

THE OCTAGON NEWS

Volume LIX No. 9

July 2024



MG GOF Central 2024 Photos

My Minion Yellow MGB (Member Featured Car)



From the President

Dave McCann Jr.

I'm writing this from northern Minnesota. I headed out after work on the 3rd to get an early start on the trip to Oregon. I'm in Hibbing, MN tonight which turns out to be where Bob Dylan grew up. He's not here now, as far as I know. I chose it because I got a good rate at a hotel and it was north of all the rain, at least for tonight. I've still got some issues with rain tomorrow and Saturday. There's a museum (more of a private collection) in Warroad, MN called The Shed. That's about three hours from here and right near the Northwest Angle (the little bump on top of Minnesota that is the northern point of the contiguous United States. If you ever feel like going to the Northwest Angle in an MG, where the northernmost point in the contiguous US is (big marker and everything), you must give serious consideration to the 46 miles of



South North American MGB Registrar Club
P.O. Box 20032 Dabel Branch
Dayton, OH 45420-0032

Club Membership Information

Membership dues of 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:

Wed, July 24, 2024

MG Car Club Officers

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gravel road that you must traverse. That's 23 miles in and 23 miles out. Or, if you go out the other way (toward Winnipeg), it's 23 miles in and 53 miles out for a total of 76 miles of gravel road. And not all gravel roads are created equal. The ones in the US, in the Northwest Angle itself, are not too bad. Minimal dust and a few holes and wash boarding. On the other hand, the big trucks and construction vehicles don't go past the US border so there's not as much wear and tear on those gravel roads. Figure between 30 and 40 mph or between an hour and two hours of gravel road driving. But it does get you a picture that you're not going to get anywhere else. And you get to experience driving across an international border without stopping. Twice. (You do need to call in, once to the US and once to Canada.)

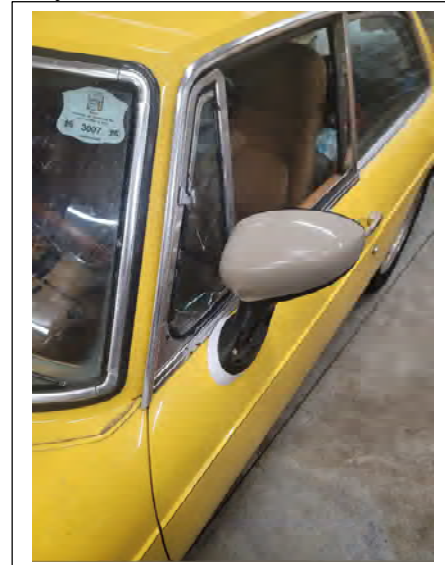


I'll be headed over to the museum Friday, before heading into Canada (and then briefly back into the US). I also heard about a car museum in Montana at a former prison. The latest Roadkill show on MotorTrend drove one of their cars up there to donate it to the museum, so I'll see about going there after I go through Glacier National Park.

Getting the MGA ready was a bit of a challenge. I had a stuck valve that required pulling the head and going over things to see why it happened and what damage it did. No apparent cause was found. This is the second time this has happened on the MGA, and it's been two entirely different engines. The carburetors and manifolds were used on both but I'm at a loss for how those might have contributed. The first time may have had engine heat as a contributing factor as the fan I had may not have come on at a traffic light before getting on the freeway. This latest time, the coolant was at 160F. It was also shortly after taking off, not during or after a long period of driving.

I bought a pair of Fiat 500 mirrors for the yellow car. I think I may have mentioned some of this, but I don't have previous articles handy right now. I printed out some adapters to fit the MGB doors and for the mirrors to bolt into. The mirrors are even power adjustable, although without drilling new holes in the doors, I have no way to get the wires to them. Not sure how far I want to go with that, but it would be cool to have power mirrors on the yellow car. The mirrors have color coded trim panels that are currently tan and sage green (one of each), so I'll need to get them painted. I've got to have some other work done on that car in the near future and there may be the time to do it.

