

THE OCTAGON NEWS

Volume XXXIV No. 5

March 2005

Larry McCartt's First British Car Lots of Tech Stuff

From the President

Ryan Looft

As I look out the window and see the 2 inches of snow on the ground, it is hard to imagine that we will have our MG's out and at Tune-Up Clinic in about a month. Since the last news letter, I got moved into my house in Wilmington. I just got my internet going earlier this week and my email working today. So if anyone has anything to send, I should be getting it now and if you sent me something in the past month and you did not hear back from me, it is because I did not get it.

We had a good crowd of people at our last meeting. Some of us usually meet at the Dublin Pub across the street for a bite to eat before the meetings. This last time we ended up with a total of 16 club members. More and more members just kept showing up. It made for a nice get together before the meeting. So, if anyone has some extra time before the meetings, plan on coming a little early and stop on over at the Dublin Pub.

- Continued on Page 2 -



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 **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 the K of C Hall, downtown Dayton, on Bainbridge Street, at 8:00pm. The next meeting will be:

Wed, March 23, 2005

MG Car Club Officers

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WebPage.....www.mgcars.org.uk/mgcswo

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Upcoming Events

Mar:

- 20 – TajMaGarag
- 23 – Meeting (K of C Hall)

Apr:

- 16 – Tune-Up Clinic
- 27 – Meeting (K of C Hall)

May:

- 1 – British Swap Meet – Fairlawn Ohio
- 15 – Spring Drive
- 21 – 2nd Annual British Car Meet (2nd Street Market – Dayton)
- 21 – 29 – Drive Your British Car Week
- 25 – Meeting (K of C Hall)

June:

- 5 – “The British Return to Ft. Meigs” Perrysburg, Ohio
- 17 – 18 – MG Car Club of Toronto 50th anniversary, Toronto, Canada
- 25 – 28 – Vintage Races at Mid-Ohio
- 22 – Meeting (K of C Hall)

July:

- 6 – 10 – MG 2005, Olympia, WA
- 12 – 16 – NAMGAR – Mackinaw, MI
- 17 - All-Ohio MG Meet, at Highbanks MetroPark just north of Columbus
- 17 – British Car & Bike Show, Edgewater, Cincinnati OH
- 27 Meeting (K of C Hall)

August:

- 6 – BCD
- 18 – 21 – Univ Mtrs Summer Party, Grand Rapids MI
- 24 – Meeting (K of C Hall)

We have an 'Outing' coming up on March 20th at 2:30pm at the Taj Ma Garage. Skip Peterson put this together and the event will feature John Dixon's collection of Porsche's. The car club will provide the food and beer. Keep an eye out for an email for location and directions. If you are planning on going, let Skip know.

Other events we have will be the Tune-Up Clinic that will take place on April 16th at MG Automotive on Wilmington Pike courtesy of Steve Miller. We will be looking for a date for a Pub Run in April as well. The Spring Drive which Dave McCann is organizing, will take place on Sunday 15th. Dave is planning a trip to Portsmouth and the Southern Ohio area. Anyone who has organized a drive knows, it takes a lot of time to plan the routes on any kind of drive. The 2nd Annual Second Street Market put on by the British Museum of Transportation will be on May 21st. This is a nice event that combines not only a car show, but unique shops as well. If anyone is able to help with this, Dick Smith would surely appreciate it.

I'm sure most of you got the email about the BBC - British Breakfast Club. I can't tell you anymore than you already know. But, if you are available the last Saturday of the month (March 26th), you might want to check out the Steak & Shake restaurant on Fairfield Rd between 7-10 am.

There is going to be a lot going on this spring and summer so be sure to keep your calendar open for MG stuff. Hope everyone can make the next meeting on March 23rd and if you can, stop over at the Dublin Pub before hand.

Welcome New Member

Colleen Cooley
1515 N. Belmont Ave.
Springfield, Ohio 45503
1973 MGB
c_cooley@peoplepc.com



British Breakfast Club

We don't know who sent this, but they announced the formation of the BBC, British Breakfast Club. It will be held the last Saturday of every month, March to October, at the Steak & Shake on Fairfield Rd by the Fairfield Mall, from 7-10 am. Nothing organized like dues or officers, just a monthly get together. Just drive on over and join the fun. Does sound like fun. Should be a good opportunity to met folks from other local groups, Jags, Healey's, Mini's, Sunbeam....

