

# THE OCTAGON NEWS



Volume XLVII No. 11

September 2021



Pictures from British Invasion at Stowe VT  
Time to Renew Your Membership

## From Under My Car

Terry Looft

Can you believe that it is at the end of the club year? It has passed quite quickly.

Thank you for entrusting me with the duties of president, or at least not complaining too much about it. Please consider coming to the meeting and offering a hand with one of the positions to help keep this club running.

As I write this, we are in Stowe, Vermont for the British Invasion. Tomorrow, Friday, we will pick up our registration packets. The car show will be on Saturday. Right now there is a little bit of a mixed bag of weather. There is a chance of some rain but we hope that will by-pass us. We are already seeing a large number of British Marques showing up in town. Truly this is a great show with the wide range and numbers of cars attending.

Here's a run-down on our trip out. There were five of us in the group. Dar and my



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 September 22<sup>nd</sup>**

## MG Car Club Officers

President.....**Terry Looft**  
phone.....937-382-1520  
email..... terry@looft.net  
Vice President.....**Jim Carson**  
Phone..... 513-899-3808  
email..... carsonfam@juno.com  
Secretary.....**Diana Hodges**  
phone.....937-581-4767  
email.....sammgb@earthlink.net  
Treasurer..... **Bob Farrell**  
phone.....937-272-8911  
email.....chersews@yahoo.com  
Member at Large.....**Lois Gribler**  
phone.....937-898-9928  
email..... drivesmgs@yahoo.com  
President Emeritus...**Diana Hodges**  
phone.....937-581-4767  
email.....sammgb@earthlink.net  
**Web Master**.....**John Scocozzo**  
phone.....937-231-9188  
mail.....jscocozzo@hotmail.com  
**Activities Chair**.....**Ed Hill**  
phone.....937- 461-6688  
email..... chillmgb@aol.com  
**Membership Chair**.....**Carole Looft**  
phone.....937-382-1520  
email.....carole@looft.net  
**Historian**.....**Open**  
phone.....  
email.....  
**WebPage**.....[www.mgcarclubswohio.com](http://www.mgcarclubswohio.com)  
**NAMGAR POC**.....**Dave and Lois Gribler**

### Your Octagon News Editor and Production Staff

Steve Markman 937-886-9566  
[srmarkman@att.net](mailto:srmarkman@att.net)

Terry Looft 937-382-1520  
[terry@looft.net](mailto:terry@looft.net)

And special thanks to Ron Parks for proofreading.

### Inside This Issue

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4	A History of Antifreeze
8	Stolen 'Goldfinger' Aston Martin DB5
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## Upcoming MGCC Events

### 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

### Nov:

- 11 – Veterans Day
- 17 – Meeting at Bennett’s Pubical
- 25 - Thanksgiving

*See meeting minutes for other area activities!!*

friend from Nashville were driving MGAs, Carole, in her newly restored MGC, Ron in his TR4 and me with my V8. The trip was enjoyable and uneventful except for a small hiccup on my car on the second night. A problem that looked to be bad turned out to be a simple thing. Tech tip?? Actually, this was one of our better trips. We had no break downs, no rain, and the temperatures were perfect. We have had some nice side trips (to include a stash of maple syrup items) while we’ve been here. Pictures will follow of some of the sights. Check the club Face Book and web site pages.

I won't run on about things this month but will let the pictures tell the story. Remember, club elections and dues are both this month.

Once again, thank you for your support and let's keep this club alive. *Safety Fast!*



## Welcome New Members

Carole Looft

Joe & Paula Donnelly 6107 Lovelace Dr. Fairfield Township, OH 45011 513-602-8867 <a href="mailto:jmdpjd1@gmail.com">jmdpjd1@gmail.com</a> 1967 MGB GT	Giuseppe Gallelli 422 St. James Pl. Springboro, OH 45066 818-269-3240 <a href="mailto:connie_gallelli@hotmail.com">connie_gallelli@hotmail.com</a> 1972 MGB	Andy Heins 50 LaBelle St. Dayton, OH 45403 937-313-5931 <a href="mailto:wacoaso@aol.com">wacoaso@aol.com</a> 1970 MGB	...and former members Bob & Jeanne Hanseman 2360 Trebein Rd. Xenia, OH 45385 937-426-5209 <a href="mailto:shaggysidelane@gmail.com">shaggysidelane@gmail.com</a> 1951 MG TD
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## Membership Renewals for September

Carole Looft

**A**s 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.

Don't forget, you must be paid up so you can vote in the elections at the September meeting.

