
THE OCTAGON NEWS

Volume XXXVII No.6

April 2003

More New Members!
Tune Up Clinic a Success

From the President

Ron Parks

Barring some cruel joke from Mother Nature, spring is finally here. That means it's time to plan our annual spring tour. We talked about this at the March meeting, but did not set a date. Never fear! Carole Looft and I have done that for you. In looking at our busy calendar of events, we decided that Sunday May 18th is the best, and possibly only, day available for our spring tour through Southwestern Ohio. See further details in Carole's article elsewhere in this issue and expect discussion on this topic at the April meeting.

Isn't it great to get back on the road with our MGs? I got mine back from the body shop last Wednesday. Evidence of my deer strike is no more. Of course, I would rather have not hit the deer, but I must say it was kind of nice being the collision work for a change. Several times during my year of restoration work on my MGB, I would show up at the body shop expecting to see body work done or painting of a

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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 April 23, 2003

MG Car Club Officers

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Upcoming Events

APR:

12 - Tune-up clinic
23 - Meeting (K of C hall)

MAY:

4 - British Swap Meet & Car Show
(Independence, Oh)
18 - Spring Drive
28 - Meeting (K of C hall)

JUNE:

1 - British Car Show – Perrysburg
19-22- MGB Register – St. Louis
25 - Meeting (K of C hall)

JUL:

23 - Meeting (K of C hall)
27 - All Ohio Meet – Columbus

AUG:

2 - BCD – Dayton Metro Parks
10 - Picnic (D. Goodman's)
27 - Meeting (K of C hall)

Spring Drive

Carole Looft

It looks like the Loofts have been volunteered to organize the Spring Drive. If we hope to have it in May, then Sunday, May 18th probably would be the best weekend, since every other weekend has something else going on. We don't have anything concrete worked out yet but are kicking around ultimately working our way to an Irish pub on the levee at Newport, Ky. We'll be talking more about it at the April meeting, but wanted you to keep Sunday, May 18th open for something – somewhere!!!

Tune-up Clinic 2003

By Ron Parks

As you can see in the photos, we had a good turnout for the 2003 edition of the MG Car Club's Tune-up Clinic, held at MG Automotive on Saturday April 12, 2003. While most stood around talking, eating donuts and drinking coffee, some did actual work on their cars. We all know this is more of a social gathering than a work session, anyway. We always enjoy looking at and talking about our cars. One car actually got tuned up, brakes got adjusted, a Weber carburetor got adjusted, toe-in was adjusted and wires were switched on an anti-run-on valve.

Jeff opt, actually did some tuning-up. Jeff with help and advice from Dave Gribler, Steve Miller and others, set his timing, adjusted his valves along with his carburetors and verified that his spark plug wires are good. His engine persisted in running a little rough at the end of the day, but was somewhat improved. Gary Kinney adjusted the idle on his Weber carburetor and adjusted his rear brakes. His brake pedal came up significantly. John Zeno adjusted his toe-in on his MGA, with the help of Bill Hammond, who held the alignment guide tool that John had invented for the task. I think Steve Veris may have adjusted his carburetors or something on his MGA. I reversed the wires on my anit-run-on valve on my MGB, to no avail. More times than not, my engine still diesels when I turn off the ignition.

From the President (cont)

particular part of the car done only to be told, "Nope didn't get it done. Collision work took priority." That's understandable, of course, since collision work is the bread and butter of body shops. It's where they make their real money. Well, this time I was the collision work and it was done in a week and a half. Besides that, I didn't have to do any stripping, cleaning up or any work at all\ I just dropped it off and picked it up after it was magically repaired. What luxury!

Thanks to all who turned out at the last fish fry. It's good to see so many new faces at our club events.
See you at the meeting on April 23rd.

I think we can declare the Tune-up Clinic a success in light of the fact that we had a near perfect day, a good turnout, and many conversations took place wherein plans were made to do something, even if it didn't get done at the Tune-up Clinic. A good time was had by all! **Special thanks to Steve Miller and MG Automotive!!!**

Our Members are Turning Out!

