

THE OCTAGON NEWS



Volume XLVII No. 2

November 2020



Last Chance to Renew Your Membership!!
Remembering Dick Smith

Running on Empty

Terry Looft

It's with great sadness that I have to start this month's letter off with the news of the passing of Dick Smith. Dick was one of the founding members of our MG Car Club in 1966. He was a soft spoken MG and British car enthusiast and friend to all. He was always a fixture at our monthly club meetings. He will be missed. Dick just celebrated his 83rd birthday on October 27th. I have no details of plans for the funeral or any other information as I write this.



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 **twenty five (\$25.00)** 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 **Bennett's Pubical Family Sports Grill**, 67 South Main St, Miamisburg 45342, at 7:30pm. The next meeting will be:

Wednesday, October 28, 2020

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Upcoming MGCC Events

Nov:

- 1 – National Calzone Day
- 11 – Veterans Day 
- 18 – Meeting at Bennett's Pubical
Don't forget – one week early

Dec:

- 5 – Holiday Party at Bennett's Pubical
No Meeting – Happy Holidays!
- 26 – National Whiner's Day

Jan:

- 3 – Fruitcake Toss Day
- 27 – Meeting at Bennett's Pubical

See meeting minutes for other area activities!!

We talked at the October meeting a little about the MG 2021/MG International meet next June in Atlantic City. This is the next “5 Year” meet, the last being in Louisville. We had a nice turn out for that one from our club, it would be nice to repeat that next year. No Over Drive? No problem. We are planning a nice lazy slow two day drive to Atlantic City. We will be taking as many back roads as possible to accommodate the fleet of MG 1100s that will be making this trip. We have 3 or 4 so far!

NAMGBR is working hard to keep prices down for the rooms at Harrah's Casino Hotel as well as the banquet meal. I will pass along registration and hotel information as it comes out. It should likely be open next month. Although not on the Boardwalk, Harrah's is very close and there is transportation to and from the hotel. If you want to drive over to the Boardwalk, Harrah's will cover your parking at the Caesar's parking lot, which is nearby. There are many shops, pubs, and places to eat along the Boardwalk. Food seems to be the biggest negative; everything we had was very good, but \$\$! I would recommend getting an EZ Pass as it really helps to zip through the toll booths that can't be avoided.

Don't forget the Holiday Party in December (see article below). I hope you can make it. Keep in mind the meeting is a week early this month for Thanksgiving. Have a safe and happy Turkey Day!

Final Reminder...Membership Renewals

This is the final reminder to our members that the club dues have increased to \$25 a year. If you have not renewed, this will be your final newsletter. Several of you have renewed at the old rate of \$18. Some have sent in pro-rated dues. The pro-rated amounts are for new members only. I had hoped this transition to an increase in dues would have flowed a little more smoothly. Check to see that you have sent in the correct amount. If not, please send the rest. As a reminder, if you wish to continue with a paper copy of the newsletter you will need to add \$10 to offset printing and postage making the total \$35. We thank you for your continued interest and involvement with our MG club and hope we can resume a more normal interaction with members soon. You can bring your dues to the monthly club meeting or you can send it to:

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

Holiday Party

Holiday Party will be on December 5 at Bennett's and start at 6 pm. The standard operating rules will continue, only with masks and socially distancing. Please call Diana Hodges if you have any questions.

Memories of Dick Smith

Ron Parks

My first contact with the MG Car Club Southwestern Ohio Centre was on the phone with Dick Smith. It was 1995, the summer after I had purchased my MGB. My wife Linda heard about British Car Day that was to be held on the grounds of the Dayton Art Institute. I called a hotline phone number and Dick Smith answered. Dick told me all about British Car and Cycle day, as it was called back then, and introduced me to my first club event, picking up trash on I-75. I hadn't even attended a club meeting yet but was picking up trash on the highway with other club members. The club had adopted a stretch of I-75 just north of the I-70 interchange. It seemed like a good way for a car club to give back to the community and help beautify some of the roads on which we enjoyed driving our cars.

Dick was Mr. MG. He was one of the founding members of the MG Car Club Southwestern Ohio Centre. My first club meeting was held at Davis Buick, the MG dealer in Dayton at the time. Dick was knowledgeable on British sports cars in general and besides his MGB he owned Minis. As such he was



our club historian/Dixmyth. And he was a co-founder of the British Transportation Museum. He ran the British Car Meet at the Market on Second Street for many years, which was a fundraiser for the museum.