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.

## Pictures from British Invasion at Stowe VT

Photos by either Ron Parks or Terry Loof



Amsterdam Castle



MGs of MG Car Club Southwestern Ohio Centre  
in Stowe, VT



Carole & Terry enjoying maple nut ice cream at  
Morse Farm Maple Sugarworks



Lunch at Three Penny Tap Room in Montpelier,  
VT (Terry, Ron Dar & Al)





Granite Museum w/cars: Dar, Terry, Carole, Ron & Al Barnes



Group at Morse Farm Maple Sugarworks



The Last Lunch?

## The History of Antifreeze

Steve Markman

I wrote an article a few years ago about our cars' cooling system. A big detail I left off was discussing what goes in the cooling system, namely antifreeze. So, here's what I learned. Antifreeze has three important functions in the car's engine: it keeps the coolant from freezing, it carries away excess heat and thus lessens the chance of the engine overheating, and it keeps the metal in the engine from corroding.

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Early water-cooled engines used straight water as a coolant. Water has excellent heat transfer characteristics that made it well-suited for use as an engine coolant, but it had two limitations. First, cars often operated in locations where temperatures dropped below freezing. Water has an interesting characteristic that as it freezes, it actually expands a bit (did you ever forget that you put a soft drink can in the freezer? or, did you ever wonder why ice cubes float?). This expansion is powerful enough that it can crack the engine block. Second, the engine's heat could cause the water to boil on a hot day or under a greater power demand. In early unpressurized cooling systems, this allowed the water to boil away quickly. Boiling water also could create pockets of steam within the engine that reduced cooling efficiency since heat doesn't transfer into a gas as well as into a liquid.

Pressurizing the cooling system with a spring-loaded radiator can increase the temperature at which water boils. But, for cold-weather operation, water has to be mixed with something else to lower the temperature at which it freezes.

The earliest example of automotive antifreeze is methyl alcohol which is an industrial chemical used as a solvent and for other purposes (as opposed to the ethyl alcohol that people consume). Alcohol has a lower freezing temperature than water, which made it an effective antifreeze when mixed with water in early automobiles. However, alcohol has a number of qualities that make it poorly suited for use in automotive cooling systems. The biggest issue is that it can accelerate the corrosion of metal in the engine. Also, given that early cooling systems were unpressurized, the alcohol could evaporate over time, requiring that it be replenished periodically.

The next step in the history of antifreeze was actually taken many years earlier. A substance called ethylene glycol was first synthesized in 1856 by French chemist Charles-Adolphe Wurtz. However, very little was done with the substance until the 20th century, when it was used as a substitute for glycerol in the manufacture of dynamite. Someone eventually discovered that ethylene glycol could make a good antifreeze because it mixed readily with water and that it has both a lower freezing point and a higher boiling point than water. Adding ethylene glycol in equal parts with water lowers the freezing point to minus 34 degrees F while also raising the boiling temperature to 265 degrees F (with a 14 PSI cap). Why not use straight ethylene glycol? By itself, it carries heat 15 to 20 percent less efficiently than water and although it boils at 386 degrees F, it freezes at 10 degrees F, which is not low enough to provide adequate freezing protection in cold climates. The 50-50 mix has proven to be about ideal.

Ethylene glycol was first used as an automotive antifreeze in 1926, and World War II brought it into widespread use. After the war, it became the dominant chemical antifreeze for the remainder of the 20th century.

Note that glycerol, another chemical, was used briefly as an automotive antifreeze. This chemical works similarly to ethylene glycol, but it was more expensive to produce. However, glycerol yet may be a good alternative to ethylene glycol in the future, primarily due to the fact that glycerol isn't toxic. Advances in production techniques may result in a more affordable product some day.

