

THE OCTAGON NEWS



Volume XLVII No. 10

August 2021



BCD Awards and Photos
Time to Renew Your Membership

From Under My Car

Terry Looft

How time flies. This is my next to the last president's letter. Please hold your applause until next month.

Can you believe it, at last, we were able to have BCD! It came off without a hitch and it was as good as any before. I don't have an official count, but it could have been 300 cars. Thank you to all of the club members who showed up to help make it happen. The Friday night set-up took us over an hour to complete and could have moved a little quicker had we had a few more members helping. A big thanks to Skip for all of his hard work. I'm sure there's a lot that goes on 'behind the scenes' that we are not aware of. Also, I got a glimpse this year of all the work Ed Hill puts in during the show each year. Ed handles the parking layout and stays busy throughout the entire show. It would not happen without these two and the others that organize it.



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:

Next meeting August 25th

MG Car Club Officers

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And special thanks to Ron Parks for proofreading.

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Upcoming MGCC Events

Aug:

- 7 – British Car Day
- 12 – Middle Child Day
- 22 – Club Picnic
- 25 – Meeting at Bennett's Pubical

Sep:

- 4 - National Tailgating Day
- 19 – Concours d'Elegance
- 22 – Meeting at Bennett's Pubical

Oct:

- 1 – National Cookie Day
- 27 – Meeting at Bennett's Pubical

See meeting minutes for other area activities!!

As we coast to the end of summer only a few more events remain. We still have the picnic and a fall drive to look forward to. Any volunteers to organize our fall drive? And don't forget Stowe, Vermont for the British invasion.

The club picnic is on Sunday, the 22nd and details are in this news letter. Let's have a big turnout at Dave and Rachel's new home. It will be fun!

Not much else to cover, see you at the meeting and the picnic.



Welcome New Members

Carole Looft

Mike & Barbara Harmon
2927 Kingston Ave.
Dayton, OH 45420
937-789-6737
mharmon1@woh.rr.com
1975 MGB

Membership Renewals for September

Carole Looft

As a reminder, when September rolls around it will be time again to renew your MG Car Club membership. Membership is \$25.00 for club members who will be receiving the newsletter by email. Those members wishing to continue with a paper copy of the newsletter need to add an additional \$10.00 to offset printing and postage making their total \$35.00.

NOTE: The pro-rated amount is for **NEW** members only.

We appreciate your continued support of the MG Car Club Southwest Ohio Centre and hope to see everyone at a meeting soon.

MGCC Picnic

Dave Johnson

Hello Southwestern Ohio Centre -- MG Car Club! It's time for our 2021 Club Picnic!

Rachel & I are pleased to be able to host this year's picnic. We want to welcome you out to our new forever home! We moved here the first of February of this year. We found the listing for a log cabin on 20 acres of woods on New Year's Eve, tracked down the realtor on the very first day of the listing, and were viewing the property within 3 hours. We quickly made an offer, which the realtor called, and actually talked the seller into accepting. We think he knew the property was just what we were looking for, and we were the right people to take it over.

There are more items on my Project to-do list, than I have time to do. You will have to forgive the not quite ready for prime time look and feel. The shop is not ready in a long shot, but maybe by next year you will be able to see some great progress. I am very much looking forward to bringing all the cars and parts out here and actually being able to get started on a couple of them.

Our Address is 7473 Stock Rd., West Alexandria, Ohio 45381

We are setting a date of Aug 22 and a start time of 4PM, hoping the temperature will be starting to cool off. The sun will be starting to be behind trees by then, and it should be comfortable. End time is whenever you want. I am going to rig up some lights, so you are welcome to stay as long as you like!

Bring comfortable yard chairs. We only have so many. A couple of you can fight over the new swing, and the others over the old tractor seats!

We have BBQ pulled pork and shredded chicken on the menu. I hope to have a keg of beer that people like and some sparkling water and Iced Tea. Bring something to drink that you like, along with a side dish and desert. We should have all the plates and plastic-wear (no silver).

I have planned a short drive if you want to meet me at the New Montgomery County Fairgrounds off of Infirmary Road and US 35 at 3:30PM. I will lead you on my "New Way Home" route.

From StRt-35 West - Turn Left on Infirmary Road.

Turn Right into Fairgrounds - for 0.5m

Right on Dayton Liberty Rd - for 3.7 (through 2 stop signs, turns into Forney Rd.)

