

# THE OCTAGON NEWS

Volume XXXVIII No.1

October 2003

Election Results

Painting Tips

## From the President

By someone who didn't run for governor of California

Times, They Are-a-Changin...

Well, it's that time of year again. Time for the MGCC to usher out the old and ring in the new! Something I've always wondered about was just why is the club on an October to September fiscal year instead of the calendar year? Conversely, why not an April to March, or July to June year? I've always wondered about that, and I still don't know (*kinda scary seeing as how you all just elected me to be the new President - don't ya think?*) To make a long story longer, I would like to start by officially thanking all of the people who make this club, and this newsletter what it is. For those of you who are doing appointed jobs, e.g. newsletter editor, membership, sunshine committee, activities and events, etc. guess what, you're still doing those jobs (*unless you have some really good excuse/reason to get out of it, such as your pet gold-*

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North American MGB Register



Southwestern Ohio Centre of the MG Car Club

### Club Membership Information

Membership dues of the Southwestern Ohio Centre of the MG Car Club are eighteen (\$18.00) per year, payable during September and October. On January 1st. the names of delinquent members are removed from the roster. See Linda Wolfe for further membership information.

### MG Car Club Monthly Meeting

The Southwestern Ohio Centre of the MG Car Club meets on the fourth Wednesday of each month at the K of C Hall, downtown Dayton, on Bainbridge Street, at 8:00pm. The next meeting will be:

**Wed October 22, 2003**

## MG Car Club Officers

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## Upcoming Events

### OCT:

19 - Fall Drive  
22 - Meeting (K of C hall)

### NOV:

7 - Fish Fry (K of C hall)  
15 - Valley Vineyard Dinner  
? - Meeting (K of C hall)

### DEC:

13 - Christmas Party (Parks)  
No December meeting

### JAN:

28 - Meeting (K of C hall)

### From the President (con't)

*fish of the past 5 years just up and died, and you're too grief stricken to continue on in that capacity).* I'm a big believer in, "if it ain't broke, don't fix it!" You've all done such a wonderful job that I can't think of any reason to rock that boat. That is unless you want out for some reason. Then, of course there's nothing I can do short of begging and/or pleading.

On that note, now that you've elected me the new Governor of California, I'd like to... OOPS! Wrong speech! Now that you've elected me the new President of the MGCC, I would like to say that I think that my ascendancy to the throne is a very good reason to hold officer elections **BEFORE** beer break, not after! What were you all thinking?!?

I am very pleased that you have elected me to be the new President and I am looking forward to the upcoming year with great anticipation. Not only will there be plenty of driving and social activities, but now, in my new capacity, I can continue to libel and slander all of those that I enjoyed libeling and slandering during my tenure as Secretary (*sorry Lois G., it's not over yet...*).

I thought about diving into my first column with great zeal and attacking some weighty topic of great concern and importance to the MGCC. Then I realized a few things. One, I've got to write 11 more of these, so I'd better keep something in reserve for when I'm stuck for something to write about. Two, I've been a member of this club since 1996 (*I don't want to hear a word from you Mr. Vice President Dick "I've Been in the Club Since the Beginning" Smith*) and we really don't have anything weighty or important to deal with except when the next Beer Break will occur and/or who's throwing the next party. Now that I've said that, I'm sure that there will be some new global terrorist threat (*other than rust*) whereby only MG drivers are targeted! Not that BCD or the Concours are not important events, quite the contrary. These are probably the two biggest events that we participate in every year. It's just that we've been doing them long enough now that they've reached the point of being able to function on auto-pilot. I think this is a direct reflection on the hard work, determination and commitment of all of those involved in bringing us two great events. Not that we should rest on our laurels. There is always room to grow, and I, for one, would like to see next years' BCD set a new record for attendance (*if we can find enough licensed drivers, the Looft's garage should put us well into 300 cars!*). But this is not the column on BCD, this is my introductory column to the club, so therefore, look for more ramblings on BCD and many more topics in future issues.