Various types of corrosion inhibitors are added to antifreeze to prevent corrosion inside the cooling system. Corrosion occurs when oxygen and dissolved minerals or salts in the coolant react with metal surfaces. Corrosion also can occur as a result of electrolysis, which is an electro-chemical reaction between dissimilar metals (such as aluminum and cast iron), or from stray electrical currents that pass through the coolant due to poor grounding between the engine and chassis. In general, corrosion inhibitors keep the coolant slightly alkaline. This keeps corrosion in check as long as there is enough

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inhibitor to neutralize any acids that develop as the antifreeze slowly breaks down. But over time, the inhibitors themselves break down. At this point, the coolant should be changed since corrosion can start.

Up until the mid-1990s, essentially there was one type of coolant in general use: the traditional “green” formula coolant. This type of coolant contains fast-acting but relatively short-lived corrosion inhibitors that last about two to three years, or 24,000 to 36,000 miles. Green formula coolant is still available for older vehicles, but is not recommended for newer vehicles, as I’ll explain.

Traditional green antifreeze is known as IAT antifreeze, which refers to Inorganic Acid Technology. It was fortified with silicates and phosphates to inhibit corrosion by coating the cooling system’s metallic parts. This was especially important when the primary metal being protected from rust was cast iron in engine blocks, heads, and other engine components.

During the 1980’s, as more and more vehicles began to use aluminum parts and rubber seals in the cooling system, problems began to occur. For example, silicates caused massive amounts of scale to build up when in contact with aluminum, degrading the cooling system’s ability to do its job. Phosphates dried and corroded anything rubber, such as water pump seals. The corrosion protection of IAT antifreeze is depleted at around 36,000 miles (I assume that mileage figures are based on average driving, not the miles put on a typical classic or show car), causing corrosion once the coolant breaks down. The coolant even can start to conduct electricity through electrolysis and begin eating the engine from the inside.

Newer cars use various formulations that are different colors. Long-life coolants use various Organic Acid Technology (OAT) additives to achieve a service life of up to 5 years or longer, or 150,000 miles. There also is a Hybrid Organic Acid Technology (HOAT) formula that is dyed yellow and contains silicates for added aluminum protection (Don’t ask me how the chemical wizards worked that out, as it contradicts what I stated earlier). There is no formal standard for colors, so it is best to use the formulation recommended or required by your car’s manufacturer, usually found in the owner’s manual, then read the label on the antifreeze container. Coolants are generally considered to be compatible, however, mixing coolants of two different qualities results in a mixture of unknown intermediate quality. Some studies show that mixing IAT and OAT antifreeze actually caused more corrosion than water alone. In an emergency, it’s best to use water, then flush the system and replace with the proper antifreeze as soon as possible

All antifreeze breaks down with time and must be changed and flushed at some point. If you are unsure whether it’s been flushed, it probably hasn’t, so it’s a good idea to change. All types of coolant are available in ready-to-use premixed containers (which contain half antifreeze and half water), or in full strength containers (which must be diluted with *distilled* water – don’t use tap water, as it is filled with silicates, minerals, and other corrosion-causing salts).

One last note...to pet lovers. Unfortunately, antifreeze’s main ingredient, ethylene glycol, has a taste some animals find appealing. And it doesn’t take much to be fatal for dogs and cats. As little as one tablespoon can kill a dog, while one teaspoon is sufficient for cats. At the least, it can cause vomiting, seizures, and kidney failure, so be sure to clean completely any antifreeze that spills on the garage floor or driveway.

Thanks to the following sources for all the information they provided:

<https://www.machinerylubrication.com/Read/841/coolant-fundamentals>

<https://www.scfuels.com/the-sc-fuels-guide-to-coolants/>

<https://www.autozone.com/diy/trustworthy-advice/understanding-different-types-of-antifreeze>

<https://www.knowyourparts.com/technical-resources/engine/a-history-of-automotive-coolants/>

<http://www.crankshaft.com/history-of-antifreeze/>

<https://sensibledriver.com/article/the-versatile-fluid-that-changed-the-world>

## Largest Ever Shipment of MGs Arrives at Portbury Docks – 2,892 Cars!

August 12, 2021

Press release courtesy of MG Motor UK

**M**G Motor has seen its big-gest ever shipment of new cars arrive in the UK at Bristol's Portbury Docks, eclipsing the shipment of 2,000 vehicles which arrived in October 2020.