As I am sure you would agree, if you knew Dick Smith, he was always cheerful and helpful. He sold British Car parts in his role as a distributor for Moss Motors and Victoria British. And he would tell you that I was a good customer, buying parts for restoring my MGB and Triumph. I would order parts as needed for the next phase of my current project and it seemed like I was showing up at Dick's house quite often to pick them up. They said that I was like Johnnie Cash, "Buying it one piece at a time, but it did cost me a dime, and then some!"

We'll all remember Dick and miss him.



Biscuits and Tea, Nov 7

Photos by Ron Parks



15 Things You Should Never Do To Your Car

Rick Muscoplat *Family Handyman Magazine*

If your goal is to keep your car in great shape, don't even consider doing any of these things...

1: Never Ignore Rusting – When it comes to things you should never do with your car, ignoring rust isn't high on most people's lists, but it should be. The tricky thing about vehicle rust is that it's almost always worse than it appears on the surface. If you notice rust bubbling through your vehicle's paint job, don't ignore it. Do some careful poking and prodding of the area, and you'll probably discover a section of metal beneath the paint at least two or three times larger than the visible rust bubbles. Spots like this need to be stripped back to clean metal, then filled and repainted as soon as possible. Small nicks in the paint that become rusty are likely just surface rust and aren't as urgent, but still shouldn't be ignored for long, lest they get worse.

2 : Never Overfill the Tires to “Get Better Gas Mileage” – The Internet is brimming with testimonials from people who claim they upped their mileage by inflating their tires to the maximum pressure listed on the sidewall. What they don't tell you about are the rougher ride, premature tire wear, longer stopping distances and increased repair costs due to worn-out suspension components. The recommended tire pressure for your car is listed inside the driver's door frame. It's based on vehicle weight, along with the best possible handling. Inflating your tires to the maximum pressure listed on the tire is okay if you're hauling a heavy load. But you must reduce the tire pressure to the recommended pressure once you remove the load. Driving a normal load on over-inflated tires reduces rolling resistance, which can increase your mileage slightly. But several negative effects outweigh this small benefit. Over-inflation increases stopping distances, causes the tires to slip and hydroplane on wet roads, and reduces the life of the tire. The harder tires also absorb less impact vibration so they transmit more road shock to your entire suspension system, causing a rougher ride. Worse yet, the additional tire bounce wears out your car's struts, strut mounts, shocks, springs, ball joints and control arms much faster.

3: Never Use the Wrong Coolant/Antifreeze – Whether you do cooling system flushes yourself or are just topping it off after a repair, using the right coolant is critical to the life of your car's engine and all cooling system components. The recommended coolant for your car is listed in your owner's manual. If you use the wrong coolant or mix different types of coolant, you can

We salute our veterans!



Thank you for your service.

cause premature failure of your water pump, radiator, heater pipes and heater core. That's because corrosion inhibitors are designed to be compatible with the specific metals used in the engine and cooling system. Each inhibitor package also must be compatible with the types of plastic and rubber used in seals, gaskets and tubes used in your engine. If you mix coolants, the corrosion inhibitors in one type can be incompatible with the additive package of coolant already in your car. The inhibitors in the added coolant can reduce the effectiveness or even cancel out the performance of the corrosion inhibitors of the old coolant. Worse yet, topping off or flushing with the wrong coolant can damage the plastic and rubber seals and gaskets used in late model engines. The damage may not show until you've racked up 5,000 or more miles. When those parts fail, you probably won't connect the dots and realize they failed because you used the wrong coolant. If you can't find the exact coolant for your engine at an auto parts store, buy it at the dealer. You may spend a whopping \$10 more than you would for the "universal" coolant stocked at the auto parts store, but at least you'll get the right coolant for your car. It's a small price to pay for peace of mind and increased vehicle lifespan. Changing coolant prevents premature radiator and heater core failure.