On a more serious note, the MGCC Fall Tour is planned for October 19<sup>th</sup> starting off from the K-mart in Xenia. I hope that this reaches you in time to make the trip, it promises to be great fun for all. Currently it's scheduled as a poker-run/treasure hunt so bring your navigator with you to make sure that you take in all of the sights. The next MGCC meeting will be on October 22, 2003 at the K of C Hall. I hope to see as many of you there as can make it, and remember, not only do we know where you live, but we've just acquired some new hired goons that we're currently using to track down the various club assets and they get bored during the day. Tentatively scheduled for November 15<sup>th</sup> is another trip to Valley Vineyards. Linda Wolfe asks that you RSVP her so that we can get a more accurate head count on who will attend, I've already

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RSVP'd, and so should you. It was a great time last time, and who can resist the drawing power of fire, meat and booze! You can't go wrong!

As I stated, I just wanted to say hello to everyone and to thank them for electing me El Presidente'. I think for now, this is enough of my ramblings, but be sure to catch more of my slander in this month's Minutes Report (my last for now... I've been around long enough to know not to say my last.) Hope to see you real soon!

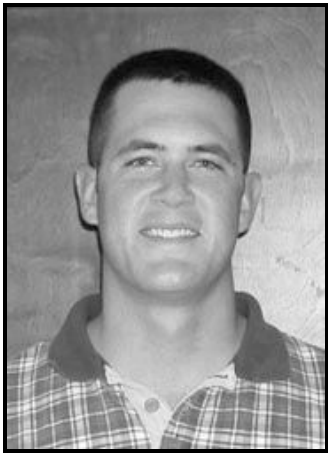
## Welcome to Our Newest Members!

By Carole Looft

**O**ur September meeting brought our newest member, Cory Cooper. Cory and his wife Sara live in Beavercreek, where Cory is in the Air Force and pursuing his Masters Degree in mechanical engineering.

The Cooper's MG is a 1966 white MGB that Cory bought from a co-worker when he was stationed at Tinker AFB in Oklahoma. The price was right - \$800- and enough parts were included to practically build a second car. Their car has had somewhat of an interesting life. It was originally purchased new in Okinawa and has seen quite a few parts of the world with each military move.

The MGB is a familiar car to Cory. His dad owns a 1969 MGB that he bought new and Cory drove it during his high school years. Cory and Sara's 'B' is not running at this point - Cory is working on the engine and transmission and when that is finished, will begin work on the body and interior.



Both of the Coopers

are anxious to get the car on the road and enjoy the ride. We hope that won't take long.

Welcome to our club!!

## New MGCCSWOC Officers Elected

For those of you who might have missed the last club meeting, here are the election results.

President: Sam Hodges

Vice President: Dick Smith

Secretary: Rick Cutright

Treasurer: Steve Ferris

Member at Large: Terry Looft

President Hodges' first act in office was to reappoint all other position-holders to another year in their present positions.

## Thanks from John Zeno

**I** want to thank the club for the tires that Terry Looft thought the trailer needed. I really appreciate the thought and hope the club has had fun with the trailer. As long as I'm around the trailer will be available to the club and anybody in the club for there use. I have had a lot of fun with the trailer and I hope everybody else has. We are building a home in Ky where my son lives and he will be getting my car and he also wanted the trailer. If he changes his mind I will give the club first choice. The way thing are going the house will not be finished this year so you might have to put up with me for another year. Thanks again and the people in this club are something else.

## Concours 2003

### Winners

(one last time...in case you missed it elsewhere)  
(Editor's Note... Dar Planeaux took first place in the 56 - 61 MG category with his beautiful 58 MGA. Sorry I didn't catch it last month.)