My First British Car

Larry McCartt

This "auto"biography starts strangely, with my employment in 1952 with the Chrysler Motorcar Co. in Highland Park, Michigan. I was a 3rd year co-op student at the University of Cincinnati in the College of Applied Arts. During my very brief 8 week stint at Chrysler, I was responsible at times to convert photographs of various foreign-built cars to line drawings that easily could be used in printing documents comparing foreign cars to those offered at the time by Chrysler. In 1952, auto manufacturers were starting to fret a wee bit regarding those horrid little cars running around the 48 states. In other words, they thought, rightfully so, they were losing sales to overseas products.

One of the little cars I illustrated was the M.G.TC. At the time(and at present too) I thought the TC *was* a knockout of a car. I even converted my line drawing to a finished piece of art by rendering a full color version in red of course, what else?

Upon returning to classes in late February, I showed my work of art to fellow students, male of, course. One of them told me there was one just like your illustration near the campus. Having never laid eyes on one, I eventually found it, admired it. It looked like new, and it was red/red just like my artwork. Boldly, I left a note under the wiper arm inquiring as to whether or not she might be for sale. To make a long story short, I took delivery of the ,1949 M.G.TC on Saturday evening, April 26, 1952 just a few hundred feet from my church home in Covington, KY. You see, the owner, James Francis, was church organist for a nearby church, and he needed to part with the TC to augment the purchase of an Auburn Boat-tail Speedster which ran Jim around 2600 dead presidents in 1952.

The TC cost me, er, my father, \$1350, a tidy sum in 1952, but, 2 M.G.TC purchases later have all been the same: \$1350, the last being in 1972, the primrose TC now sitting in my garage in Monroe. The next morning, Sunday, was exciting: there sitting in our back yard in Ft. Mitchell was

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the red M.G. that I had longed for while. Perched at my drawing board in Michigan. My father agreed to be shuttled off to church in my little beauty and proudly showed her off to other church members after the morning's service was over...the service seemed extra long that day, I guess because I wanted to be back on the streets and byways of Northern Kentucky. After lunch I hurried on over to a favorite girl friend's home next to Lookout Stud Farm in Crestview Hills area and off we went on a my first drive. I wish I could remember what the drive was like but that was 53 years ago.

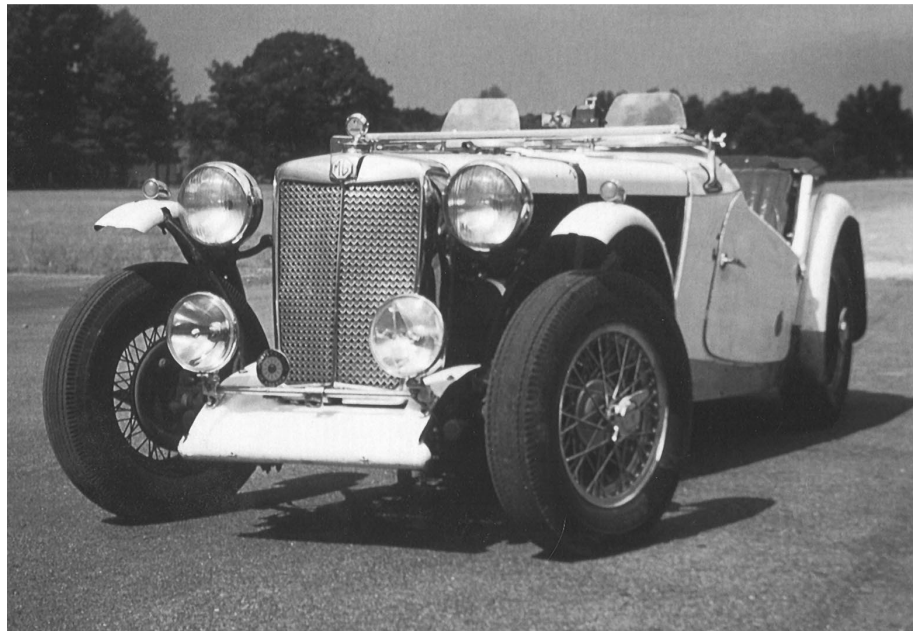
During the 3 plus years I owned the TC, a lot happened to it and me. The engine "wore out" in about 25,000 miles, it had less than 15,000 on it in 1952, but I drove her every day, to UC, dates, mini-vacations, SCCA rally junkets, gymkhanas, you name it, we were there. Speaking of dates, a few mothers had mixed thoughts about letting their daughters ride around in "that noisy little thing". But the true-blue girls loved it thank goodness for that.