I've been hearing about some of the other individuals and groups headed to the GT in Oregon. I haven't heard of any groups I can meet up with at any point yet, but it's nice to know the people I see once a year at the GT are all headed. I



know there are still groups who have yet to leave, so I look forward to seeing them at the GT also.

This article is a bit short, but I've got other things to do today. For more info on the yellow car, I think Ron is running an article I wrote on it in this newsletter.

Have fun this summer and Safety Fast.

Upcoming Events

July:

- 14 – Mad Dogs & Englishmen
- 15 – 19 - GT-49 Welches, Oregon
- 20 – BCD Hudson-Cleveland
- 24 – Meeting (Bennett's Publical Family Sports Grill,)

August:

- 3 – British Car Day, Dayton
- 11 – Club Picnic Hosted by Linda & Ron Parks
- 16 – 17 University Motors 2024 Summer Party Reunion, Grand Rapids, MI
- 28 – Meeting (Bennett's Publical Family Sports Grill,)

September:

- 15 – Concours d'Elegance, Dayton
- 22 – Sign Museum & Pub Run in Cincy
- 25 – Meeting (Bennett's Publical Family Sports Grill,)

October:

- 23 – Meeting (Bennett's Publical Family Sports Grill,)

November:

- 20 – Meeting (Bennett's Publical Family Sports Grill,)

December:

- 7 Holiday Party (Bennett's Publical Family Sports Grill,)

From the Editor

Ron Parks

Remember any and all contributions to the newsletter are always welcome. You can mail them to me at 4101 Grossepoint Street, Springfield, OH 45502, or E-Mail to: MGDRIVER@woh.rr.com. Either of those methods will work fine or you can call me at ((937) 322-0717 and we can arrange to meet and transfer materials or conduct an interview.

Summer Picnic

Ron Parks

The MG Car Club Southwestern Ohio Centre's summer picnic is scheduled for Sunday August 11, 2024, at the home of Linda and Ron Parks, 4101 Grossepoint Street, Springfield, OH 45502-9716, beginning around 2:00pm for snacking, visiting, kicking tires, swimming if you'd like and playing games. We'll fire up the grill around 4:00pm and cook burgers, brats and hotdogs. The club provides the meat, and picnic ware. You may bring your own drinks and your favorite dish to share; salad, side dish, chips or dessert item, whatever. Park your MG in front of the house for a mini-car show. Park other cars on the left side of the driveway.

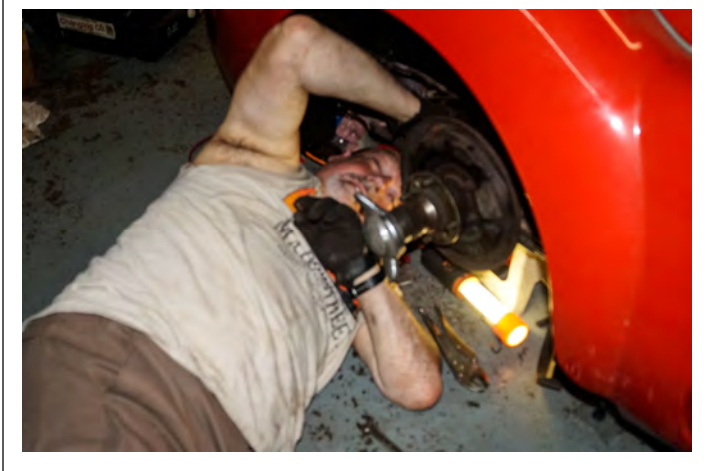
A- TEAM

Ron Parks

The A-Team has made more progress towards turning the donated MGA 1600 Roadster into a nice driver that the British Transportation Museum can sell for a profit. Bill Hunter and Ron Parks mostly got the rear wheel cylinders installed. Had to stop until the replacement banjo bolt arrives. The head of the bolt was too rounded to reuse, by the

time we got it removed. We will get the hydraulic system may be bled, sometime and then move on to the fuel system.