#### **Antique and Vintage thru 1930**

1. Tom Kronauge, Dayton, Oh. 22 Oldsmobile 43-A

#### **Packard, prewar Senior, thru 1942 (Super 8's and 12's)**

1. Glenn Hamilton, Dayton, Oh. '14 Packard 4-48 Touring

#### **Packard, prewar Junior, thru 1942(6's & standard 8's)**

1. Don Williams, Centerville, Oh., '41 Packard convertible coupe  
AE. Carl Schneider, New Carlisle, Oh., '37 Packard 120

#### **Packard, post-war, '46 thru '56**

1. Gerry Hasen, Beavercreek, Oh., '54 Packard Pacific  
AE. Bob McConnell, Vandalia, Oh., '54 Packard Caribbean  
AE. Edsel Datsun, Rushed, Oh., '55 Packard 400

#### **Studebaker, thru '52**

1. Studebaker National Museum, South bend, In., '32 Packard President  
AE. John R. Newsy, Middletown, Oh., '33 Studebaker Commander

#### **Studebaker, '53 thru '61**

1. Antique Studebaker Museum, Fairborn, Oh., '53 Studebaker Commander

#### **Studebaker, '62 on, including all Larks**

1. Robert Kyvik, Dayton, Oh., '64 Studebaker Avanti  
AE. Arnold & Nancy Heitkamp, New Bremen, Oh., '64 Studebaker Avanti R4

AE. Victor Price, Chillicothe, Oh., '64 Studebaker Avanti

#### **MG, thru '55**

1. Charles Kraynack, Tunkhannock, Pa., '53 MG TD  
AE. Bruce McNeil, Springboro, Oh., '52 MG TD  
AE. Steve Markman, Kettering, Oh., '50 MG TD

#### **MG, '56 thru '61**

1. Dar Planeaux, Fairborn, Oh., '58 MG A

#### **MG, '62 thru '80**

1. Ron Park, Springfield, Oh., '74 MG B

#### **Premier, 2002 class winners**

1. Frank Cek, Euclid, Oh., '33 Auburn V-12

AE. Robert Werner, Centerville, Oh., '57 Cadillac Eldorado

AE. Dan Owen, Lewisburg, Oh., '67 Camaro R@350

AE. Rick Grant, Dayton, Oh., '64 Alfa-Romeo Giulia Sprint

AE. Phil Johnson, Miamisburg, Oh., '51 MG TD  
**American Classics, '30 thru '42**