Carole Looft

The last Fish Fry of the year was held on March 28. We had another great showing of club members who came to help. There were 21 of us who showed up and for that, we thank you!!! Also our pub run at the Quaker Steak and Lube on Sunday the 6th was a great time. We had 36 club members and 7 MGs in attendance. The weather was a little crummy, but we all enjoyed ourselves. See you at the next one!!!

Thanks from JoAnn Zeno

JoAnn Zeno wants to thank all of the members of the MG club who sent such beautiful cards and many prayers during her illness. They helped so much! She's still in chemo therapy and will soon have another cat scan to see how she's progressing. Will let you all know.

Welcome to Our Newest Members!

By Carole Looft

We have more new members this month to tell you about. Ken and Lois Elrich have been members now for a couple of months. Those of you who were at the St. Patrick's Day party maybe got a chance

to chat with them! Ken and Lois live in northern Dayton and own a 1973 green Midget. The car had belonged to the neighbor of the Elrich's nephew and that is how they came to find it. At the time, the car wasn't running, and they are working on getting it on the road as soon as possible. Ken is a water treatment technician and enjoys a good game of golf and Lois works in sales and likes gardening and being outdoors. Both Ken and Lois like antiques. The Elrichs have three sons; 20, 18 and 11. I know both of them are looking forward to getting the car in working order soon and we're hoping it will be up and running so they will be able to take part in some of the club's upcoming driving activities. Ken and Lois, welcome to the club!!

Also, welcome to the additional following new members! We'll get bios and pictures soon.

Jim & Joanna Cooley
1515 N. Belmont Ave.
Springfield, Oh 45503
(937) 399-1834
jcooley@glasscity.net
1948 MG TC

Evan & Kristie Ford
10236 Atchison Rd
Dayton, Oh 45458
(937) 886-2588
(938) eford321@yahoo.com
1953 MG TD

and

Chris & Lauri Gulliford
4211 Willowcreek Dr.
Dayton, Oh 45415
(937) 264-0516
(938) cgulliford@yahoo.com
1977 MGB

First (MG) Crisis of the Season

Steve Markman

This was the third winter that I've owned my red 50 TD. During this season, I start it every month or so, long enough to let the engine warm up, and if the driveway is dry, I drive it in and out of the garage a few times. When I put it to bed last fall, it was running fine (relatively, of course, for a 52-year-old British car). I last drove it during late November. A month later, I couldn't get it to start. It turned over, but not even a sputter. Concerned, I let it sit for an hour, then came back and tried again. This time, it started, but ran terribly. I assumed it just needed to get out on the road to burn off whatever crud had accumulated somewhere in the engine.

The same thing happened when I ran it in late January. It wasn't until early March that I finally got the car out on the road on a sunny, dry day. At least, I tried to get it out on the road. As I drove through my plat, I realized I was getting almost no response from the gas pedal. I got up to 25 mph and into third gear, but couldn't hold speed on even a slight incline. I drove about five miles or so, long enough to get the engine up to temperature, but nothing changed. If I pushed in the mixture knob, which also lowers the idle RPM, the engine would stall. My best guess was that I was running on one cylinder.

While I usually can sort out a mechanical problem if I can see the moving parts, I find electrical problems more difficult. I pulled the spark plug wires one at a time to see if the problem could be fouled plugs. After pulling and replacing wires 1, 2, and 3, there was virtually no change in how the engine idled. I was getting a good spark jumping from the wire to the engine, so I concluded each plug was getting electricity. But when I pulled number 4, the engine quit. This at least confirmed my suspicion that it was running on only one cylinder. Guessing that perhaps the plugs were fouled, I pulled and cleaned them (one at a time, of course, to eliminate the chance of reconnecting the wires

in the wrong order). This helped it start a little easier, but the engine ran no differently. I even replaced the plugs with new ones, and cleaned the points and contacts in the distributor cap, but still no improvement. At this point, I called Joe Hooker.