The clutch gave out and a Covington Ford dealer fixed that. My father's mechanics gave her a valve job, a lady backed into her one day while parked in front of a frat house in Clifton and I resorted to cycle fenders for a repair job whilst blowing the insurance check on a new Hartz black top with windows in the top over the dashboard.

She got a new paint job, blue, and a set of Rudge wheels from one of Ebby Lunken's Ferraris, complete with tires and all. I affixed a copper straight pipe for exhaust purposes and later affixed a cycle muffler on the outside of the body because the car with its 15" Ferrari wheels was just too low to the ground.

My TC was one of about 6 or so in Greater Cincinnati in those days, all running and some in very original condition, which is the way I should have left mine, not screwing around with funny paint jobs, 15" wheels, weird exhaust treatments etc. But, I was a young college kid with a new and different toy. I now look back and think about the things I did, both to and with her, but, it was great experience and now, some 20 or so British' cars later, I wince every time I see something off the beaten path done to a vehicle, whether it's British or not. Look what the customizers do to vehicles in their charge.

My first M.G. TC taught me a lot about automobiles, things I'll never forget. It was a great learning experience, and every car or truck after that is a learning experience if you're a do-it-yourselfer like me.



The evening I sold the TC was another nightmare. I took a Ford Model A coup

Larry advises "Don't ever do this to a classic car. The last time I saw it, a subsequent owner restored my old TC to a typical original configuration."

in trade plus \$650 in cash from a UC student, and before the night was over, had to buy him a new battery. He later retrieved the fenders from my parents' crawl space and the last time I saw her she was racing at an abandoned airport northeast of St Louis. She was back to red, the 15" wheels were still on the ground and the interior looked new after 7 years of use.

Tech Tip – Taking out the Wobble

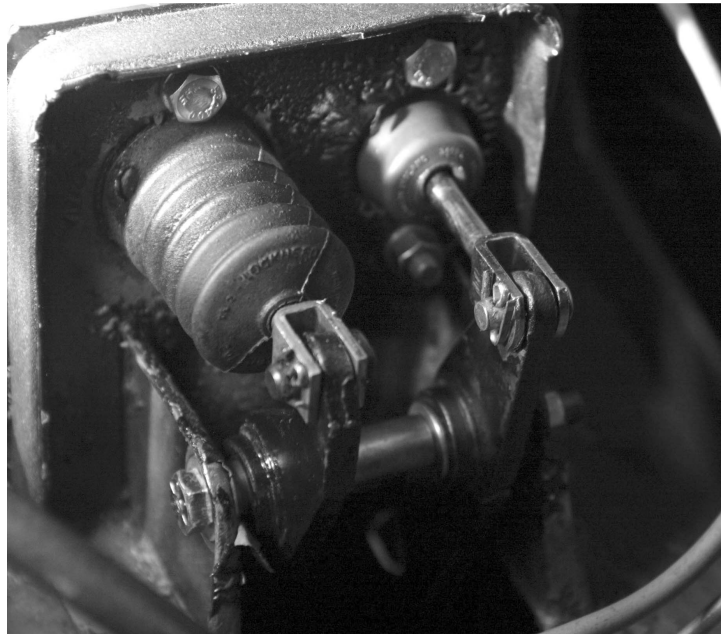
Skip Peterson

Brake and clutch pedal seem a bit wobbly? More play than you think seems right? That's what I was experiencing, so I thought I'd have a look. Well, the bushings in the pedals were certainly worn, a little. New ones are cheap, \$4 each. But the real culprit is the push rod and clevis pin to the pedal. My clutch pedal push rod was oveled out enough to look like the Ford logo and the clevis pin looked like the crankshaft from a model airplane engine.

So, how tough is it to repair? After finding the four screws that hold the dust cover in place, (you WILL drop them into the engine bay, and they end up on the frame rail, lodged on the exhaust header, and rolling around on the garage floor,) it's not too tough at all. (I did seek advice from Steve Miller regarding this procedure, which he provided, however, everything noted here was done by myself, including the part about the third hand, when I found myself trapped in the garage alone holding in the clutch cylinder piston: Jennifer finally heard me yelling and then she held the piston in place while I got the new push rod ready: so, if anything goes badly for you, blame me, not Steve, because this is how I accomplished this.)