4: Never Mix Up Brake Fluid and Power Steering Fluid – A one-pint bottle of power steering fluid looks almost like a one-pint bottle of brake fluid. That's why so many DIYers mix them up (it happens more often than you think). If you add the wrong fluid to your power steering or brake system, the repair can easily cost upwards of \$1,000. Power steering fluid swells the seals in a brake system, causing total brake failure. To fix the mistake, the shop has to rebuild or replace the master cylinder, calipers, wheel cylinders and proportioning valve. Sometimes they even have to replace expensive ABS components. Pouring brake fluid into your power steering reservoir is just as damaging because brake fluid isn't a lubricant, so it causes pump and steering gear failure. Always double check before you refill your brake or power steering fluid reservoirs.

5: Never Use a "Universal" Fluid in Your Power Steering or Transmission – Several fluid manufacturers claim their "universal" power steering and transmission fluids work in all car makes and models. Car manufacturers disagree, and their arguments against using universal fluids are based on incompatible specifications, not greed. For example, there's simply no way a single transmission or power steering fluid can meet the different (and mutually exclusive) viscosity and additive requirements for every transmission and power steering system in use today. In fact, European, Japanese and domestic car makers have differing transmission and power steering fluid requirements from model to model and even year to year. The recommended fluid for your car's transmission and power steering system is listed in your owner's manual. If your local auto parts store doesn't stock the exact fluid you need, try a different store or buy it at the dealer. It's simply not worth the risk to use a non-approved fluid in expensive components like your transmission or power steering.

6: Never Disconnect a Battery Cable to Test the Alternator – Many years ago, you could disconnect a battery cable while the engine was running to test the alternator in your car. If the engine continued to run, that proved the alternator was working. But it's a test you should never try on a modern car or truck equipped with computers and electronics. That's because disconnecting a battery cable while the engine is running causes the alternator to spike a 25-to-125-volt surge within 40 milliseconds after cable removal. That voltage spike can't damage anything in an old non-computerized car, but it can instantly fry the many computers and expensive electronics used on all late model cars. Repairing the damage can cost a small fortune. If your car or truck was built after the early 1970s, chances are it has at least one computer. So forget this old trick left over from the "old days" and test your car alternator with a volt meter. Or take your car to an auto parts store that offers a free charging system diagnostic test.

7: Never Drive When Your Oil Light is On – All cars have a “low oil pressure” warning light. If the light comes on while you’re driving, it can mean that your car is dangerously low or completely out of oil. It can also mean your car has a serious leak that’s causing a pressure drop, a clogged oil passage that’s causing oil starvation, or that the oil pump has failed or is failing. Whatever the cause, when the light comes on, pull off the road immediately and shut off the engine. Then pop the hood and check the oil level using the dipstick. If the dipstick shows you’re out of oil or dangerously low, you must add more oil before restarting. Driving a car when it’s dangerously low or completely out of oil will destroy your engine in just a few minutes, and that can easily cost you \$4,000. Don’t think you can drive to the nearest store to get more! It’s not worth the risk. Instead, call a friend or family member and ask them to bring the oil to your location. Or better yet, travel with a jug of oil in your trunk at all times (the recommended type and viscosity is listed in your owner’s manual). Add it to the filler port and check the dipstick to make sure it’s full. Do not overfill. If the dipstick shows you’ve got oil, the problem is even more serious and must be checked out by a mechanic. There’s really nothing you can do while you’re on the side of the road. If the dipstick shows the engine is full, or you can’t reach a friend to drop off more oil, call a tow truck! If you can’t afford a \$200 tow, then you surely can’t afford a new engine.

8: Never Drive With Less Than a Quarter Tank of Gas – The electric fuel pump is located inside the fuel tank on just about every fuel-injected car and truck. Car makers put it there on purpose so it’s cooled and kept at a safe operating temperature by the gas in the tank. But if you consistently drive with less than a quarter tank, the low fuel level can’t always provide enough cooling for the pump, and that can cause early fuel pump failure. In-tank fuel pump replacement can cost around \$700. Overheating isn’t the only issue, though. Consistently driving with a low fuel level causes the pump to suck in debris from the bottom of the tank. That debris can pass through the “sock” filter in the tank and the particles can wear out the pump impeller, causing a low fuel pressure situation. This warning doesn’t mean you have to rush to a gas station the instant you hit a quarter tank on the gauge. The fuel pump can easily handle occasional low fuel level operation. But if you consistently drive with less than a quarter tank, you increase your chances of early fuel pump failure and a big repair bill.