1. Esther Price Candies, Dayton, Oh., '36 Pierce-Arrow coupe

AE. Bob Stevens, Sidney, Oh., '35 Ford coupe

AE. Esther Price Candies, Dayton, Oh., '35 Pierce-Arrow Convertible coupe

#### **American Classics, '46 thru '59**

1. John Staten, Centerville, Oh. '53 Buick Skylark

AE. Jerry Hauer, Dayton, Oh. '51 Ford Woodie Wagon

AE. Wayne & Kennedith Turner, Riverside, Oh., '55 Cadillac Viewmaster

AE. Esther Price Candies, Dayton, Oh., '50 Ford 2-dr. sedan

#### **American Collector, '60 thru '78**

1. Mark Schnizer, Cincinnati, Oh., '63 Lincoln Continental

AE. Joe Peters, Dayton, Oh., '62 Chevrolet Impala

AE. Karen Huffman, Tipp City, Oh., '64 Ford Thunderbird

#### **American Muscle Cars, thru '78**

1. Sandra Longnecker, Covington, Oh. '69 Ford Mustang

#### **European Luxury Cars, thru '78**

1. Ron Coursey, New Lebanon, Oh., '58 Mercedes 190

#### **European Sports Cars, thru '78**

1. Steven Locker, Cincinnati, Oh., '69 Jaguar XKE II

AE. Scott Fitzgerald, Greenville, Oh., '67 Jaguar XKE

AE. James Graham, Hilliard, Oh., '64 Porsche SC coupe

AE. Ron Francis, Noblesville, In., '56 Austin-Healey 100-M

AE. Rick Grant, Dayton, Oh. '59 BMW 507

AE. Kathie Hunter, Hamilton, Oh., '62 Porsche 356

#### **Race Cars**

1. Ted Bernstein, Dayton, Oh., '54 Arnolt Bristol Bolide

AE. Robert McConnell, Urbana, Oh., '63 Kurtis

Indy Roadster

**Street Rods, thru '48**

1. Harry Malone, Dayton, Oh., '30 Ford HiBoy Rod

**Vintage Motorcycles, thru '78**

1. Brenmt Mayfield, Centerville, Oh., '53 Vincent Black Shadow

AE. Brent Mayfield, Centerville, Oh., '48 Harley-Davidson Bobber

AE. Mike Saunders, Beavercreek, Oh., '59 Harley-Davidson American Lightweight

AE. Mike Saunders, Beavercreek, Oh., '59 Harley-Davidson Shovel Head

AE. George Thielen, Dayton, Oh., '75 BMW R90S

**X. Exhibition-vehicles of Special Interest**

AE. Larry Galaske, Hamilton, Oh., '70 Chrysler 300

AE. Scott Tolliver, Miamisburg, Oh., '91 Ferrari Testa Rosa

AE. Melvin & Rosalie Butler, Kettering, Oh., '78 VW convertible

AE. Louie DiPasquale, Kettering, Oh., '80 Triumph Spitfire

**Judges Choice**

Esther Price Candies, Dayton, Oh., '36 Pierce-Arrow coupe

**Peoples Choice**

John Staten, Centerville, Oh., '53 Buick Skylark

R. H. Grant Best of Show

Steven Locker, Cincinnati, Oh., '69 Jaguar XKE II

Overheard on the MG Bulletin Board...



Steve Markman shared an Award of Excellence in the MG Through 1955 Class. (Editor's note...I warned everyone...if you don't send pictures of your car, you'll see lots of pictures of mine!)

## Painting Tips

Edited by Steve Markman

### The Question...

I'm painting my MG. After sanding and priming, I began layering on coats of lacquer. My first couple of coats were light coats that I let dry and then wet sanded with 600 grit sandpaper. My next 3-4 coats I would actually paint the body 2-3 times to build up some paint. This paint dries very quickly, so you can go around the car several times in just a few minutes without having to worry about runs. I'd let that dry, sand it, then do it again. I've done five "sessions" so far and the paint goes on really smooth and I'm surprised how well the paint shines without even being rubbed out and buffed yet.

If I'm shooting the car 2-3 times each session, does each shoot count as a coat? I don't technically know if I have five coats or fifteen coats on there. I've gone through about 3/4 of a gallon on just the body tub. Waste, overspray, and sanding takes away a good bit. The paint supplier said 80% of the paint gets wasted in the process. At \$150 a gallon, plus the cost of the thinner, this can get expensive.

Also, in these later sessions, the paint looks great and quite smooth before sanding, which dulls the finish. On my last coat, should I sand it, or just go straight to the rubbing compound?

By the way, I know I'm crazy for using lacquer, but I like its classic look and deep shine. Plus, it seems easy to work with for a do-it-yourselfer.

### The Replies...

Only advice that I have had so far is to 'put on 30 coats, & rub 15 of them off', so I am guessing that you are on the right track. My TF was professionally painted Tartan Red using Dulux 'Duco' cellulose lacquer. (not available any more) and it did give it a special look. This time I will use PPG 'Dulon.'

Unless your TD will be a "trailer queen", I would be concerned with getting the paint too thick. The excess thickness might well result in tiny cracking (spider webbing or crazing) of the paint in the

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future. Also rocks and other road debris will chip the paint very easily. Been there, done that.

I think 600 is too coarse a paper for sanding between coats. I use 800 wet to sand down the final primer coat then 1000 wet between color coats. If I'm using urethane enamel I will wet sand the final coat with 1200, then 1500, 1800, 2000, and finally 2400 before machine compound, then machine glaze and finally hand rubbed glaze. Lacquer should have laid out a lot smoother than enamel and not require as much sanding. Regarding 'coats', with lacquer I shoot a thin color layer (still transparent) and after it flashes dry a second shot to make it a little more opaque and that constitutes one coat. Let that panel dry for an hour or more then do the same thing again. Let that dry overnight and then wet sand before another coat. It is very important not to apply too much paint all at once, otherwise the volatile solvents will not have a chance to evaporate and will be trapped in the paint causing it to blush. If you have prepared the body properly you already have invested an enormous amount of time in the project so don't blow it by being in a hurry to get the color coats on the car. PS You may know this but when wet sanding wrap the paper around a dense sponge rubber pad, don't sand with your palm and fingers. You can buy sanding pads at the same place you get your paint and thinners. Also when wet sanding I have the pad in my right hand and a soaking wet rag in my left that I slowly squeeze as I sand to keep the surface good and wet. Don't let the surface dry and get thick and pasty or you will leave scratches in the finish.