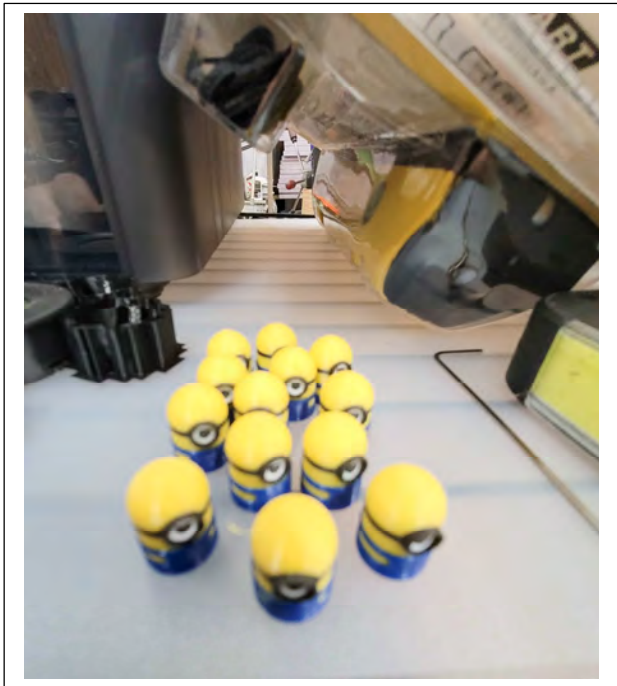
Editor's note: A-TEAM title, coined by Ed Wolf.



My Minion Yellow MGB

by Dave McCann Jr.

I got the yellow car almost ten years ago in Richmond, Virginia. It's a 1974 MGB/GT with the bumpers removed and a 300ci Buick V8 from 1964. The engine was a one year successor to the all aluminum GM 215 V8 used by Buick, Olds and Pontiac. (The Olds version was slightly different to allow for turbocharging, but that's a different story.) After discontinuing the 215, Buick built an iron block 300ci engine with aluminum heads. The block shares some details with the 215, and the heads are also similar (and still aluminum). The intake manifold is not identical as the block is taller and the stroke is longer. After a year Buick changed the heads to iron, and may have also modified the block, as the intake manifold is not the same between 64 and 65. So it's all an interesting combination of parts that are mostly not available anymore coupled to a combination of parts that were never used with this engine in an attempt to fit it all in the engine bay of an MGB. Buick, for the record, was still not happy with things and bored and/or stroked the second iron block to 340 in 66 and 67 and then built a completely different engine in the 350 in 68 and after. And don't confuse the Buick 350 with the Chevy 350. Or the Olds 350. Or the Pontiac 350.



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The interior includes a custom dash built from the metal frame of a MGB MkIV dash overlaid with plywood and wood veneer. The seats are from an early limited edition Miata and are tan leather (with the headrest speakers). Tan carpet covers the floor and the gearbox tunnel. The console and tunnel cover are dyed tan to coordinate with the remainder of the interior.

Coupled to the engine is a Borg Warner T-5 5-speed gearbox, presumably from a Camaro (based on the ratios and the shifter). The axle is a combination of 60's Mustang parts, but does include a limited slip unit (Auburn, from the notes I have). The fuel tank was stock when I got it, but modified to be centered in the car to work with dual exhausts. The exhausts are muffled by a pair of no-brand Flowmasters followed by a pair of glasspacks. The no-brand mufflers are well built enough to stand up to years of being dragged across every speed bump between Ohio and the east coast.

The front suspension is mostly stock MGB, but with longer arms on the bottom to increase negative camber. The front brakes are an MGB big brake kit from TSI. The rear brakes are stock 4 cylinder Mustang. The rear springs are the single piece composite fiberglass ones that were available for a few years, and the axle also has a panhard rod to keep side loads from damaging the springs.