9: Never Use the Wrong Oil – Greater sophistication in modern vehicle designs means using the right engine oil is crucial. Car makers upped their game on engine design to meet higher mileage standards. Newer engines are built to more exacting tolerances and include high-tech mechanisms like variable valve timing (VVT) and turbochargers to squeeze more power and miles out of every gallon of gas. VVT systems work by pulsing pressurized oil into hydraulic passages to advance or retard the camshaft. The pulse timing and associated camshaft movement is based on the oil type and viscosity listed in your owner’s manual. It all works great if you use the right oil and it gets messed up if you use the wrong oil. Using the wrong viscosity oil can actually set a trouble code and light the “check engine” light on your dash. The right oil is just as critical for proper turbocharger operation. A modern turbocharger can spin at rates as high as 240,000 RPM, which means the bearings must be constantly lubricated and cooled by the oil. If you substitute a different oil type or viscosity, you can change the flow rate, causing bearing overheating and early turbo failure. Turbo replacement can cost \$1,500 to \$2,000. Learn how to choose the right motor oil and filter. So ignore the advice from your buddies or online “oil experts” and stick with the car manufacturer’s oil recommendation. They designed the engine and they’re in the best position to know what fluids it needs.

10: Never Use Dishwashing Detergent to Wash Your Car – Dishwashing detergent is designed to aggressively attack and break down dried on food, oil and grease. That’s great for dishes — not so great for car paint. Car paint, clear coat and car wax contain oils and resins that maintain the paint’s integrity and filter out harmful UV rays. When you wash your car with dishwashing detergent, you strip off the wax and pull some of those critical oils out of the paint and paint sealants, leaving it bare and exposed to

the elements. If you immediately wax your car with a high-quality wax, you can restore some of the UV protection. If you don't wax your car after washing with dishwashing detergent, you lose important sun protection. If you regularly wash your car with dishwashing detergent, you'll degrade the paint and clear coat enough over its life to cause premature fading and even early paint failure. Get car detailing tips from the pros. Car wash soap, on the other hand, is designed to remove dirt and grease without removing the surface wax and oils from the paint. It's also biodegradable, so the wash water runoff is safer for the environment. Find car wash soap at any auto parts store or in the automotive aisle at most big box stores. It's cheap and better for your car's finish.

11: Never Neglect the Dipstick – The oil change intervals listed in your owner's manual are based on the car maker's assumption that you'll not only use the recommended oil, but that you'll also check the oil on a regular basis and top it off when it's low. All engines use some oil between oil changes; even some new engines can burn as much as a quart every 1,500 to 3,000 miles. If you never check your dipstick, you'll never know that you need to add more oil. Worse yet, if you don't top off your oil, you stress the remaining oil, dramatically reducing its useful life. Let's assume the recommended oil change interval for your car is every 7,500 miles. If you burn one quart of oil in the first 3,000 miles and don't replenish it, you deplete the anti-wear and anti-corrosion additives in the remaining oil by about 25 percent. If you burn no more oil (which is unlikely), your oil will be worn out when you reach 5,600 miles instead of the normal 7,500 miles. If you continue to drive on that depleted oil until you reach the 7,500 mile mark, your engine can experience premature wear and develop sludge deposits. With an engine swap costing around \$4,000, it pays to check your oil regularly and refill when it's low.

12: Never Leave Beverages Inside Your Car – Since liquids expand when they freeze, you could be in for a big mess if you leave beverages in your vehicle for extended periods of time when temperatures dip below freezing. Don't forget to take bottled water, juice, soda and beer inside after your trip to the grocery store.

13: Never Smoke While Pumping Gas – It may seem like a no-brainer, but you shouldn't smoke around the gas pump. And this should be obvious, but never ignite lighters or light matches anywhere near a gas pump.

14: Never Drive Without Shoes On – Many drivers might be guilty of this," says Richard Reina, product training director at the aftermarket auto retailer CARiD.com. It's not necessarily the least safe thing you can do behind the wheel, but it still isn't a good idea. "For instance, you might need to brake very hard suddenly and find yourself unable to apply the proper force with a bare or socked foot as you would with a shoe on," Reina says. "Additionally, if you need to step out of the car in an emergency, you run the risk of injuring your feet or wasting precious time putting shoes back on."