Very much a related item - what's the best way of making certain the bonnet top is really flat? Mine had one or two "dings" which I have filled with polyester filler. I have glued a full sheet of abrasive paper to a large flat board and used this to sand everything flat. I've now given both tops a quick coat of gloss - as a guide coat - and can see flats down the length of the bonnet. With the bonnet top being so prominent it's vital that it's flat in both directions. Any tips please.

- (1) Check the product can. It should say how many coats are recommended. Usually about 8. But that is misleading. That could be 8 coats if you just polish it from there and don't color sand before polishing.
- (2) Edges should be double coated. So most of the

time 8-12 coats are good with the edges getting 16-24 coats. (3) If you want the best finish block sand with 1000-1200 grit paper before polishing. Start with a normal grade of polish and finish with a light grade. I once saw a guy do the final polish with toothpaste. Get yourself a set of pads and blocks for using with the wet/dry sandpaper and change the water often. Also when the sandpaper starts to collect paint discard it for new. You may have to buy paper in packages rather than sheets. (4) For making sure you have good body work before you put your color coat on follow this simple process: When you think you are ready, get a spray can of contrasting primer (gray vs red oxide). Mist all the sheet metal on the top surfaces. A spatter pattern is ok. Just get some light coverage everywhere. Then use your blocks with 400 or 600 paper and sand all the contrasting primer off. If you get to metal before you remove the contrasting primer, then it's back to the body work. (5) The last step before painting is to look at the car (panels) wet from all angles. Wet down a panel and then walk around it looking at very low angles for ripples and dings.

After blowing nearly a gallon of lacquer on just the body tub with a standard spray gun, I have just ordered an HVLP gun. Supposedly, they save you a lot of paint by working with much lower air pressure.

I use polyester filler and coarse abrasive paper on large backing blocks to get the panels really flat. Don't attempt to remove the scratches with fine paper because you will polish the steel around any filled areas and end up with a crater. Then give the panels a coat of highbuild two pack primer and it's this that is flattened with the finer paper.

I am using the professional only isocyanate paint and only one coat is needed. Perhaps it would be cheaper to use a professional sprayer and two-pack paint rather than multiple coats of cellulose.

I have used Dulon from a low pressure gun quite successfully, far less overspray. It takes a little getting used to with a tendency to spray drier than a high pressure gun and requires slowing down your passes a little.

From our friends at *British Marque* (Aug 03)

## Use It or Lose It

by Rande Bellman

If you've been to a general British car show or one featuring one marque, it's easy to spot the obvious popular winners. They're the cars that look brand new, sport shiny paint with no polishing swirls, and have interior materials that have that new car odor, even though the car itself might be 35 years old. Show car, as opposed to daily drivers.

I told my two Tiger friends that one of the cars at the meet held a lot of interest for me because it looked like it was used every day. It was faithfully maintained and original, but the paint was faded, thin in some areas from a lot of washing and waxing, and the impression was that the owner just hopped in it and drove it to the meet, to work, every day.

Parallel to the notion of a show car is the fair amount of discussion from eastern Tiger owners that they don't trust their cars to travel very far. Even Stu told me, "I don't drive any further than I can afford the tow."

My experience with a much newer car tells me that it's possible to get more confidence in our classics if we would only drive them more.

As I wrote about a year ago, I toyed with the idea of buying a 25-year-old car in good condition for my daily, all-year driver. The car had very few miles. It looked great, and the maintenance records showed all of the scheduled services were performed. It had been purchased in Toronto and shortly driven to its new home in the center of San Francisco, where it accumulated very few miles. It then changed homes to one in Brooklyn, again parked a lot. It recently moved to Cambridge, MA, where it averaged 4,000 miles a year until I bought it last year.