A total of 2,892 new MGs arrived at the port this week as the rapidly growing brand gears up for a busy September, with the new car market preparing for the new '71' - registration plate.



Over a quarter of the cars contained in the shipment (26.2%) were the new long-range MG5 EV Long Range, which made its debut last month, underlining its increasing popularity.

MG currently offers six models in the UK including three plug-in cars – the established MG ZS EV, the game-changing All New MG5 EV, and MG HS Plug-in Hybrid, all backed up by MG's comprehensive manufacturer's 7-year warranty and fast-developing dealer network.

*Editor's note: The article didn't mention where the cars are made. I'll give you one guess. Google it if you're not sure.*



# Stolen 'Goldfinger' Aston Martin DB5 is Likely in the Middle East, Sleuth Says

Gary Gastelu  
| Fox News

A major movie mystery soon could be solved. Not on screen, but in the real world of stolen art. In a theft fitting of a spy thriller, one of the two gadget-filled 1964 Aston Martin DB5s featured in the James Bond films "Goldfinger" and "Thunderball" disappeared from a hangar at Boca Raton airport in 1997. The silver coupe was spirited away without a trace, leading some investigators to believe it had been flown away by a cargo plane or even a small drug-running plane that quickly dropped in to pick it up.



The car had been purchased at auction in 1986 for \$275,000 by real estate developer Anthony Pugliese, but was insured for \$4.2 million at the time of the heist, which is roughly what the other car was auctioned for in 2010.

A new podcast produced by Spyscape called "The Great James Bond Car Robbery," which is narrated by "Austin Powers: International Man of Mystery" star Elizabeth Hurley, has taken an in-depth look the incident and one contributor to the program has revealed new information about the car's whereabouts today.



Christopher A. Marinello is the CEO of Art Recovery International, a firm that tracks down valuable stolen goods for insurance companies and individuals, including some that had been looted by Nazis. The classic car enthusiast has been on the "Goldfinger" case for over a decade for an insurance firm, which has an open offer of \$100,000 to anyone with information that leads to the car's recovery.

"I had the Corgi toy version of the car when I was a kid," Marinello told Fox News Autos. "It means a lot to me personally and to the world. It's perhaps the most famous car ever." Marinello calls it his "white whale" and the "Holy Grail" of art recovery, and says he's actually pretty sure he knows exactly where it is.

He believes it is in a country in the Middle East, that he's not ready to name publicly, and owned by one of the top car collectors in the world. "If I'm right, it's part of a collection of around 4,000 vehicles."



He said he gets tips all of the time from people who've come across DB5s that they thought was it, but that a recent one sounded very credible. The person imparted details about the vehicle only someone intimately familiar with it would know.

Marinello isn't accusing the current owner of being behind the theft or even initially knowing that they'd purchased stolen goods. "These sorts of people buy a lot of luxury items, often without going through due diligence, and when they find out something is stolen, they think they're above the law and that it's not their problem," Marinello said.

"But it is their problem." Marinello's dealt with the type before and is hopeful that they'll discretely approach him to work out a deal in private for the return of the vehicle, which is worth far more than \$4.2 million today.

A third identical car that was built to promote "Thunderball" and didn't even appear on screen was auctioned in 2019 for \$6.4 million and experts tell Marinello the missing car could go for \$15 million or more if it ever crosses an auction block.



*Editor's Note – While living in Cleveland, I saw one of these cars in 1965 or 66, on display at an area shopping mall. I assume it was the promotional one. I took some pictures of it, but have no idea what I ever did with them. Then, in 2011, I saw one of the cars at the Spy Museum in Washington, DC. I don't know if they own it or if it was on temporary loan. They didn't allow visitors to take pictures.*

## 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](mailto:agsdanny@aol.com) (5/21)

**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](mailto: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](mailto: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. smarkman@att.net or 937-886-9566.*

## Minutes from August Club Meeting

Diana Hodges

**P**resident Terry Looft called the meeting to order at 7:30. Terry, “We’re really started but we’re waiting on people to take their seats.” Sam, “Then are you really started?”