Editor's note – O.K....they lied...there only are fourteen.

Signs of Unsafe Driving in Older Drivers

Metro News Service

A license to drive has long been symbolic of independence. Teenage drivers long for the day they earn their licenses and can take to the road without mom or dad riding shotgun, while aging drivers want to keep driving as long as possible so they can come and go as they please in their golden years.

There's no formula drivers and their families can employ to determine when it's time to take the car keys

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away from senior citizens. Thankfully, fatal collisions involving older drivers have declined considerably in recent decades. According to the Insurance Institute for Highway Safety, collision-related fatalities among drivers ages 70 and older declined by 15 percent between 1997 and 2018. A host of factors have no doubt contributed to that decline, including lane-assist technology and forward collision warning systems that have become standard offerings on many modern vehicles.

As much as technology has helped make driving safer for everyone, aging drivers should still keep an eye out for certain signs that may indicate their skills behind the wheel are diminishing and potentially compromising their ability to drive safely.

According to AARP, the following are warning signs of unsafe driving:

Delayed response to unexpected situations: Frequent close calls and narrowly avoiding collisions when other drivers stop suddenly indicate reduced response time that can put aging drivers at an elevated risk of being involved in an accident.

Becoming easily distracted while driving: Distracted driving has become a significant concern in recent decades, but it's often associated with young drivers. However, aging drivers who are easily distracted also pose a safety risk to themselves and other motorists.

Decrease in confidence while driving: Only drivers will know if they feel confident enough to drive safely, and it's vital that aging drivers be honest with themselves when assessing how they feel when driving.

Having difficulty moving into or maintaining the correct lane of traffic: Lane-assist technology can help drivers recognize how often they're staying in the correct lane of traffic. When the warning bell goes off frequently, it might be time for older drivers to reconsider if it's safe for them to be behind the wheel.

Hitting curbs when making right turns or backing up: Hitting curbs when turning or backing up indicates drivers may be having difficulty controlling their vehicles and/ or seeing the road, both of which indicate it's no longer safe for drivers to get behind the wheel.

Getting scrapes or dents on car, garage or mailbox: These signs also indicate drivers are having trouble controlling their vehicles.

Driving too fast or too slow for road conditions: This indicates drivers are not as alert to their surroundings as they need to be to stay safe on the road.

It's not easy for aging drivers to relinquish their drivers' licenses. Learning to recognize potential warning signs of unsafe driving can help aging drivers make the safest decisions for themselves, their passengers and their fellow motorists.

Classifieds

For Rent: Car storage in Wilmington, Ohio. \$30/mo for one car, \$50/mo for two cars for club members. Non-club members \$35/mo per car. Indoor, heated, dry, and security system. Electric for battery maintainers. Terry Looft 937-527-7353 or tlooft@earthlink.net. (10/20).

For Sale: 1977 MG Midget. Excellent condition, regular tune-ups & oil changes, Weber carb, runs great, no rust, fresh paint (BRG). 54,500 miles. \$3500. OBO. Call Clay at 937-558-2589 or e-mail hclaywhite@usa.net. (7/20)

For Sale: 1978 MG Midget. New top, interior, exhaust, master cylinder, rear bushing, steering wheel, radiator, and a box full of about \$350 worth of other new parts. Garaged. Asking \$3,000. Call Bob at 937-253-9935 after 4 PM. (7/20)

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. srmarkman@att.net or 937-886-9566.*

Minutes from October Meeting

Diana Hodges

After a brief, bloodless coup, a new era of the MGCC was called to order by the new President, Terry Looft at precisely 7:29. President Terry, “How am, I doing?” Secretary Sam, “You’re actually early.” Terry, “I’ll hang around. Its going to take me a bit to get back into the swing of things. I’d like to thank you Diana for being the outgoing President and all of the other officers. You must have been part Betazed (Star Trek reference for the uninitiated) for knowing what was going on without any one being there.”

President Terry continued, “I want to thank the Daves for planning such a good drive. We certainly had authentic weather. There was rain, it was cold and windy. We could have been in England. There was a good turnout. Ron submitted an article so thanks Ron.”

