferred because of their durability, so pneumatic tires never really caught on. The popularity of bicycles in the late 1800s revived the idea of the pneumatic tire, and in 1888 a veterinary surgeon in Belfast, Ireland named John Boyd Dunlop obtained a patent for a pneumatic bicycle tire. Necessity being the mother of invention, Dunlop did this in an effort to prevent the headaches his son would get while riding on rough roads.

The first use of pneumatic tires for automobiles was pioneered by the Michelin brothers, André and Édouard. They equipped a car with pneumatic tires and drove it in the 1895 Paris-Bordeaux road race. Though André and Édouard didn't win the race, they generated popular interest in pneumatic tires, and Michelin & Cie became a leading producer of tires in Europe. Aided by legislation that discouraged their use because they were hard on the roads, solid rubber tires quickly disappeared from the highways.

In 1898 Goodyear Tire and Rubber Company—named after George Goodyear, the discoverer of vulcanized rubber—was formed in America by Frank Seiberling. Then, the Firestone Tire & Rubber Company was started by Harvey Firestone in 1900. Other tire makers followed.

For the next fifty years, automobile tires were made of an inner tube that contained compressed air and an outer casing that protected the inner tube and provided traction. The rubber that made the casing was reinforced by layers or "plys" of rubberized fabric cords embedded in the rubber. The tires made during this period were known as bias-ply tires because the plys ran across the tire in alternating diagonal layers at about a 55 degree angle to the wheel rim. Bias-ply tires continue to be made and are sold as authentic equipment for antique and collector cars that were made during this period.

The Octagon News – November 2013

Michelin first introduced steel-belted radial tires in Europe in 1948. Radial tires are so named because the ply cords radiate at a 90 degree angle from the wheel rim, and the casing is strengthened by a belt of steel fabric that runs around the circumference of the tire. In radial tires the ply cords are made of nylon, rayon, or polyester. The advantages of radial tires include longer tread life, better steering characteristics, and less rolling resistance, which increases gas mileage. On the other hand, radials have a harder riding quality, and since they are technologically more complex than bias-ply tires, they are about 45 percent more expensive to make. Because of their construction, radial tires require a different suspension system from that used by cars designed for bias-ply tires. It is generally recommended that radial tires not be used on cars designed for bias-ply tires. (Editor's note – I have radial tires on my MG TD and was amazed by the more-solid feel they gave the car. But, I don't drive the car at highway speeds; 55 is about my limit, and then just for short spurts.)

Over the next 20 years radial tires became standard on new cars outside of America. Michelin in France, Bridgestone in Japan, Pirelli in Italy, and Continental in Germany became major radial tire manufacturers. Automobile tires everywhere became tubeless as tire technology improved. But, American manufacturers were hesitant to switch from bias to radial tires.

Both the American automobile manufacturers and the tire companies fought the radial tire. Detroit, home of the American automobile, was afraid of how much it would cost to redesign automobile suspensions to accept radial tires. The tire industry was afraid of how much it would cost to retool the entire American tire industry to make the more costly radial tires. Not happy with the threat of having to make tremendous investments, most American automobile makers and tire manufacturers wrote off the radial tire as "a freak product that isn't going anywhere."

With the notable exception of B.F. Goodrich, American tire companies felt that the American public wasn't ready to pay a lot more for the harder ride that radials produced, and they stuck to making bias ply tires. Goodrich bucked this trend by investing heavily in radial tire technology, only to have their tire—the Silvertown Radial 900, introduced in 1965—snubbed by the American automobile industry. Eventually Goodrich sold its tire operations and got out of the tire business.

In 1967, Goodyear, the world's largest tire company, introduced their response to the radial, a bias-belt product called the Custom Superwide Polyglas. The bias-belted tire simply added a fibreglass belt to the bias-ply tire. The bias-belted tire would last 30,000 miles compared to 40,000 for radial and 23,000 for bias-ply tires. It could be used on cars designed for bias-ply tires. Best of all, it could be made on existing bias-ply tire-making machines, which made its cost not much more than a bias-ply tire.

Fueled by an advertising blitz, Goodyear's bias-belted tire sales rose from 2 percent of the original-equipment market in 1968 to 87 percent by the early 1970s. In advertisements touting their bias-belted tires, Goodyear ridiculed radials for their hard ride and their high cost. The American tire and automobile industry was confident that the bias-belted tire would keep the radial tire wolf from the door for a while and expected to have plenty of time to develop their own radial tire expertise at their own pace.