The car was built by a guy named Jim Stuart. Jim built four MGB V8 conversions, and all four are documented on the British V8 website. Jim had this one for four or five years, long enough to modify it a second time in an attempt to make it fuel injected. This didn't work and he returned it to the Edelbrock four barrel carb that it had when I got it. It changed hands a number of times before a friend bought it in about 2013. Another friend bought it from him in 2015, and then sold it to me later that year. It's not that it's built poorly, it's just that anything built from as many different types of cars as this one is going to be trouble when things go wrong. And it's difficult to get the engineering right enough to hold up long term on a car like this. Even some of the parts that are MGB specific are low production aftermarket and are not made anymore.



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When I first saw it I liked many of the styling decisions made when it was built and was happy to buy it when my friend mentioned it was not one he planned on keeping. It is comfortable and has more power than an MGB has any right having (but only a little more, not a lot more).

I have not driven it quite as far and wide as some of the other cars I own, but I did really consider taking it to Katy this year. I do need to find the right long road trip to take it on. Maybe Key West. It has been to nine states, so a trip to Florida would add at least two more, maybe as many as five or eight if I take the scenic route (Take The Long Way Home - words to live by). It has been back and forth to Richmond, Virginia quite a few times, and it was the MG I took to Louisville for the fifth All-MG meet in 2016. I had to take the yellow car to that meet as I had taken a different one to each of the previous All-MG meets. I only repeated at the last one in 2021, with the MGA (which also went to Reno). It's the only vehicle I've ever owned that will accelerate up the big hills on I-64 in West Virginia in top gear. Although the old clutch would slip when I did that. I have a better clutch now.

Even though I liked what I saw when I bought it, I have changed quite a few things since I've owned it. And repaired quite a few things also. I was able to get an aluminum gas tank from a guy in Texas who makes them from sheet aluminum, he gets custom cut. These were more widely available at one point, but when I got mine he only made a batch every couple of years. I think I ordered at the right time, just before he did a run. I do not know if he is still making any. The tanks are "18 gallons" and I regularly put 15 gallons in when I run it low. I ran it dry on purpose once and I think I might have put 17 gallons in, but I misplaced the receipt and now I have forgotten exactly what the number was.

The tank is plumbed for a return line and I ran two new fuel lines when I put the tank in. The existing tank and existing fuel lines were modified some number of times, I presume dating back to Jim's fuel injection project. I put in one of the Holley throttle body fuel injection units that looks like a carb. It works pretty well, but it could use some tuning in a few areas still.

I've had to rebuild the motor, since the passenger side rocker shaft broke when one of the pedestal bolts pulled out of the head. Turns out the heads are not original Buick, but instead are from a Land Rover. This is both good and bad. Spare Buick heads do not exist, but Land Rover aluminum heads can occasionally have bolts pull free. When I got it, the oil filter was fitted through two adapters with one adapter allowing lines to run to an oil cooler. However, the oil adapters leaked due to the bolt holding one of the adapters together frequently getting loose. I changed to a single adapter that requires the filter to be remote, but the remote filter mount was already present from previous iterations of the oil system. The new adapter is not ideal, but it is simple and simple has advantages.

I have all the parts to reinstall the air conditioning, and I will probably do that in the next couple years. The system was never able to keep up with the engine bay heat of such a large engine, but I've built a box around the air handler and I think after I insulate the box, it might work well enough. I have put together a replacement for the blower that was lost during the tenure of previous owners, and the system was never electrically dismantled, just mechanically dismantled on the V and AC parts of HVAC.

The wheels are from a 280Z, and as it turns out not mounted with any sort of centering mechanism. I've attempted to improve this by printing custom plastic shims to keep the wheels centered while the lug nuts are tightened. These shims do also help to keep the lug washers with the lug nuts. The studs are too long on the rear wheels and rather than cutting them down when I replaced the lug nuts, I went with nuts that required three washers instead of the two that the car came with. But I am sure the nuts fit through the wheel to within less than one washer thickness of the hub

flange surface. The center caps that were on the car when I got it were made from the center logo from an MGB LE wheel over the original center caps, but they were all damaged and were held together and on the car with sheet metal screws. I printed custom caps that screw onto a custom nut that fits behind the wheel. I also printed a belt buckle to match.