Joe came over and quickly confirmed that something was wrong. He re-checked everything that I already had checked, but nothing changed. He then started looking at the fuel system. We confirmed that the pump was running fine, even pulled the fuel line from the rear bowl to make sure it really was pumping gas (it was). We put it back together, but still no improvement. I accidentally left the ignition switch on, and as we chatted for a few minutes, we noted that the fuel pump ticked about every thirty seconds. Normally, my pump hardly ever ticks once the fuel lines are pressurized. As we talked, neither of us thought much about the ticking.

Joe had to leave, so we took the car out one more time. This time, it accelerated normally. I got up through third gear, and then the power disappeared again. We concluded that one or both of the bowls was not filling properly. Apparently, in the time that we were talking and the pump kept ticking, the bowls slowly had filled, providing enough gas for the car to accelerate normally for a few hundred yards.

After Joe left, I repeated the pump test on the front bowl as Joe had done on the rear one. There was plenty of gas flowing and the filter was clean, so I reconnected the fuel line and pulled the cover from the bowl. I found the bowl to be almost empty! I turned on the ignition, but only a drop or two of gas flowed from the valve every few seconds, and again, the pump ticked once about every thirty seconds. At this point, I jiggled the pin on the bottom of the valve, and gas gushed out! I quickly shut off the ignition and jiggled the pin several times. It now moved freely, so I put everything back together. The car has run fine ever since (relatively, of course, for a 52-year-old British car).

Joe...thanks again for the help. This is what the MG Club is all about!

Replacing Your B's Dash

By Skip Peterson

OK, so you want to replace the worn and cracked dash in your B. If you have a B that is '67 or older, no big deal.... But, if you have one of the '68 or later "padded" versions, don't believe a lot of what is in the Haynes manual, or the factory manual for that matter. It's supposedly a 6-step process. Think long and hard, cause it ain't easy. However, the look of the new one is worth it!!! I'll clear up a few misconceptions right off the bat.

1. If you buy the replacement dash in the catalog, it's only the cover. You have to remove the dash from the car, remove the old cover, and reattach the new one. Terry Looft, Graham Cooper and Ron Parks demonstrated that last year at BCD. Get them to demonstrate again and then give them some cash. (I found a used one in "like new" condition so I literally pulled one out and put a new one in.

2. Again, contact Ron Parks. You need the new vinyl overlay that covers the metal from the dash to the windshield. He has a pattern made, he can make them out of black vinyl, and every hole is perfectly, and I stress, perfectly lined up. Again, give him some cash because these are no longer available.

3. Realize that none of the gauges are available; you need to have them rebuilt if they aren't working. Many other small parts also are no longer available, so don't break them.

4. You do need a wiring diagram. It's too small to read so go to Kinko's or wherever, and enlarge it to 11x 17 paper. Also copy the wiring legend so you know what the letters and wire codes mean.

5. Grab a notebook, permanent marker, small ziploc bags, roll of masking tape and possibly a camera for photos.

6. Disconnect the battery, and then, not mentioned but very important--remove the steering wheel. Now you have room to work.

7. Sounds dumb, but draw the dash, noting the location of everything and what it does--all switches, gauges, etc.

Starting on the right side of the car; remove the glove box, then the console, then the console box with radio, etc. As each item is removed, note it's location, and mark every wire, and I mean every wire, with a piece of masking tape with a corresponding name or letter and number that matches the item removed. In the case of many of the switches, draw a diagram of the switch locating the spades. The permanent marker can be used to write on the plastic where the wire connects, and then mark the same wire. Wrap the tape around the wire so it won't fall off. Yes, it's bulky, but you can find it easily when you put it back together.