President Looft, “I’m President for one more month.” Dave Gribler, “Give it time...”

Terry continued, “The Club Picnic , Thank you Dave & Rachel. Nice turn out, you guys went overboard.” Dave Johnson, “Who gets the receipts”? Terry, “He’s not here this weekend.” Dave, “Maybe we should do that again some time in the future.”

BCD. Skip Peterson, “We had 268 on the field, 290 registered. We talked to Jim Heinz and it looks like we’re making about \$270. Our food vender got Covid on Thursday morning. We called Brock Masterson Catering who we have a relationship with through the Concours and he jumped in and saved us. He had to make three runs out for more food. He wasn’t expecting that large of a crowd, so I think they had a successful day. It was a good show. I was contacted by someone from the National Daimler show and they want to have their national event in conjunction with us next year. There can’t be that many Daimler’s, so I think we can accommodate them.”

Terry Looft, “I do want to talk about classes.” Dave Gribler, “We have no class.” Terry continued, “At BCD poor Ryan’s Magnette was parked next to this best of show 1950’s Rolls Royce. Maybe we should think about having an MG, Triumph ‘Other’ Class for cars like that.

Next up were Minutes. Lois motioned to correct the Minutes from last month as the financial information was a month old. Secretary Sam Hodges approved the correction. Art Barnes motioned to approve the Minutes as reported. Lois Gribler seconded. MGCC voted. Minutes approved (*shhhhhh....*)

Treasurer’s Report was next. Treasurer Bob Farrell was not in attendance, but Secretary Hodges had the Treasurer’s report for July.

Sam, (*Me*) “The MGCC had gains of: Membership Dues (\$25.00) in income for a total gain to the MGCC of \$25.00. We had total expenses of: Beer Wagon (87.67) + July Gumball (\$10.00) for a total expense to the MGCC of \$97.67. Monthly total gains when subtracted from the losses means a loss of \$62.67 to the MGCC. When subtracted from our beginning balance of \$3,703.85, leaves the MGCC with an ending balance of \$3,631.18 in the primary checking account. The Savings account now has \$381.83. With Cash-on-Hand of \$40. Total ending balance of all accounts was \$4,053.01.” Mary Planeaux motioned to accept the Treasurer’s Report as presented. Jennifer Peterson seconded the motion to accept the report. MGCC voted. Treasurer’s Report approved.

Membership was next. Carole Looft, “There are actually four new members at the meeting. This is a first. I’ve never had this many in my lifetime.” We had Giuseppe join who owns a 1972 MGB, Joe Donnelly of Fairfield, owner of a 1967 BGT joined. Bob’s back with his 1951 TD. Bob, I sold the MGA. Andy Heinz owned it for a week.” Carole, “We now have 74 members”

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Birthdays this month: Jennifer Peterson, Jayne Powell, Terry Looft, Bruce Miller, Dave McCann Sr., Leslie Hunter and Kim Smittle.

Activities with Eddie. Eddie Hill, “The end of our busy summer schedule is here. There’s the Kettering Holiday @ Home parade...” Jennifer, “Which we’re not doing.” Eddie, “The Cincinnati BCD is Sept. 12th. Stowe VT is also Sept 12th. The Concours d’ Elegance is Sept 19th. We should start thinking about a Fall Tour maybe sometime in October.” Terry Looft, “Any volunteers?”

Sunshine Committee was next. Carole, “I have two new eyes. I can see everybody.” Skip, and how’s Terry look now?” Terry, “About like he feels.”

Newsletter Editor Steve Markman, “I hope everyone enjoyed my article on engine oil.” Dave Gribler, “It would be more helpful to know how to get it off the garage floor.” Steve, “I’ll look into that. I did an article on tires a couple of years ago and I have come to find out that it’s hanging on the wall of a tire shop in Meridian TX. Apparently the owner saw a copy that a club member had and liked it so much he printed it out and hung it on the wall.”