I printed a rear view mirror bracket as the one attached to the windshield fell off and there is evidence this happened several times through the years. I also printed brackets to cover and improve the side mirror mounts. The mirrors that came with the car were small and ugly and did not work well. The ones I have now are large and nice looking and do not work well. But they work better than the ones that were there before. Maybe more printed parts will help. I also printed a custom license plate frame that includes the name of the car 'Minion', because a friend said the color looked like Minion yellow. I also printed four color minion shaped valve stem caps. It is the only car I have named, but it is also an excuse to print custom valve stem caps. I also printed a custom shift knob with a unique shift pattern.

I've got a few other things I'm working on with the car, and I don't imagine the list will ever drop to zero. I need to cut a cover for the trunk floor as I cut a hole in the trunk floor so I could access the fuel pump hatch in the top of the fuel tank. There was already another hole in the trunk floor to accommodate the fuel injection pump installed in the original fuel tank. The hole I added has already paid off at least twice, so no regrets there. I need to find a way to bend the shift lever so it does not rub on the side of the hole through the gearbox tunnel. Casual attempts at removing the gear lever bolts have not been successful and that project keeps getting put off.

MG GOF Central 2024

Ron Parks

Jeff Fields, Dave and Kim Smittle and their team put on a very nice show from start to finish. It was very well organized and although I did not arrive until Wednesday, tours and a BBQ dinner took place on Monday and Tuesday. The BBQ dinner was enjoyed by everyone I talked with who had attended. A Funkhana and valve cover racing took place at the hotel and the self-driving tours on hilly, curvy MG friendly roads were fun. The awards banquet was nice. The food was good and the price was reasonable. The awards presentation was enhanced with a photo of each award winner in their MG displayed on the big screen, as they came forward to receive their award.

I cruised with Dave and Lois Gribler to Newark Ohio to attend MG GOF Central 2024 on the morning of Wednesday June 19, 2024. Was nice traveling in the cool of the morning with the top down on my MGB. Went to the Cherry Valley hotel first to register for the car show only to learn that registration would take place on the show field.

The venue for the show field was great! The MGBs and other more modern MG models were displayed on a grassy area. The MGT models were also displayed on the grass, separated from the MGBs by a walkway. There were lots of MGTCS, TDs and TFs. Following the slightly uphill walkway to the downtown covered parking areas brought one to the display of MGAs and pre-

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war cars. A spectacular display! Restroom facilities were located in the middle of everything and several good restaurants were within walking distance.



The awards banquet having been scheduled for Thursday evening, allowed time for some touring during the day. I chose to take the Licking County Driving tour. Then my problem was, how was I going to navigate with turns every few miles. So, I began asking around to find someone driving on the tour who had a second person in the car to navigate. The first person I asked, said that he had driven that tour earlier and was going on another instead. I found a couple from Chicago, who consented to let me follow them. Before we left the parking lot, several others said they were going and suggested we join them at Bob Evans. We joined them for coffee, as we had eaten breakfast earlier. There were four MGs, two