What I found when I first started driving this car is that some of the little features acted up. The cruise control would noisily turn on by itself. The exhaust, which looked like it was recently installed, was rusted out and noisy. The engine used more oil than I was used to. What I found out after putting

more miles on the car is that the little problems I first experienced gradually went away by themselves. I replaced the exhaust, the cruise control problem went away, and the oil consumption improved to the point where I don't need to add any between oil changes.

How about that!

What I recommend to little British car owners is that they back their LBCs out of the garage and exercise them more. If you're picking up the Sunday paper and pastry, pick them up in the classic and maybe even take the long way, as opposed to the shortest, to get them. Get the condensation out of the exhaust, get more lubrication to the seals and transmission, use the brakes.

I won't ask you to venture out with the usual winter combination of salt and sand on the roads. But if it's merely colder and the roads are clear, consider the classic instead of the mini van for your occasional errands!

*Thanks to Phil Johnson for finding and sending in this great advice!!*

## Minutes Report - MG Car Club Southwest Ohio Centre September 24, 2003 Meeting

*(At this rate, I'll have the entire newsletter at my command within a few months...)*

7:58 Meeting called to order by V.P. Linda Wolfe. Pres. Parks called and said that he would be late, so V.P. Wolfe got things rolling. *(As Secretary, I used my watch to set the meeting start time in the minutes. As the President incumbent, I can see now that I'm going to have to synchronize my watch with the new Secretary's so that I can get the meetings started on time...)* Jim Cooley requested that the club take a beer break until Pres. Parks arrived.

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Since our Vice President was the acting President, there was no **Vice President's Report** this month.

**Treasurers' report** was next. There was \$136.25 in total income, (\$90.00 of which was attributable to membership dues). There was a \$198.12 in expenditures (\$90.27 of which was for membership renewal with the Mother Club) which left the club with a month ending balance of \$835.71. Nothing from BCD has been reported yet, and (speaking from past experience, it usually doesn't show up until October or November). Fred Shaneyfelt motioned to accept the report, Bob Charles seconded. Motion carried, Treasurers report approved.

**Minutes report** was next. Ed Hill motioned to accept the minutes as read. Dave Estell seconded. The motion carried, Minutes report was approved. Apparently, according to Skip, the Triumph Club has retained counsel over some slanderous remarks that were made about them in last month's minutes. (*I'm surprised! I thought that only people who couldn't read bought Triumphs.* And YES, I know that the Triumph club gets a copy of the newsletter...)

**Membership** report was next. The club had a visitor at the meeting. Flat Stanley dropped by to see what really went on at one of our meetings. After buying a round for everyone there, he proceeded to lead the club in the singing of several old pub favorites followed by a heart moving rendition of William Shakespeare's "Hamlet." What a Guy! New member Cory Cooper, owner of a 1966 MGB was also in attendance. Welcome to the club, one and all. (*For those of you who don't know, Flat Stanley is a paper figure who tagged along with one of the club members... You didn't really miss anything, but maybe next time, you'll come to meeting and see what you've been missing...*)

**Sunshine Committee** report was next. Jasper Cermino was back in attendance. Welcome back Jasper we've missed you. To all of those who are under the weather who we do not know about, we sincerely hope that you're feeling better and will be back with us before too long.

**Activities** were next. Tim Oricko and Joe Hooker are the contacts for more information on these events. Some of the highlights are: The Fall Rallye, October 19, the next club meeting October 22, and my impending egomaniacal power trip, tentatively scheduled for sometime in December! Mark your calendars. It was here that there was some commotion from the peanut gallery. Fred Shaneyfelt, "...I don't want anything, I'm just trying to help Barbara brush some crumbs off..." *I'm sure that for the health and well being of all those involved, we'll just leave out the rest of the gory details...*