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

Carole, “I’d like to talk about the Newsletters. They’re costing \$.07/page, maybe \$11.76/month for printing costs. We are kicking around the idea of buying a laser printer. We have them printed at the UPS store in Beavercreek. Next month we’re going to be spending \$210 for printing for the 14 people that want mailing. Some discussion was made about buying the printer vs. continuing to have them printed. Skip & Ron motion to swallow the cost of printing. After some further discussion, John Scocozzo motioned to buy a printer. Skip went all Linda Wolfe about Roberts rules. Ron withdrew his motion. John motioned to purchase a printer. Carole, “Paper is \$33/case at Costco.”

Terry, “Let’s come back to this after beer break.”

Beer Brake called 7:57.  
Back from Break 8:09

Terry, “We did some research at the break. It would be \$200+ tax for a wireless HP laser jet. A box of paper for \$30 should last a long time.” Ron Parks, “We can print them on the club stationary.”

John Scocozzo motioned again to buy the printer. Ron seconded. MGCC voted and approved the purchase of a LaserJet printer. Terry, “We’ll buy one at Costco before the next printing.”

Skip, “We’ve already applied for the permit for the 2022 BCD. We didn’t get the dumpster this year and we got a cryptic email from the Parks District about this situation not being tolerated next year.” Jeff Opt, “I didn’t see a sign on Harshman Rd. like in the past, but I wasn’t sure if it was there.” Skip, “No it wasn’t but we’ll make sure that there is one next year.” Dave Johnson, “I was busy but I can take care of that.” Skip continued, “The Park doesn’t want people coming and parking on the hard parking lot when they’re here for the car show. That’s why we’re using the soccer field for the parking lot.”

Carole, “Lois & Dave bought their poster for sale. We sold 4 at BCD. Overall we’ve sold 9 for a total of \$90. I’m just giving a report. Another 10-years and we’ll break even. This is the best year for the poster.”

Ron, “Do we want to suggest that we continue with a vendor instead of the concession?” Skip, “Jennifer, that’s coming up in new business.” Lois Gribler, “I LIKE shopping the sales and buying the stuff.” Terry,

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“I pack a car trailer and it was so much easier to just have a vendor.” A heated discussion about the merits of us doing it vs. the vendor took place. Skip, “Regarding the pricing, we don’t control the prices. Even the Triumph club said that the vendor was the better way to go. We only got \$270 which is a lot less than the \$1,000 we’ve gotten in the past, but at the same time, there’s a lot of man-power involved in that \$1,000.”

Art Barnes moves to table this discussion. Eddie seconded the motion. Carole Looft, “Why wait. Let’s vote on it now.” Skip, “Let’s talk to the Triumph folks about their ideas on the concession issue.” The discussion was officially tabled until next month. Skip, “We’re going to take care of this before Terry leaves office. This will be his legacy one way or another.”

British Museum. Ron Parks, “We had a frame at BCD. We had the engine running a few times. We’re on sabbatical now. We took the radiator off and we called Dale Oakes and we’re waiting on them to finish the body. We’re going to tell Dale that we’re going to put a plaque on the car that paint & body donated by EuroClassics but we’re going to roll & brush paint the car.”

Steve Markman, “If anyone has a Honda that’s been having misfires, Ed has the solution.” Ed Wolf, “It’s not an MG tech tip, but it still applies. If you have the V6 with the VCM, the engines good for 100K miles but an issue occurs about 100k but its an easy fix. See me if you have this issue.”

Skip, “There’s a website called [woot.com](http://woot.com). It’s an Amazon close out. There was Valvoline racing oil for \$19/6 and it was 70% off. They have a lot of tools as well.”

Terry, “There’s a \$29.00 USB, SD card, Bluetooth radio that’s on Amazon that works really well. It has a line-out for running to an amplifier.

For sale: Ron, I’ve got a Triumph grille for sale.

Gumball Rallye - Lois Gribler wins.

Motion to adjourn 8:38.

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

**MG AUTOMOTIVE**

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



**Steve Miller**

3733 Wilmington Pike  
Kettering, Ohio 45429  
(937) 294-7623

e-mail: [MgAutomotive1@aol.com](mailto:MgAutomotive1@aol.com)