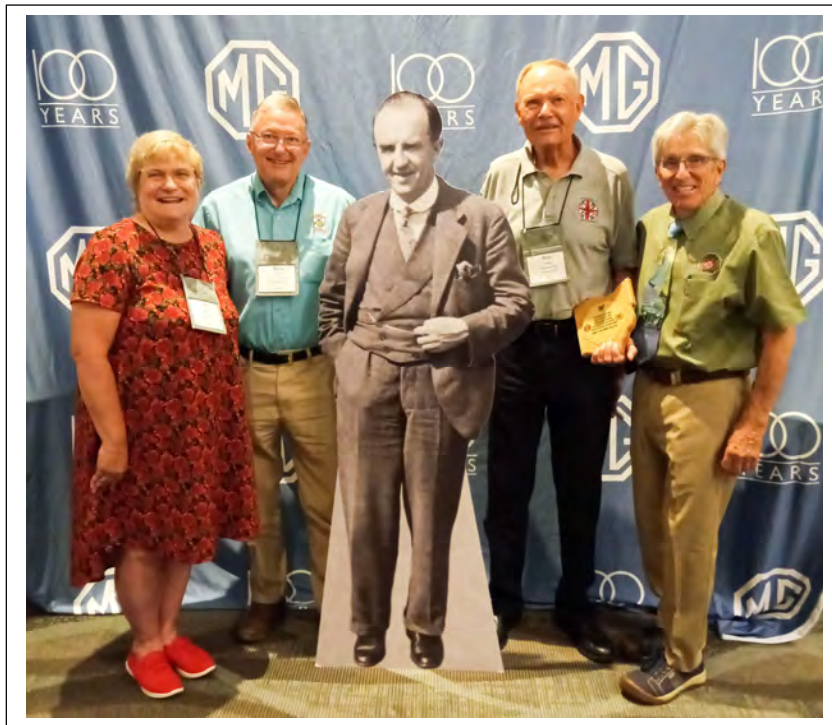
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MGAs and one MG Midget on the tour. My new-found friends are from the areas of Chicago, Minnesota, Georgia and I represented Ohio. MG people are MG people! It was much like touring with our local club members. I had a great time! I had some excitement when the driver of the MGB in front of me pointed to the left. No sooner had I looked to the left and let off the accelerator, than a large deer was crossing the road right in front of me. We proceeded onward to the Velvet Ice Cream store without incident, where we posed with our MGs for pictures after enjoying lunch and ice cream treats.

All of the Pre-War MGs were posed in front of the hotel in the afternoon for photos and a toast. The toast was to Mike Allison who passed away earlier in the year. The toast honored Mike, as the person who started the MMM register of the MG Car Club in the UK.

I returned from the tour with time to relax and get ready for the awards banquet. I was fortunate enough to be honored at the banquet with a first place award in the MGB Chrome Bumper 1971-1974 class, with my 1974 MGB.

Hats off to Jeff, Dave, Kim and their team for a job well done!



Pictured with Cecil Kimber are MG Car Club Southwestern Ohio Centre members: L to R
Kim Smittle, Dave Smittle, Ron Parks & Jeff Fields



Spring Maintenance & Lubrication Checklist

(Reprinted w/o permission from University Motors Online)

March 5, 2023 | [UM staff](#) | [Engine](#), [Lubrication](#), [Maintenance](#), [Ownership](#), [Storage](#)

Ready to wake up your MG after cold weather hibernation? If you followed the **Winter Storage Instructions**, you should be in good shape. Here is John Twist's **Spring checklist** to get ready to enjoy the warmer weather in your MG.

- * Change Engine Oil and Filter
- * Lube Front Suspension
- * Top off front shocks
- * Check Differential Oil
- * Check Gearbox Oil
- * Adjust Front and Rear Brakes
- * Inspect Front Brake Pads
- * Check / Inflate Tires (30F / 32R)
- * Check Cooling Hoses and Clamps
- * Check Fan Belt(s)
- * Check All Underbonnet Fluids
- * Check Running Lights
- * Inspect Wipers and Washers
- * Ensure Battery(ies) are secured
- * Ensure Battery Clamps clean & tight
- * Inspect for insect or rodent damage
- * Test Drive

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Before you're ready to venture out, run the engine up to temperature to listen for any abnormal noises (exhaust manifold blowing, top-end tappet rattle), to check the oil pressure (if a gauge is fitted) and to monitor the coolant temperature.

Store some tools (in a tool roll), hose clips, gaffer tape and cable ties in the boot and make sure you have breakdown cover and a fully charged mobile phone to get you home if needed. Make regular local shakedown runs to pick up milk and a paper in preparation for longer tours.

A little preparation is all it takes to ensure you want to drive your MG for the summer – instead of dreading the next problem that may arise.