So, lets start the adventure. First, magnetize your Phillips screwdriver to get those screws out. Then loosen the brake light switch, disconnect the wires, back off the retaining nut and unscrew the brake light switch. (Note roughly the distance of the retaining nut so you can re-attach correctly.) Good time to clean the dust cover, sand it and apply a fresh coat of black paint. Your choice on gloss, satin or flat black but the satin finish black looks real nice...

Now, release the springs attached to the pedals under the dash so they dangle free. Pull the cotter pins, remove the clevis pins, and then remove the long



Close-up of the finished project. Note the push rod on the right is shiny and new. Distance tube is shown between the two pedals. Brake master cylinder is to the left, clutch to the right. Bolt holding pedals in place is shown on the left. Couple of other notes...Neither the brake nor the clutch pedal is available from suppliers, so don't damage them. Dust cover is no longer available. Clevis pins and cotter pins can be purchased at hardware stores.

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bolt holding both pedals. They immediately drop into the car unless you think fast and grab them one at a time as you slowly remove the long bolt. Now check the push rods for the brake master cylinder and clutch master. My brake master push rod was fine, clutch, not fine. Also, the clutch pedal hole for the clevis was also ovaled...

Don't lose the steel inner sleeve distance tubes that fit inside the pedal bushing or the distance tube that keeps them separate...

Flush everything in brake cleaner to remove the grease and gunk.... And also clean the pedals. Sand, shoot with black paint and they are renewed for the next 10-20 years...

It's time for parts. Clutch and brake push rods are about \$19.00 each, pedal bushings are about \$4.50.

To remove the old bushings, a 7/16 extension socket works well, put pedal in vise, push socket into the bushing, hammer, bushing comes out. Smooth the inside with emery cloth, and insert new busing using long bolt and washers to push in new bushing, starting bushing square and slowly tightening.

Smooth inside of bushing with emery cloth; grease lightly and check for distance tube fit. Should be free and smooth. Installing new pushrods requires a second person, or at least a third hand.

Pull off the rubber boot on the front of the master cylinder, use circlip pliers to release circlip, then remove push rod but use other hand and finger to keep piston from coming out, causing the loss of fluid and a general mess. Remember, brake fluid removes paint!

Put rubber boot over new push rod, (Helper or third hand is holding master cylinder piston in place,) wrap circlip around new push rod, put in place and use circlip pliers to replace circlip. If one section of clip doesn't drop into groove correctly, just use a small screwdriver and tap it into place. Re-attach boot and that's done.



This photo shows the cover in place, with the brake light switch to the lower center of the photo with the two wires coming off of it. Note the retaining nut, and the distance is what you want to measure.

Checking the pedals, if the clevis pin eye or hole is ovaled out, it can be welded closed, and re-drilled. which is pretty time consuming and costly. I tried JB Cold weld, an epoxy based material that is supposed to be steel-tough, able to be drilled, and should last. I filled the hole, let it sit an hour, then re-drilled the hole, it's 5/16ths. Since the push rod has no slop, and the clevis pin fit nice and snug, it should last a few years or so, since the push rod material is softer than the pedal itself.

Assembly is the reverse of removal on the pedals. (That's official MGB Shop manual dialogue!)

Be sure to lightly grease the inner distance tubes, the long bolt that holds the pedals, the clevis pins and make sure to use steel cotter pins so the clevis pins don't fall out.

Re-attach the springs under the dash to the pedals, re-attach the dust cover, re-attach the

brake light switch and wires. You're done. One long afternoon, two evenings, suddenly the pedals are nice and smooth again.

Final cleaning tech tips. Brake cleaner, carb cleaner, etc. is very hard on paint. Actually, it removes a lot of paint. To clean greasy areas under the hood, go for Simple Green. It's a biodegradable product that isn't hard on paint. I dilute it about 10:1 for normal cleaning, 5:1 or just straight from the bottle on really dirty areas. Spray it on the greasy area, let it sit a minute or two, and wipe clean with a damp rag. On tougher spots use a soft toothbrush soaked in Simple Green to scrub the area, wipe clean with damp cloth. To make sure, you can flush with water to remove all residue.