Then came 1973 and the gasoline crisis. Gas went from 30 cents to a dollar a gallon. Americans demanded more economical cars. That year, imported cars represented 15% of American auto sales, but by the early 1980s imports were 28 percent. Of course, each foreign car came equipped with radial tires. Americans clamored for radial tires when they found that they improved gas mileage. Companies like Michelin and Bridgestone were only too happy to supply the American market.

In the mid-seventies, Firestone Tire decided to get into radials on the cheap, fabricating radial tires on

machines made for building bias tires. The tires came apart in a spectacular manner. Firestone recalled close to 9 million of its Firestone 500 steel-belted radial tires. From 1977 to 1980, Firestone's tire business dropped 25 percent, resulting in financial losses, layoffs, and a drop in its stock price. Firestone was rescued when Bridgestone Tire bought them in 1988.

Goodyear finally produced a radial tire in 1977 by investing billions of dollars in radial technology. Other American tire companies either merged or were bought out. By 1983, all new American cars came with radial tires.

Sources:

Wikipedia

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10 Tips to Avoid Speeding Tickets

Phil Berg - Popular Mechanics

"The motorist is a source of revenue," says Richard Diamond. And it's become his life's obsession to change that.

By day, Diamond is the managing editor at The Washington Times. But by night, he is a relentless advocate for drivers. It started when he was 16 and got a speeding ticket from a California cop hiding in a speed trap. What Diamond considered an unfair tax and nasty constraint on his newfound mobile freedom has grated on him for 26 years. So Diamond launched into years of research on police ticketing strategies, some of it while employed on Capitol Hill, and all disclosed daily on his self-funded website TheNewspaper.com since 2004.

"Ticketing efforts have not gone down one bit," he says. Instead, there is a bewildering new variety of methods such as automated ticket machines with cameras and license-plate readers, doling out tickets for blocking bus lanes during gridlock or idling too long. "Any violation you can dream up, they're working on a device to ticket you. You can get laws passed for anything."

But speeding still makes up about 54 percent of tickets, Diamond says. Factoring the data from 40 states that report speeding revenue, "I estimate that it's \$2 billion annually" in the U.S.

Here's some Diamond wisdom to help:

1. "The very first thing is to have situational awareness. If traffic slows, there's a reason," Diamond says.
2. Be ready for anything. There are speed traps from moving and stationary radar, lidar, known-location speed cameras, as well as hidden cameras, VASCAR stopwatch calculators, and just plain visual

The Octagon News – November 2013

observation. In Vermont, for example, a police officer can simply make a guess of a vehicle's speed and it will stand in court, though that has been outlawed in most places.

3. "Keep a low profile—don't call attention to yourself. A minivan in the slow lane is less likely to get a ticket than a red Ferrari."

4. Keep quiet. Diamond says to present your license and registration and insurance card, and that's it. "You don't have to answer [anything] else—you have to say you're asserting your right to stay silent, or 'Please speak to my lawyer.' Do it in a polite way, nice and respectful. Antagonists get the most tickets. There are no warnings for a**holes."

5. Fight every ticket. In court, attacks on the legality of a speed-limit sign have been known to work. Attacks on the chain of evidence have worked too. In the *Melendez-Diaz v. Massachusetts* case of 2009, the Supreme Court ruled that the sixth amendment right to face one's accuser applies to lab tests. In California, courts have interpreted this to mean that photo tickets are not valid unless the technician who analyzed the photo testifies in court.

6. Now we're getting into serious ticket-fighting territory. "Check for the technical calibration of radar," Diamond says. "Usually radar evidence is admissible, presuming calibration. But in some states, any laser ticket is thrown out automatically because there is no calibration possible."

To do this, check the manufacturer specifications for the device via a FOIA (Freedom of Information Act) request to the police department that issued the ticket. Ask for a description of how the police department abided by the calibration specs, which usually involves checking a radar gun's frequency with a tuning fork provided by the radar gun manufacturer and sending the unit to the manufacturer to be recalibrated. "It's worth investing the time to get your ticket overturned. I've done it myself in Virginia. First thing to do is pull up the vehicle code."

7. Check the Manual on Uniform Traffic Control Devices (MUTCD), which you can find [here](#), Diamond says. If the speed-limit signs aren't up to code, you can beat the ticket on a technicality. "Even the font of the sign is specified," he says. And "many places hide [speed] cameras behind signs and bushes. There's even one behind the welcome to d.c. sign."

8. "The judge is not there to find you not guilty. The judge is part of the revenue-collection machine. Give him a reason to find you not guilty," Diamond says.