Reprinted w/o permission from MGOC Spares Online website



Classifieds

For Sale: 1959 Triumph TR3A. Needs a full restoration. Has both wire and steel wheels and lots of spare parts. \$4k. Call Mike Harmon at 937-789-6737. (4/24)

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. If you wish to continue the ad for an additional three months, contact Ron Parks MGdriver@woh.rr.com or 937-322-0717

Larger ads may be purchased for inclusion in the Octagon News for the following annual prices for 11 issues: full page ad - \$100, half page - \$ 75, quarter page - \$50, & Business card size - \$25.

Minutes from June Club Meeting

Sam Hodges

President Dave McCann, Jr. called the June 2024 meeting of the MGCC SWOC to order precisely at 7:31. And then again at 7:32. President Dave McCann, Jr., “Welcome to the June 2024 meeting. How’s everybody doing? With that, we’ll now have the Vice President’s report. Dave?”

Vice President Dave Gribler, “The Jag runs and stops.” Lois Gribler, “It moved 2 feet.” Dave Gribler, “4 feet. 2 feet forward and 2 feet back. Now were prepping the MG for the trip to Oregon.”

Minutes were next on the agenda. Lois Gribler, “I have a correction. It was 5 surgeries in 8 days.” Now that we’ve had the correction entered into the Minutes, Ron Parks motioned to accept the Minutes as reported. Dave McCann, Sr. Seconded the motion. MGCC voted. Minutes approved. Ed Hill opposed.

The treasurer’s report was next. Treasurer John Scocozzo, “We had income of Membership Dues (\$50.00) for a total gain to the MGCC of \$50.00. We had total expenses of: Gumball Rallye cash (\$25.00) for a total expense to the MGCC of \$25.00). Monthly total loss of \$25.00 when subtracted from the gains means a Total gain to the MGCC of \$25.00. When added to our beginning balance of \$2,102.44, leaves the MGCC with an ending balance of \$2,127.44 in the primary checking account. The savings account now has \$2,382.74 after the application of \$0.10 in interest. Cash-on-hand is \$70.00. Total ending balance of all accounts was \$4,580.18.” Eddie Hill motioned to accept the Treasurer’s Report as presented. Now that the floating \$5 has been cleared up, Lois Gribler seconded the motion to accept the report. MGCC voted. Treasurer’s Report was approved.

Membership was next. Carole Looft, “There were no new members this month. We’re stuck at 64. The status quo.” Birthdays in June were: Tony Shoviak, Steve Veris, Eileen Wolf, Anna Schneider, John Keferl, Diana Hodges, & Kathy Goodman.

Carole continued, “I have new business cards for you to keep in your wallet or car.” Terry Looft, “A fellow British car owner, Tom (*missed last name*), who has an MGB MGA coupe, Rover and some other cars, had a fire that destroyed the Rover the garage and the house.” Skip, “He’s been at BCD with the Rover before.”

Activities with Eddie. Ron Parks, “I drove over to the Gathering of Faithful in Newark. It was a very nice show. I drove over with the Griblers. They must have had 20 or more TCs, a row of TD & TFs. The other thing, Linda & I would like to host the picnic on Sunday, Aug. 11th. 2:00. Dave McCann, Sr. & I were talking about a possible drive down to the Sign Museum in Cincinnati. July is full, as well as the first part of August. Maybe we should wait until September.” Skip Peterson,

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“If we wait until the weekend after the Concours, then we can make it a fall colors drive, look at all the orange barrels all over er Southern Ohio.” Eddie Hill, “Sunday, July 30th is Beers & Gears at Loose Ends in Centerville. I would like to propose a Pub Run to Loose Ends, but they have a \$500 minimum.” Terry Happensack, “Can we stand each other for three weekends in a row?” Skip, “That’s actually a good question.” Eddie Hill, “I will have a sign-up sheet for everybody to sign up for BCD to help parking cars. Your name will already be on the list, the only thing you have to do is pick the time and job you’re going to do.”

After some discussion, a tentative trip is planned for Sunday, September 22nd to the Sign Museum in Cincinnati. We’re not going to make this a drive; we’ll just meet up there. The Museum is off Hopple Street.