Left on Huffman Rd - for 1.8m

Left on Lutheran Church Rd - for 1m

Right on Dayton Farmersville Rd - for 2.7m (through 2 stop signs)

Right on South Clayton Rd - for 0.4m

Left on Chicken Bristle Rd - for 3m

(Respects...)

Right on Farmersville West Alexandria Rd - for 2.4m

"Slight" Right (across Preble County Line Rd) on Germantown Rd - for 1.5m

Left on Enterprise Rd - for 0.5m

Right on Stock Rd - 0.4m (Look for British Banner Flags)

Right at the Big Arse Rock!

Our Driveway - 0.5m long! Gravel road!

BCD 2021 Awards

Skip Peterson

| | | |
|---|--|--|
| <p>MGT 1. Evan Ford 53 MGTD AE. Susan & Michael Smith AE. Steve Markman</p> <p>MGA 1. Dar Planeaux 58 MGA roadster AE. Ron Ramer AE. Jim Timpone</p> <p>MGB Pull Handle 1. William Hunter 63 MGB</p> <p>MGB Chrome Bumper 1. Tony & Janet Shoviak 66 MGB AE. Steve Howard AE. Scott Croxford AE. Graham Cooper AE Robert & Rena Striegel</p> <p>MGB Rubber Bumper 1. Terry Looft 76 MGB GT V8 AE. Kathy Goodman</p> <p>MGC 1. Carole Looft 68 MGC roadster</p> <p>Midget 1. George Chase 70 MG Midget roadster</p> <p>TR 2 & 3 1. Chris Yannity 62 TR 3B AE. Debbie Ferratt AE. Steven Solomon AE. Roy Owens</p> <p>TR 4 -250 1. Chris & Phyllis Hoshal 68 TR 250 AE. Doug & Barb Bohs AE. Tonda & Mark Macy</p> <p>TR 6 Chrome Bumper 1. Bill Cope 71 TR 6 AE. Bruce Stephens AE. Jack Pounds AE. Gerry Hickey</p> | <p>TR 6 Rubber Bumper 1. Vic Snively 75 TR 6 AE. Austin Higbee</p> <p>TR 7 & 8 1. Carl Ludolph 80 TR 7 V-8 AE. Steve Hartman AE. Tim Langreber</p> <p>Spitfire Chrome Bumper 1. Ron Wheeler 66 Spitfire Mk II AE. Marc Masquelier</p> <p>Spitfire Rubber Bumper 1. Ray & Michele Liebherr 80 Spitfire 1500</p> <p>Jaguar XK 1. John Schrimpf 56 Jaguar XK 120 MC</p> <p>Jaguar E-type 1. Paul Weaver, 67 E type AE. Richard McKinley</p> <p>Jaguar XJ/Sedans 1. Stanley Morgenthal 61 Jaguar MK II AE. Dana Springer AE. Dana Springer AE. Mark Mason</p> <p>Austin Healey 100-3000 1. Tom Fourman 63 Austin Healey BJ 7 AE. Larry Beasley AE. Greg Sipe AE. Marc Masquelier</p> <p>Austin Healey Sprite 1. Joe D'Amico 60 Bugeye Sprite AE. Steve Halleck</p> <p>Classic Mini 1. Greg & Linda Graham 96 Mini AE. Time Bosse</p> <p>New Mini 1. Mike & Judy Burdonie 2015 Mini Cooper</p> | <p>Sunbeam 1. Robert Thompson 67 Alpine AE. Jim & Diane Ebert AE. Hugh Guynes</p> <p>Motorcycles 1. Terry Looft, 79 Triumph T140</p> <p>Open Class thru 1965 1. Charles Marshall II, 57 Rolls Royce Silver Cloud AE. Ryan & Leann Looft</p> <p>Open Class '66 and later 1. John Goode, 72 Lotus Elan Sprint AE. Steve Veris</p> <p>British Conversions 1. Eddie Cole, 80 MGB V8 AE. Phil McConnell AE. Mike Moor</p> <p>Premier Class 1. Steve & Jayne Powell 1948 MG TC AE. Lian Shoviak AE. Dennis Cestra AE. Ron Parks AE. Bill Michael</p> <p>Diamond in the Rough 1. Dennis Leckey 60 Daimler SP 250</p> <p>Best of Show Charles Marshall II, 57 Rolls Royce Silver Cloud</p> <p>Longest Drive Larry Wehr 247 miles</p> <p>Rangers Choice Keith Friemark, Jaguar XK 120</p> |
|---|--|--|

Pictures From British Car Day

Photos by Steve Markman





MGA Coupe Restoration Photos

Photos by Ron Parks



MG Car Club members present for first engine run-in on May 15, 2021. (L to R) Ed Hill, Ron Parks, Ed Wolf, Ron Ramer, Mike Hirsch and Giuseppe Gallelo. The Museum really appreciates the work that club members are doing to restore its MGA.