The best way to do this is to record the conversation you have with the ticketing officer. If there is a contradiction between the recording and the officer's written report, Diamond says, "his credibility is shot." Just be sure to check your state laws before you do this. For example, Maryland does not allow you to record with a cellphone, Diamond says. There have been arrests in Massachusetts and Illinois as well for recording conversations with police, although the trend is for courts to dismiss these instances.

Get all the data you can. "Ask the officer where he was when he first stopped you, and how long he paced you." Then, Diamond says, photograph the speed-limit sign where you were stopped, the location where you first saw the officer, and the location where the officer says he first saw you. "Pacing is one of the top methods used for tickets, but in Pennsylvania the officer needs to have followed you for 0.3 mile to use pacing," he says. "Often they don't pace that far. They get sloppy a lot because they can."

9. Find a friend in the local police department. "This is the advanced course—knowing the patterns of where police are and when," Diamond says. "For example, the day after New Year's, that morning they're all sleeping. Look for shift patterns."

10. Finally, pressure your legislators. "We need to stop federal incentives for speeding tickets. States are paid for speed enforcement—the government measures this by speeding-ticket quotas," Diamond says. Voter pressure has banned speed and red-light automatic-ticket cameras by petition in 30 cities recently. "And they are liberal cities, conservative cities, rich like Newport Beach, poor cities, big like Cincinnati, small cities—it doesn't matter."

Classic Car Photo of the Month



Editor's Note – I know these aren't MGs. They're not even British. Next month I just might have to restart the Pet of the Month picture.

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: 68 MGC. Red, **automatic transmission**. Meticulously maintained by MG Automotive. Call Reuben at 937 426-7239 or reuben.wasserman@sbcglobal.net (10/13)

MG Car Club Minutes, October 23rd Meeting

Sam Hodges

New year, new **President's Report**. President Ron Parks got the meeting off exactly on time at 7:30 "New year starting. Should be a smooth year what with all that happened last year. The Fall Tour got rained out so we rescheduled it as an impromptu Pub Run up to Indian Lake and had dinner at Captain's Point seafood restaurant in Lakeview. It was a beautiful day.

...Secretary arrives late...Sam (*technically, 'me' but it sounds weird to write that*), "What? You started the meeting without me?" (*In my defense, it was only 7:35...*)

President Parks continued, "How about a November Pub Run? Maybe November 10th? Since Terry and Carole always drive up here, is there any place good in Wilmington we could go?" Terry Looft, "No." Mike Edgerton brought up the Fifth Street Brew & Pub. Mike, "They've got their own parking and craft brews..." Discussion continues... there are several places brought up and bandied about. There's a little place in Oregonia, the Little River Café, that's right off the bike path. The roads leading down there are some of the best driving roads around. After more discussion, the MGCC decides to have a November Pub Run down to the Little River Café. Ron, "We're just going to put the address out there and meet at 4:00 at the restaurant."

Vice President's Report. Dave McCann, "There was a Vice President elected who was specifically elected to get him out of the lime-light and to do as little damage as possible. I think that's why I was elected." *At this point, several jokes bubble up. Joe Biden is Pres. Obama's insurance policy. Dan Quale was similarly mentioned...* all the usual suspects.

Motion to approve the Minutes as reported was made by Mike Edgerton. Dave McCann seconded. The Minutes as reported are accepted and approved.

Treasurer's Report. Treasurer Dave Estell, "We had some money, we spent some money, we got some more money and now we've got a ton of money."

We had Total Income to the MGCC consisting of: Membership Dues (\$704.00). We therefore had a **Total Income of \$704.00**. Total Expenses: Gumball Rallye (\$10.00) + Octagon News Fees (\$40.92) + Gift Membership (Bonnie Hankey) (\$18.00) = **A Total Expense of \$68.92**. **Total Gain to the MGCC was \$635.08**, that when added to our existing Treasury balance of **\$5294.30** equals a new **Treasury Balance of \$5,929.38** in the primary checking and **\$378.99** in the savings account. Terry Looft motioned to accept the Treasurer's report as presented. Dar Planeaux seconded. Report approved. Ron, "Is this including BCD?" Dave, "Yeah, each club got about \$600. It's all downhill from here."

Membership was next. Carole Looft, "You have 17 members. Two who joined asked for their money back. No, actually you're half way there with 66 members. To all those who haven't paid yet, we'll keep you on the books until December unless you pay-up. It's \$18.00 to renew."

Sunshine Committee. Linda Wolfe, "Nothing to report. Reuben's here. Hammond's here, but no Louie. Otherwise, things are good."