Newsletter Editor Ron Parks, “Regardless of what pages 2-through-the-end state, it is the June newsletter. Linda said it was a nice article about Eddie’s car, but you never said what year it was.” Ed Hill, “Its a 1971.” Lois Gribler, “I remember getting Ed re-enthused in getting his car back on the road by letting him drive our MGB to a show in Michigan.”

Beer Brake called for 7:56.

Back from Break 8:13. And again at 8:14. Skip, “It’s like herding cats.”

Website Report. Webmaster John Scocozzo, “Nothing new.”

President Dave, “That brings us to old business.” Steve Powell, “Yeah I’m still here. The next oldest guy is over by the window.” Dar Planeaux, over by the window, “Steve’s 1-week older than I am.”

Lois Gribler, “We’re moving along on the MGC meet that’s being held in conjunction with BCD. We have 14 cars so far, which is good for the MGCs. We’re staying at the Holiday Inn Express at Edwin C. Moses, down by UD Arena. We’re suggesting an outing on Friday on Brown St. We’re going to Jimmy’s Ladder 11 for dinner. Sunday we’ll be at Amber Rose. I will not be there on Saturday to park cars.” Terry Happensack, “So it’s not everybody.” Eddie Hill, “Her name is still on the list.” Skip, “We’re going to need a Doctors’ note.” Eddie Hill, “A death certificate works too. Long form, not short form.”

Skip, “Is BCD old business? I’ve heard from Miami Valley Novas that there’s a rumor that this year’s BCD isn’t going to happen because we were kicked out of Eastwood Metropark. Has anyone else heard that rumor? Apparently, according to rumor, the new person in charge at the Park District doesn’t want anything car related. They want outdoorsy events. We’ve got 90 cars pre-registered so we’re on track for 1-month away. Sponsorship is up to 6. We lost one but gained 2.” Dave Gribler, “Don’t we have 7? I haven’t seen anything from Moss yet.” Skip, “You’re right, we do have 7.”

New Business. Ed Wolf, “At the British Museum where I hang out on Saturdays, we get a lot of people who ask about MGs and other British cars. Usually, they’ve bought an MG by mistake, or it followed them home and now they have questions. We need to have a display at the museum that alerts people to the particulars of the MG club. There are a lot of people that do QR codes or Zell. Is there any way that we can have them join there on the spot and just submit the payment?” John Scocozzo, “The QR code is easy, but our website isn’t set to take money. It’s not an https ‘secure’ website.” Terry Happensack, “Could the QR just take them to the website and then give them more information?” John S., “That’s easy.” After some more discussion, the MGCC SWOC as a group agrees that this is a good idea to have more information and a display at the Museum. After some more discussion, we need to look into more information about possible processing

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fees. Carole Looft, "If I give you membership forms, can you take them and bring the money to the next meeting." Ed Wolf, "A lot of people don't trust me with money." Skip, "Plus, do we really trust him for that long with that much money?" Carole, "Who can create the display?" Terry Happensack, "I can do that. I just need the basic info you want." President Dave Jr., "Just use the info from the front page of the website."

Tech Tips. Dave McCann, Jr., "There's a debate going on that oil coolers help the oil stay cooler. There's an MGA fan club site on Facebook and it's been a raging debate." Terry Looft, "We pulled his oil coolers from all of our cars. We just weren't seeing a big difference." Sam Hodges, "I pulled the cooler off of my '77 MGB after I blew an oil line. That was 12 years ago and I haven't noticed any difference in performance."

For Sale: Terry Happensack. "I know of a '79 MGB that all the parts are there for it, but some assembly required. The owner was starting to reassemble but passed away." Contact Terry Happensack if you're looking for a project or potentially a bunch of parts.

Dave McCann, Jr. "Terry, do you have a bunch of use oil coolers for sale?"

Gumball Rallye was won by 'MGC' Gribler, as collected by Lois.

Meeting adjourned 8:42.

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