The center vents come out next--they're held in place by two small screws located between the vents. You can't see them, but unscrew them anyway. A small piece of metal will fall out, also. Disconnect the vent tubes and pull the escutcheon and vents out. Then, carefully slide a screwdriver inside the escutcheon and press in the plastic tabs to remove the actual vent. When you reassemble the dash, it's easy to put the escutcheon and screws in because the vents won't be in the way. Also, now you can see where the screws go.

Now, find someone to shrink your fingers in width and also make them two inches longer, and start to remove the gauges, starting with the speedometer and tach. The speedometer has the trip odometer cable, held in place with the screw washer around a bracket. Take off the screw washer, free up the cable, disconnect the light bulbs (they all just pull out straight from the back), and mark them! Then, unscrew the Speedo cable from the back, then the two small knurled nuts. The steady brackets will fall on the floor. Pick them up. Re attach everything to the back of the gauges. The tach has three wires--take the nuts and steady brackets off first, pull the tach out and then label the wires. Now do the same with the small gauges, temp and fuel. Leave the oil pressure gauge in, but remove the

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nut that holds the oil line to the gauge and the light bulb, plus the ground. .

On to the switches. Most are held in place with a small plastic "holder" which is the exact size of the outside dimension. The trick here is they need to be pulled from the side. They slip out of a groove in the side, then fall on the floor. You might break them, so what... There's a good chance you won't put them back on because you can't see them anyway.

The brake pressure light is held in place with a spring bracket. Find the two ends that feel like they are open and sort of pull them horizontally away and up over the switch. You'll probably break some plastic on the back of the switch, or bend the bracket. No big deal, it won't be going back on either! Remove the choke cable. Now also is a very good time to replace it. Same goes for the heater control cable and vent control.

Everything now should be out, each item in a bag with all associated nuts, brackets, etc. in place, and each drawing with each switch/gauge should be placed in the bag. All wires have marked tape on them and all instrument lights should be so marked. Replace the light bulbs now also. Note that the fuel, oil, water and tach gauges also have a ground wire that attached to one of the knurled nuts. MARK THEM!!!! The flasher switch in the console also has 6 wires--make sure those are marked accurately. This is now at least two evenings or one really full day, and the dash is still in the car...

Remove the defroster vents, tonneau dot, and unscrew the windshield mount. Now, get a 7/16 socket and extension, and try to find and remove the six nuts on the studs that hold the dash on the body. They are at an angle, but they'll come free. Then, position yourself standing almost on your head, butt on seat, head in footwell; and remove three screws that hold the bottom of the dash in place. It should now be loose, and will lift pretty much up and out. The hidden screw on the bottom of the dash is behind the radio console bracket. Take it out, and leave it out! Then, remove the oil pressure gauge.

As long as we're this far, remove the windshield, which is held in place by four bolts that you have never seen before. Replace the rubber grommets on the sides since they must be almost rock hard

by now. Clean, buff, and/or repaint all parts as needed or desired.

If you are putting on a new dash cover, either get in touch with the "dash guys" or tear off the old one and put the new one in place. Get the new vinyl piece from Ron Parks. Clean everything behind the dash.

Ready to put it back together? Plan on about 20 hours of work. The vinyl piece covering the metal goes down first. Permatex Upholstery/Headliner spray adhesives works well. Coat the metal with three coats; (mask the paint first!). Then place small nails through all of the holes, and secure them in place with tape under the dash. Cover the adhesive with wax paper, except in the middle, then lay on the vinyl. Slowly press into place, removing some wax paper each time and then smoothing out the vinyl. NOW, replace the VIN plate with a rivet gun. Can't be done when the windshield is on because you don't have clearance. Also the tonneau dot goes back in now along with the defroster frames and the defroster vents and tubes.

Reinstall the windshield, using at least one helper, maybe two, to push it down. Using a screwdriver or punch/drift lever, line up the bottom holes first. Don't cross thread the bolts because the bracket is aluminum and can strip. This takes a lot of weight and some serious effort. When all four bolts are in, cross tighten to snug it down, but go easy. Then let it rest so the rubber grommets conform. Might be a good time for a beer break and more lotion on your battered hands.