It left my paint shiny and clean, with no evidence of softening or damage. Worked on the side of the engine, on the frame rails, under hood, etc. Much safer than almost every cleaner I have checked out. The common engine de-greasers (Gunk, Super Purple, etc.) all have warnings about paint damage.

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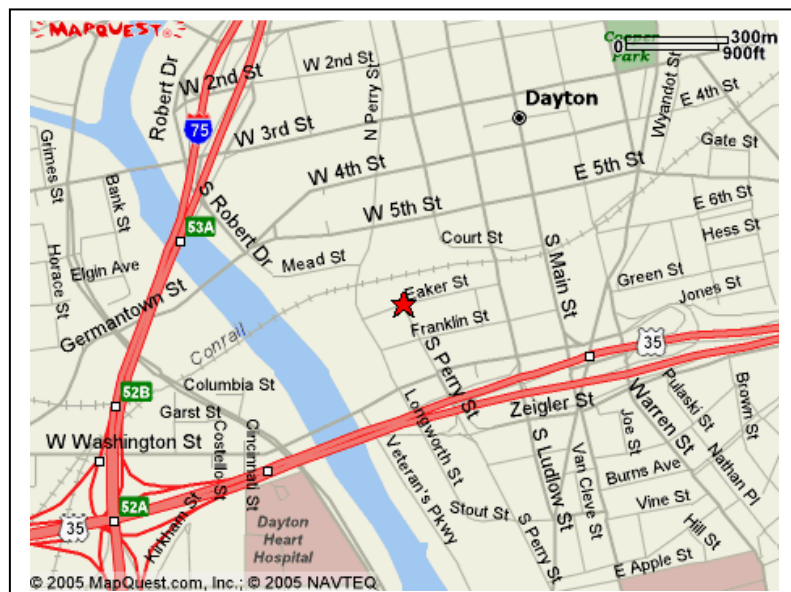
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Taj Ma Garag

Skip Peterson

Don't forget...the Taj Ma Garaj event is Sunday, March 20th beginning at 2:30 pm. Please drop me a reply if you're planning to attend so I can get an accurate head count. Club is providing adult beverages, soft drinks, bottled water and pizza. The tour is from 2:30 to 4:30 and our host is John Dixon.. For a preview, go to www.tajmagaraj.com. Even if you don't like Porsches, you'll still have a good time. Taj Ma Garaj is located at the corner South East corner of Eaker and S. Perry St. It is an unmarked, but newly painted beige building with a red stripe. Remember, we all go to the college of cars, we just live in



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Is Your Fuel Pump Correct? (i.e., one more thing to worry about)

Steve Markman

My friend Dave DuBois in Bremerton, Washington, who has contributed several articles to our newsletter, overhauled my fuel pump. My TD's previous owner took great pride in doing an authentic restoration, but Dave discovered that I have an incorrect pump! There's no reason to suspect the PO ever would have known it. Here's the scoop.

The TCs and TDs originally had Low Pressure pumps. The High Pressure pump normally is used on the TF 1500, MGA and early MGB. The maximum pressure for the LP pump is 1.5 psi and for the HP pump can be either 2.7 psi or 3.8 psi. Could using the incorrect pump cause problems? Dave said probably not. In fact, he ran an HP pump in his TD for a year or so just to see if there was any difference - there wasn't.

The LP and HP pumps look exactly the same externally. There is absolutely no way to tell if you have a high pressure or a low pressure pump without either getting into the pump or putting a pressure gauge on it.

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The following pictures may help you determine if you have the correct pump. Figure 1 shows an LP pump on the left and an HP pump on the right. The only difference between the two is the ground screws (indicated by arrows); the one on the left is a 2BA and the one on the right is a 4BA. However, all this really tells us is that the coil housing on the left was made before 1985 and the one on the right after 1985. Figure 2 shows the bare coil housings and the arrows point out the only definitive means of telling the two pumps apart (other than measuring the pressure from each operating pump). The LP pump on the left has the smaller coil core and the HP pump on the right the larger. Without partial disassembly, it is impossible to see the coil core well enough to tell if your pump has the larger or smaller coil core.