Terry, “MG International 2021 is going to be in Atlantic City. We went to the National meeting in Atlantic City to check things out. It’ll be interesting to say the least. The host hotel is Hara’s Casino. The car show was going to be on the boardwalk, but a regime change in NJ means they only want electric cars to actually be on the boardwalk. Rooms are under \$100 but bring a coffee maker, there aren’t any in the rooms. We’re planning a 2-day drive. We’re driving our 1100s and Tony Shoviak is bringing his 1100 so it’ll take that long regardless. Food prices are going to be high. It should be an interesting experience.” Dave McCann, Jr., “Have you worked out in advanced who’s going to win the 1100 category?” Terry, “We’ll just flip a coin.”

Vice President Report. Terry, “Wait. You actually have a report? That’s a first.” V.P. Jim Carson, “I belong to the Cincinnati British Car Club and we went on our Spring drive in October. On the way to the meeting, I ran over a cinder block that someone thoughtfully left in the middle of the road. I’d like to see more joint activities with the Cincinnati club. They have some very good drives. I’d like to work on coordinating more drives with them. It’s more fun with more cars.”

Minutes were next. As there were no challenges to perfection, Diana Hodges motioned to accept the Minutes as reported. Dave McCann, Sr. Seconded. MGCC voted. Minutes approved. Terry, “Eddies not here to object. Do we even have to vote?”

Treasurer’s Report was next. Treasurer Bob Farrell, “The MGCC had income gains of: Membership Renewals (\$595.00) for a total gain to the MGCC of \$595.00. We had total expenses of: London-to-Brighton Park rental fee (\$75.00) + September Gumball (\$10.00) for a total expense to the MGCC of \$85.00. Monthly total losses when subtracted from gains means a gain of \$510.00 to the MGCC. When added to our beginning balance of \$3,538.37 leaves the MGCC with an ending balance of \$4,048.37 in the primary checking account. The Savings account now has \$381.49. Total ending balance of all accounts was \$4,459.86. Dave Gribler motioned to accept the Treasurer’s Report. Jim Carson seconded.

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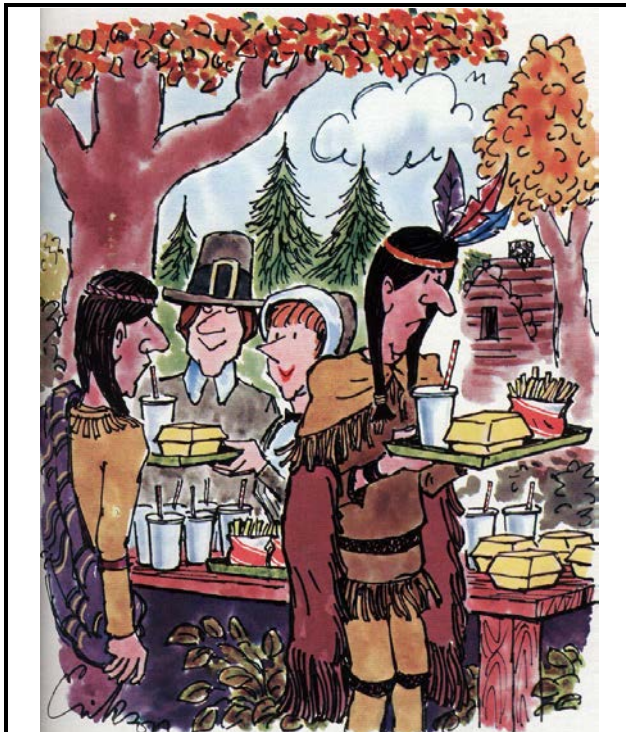
MGCC voted. Report approved.

Membership was next. Terry Looft, “I’ve got a note that says ‘your sweetie’. That must be you.” Carole Looft, “It better be me. We have 50 members on the docket. The membership renewals are coming in. I’ll send out reminders and start dropping people in January.”

Birthdays this month: Steve Powell, Graham Cooper, Mike Edgerton, Dar Planeaux, Dick Smith, and Tom Dworsky.