MGA Coupe chassis, part of British Transportation Museum's display at BCD Dayton, August 7, 2021. The engine was started and run during the show. Hope you got to see it.



A Brief History of Lubrication

Steve Markman

You probably don't give your engine oil much thought, except when it is time to change it or when the oil light on the dash illuminates. Today's oils do much more than just lubricate moving parts to minimize wear...they provide corrosion protection, carry heat away from the engine, and much more.

The use of some sort of greasy material to lubricate moving parts certainly goes back many thousands of years. According to archaeological discoveries, it dates back to at least the seventeenth century BCE in ancient Egypt, when olive oil was used to help move large stones. By the fourteenth century BCE they used animal fats (tallow) to lubricate chariot axels. In places around the world where oil seeped out of the ground naturally, I'd assume people used that, and even developed some crude refining techniques to extract the heavier grease from the oil. For the next few thousand years, since nothing moved faster than a horse could run, there was little need for a better lubricant. However, the use of animal and vegetable oil based lubricants diminished after the first oil well was successfully drilled in Titusville, Pennsylvania, in 1859.

The demands on the lubricants started to change with the invention of the steam engine and its need to lubricate sliding and rotating metal parts at higher temperatures and pressures. Dr. John Ellis is credited as being the first person to devise a way to reduce friction in large steam engines using a petroleum lubricant.

Motor oils today solve the same problems they did back in the 1800s, but with a far better standard and consistency. They also need to provide lubrication at much higher temperatures and pressures than was needed with steam engines. With the invention of the internal combustion engines, the first lubricants were pitched by Dr. Ellis' company, Valvoline. Henry Ford was an early customer. Ford set a land speed record in 1904, driving a primitive machine called the "999". His up-to-100 horsepower engine gave the 999 a top speed of 91.37 mph on a frozen lake in Michigan. A few years after his speed record, Henry Ford introduced the Model T with a specific warning on its dashboard: "This car is filled with Valvoline light motor oil. We recommend its use. No other oil should be used in this car."



During the 1920s, in response to growing demands particularly from the fast-growing auto industry, lubricant manufacturers began processing their petroleum-based oils to improve lubricant performance. Various treatment processes, some more successful than others, were developed during that decade. Additives were developed to inhibit oxidation, resist corrosion, enhance pour points (the temperature below which the oil is too stiff to flow properly), improve viscosity indexes, and more emerged in the 1930s.

But, one of the first big developments was to create a near-universal motor oil that could be used in any engine. Early manufacturers included oil recommendations for vehicles. By the 1930s, there

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were hundreds of active and defunct car manufacturers in the U.S. alone, all supported by a relatively spotty network of repair facilities. Imagine trying to find the correct motor oil for a Bugatti in the middle of Nebraska! Then, Valvoline released the nearly-universal X-18 motor oil in 1939, and it solved a problem drivers had been facing for more than 30 years, namely, an oil that was suitable for a huge range of vehicles. But, many challenges still lay ahead. Different uses dictated different lubrication needs; cruising down a country road is different than driving in a 100-mile race on a hot day.

As automobiles became more and more common in the 1930s, car makers realized the need for standardization among their vehicles. The Society of Automobile Engineers took on the task of setting standards for engine oil, deciding to classify oils by their viscosity, or the speed at which the liquid pours. They tested various oils at 100°C (chosen because that was the temperature that oil often reached in a highly-stressed engine), and SAE 30 eventually was recognized as the standard engine oil. (Viscosity is measured by the simple yet remarkably accurate method of pouring oil through a known size hole and measuring how long it takes to come out.)