The **Fall Rallye** will be October 19<sup>th</sup>. The meeting place for this event will be the K-mart parking lot in Xenia. We will be clocked out in one minute intervals and will have a pre-planned route along with treasure-hunt like items to spot along the way. This will also be run as a poker-run, so if you see a crazy-looking person (*someone a lot like Bill Hammond*) flagging you down on the side of the road, it just might be Bill Hammond with a card for your poker hand. The whole thing will end in Yellow Springs at Ye Old Trails End Tavern. Bill promises that it should take about an hour to do the run. On a related note, if it took Bill 1-hour for the pre-run, then for those who do the speed limit, plan on spending about 3½ hours. Sounds like it should be a lot of fun. Plan on attending! (*By the way, we're still trying to find things for the hired goons to do during the day so skip at your own peril!*) Louie D. wanted to know if he could bring his Spitfire. Bill H. replied that he could, but it would result in points off. John Zeno also pointed out that if Bill is writing the instructions, we should all bring portable GPS units if any of us ever want to see home again. Not a bad idea if you ask me...

Tentatively scheduled for November 15<sup>th</sup> is another trip to **Valley Vineyards**. Linda Wolfe asks that you RSVP her so that we can get a more accurate head count on who will attend. It was a great time last time so plan on attending. The meeting place for the caravan is 5:15 at the K-mart in Kettering on the corner of Indian Ripple and I-675, 6:00 if you plan on meeting everyone there.

**Old Business** was next. **BCD**: expected proceeds should be about \$1350 per club. Next year will be the 20<sup>th</sup> anniversary. Do we want to do something



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special? Voice your opinion at the next meeting. Someone proposed 20 year old burgers as one possibility. Apparently, according to Skip, Lois and Jennifer will be running the car show next year, since they had so many helpful ideas last year. The guys will be hanging out in the kitchen... (*...this should be fun...*)

**MG Grille badges** were next. The club tabled this discussion until a later meeting.

Concours de Elegance was next discussed. Thanks to all those involved went out. Apparently there were 1855 paying gate customers. The Museum is very happy about the funds raised. Jennifer P. however is not. She wants 5000 attendees or the whole event's just not worth doing. (*I think this is why she's been tagged to run BCD next year...*)

8:28 Pres. Parks arrives just in time for the Beer Break. Coincidence, I think not!  
Louie D. offered congratulations and a vote of confidence for Skip and all of his fine efforts.

Ron let the club in on a little secret. Apparently the side marker lights that were on his class winning MGB at the Concours were on loan from Jim Cooley. Now that Ron's are in, Jim's are on their way back home. *Personally, I think that Ron should therefore share the trophy with Jim, but that's just my opinion.* In a brush with greatness story, on a recent flight apparently Ron ran into Muhammad Ali

8:32 – BEER BREAK – Fred Shaneyfelt motioned, Linda Wolfe seconded.

8:47 – Meeting called back to order...

Phil Mathis, Grand Knight of the order of the Knights of Columbus spoke with the club members about the next K of C Fish fry scheduled for November 7<sup>th</sup>. Mark you calendars and plan on attending. There are a few changes in order, the one that affects us the most being that, due to the economic climate, those MGCC members who attend will have to pay for their own dinner this time. Otherwise, pretty much the same as always.

Membership dues were next. There's a little known rule that allows those who live farther than 50 miles away to pay a reduced membership rate of \$12.00.

There was a proposal that we eliminate this rule, making the dues \$18.00 for everyone, regardless of their location. Terry Looft made a motion to do away with the special rate John Wolfe seconded this motion. Skip Peterson amended the motion so that the motion to change the dues will be published in the October newsletter (*this is that publication thing that the by-laws talk about*) for a November meeting vote date. Since this is written into the by-laws, any attempt to change the by-laws has to be made public 30 days prior to the vote to amend the by-laws. John Wolfe seconded the amended motion. Additionally, dues have been \$18.00 since 1991, some discussion to raise this figure was also bandied about, but this is not part of the motion to raise dues for those living farther than 50 miles. John Zeno of course opposed. (*Its' been a while since you opposed anything there John, I was beginning to worry about you...*)

Pres. Parks asked Dick Smith and Jeff Opt to look into the possibility of publishing the newsletter on the website [www.mgcars.org.uk/mgccswoc](http://www.mgcars.org.uk/mgccswoc). Printing and postage have been averaging around \$97.00 / month. Dave Estell proposed raising Jeff's salary... (*...let's see, if we multiply \$0 times that 5% cost of living raise, that'll be...*)

Sweatshirts were next, but that was tabled until next meeting...