Figure 1

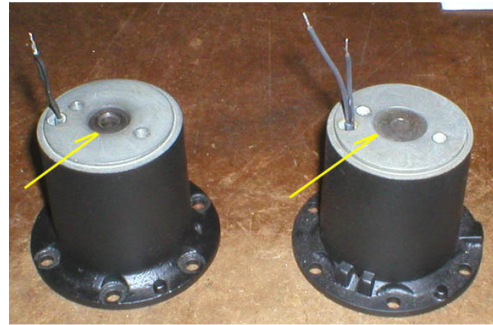


Figure 2

If you're still curious, Dave gave me the following additional information that may help. The number that may appear on the back of the alloy pump body is a part number for the body, not for the pump. The number for the LP pump is AUA 25, and there are two different ways that you may find this number. On older pumps, it will be on an aluminum tag under two of the screws that connect the coil housing to the body. On newer pumps, that is, one that has been made since Burlen Fuel Systems took over SU, it will be stamped on the back of the alloy pump body. The HP pumps have the same number on the back of the pump body and again, this is not a number for the pump. The part number was AUA or AUB 150, 154, 182 and several others. The part number for the new HP pumps is AZX 1331 for negative ground and AZX 1332 for positive ground, again on a tag the same as on the LP pumps. Note: If you have an old (or new) brass based pump on a TC, there is no number on the back at all, but all brass-base pumps are LP.

When my pump made it back, I looked at the back side and found the number 4080 molded into the casting, and the number 037 stamped just above it. So who knows...at least it has "S.U. molded into it. The bottom line...if your pump is working fine and your engine seems to be getting enough fuel, don't worry about it. No one will know the difference by looking at it.

Classifieds

For Sale: 1976 MG Midget. Originally yellow, now red. Rust free. Stored under cover. Yellow (?) interior. Was known to be driven two summers back. Located in Northern Kentucky. Make offer. Call: Al 859-586-7820 or Mary 859-282-8108

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For Sale: 1960 MGA. The car is in storage in Bloomington, Indiana, and ran in 2000 before its placement in storage. This is a project car, in need of complete restoration. The car is all original, and dearly needs some TLC that we are unable to provide. David Fitzgerald, em4lr@yahoo.com

For Sale: 2 1979 MGB roadsters. They are on my website at www.theoldphotocompany.com click on the "view our images" tab, then the 1979 MGB Roadster. Denny Scales (951) 679 0883

For Sale: 1949 MG TC, TC9690, This is a nice, clean driver. It is in excellent mechanical condition, and I estimate that the car has only covered 78,000 miles since new. Starts and runs well, with no issues or problems at all. The car is solid with good wood, has recent black paint, and the chrome is excellent. The interior is beige. The car was originally a home market car that was brought over from England in 1976. The car is complete with all accessories, such as original tool kit, jack, etc. Pictures are available upon request. \$17,500.00. Randy Kegg, 410-592-3733, or Randell_Kegg@msn.com

For Sale: 61' MGA Roadster & a 76' MGB Roadster. The MGA is a basket case (fully dis-assembled), and is very rough. However, many parts are in good condition. This car could make a good project for the serious collector. I would be willing to part out the car or sell it as a whole. The car has been in my family for over 30 years. Unfortunately, rust caused the frame to break, but I do have a solid frame for replacement. The 76' MGB is also pretty rough, but it is solid, and could be restored easily. Contact Charles Falletta at cfalletta@sbcglobal.net

For sale: 1979 MGB, 98k, stainless steel exhaust, Weber carb, good and reliable running, but needs both front wings, door rocker panels, painting etc. etc. to make it look nice. \$1400 obo. 513-266-6407 or deckel@emag.de

Wanted: Pair of seat frames for MGB MkI (1962-68). Dieter Eckel, deckel@emag.de Tel. 01149-1727341572 (I will call you back!)

For Sale: Red 1970 MGB chrome bumper w/ wire wheels, toneau cover, and new clutch. Runs well. 90,000 miles. \$3800 firm. 426-2257.

For Sale: Beautiful 1957 MGA 1500. Body and interior completely restored (both red). Spoke wheels with a white soft-top. Runs great, but if going to be a daily car I would suggest a good tune-up. Needs new left-front spring, speedometer tune-up, and an owner who can truly appreciate this car. Asking \$10,000. Rob Zimmerman (Delaware, OH) 740-368-9260.

For Sale: 1951 MG TD. Interior needs a little work, but otherwise in great shape. Runs well. Yellow with dark brown interior. New top. Located in Centerville. \$15,000. Dave Westbrook, 885-7492.