The Second World War contributed greatly in the further development of engine oils, driven by the incredibly-high demands of aircraft and tank engines, as even the SAE 50 failed when the engine heated up. Adding to the problem, on a cold morning in the 20 degree range, 50-weight oil was so stiff that it was difficult for the engine to crank. Some relief came as a result of plastic companies researching petrochemicals. They discovered chemicals that had the ability to produce hydrocarbon polymers, and that these polymers could prevent oil from thickening in the heat while not compromising viscosity at lower temperatures.

To briefly explain this as best I can, basic physics says that any molecule will move around faster as it heats up. That's why a thick liquid (think pancake syrup that was stored in the refrigerator) flows slowly, but then flows quicker as it absorbs heat from the hot pancakes. The same thing happens with oil. What the researchers discovered was that at higher temperatures, their polymers produced long chains of molecules that wound around each other at higher temperatures. While the laws of physics dictated that the long molecules still had to move faster due to heat, their tangled mass prevented them from flowing faster. The end result...they acted as if they retained their low-temperature viscosity at higher temperatures!



This led the way for the introduction of the 'w' rating that is common today, as in 10W30. This means that the oil is a 10-weight at winter temperatures when the engine is cold, but then acts like a 30-weight as the engine heats up to its operating temperature.

Multi-grade oils continued to improve over the years as researchers figured out how to keep the viscosity modifiers from breaking down in high-load conditions, the oil itself from breaking down as it aged, and thinning out if it mixed with fuel residues. They also developed synthetic detergents for oil, and very efficient anti-wear and anti-scuff additives.

Synthetic oils were the next big development in engine oils. While they were first used during the Second World War, they weren't that great and were expensive.

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After the Second World War, high speed motorways that allowed cars to cruise at sustained high speeds for many hours, limited only by the need to refuel or a bathroom break, blossomed around the world. But lubricants were still being challenged as metallurgy and manufacturing technology advances allowing much tighter machining tolerances between moving parts and greater power outputs from engines. Light weight oils were needed to lubricate the tight-fitting parts, but didn't work well with other demands of modern engines. Lighter oils, under more stress, break down more quickly and had to be changed more often, but allow the engine to be more responsive and fuel efficient. Car manufacturers, on the other hand, want to cut down service intervals to make ownership as cheap and easy as possible.

Help came from the aircraft industry. Gas turbine engines had developed to the point where the immense pressures and temperatures involved would fry mineral oils on contact. These early synthetics were expensive, because of limited production, so were used mostly for aircraft engines. But, their introduction into the automobile market soon would change that.

Originally developed as an exercise to obtain useable fuel from oil shale and coal slack, Mobil produced a family of plastics known as Poly Alfa Olefins, or PAO. These are the basis for the majority of synthetic oils today. Their first use was in steam turbines, but, in possibly the first ever use of synthetic oil in automobile engines, were used during the Second World War in tank engines. In the African desert, Sherman tanks that used standard Chrysler car engines and petroleum-based lubricants were frying their engine oil and seizing engines. These special lubricants proved to be very successful.

But...these early synthetic oils still had a major problem that nearly caused their demise. They caused rubber seals in the engine to deteriorate, giving early synthetics a very bad reputation. It took many years of additional research to solve this problem.

Enter the Poly-Ol Ester based lubricants. They have the advantage that your engine probably will never wear them out. Another useful property of the oil is that it does not break down in storage, as does a mineral oil. A vehicle may be left for years with the oil in the sump, and started up when needed. Added to this is the extreme stickiness of the oil, which coats all parts with which it comes into contact and does not creep off, as do other 'synthetics'. Red Line® Synthetic Oil Corporation is one producer of Poly-ol ester lubricants. Shell's line of full synthetic oils are made from natural gas, with no crude oil used at all.

I'm sure there's more to the story, but I'll stop here.

Thanks to the following sources:

<https://www.mccluskeychevrolet.com/blog/look-interesting-history-motor-oil/>

https://www.volvoclub.org.uk/engine_oil_history.shtml

<https://www.uti.edu/blog/industry-relationships/everything-about-motor-oil>

<https://petrolicious.com/articles/this-is-the-hidden-history-of-motor-oil>

<https://iselinc.com/brief-history-lubrication>

Classifieds

For Sale: MG-TD new body timbers: 1) Front latch pillars, left & right, Moss part no. 450-820 & 450-825. 2) Hinge pillars, left & right, part no. 450-830 & 450-835. 3) Under door rails, left & right, part no. 450-840 & 450-845. Half off the Moss price & includes free shipping. Danny Mortensen, 859-384-7821 or agsdanny@aol.com (5/21)