**For Sale:** Ron Parks still has a couple of convertible tops for sale. Contact Ron for more information on condition, color and pricing if you're in the market for a top. Rich Cutright has 4 MGB wheels with tires for sale. Contact either if you're interested. Louie's looking for another Spitfire, so if you see one, don't let him know.

**Tech Tips** are next. Terry Looft proposed that one should always plant your corn early for best results.

**ELECTIONS** were next:

**President:**

Betty Shaneyfelt nominated **Sam Hodges** for President. Hey, wait that's me! What? Who made a motion to close the nominations?!? Hey slow down! Now can't we get some discussion? Huh? What do you mean that we've voted already?!? Congratulations to who?!? Hey! That's me! The MGCC Railroad lines did a fine job getting me to

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be the next President! (*Thanks! I'm taking names...*) Seriously though, Gary Kinney motioned to close, Dick Smith seconded, once closed the vote was pretty one sided... Linda wanted it on record that it her who nominated me to be Secretary last year. (*You do realize that that makes you number 1 on the list Linda...*)

### **Vice President:**

Bill Hammond nominated Louie DiPasquele for V.P. Skip Peterson nominated Dick Smith. Linda Wolfe moved to close nominations, Tim Oricko seconded. After the secret ballot vote, there was a controversy surrounding hanging chads. After all of that was cleared up, **Dick Smith** was confirmed as the new Vice President.

### **Secretary:**

Terry Looft nominated **Rich Cutright**. Jenn P. seconded. Linda Wolfe moved to close nominations, John Wolfe seconded. Yet again that MGCC Railroad worked its magic...

### **Treasurer:**

Skip nominated Arthur Anderson. Bill Hammond nominated **Steve Veris**. Skip seconded. Tim Oricko moved to close nominations, Gary Kinney seconded.

### **Member at Large:**

Skip nominated **Terry Looft**. Linda Wolfe seconded. Tim Oricko moved to close nominations.

Congratulations to all the new MGCC Officers. May you reign with wisdom and plenty of beer breaks!

**Gumball Rallye** – Ruben Wasserman won the years membership plus \$15.00

BCD shirts were won by Carol Estell and Carol Looft.

Carl's Body Shop t-shirts were won by Steve Markman and Terry Looft

Meguiar's Scratch X was won by Dave Estell

Ryan Looft won Meguiar's Wax Clear Coat System.

*(For those not at the meeting, all of the above people were at the SAME TABLE! Hmmm...)*

Carl's Body Shop hats were won by Joe Hooker and Rich Cutright

John Wolfe won a Concours polo shirt.

9:35 p.m. Gary Kinney made motion to adjourn meeting. Louie DiPasquele seconded. Meeting adjourned.

*To all of you who I slandered, libeled and defamed during my tenure as Secretary, please tune to the President's column for more of the same! See you there!*

## - Classifieds -

Bill Hammond has decided to sell his rare 1969 MGC GT. He has full maintenance records, and ownership history (he even has the title!). (937)434-9967.

1979 MG Midget, excellent condition, no rust, 36,000 miles, Inca yellow, black top and bumpers, Weber carburetor, new tires and top, garaged last 16 years, driven only sporadically last 12 months. \$7,500, 937-566-6532.

1971 MG Midget, engine rebuilt at 80,000 miles, 180 miles on rebuilt engine. New top, no rust, complete going over in 2002. Good rubber, good interior, possible trans problem (2nd gear), \$4,000 OBO, (419) 683-1726. Ask for Joe.

1967 MGB GT HARDTOP, new dark green paint, new upholstery, new brakes, new front end, \$6500, call Joe Antrim, 937-277-4798.

Looking for AMCO style luggage rack for MGTD. Call Ron Froess, 814-899-5076, or write at 2313 Saltman Rd., Erie PA 16510.