For Sale: Beautifully restored MG TD. Originally a California car that I had shipped here years ago. Also lots of parts that have been in boxes for years. Call Stewart A. Smetts, 513-608-2890, or sasmets@fuse.net



Minutes of the February 23, 2005 Meeting

Linda Wolfe

The meeting was called to order at 8:00 sharp.

President's Report - Ryan bought a house and has moved in but doesn't have e-mail yet. Sixteen had dinner at the Dublin Pub tonight and twenty-five attended the Gribler's Valentine Party. He thanked them for a wonderful evening. Ryan also thanked Skip for the Pub Run at Harrigan's where 23 attended. Vice-President's Report - Little to report as he remains at an undisclosed location for security.

Treasurer's Report - We took in \$198 for membership and spent \$215 for newsletter and \$100 for K of C Fish Fry leaving us with a balance of \$3721.

Secretary's Report - The minutes of the January meeting were approved as printed in the newsletter and Linda thanked Carole Looft for taking them in her absence.

Membership - Carole said that we now have 93 paid memberships. Our new member Roy Troughton was introduced. He recently acquired a '77 MGB. Gary Kinney introduced us to his guest Stan Cooke and Colleen Cooley (daughter of Jim & Joanna) will soon be the owner of a '70 MGB.

Sunshine - Jennifer will be having surgery this next week on her neck and Reuben Wasserman had some medical problems on a trip to Florida.

Activities - British Museum will again have their British Car Show at the 2nd Street Market on May 21st. Cars will be judged by a popular vote and you can view area upcoming events in the area on the club website. Other activities include the Bluegrass British Bash in Louisville, KY on May 1st, The British Return to Fort Meigs car show in Perrysburg, OH on June 5th, Mini Meet East in Dublin, OH on July 1-3, London to Brighton Run starting in London IN and ending in Cincinnati OH July 16-17, and the 19th Annual British Car and Motorcycle Show at Edgewater Sports Park on July 17th.

Editor's Report - Steve thanked Joe Hooker for all his help and the club also thanked Steve. We will have an upcoming article from Larry McCartt.

Old Business - On March 20 we will be going to the TajMa Garage owned by John Dixon at 2:30 and it is located behind Chaminade-Julienne High School. The club will provide beer and soft drinks. Bob Charles is providing a barrel to give John as a gift. We expect 35 to 40 people to attend. He has quite a collection of Porches and you can check out his collection at TajMaGarage.com.

Spring Drive will be an overnight trip hosted by Dave McCann on May 14th & 15th. We might leave from the East side of Wilmington and end in Portsmouth. There is a Micro Brewery there where we can have dinner and the flood walls down there have been painted with murals. This could make for some pretty interesting pictures with our cars parked in front of them. It will be about a two or three hour drive with no covered bridges. Jennifer says thank you! Spring Tune-Up Clinic will be held on Saturday April 16th and will be hosted by Steve Miller at MG Automotive. It will start about 9:00 and the club will supply coffee and donuts.

We had a beer break at 8:30 p.m. Dave McCann had some video to show us of his trip but had problems with the TV/VCR.

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BCD will be August 6th this year. We have the park approval already. The committee will meet in March and we are hoping for 350 cars this year. There will be class changes and a club participation award. (MGCC and Triumph club are not eligible for this award).

NAMGAR 30 will be held by the Michigan Rowdies this year from July 12th - 16th in Mackinaw City, Michigan. It would be great to have a good showing from our club. A group from Glasgow, Kentucky might join up with our group for the trip. If you are interested you need to get your hotel reservations made.

New Business - Dick Goodman just became a Great Grandfather. Congratulations!

The club decided to pay rent to the K of C Hall instead of working their Fish Fry's. It will cost us \$45 per meeting (\$25 for the room and \$20 for the bartender). This will start in March and was passed unanimously.

Tech Tips - Dick Goodman's T sat for a long time and when he took it out to drive it kept dying. Sounds like a fuel pump problem.

Lucia & Michael Hooker fired Joe on his restoration of the Austin Healey. They are having it finished for him.

John Twist will be having a Summer Party again this year and the dates are August 18th-21st.

Gumball Rally was won by Ernie Streifthau. Calendars were won by Lois Gribler and Dick Smith.

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Steve's latest "Pet of the Month" picture was deferred again to a later date thanks to articles by Larry McCartt and Skip Peterson. Keep up the terrific work!