Skip Peterson sent an email that one of our founding members, Dick Smith had a birthday on the Tuesday before the meeting. He turned 83. Carole, “Over the weekend I did get a card out and sent it wishing happy birthday from the Club.” (Unfortunately, since the meeting we have received word that Dick Smith has passed away.) Lois Gibling, “Have we ever analyzed how we get our new members? Is it the website? Something else that we could track?” Jim C., “We could put a question on the form ‘how did you hear about us?’” Carole Looft, “I’ve got the master. I could do that.” Lois, “We’re an aging club. Terry, “That age thing is working to our advantage. We’ve had the same guy join 3 times.” Terry continued, “We’re still having issues with people not getting the dues issues. We’ve gotten renewals for all sorts of amounts. Also, people don’t have any clue that the prorating of dues is only for NEW members. If you’ve already been a member, waiting 6-month and then paying half isn’t going to work. It’s the same for you regardless of when you renew.” Ed Wolf, “Dues are still \$18 right?”

President Emeritus Diana Hodges, “The Holiday Party is scheduled for December 5th. It will be here at Bennett’s at 6:30. Mark your calendars.”



Happy and safe
Thanksgiving to all

Sunshine Committee. Carole Looft, I haven’t heard from Dave Estelle. He was having one knee done and as soon as that one healed, he was having the other one done. Terry Looft, “Dave Johnson hurt his back dragging an extremely large doe out of the woods. But the doe is in the freezer so something good came of it.” Steve Veris, “As long as he’s not in the freezer.”

Beer Break? Should be next. Do we stop or press on? MGCC, “Press on!”

Old Business. Terry, “We’ve already talked about the dues. Anyone have a British Museum report on the MGA Coupe?” Ed Wolf, “The wheels are primed. They look good in Rustoleum red.” Carole Looft, “RED? Red wheels!?” Ed Wolf, “Primer!” Terry L., “She was about to come across the table at you. Don’t anger the purist.” Ed continued, “The engine’s back in the car but not bolted in. We’re still waiting on the bodywork to get done. We might have to go with a Triumph body.”

New Business. Lois Gibling, “We have something. Dave.” Dave Gibling, “NAMGAR has agreed to pony up some money to pay for awards, most of which were taken home by us anyway.”

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Carole L. “NAMGBR is trying to build a slush-fund to help people with their membership. It’s specifically aimed at young drivers.” Sam H., “Can you define young? Over 50? Under 50? These are MG’s after all.” Terry Looft, “Wearing a diaper isn’t a qualifying feature.” Dave McCann, Sr. “Has anyone ever contacted Moss or Victoria British and just had them throw out that if certain people are buying in a certain area, that they can give out the info about clubs in that region?” Jim, “Do we have business cards for people that are curious about our cars?” Carole, “I’ve got updated business cards printed up that we can hand out to anyone interested.” Diana, “Do you have a format that’ll let anyone print them?” Carole, “I’ll check.” Diana continued being Presidential (finally), “Does it have our social media account on it?” Terry Looft, “It needs to be updated with the FaceBook page and Website.”

Terry, “Speaking of growing our numbers, we’re trying to get the national club to accept all of the ADO16 cars. There are several marques from Riley, MG, Morris, Austin, etc. because there are a lot of Austin Americas out there.” Jim, “Like the Sprite, Spridget Midgets.”

Tech-Tips Terry Looft, “Everyone knows what the WD and the 40 stand for, but did you know about these other interesting alternative uses? It can be used to remove stuck rings, de-rust tools, keep wooden tool handles splinter free, clean stainless steel, remove floor scuff marks, and even clean oil spots.” Dave McCann, Jr., “Can you get a 55-gallon drum of it?”

For sale. Ed Wolf, “I have a set of stainless steel brake lines for an MGB 62-80.” Carole, “Why are you selling them?” Ed, “There are steak knives involved in this deal. Act now. Limited time offer. I have an MGB. I needed brake lines. I saw a set and ordered them. Then, some time later, I went through my parts bin and discovered that I already had a set.” Lois Gribler. “We’ve all been there.” Ed, “It’s quite possible I have two or three more sets. I like clicking that little ‘buy’ button.”

Terry Looft, “I again have heated storage space for rent.” Dave, Jr., “Is it in a safe part of town?” Terry, “Safe enough considering the town.”

Gumball Rallye was won by Dale Katzfey.

David McCann, Sr. motioned to adjourn. Dave, Jr. seconded. Meeting adjourned at 8:12.

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, blocky appearance.The logo for MG AUTOMOTIVE, featuring the words "MG AUTOMOTIVE" in a bold, blue, sans-serif font. The text is underlined.

Parts, Service and Restoration for
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