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For Sale: 1970 MGB. It is a restoration project and I just don't have the time to give to it. It has a hard top and a soft top and chrome bumpers. It has been stored in my garage for the past 7 years. If interested we can send pictures. Asking \$3,000. Valerie Powell, clpowell428@gmail.com. (4/21)

For Sale: 1950 MGA project car. Vehicle has new cam shaft bushings; crank was ground (-.330 down) and stored correctly; missing carbs and manifolds. My dad was an MG enthusiast, and this was his last project before he passed away a year ago. We want to see it go to a good home to complete the restoration. Asking \$2500 or best offer. Located in Plain City, Ohio. Please contact Krista Precourt for more information at kprecourt10@gmail.com, or 805-427-5334. (4/21)

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 July Club Meeting

Diana Hodges

President Looft called the July meeting of the MGCC SWOC to order precisely at 7:28. Skip Peterson, "You're 2-minutes early back here."

President Terry Looft, This has been a slow month. We could almost go straight into beer break. Pub Run, thanks Skip & Jennifer." Skip, "It's was really Dave & Carol Estell's idea, we just got spearheaded into leading the pack down." Terry, "Thanks Dave & Carole for opening up your house."

Dave Johnson, "MGCC Picnic is August 22nd." Terry Looft, "On that note, December 4th is the Holiday party. It'll be here at Bennett's Pubical. We'll use the upstairs because that's what they had available."

Vice President Jim Carson, "Just another fun filled day in paradise. My knee is fixed. It works, more or less." Terry, "How are your knees Dave (Estell)?" Dave, "They're working more or less..."

Minutes were next on the agenda. Ron Parks motioned to accept the Minutes as reported. Skip Peterson seconded. MGCC voted. Minutes approved.

Treasurer's Report was next. Skip Peterson, "Do we have any money?" Bob Farrell, "I do, club doesn't. "The MGCC had gains of: Membership Dues (\$55.00) in income for a total gain to the MGCC of \$55.00. We had total expenses of: Tune-Up Clinic coffee & donuts (\$30.11) + Postage (\$2.80) + May Gumball (\$10.00) + MGCC Donation in the name of Tim Lewis (\$100.00) for a total expense to the MGCC of \$142.91. Monthly total gains when subtracted from the losses means a loss of \$87.91 to the MGCC. When subtracted from our beginning balance of \$3,801.76, leaves the MGCC with an ending balance of \$3,713.85 in the primary checking account. The Savings account now has \$381.75. With Cash-on-Hand of \$40. Total ending balance of all accounts was \$4,135.60." Dave McCann, Sr. motioned to accept the Treasurer's Report as presented. Bob Farrell motioned to accept his own report. Art Barnes seconded. MGCC voted and approved of having money. *(Full disclosure. If this looks familiar, it should as it is/was the June report, but I lost the July report. I'll correct it next month).*

President Looft, "I hope you made note of the late arrivals?" Dave & Lois Gribler just snuck in. Secretary

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Hodges, “I did.”

Membership was next. Carole Looft, “We have a potential new member, Giuseppe Gallelo, who owns a 1972 MGB. We now have 70 members. Dave Gribler, “Giuseppe was able to get the MGA project car running. We were fighting it, he took one look, fiddled with the distributor, and it fired right up.”

Birthdays in July: Skip Peterson, John Scocozzo, Bob Farr, Helen Markman, Joanne Gribler Dave Johnson and Karl Sparklin.

Activities with Eddie. Eddie Hill, “BCD is coming up in 10-days or so. We need everyone who can to help setup on Friday night. 6:00 at Eastwood Park. Aug 22nd is the MGCC picnic being hosted by the Johnsons. The HotRod Power tour is also coming to Montgomery County Fairgrounds on Aug. 24th. Stowe, VT and Cincinnati BCD are both Sept 12, 2021. We might want to think about having a Fall Tour some time in October. Skip, “Have we ever done a covered bridge tour?” Ron Parks, “That’s a great idea!” Eddie, “Who would like to do one of those?” Jennifer Peterson raises her hand. Eddie, “Liar!”

Sunshine Committee. Carole Looft, “Everyone’s okay except for their knees.” Terry, “Carole’s recovering from her eye. She had that old person operation.” Skip, “You looking to walk home?” Terry, “I have the keys.” Jennifer, “Now you know what Terry looks like.”