Webmaster John Scocozzo, “We’ve got some pictures out finally. BCD, the 2nd Street Market show.” Bill Hammond, “I move we make him straighten out the Obamacare mess.”

Activities with Eddie. Eddie’s not here. Ron, “There’s the Holiday Party coming up. I think Skip & Jennifer were going to come in and set up the place.” Nancy Edgerton, “What kind of food are we ordering?” Ron, “Jennifer has the menu.”

In a surprising turn, Beer Break is called at 7:58.
Back from Beer Brake at 8:12.

Ron, “Old business.” Terry Looft, “He’s not here.” Ron, “The only thing I have is regalia. Carole was supposed to do some research into shirts.” Carole gave her report. Carole, “On the sweatshirts, there’s a limited number of colors. We have to go with a color that’s not going to clash/washout the logo.” Mike Edgerton, “Any clear ones?” Terry Happensack, “That’ll definitely clash. Might as well call that pink.” Carole, “They can do multiple colors and there are more options with t-shirts than sweatshirts.” Carole has the catalog but it’s realistically down to grey, light blue and *maybe* yellow. Carole, “I don’t know what we want to do with it. Are we going to let people order them or are we just buying a stockpile and let people buy them off the table?” President Parks, “We can table the t-shirts if you want since we’ve still got a stockpile of them.” Charlie McCamey, “I think we should order the light blue, just for a change.” Ron, “So, do we want to order a bunch? Do we want to put something in the newsletter? (*Technically, that’s what I’m doing right now...*)” Terry Happensack, “Is there a price break on volume?” Carole, “No price break.” Mike E., “What’s the setup charge?” Carole, “\$18.00.” Terry Looft, “I motion that we do whatever the hell we want to do with the order...” Ron, “I don’t think we can vote on that. How about a motion to do some research and to come up with a good plan.” Terry, “That’s what I said.”

Ron continues, “Any more new business?” John Wolfe, “I’ve got this engine analyzer that belongs to the club. It’s been in my closet for 40 years. I’m returning it.” Terry Happensack, “What does it analyze?” Mike Edgerton, “Engines.” Mike made a motion to donate it to the British Museum. John Scocozzo seconded. MGCC votes. Congrats to the British Museum on their new present. Its outta here...

British Museum of Transportation, Dick Smith, “We’re still going back and forth with the City of Dayton over the building they want to get rid of, but don’t want to get rid of. We went to a ‘Gift Camp’ that takes non-profit organizations and gives them help in things like labor and tech support. We had 6 techies working with us and we spent an entire weekend working on the new website. We’ve been blessed with 4 donated cars this year. The nicest one is the 1938 Vauxhall.”

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The Octagon News – November 2013

For Sale. Terry Looft, “There’s a 1976 Midget that’s been redone, kind of a pseudo racer, bumper-less treatment. I’m not normally into these, but this one is okay. It’s for sale in Wilmington. White with red stripe. See me if you might be interested.” Ron to Terry (Happensack), “What would Pumpkin say?” Terry Happensack, “Nothing. Pumpkins a car.”

Ron, “I was reading some old emails. I got one from Keith Culver. He has 2 MGB’s that he wants to sell next year. A 19-- MGB with 21 miles and a 1980 MGB with 11K miles. His 1996 MGF might also be for sale.”

Tech Tips. Bob Hanseman. “Instead of buying that extra ZDDP, you can buy Shell Rotella T. It has the same amount of ZDDP in it.” Bob continued, “I went down to the T-series meeting down in Cincinnati last month. Those guys like to drive their cars.” Kathy Goodman, “Even if you can’t make it to the meetings, you should get on their mailing list. Their newsletter is about 25 pages and it’s all technical.” Bob continues, “Just T’s meets on the same night as our meeting so getting to the meeting would be a little hard, but if you’re a T person, they’re a great resource.”

Gumball Rallye. We’re giving away the money, but also 3 BCD shirts. Ron, “We’ll do this until they’re all gone... We’ll have the person who asked the most questions draw...”

Terry Happensack drew Mary Planeaux for the \$10.00 win.

Mike Edgerton won t-shirt No.1

John Scocozzo won t-shirt No.2

John Wolfe won t-shirt No.3.

Mike Edgerton motions to adjourn. Dick Smith seconded. We’re out at 8:48.

The logo for MiniMania features the word "MiniMania" in a stylized, bold, black font. The letters "M" and "A" are significantly larger and more prominent than the other letters. Below the letters, there are several horizontal lines of varying lengths, creating a sense of motion or a stylized ground surface.

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