Beer Break called 7:42.

During Beer Break, Lois Gribler offered up a Minutes correction. Lois, “I did NOT cheer when I found out that there would not be concessions at BCD this year. I booted. I like shopping the sales.”

Back from Brake at 8:09

There are 34 people in attendance.

Terry, “I didn’t have a plan, I just wanted to see if everyone would get quiet.”

Newsletter Editor Steve Markman was not in attendance. Terry, “I guess it was okay, did anyone read it?” Eddie, “All I saw were a bunch of pictures of a bunch of broken down MG 1100s.”

Webmaster John Scocozzo. “Internet’s still there. It’s working.”

More on British Car Day. Eddie, “We won’t have coffee and donuts in the morning so stop and BYOC/D. Skip, “Saturday morning we’d like help directing cars and Saturday night we need help cleaning up. We’ll have cars showing up at 8:00 trying to get in even though registration doesn’t open until 9:00. We have 168 pre-registered so it should be a good turnout.”

Terry, “Continuing with Old Business, why does Dave Smittle’s name come up?” Dave Smittle, “We belong to the MG-T club and we’re looking to come to Dayton for a meeting of the Ohio chapter of the T-Club. We want to have a meet in fall (Aug-Oct) 2022 in conjunction with the MGCC SWOC. Our meets are pretty straightforward. Meet on Friday, go somewhere interesting and then go for dinner. Saturday, another drive, impromptu car show in the parking lot. We’d like your help.” Terry Looft, “How about combining this with the Fall tour?” Dave Smittle, “We generally have 50(ish) members for the dinner.” Leeann Looft, “How about the Holiday Inn in Fairborn where the MG V8 group had their meet?” Skip, “They’re friendly with cars.” Dave continued, “We’ve also absorbed the Buc-A’s after that club fell apart. We’re open to anyone attending, so you’re all invited.”

MGA Museum Restoration. Ron, “Giuseppe got the timing right and actually got the MGA started.” Ed Wolf, “We had it going pretty good. It was firing out of both carburetors.”

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New Business. Dave Smittle, “The Put-In Bay Reunion is August 21-24th. On the island every Sunday there’s an old car parade. If you’re interested in going and do not have accommodations, we’ve got a deal with the Victory Station Hotel.” Skip, “We stay in the condos by the airport. If you’ve never been to the vintage race it’s like stepping back in time to the 1950’s” Dave Smittle continued “The Ohio chapter of the MG-T Register is having its fall meet that following weekend at the Liberty Aviation museum. We’re doing a tour to include the Merry-Go-Round museum in Sandusky and a car parade through the grounds of the Veterans home in Sandusky. Unfortunately, they wont let us stop and have the veterans come out due to the pandemic, but the parade through the grounds will be a nice diversion.

Skip, “I have some other new business. Here’s the box full of MGCC Stationary. Someone is going home with these.” Ron Parks, “(Taking possession) I continue to pay for ordering these.”

Leeann Looft, “Starting August 1st I’m uploading Election-Runner for NAMGBR. We’ll need to vote for Treasurer and President, so by the August meeting we’ll have to vote as a club.”

Tech Tips. Steve Powell, “Gribler’s got one. Tell them about the clock. Dave Gribler, it was your clock!” Terry, “I couldn’t come up with one so I drank myself into one. I use these (Bloody Mary, Margaritas mix, etc. drink mix bottle with flip tops) for things like battery acid, brake fluid, etc. The stuff that you really don’t want to spill anywhere.”

Art Barnes. “I took a survey of ownership and there are entirely too many MGB’s. I have a 1959 for sale because I’ve recently acquired a gorgeous MK II 1600.”

Terry, “That was it for ‘For Sale’, which was next anyway.” Lois Gribler, “I have a 1969 Pontiac LeMans convertible, red, for sale.” Sam Hodges, “Need more space?” Dave Gribler, “Yep.”

The next meeting will be Aug 25th here at Bennett’s Pubical.
Ron Parks wins Gumball.

Dave McCann Jr. motioned to to adjourn. Carole Looft seconded.

Meeting adjourned at 8:38.



MG AUTOMOTIVE

Parts, Service and Restoration for
MG, Triumph, Austin Healey and
Related Autos



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