Now, reinstall the oil pressure gauge on the dash, the choke cable, and replace the new dash only tightening the six top nuts. Don't worry about the bottom screws yet, those come much later. Then replace the switches, starting on the left and working right. Pull the wires through the opening, reattach them to the switch, and push the switch back in. Just push them into the dash; don't bother with the back clips. If you want them out again, just push them from the back. It's a nice tight fit and the securing brackets are nice, but really unnecessary.

Now the gauges, and this is tough because you can't see anything. It's all by feel. Put

newspaper on the carpet of the car so you can find the dropped washers and nuts easier. Start with the small gauges because you can reach through the tach/speedo openings and put them back in, reattaching the wires as you go and removing the tape markings. Then comes the speedo, and remember to reattach the trip odometer and the cable and light, all by feel. Both steady brackets are a real trip. Lots of stress in this deal. Pull the tach wires through the opening; attach to tach, then position tach and install steady bracket and nuts. Make sure all the ground wire are on!

Now reinstall the console and switches, put in the vent escutcheon, and then put in the left vent, and reattach tube, right vent, and tube. Then, reattach, the glove box and finally the glove box door. Some adjustment is needed on the glove box catch to make it lock tight and not vibrate. Also, did you notice those funny looking u-shaped soft washers that fell out while you removed the glove box door? Make sure you put those back, between the door and the metal, otherwise, it vibrates like hell and is very irritating. Now, reattach the battery, and check all gauges for operation and light. Makes sure every wire is connected, because if one is not, a whole series of things may not work....

Now, that wasn't so bad, was it?

Thanks to Ron Parks for giving me hand on the reinstallation. Had Ron not helped, I would be driving a car that has the face of a speedometer, but no real speedo. His patience got it in, and to this day, I have no idea how. I did the tach by myself in just minutes, but just couldn't get the brackets and nuts on the speedo. I think it looks great, no cracks, etc.... Would I do it again?... not likely!

Research has indicated these dashes were assembled by leprechauns hired by MG. They stood in the car, used their little fingers to attach everything, then laughed like hell when they were done, assuming no one could ever do it again, and they were pretty close to right.

Looking for MGA Models

Can anyone help me locate quality, vintage models of the MGA? I'm especially interested in Abingdon Classics, Top Marques, and Japanese Tin. Any assistance you can give me would be truly appreciated. Note: I'm not a dealer; I'm a private collector. I can be contacted through my email at troy.guindon@sympatico.ca

Thanks, Troy

March Meeting Minutes

Sam Hodges

8:04 Meeting called to order.

8:05 Meeting called to order again...

8:06 Ed Hill makes motion for Beer Break, Joe Hooker seconded, club voted, motion passed. (More on this later...)

President's Report: Pres. Parks and Skip Peterson regaled the club with stories of how they put the dash back into Skip's MGB. As a result of this, Skip now firmly believes that MG were assembled by leprechauns who sit around drinking Old Speckled Hen laughing about how impossible it is for normal people to repair an MG.

The Club received the flyer for the upcoming BCD Edgewater in Cincinnati. Mark you calendars, Sunday July 17, 2003, for those planning on attending.

Vice President's Report was next. Linda Wolfe reported that she's glad that Spring has finally sprung. Linda stated that she and John have had their bikes out as well as their MGB and that they have been carrying the bikes on the B. (All of us at the meeting agreed that carrying bikes on an MGB was a good idea for when the B break down.)

Minutes of the last meeting were next. Louie DiPasquele made a motion to dispense with the reading of the minutes. John Zeno disapproved of the minutes (again there was something said about slander.) Bill Hammond noticed a mistake. (I don't make mistakes.)

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CORRECTION: Of the three class awards presented to MGs at the upcoming Concours, the MGCC will have 2 of the 3 classes, while the British Car Museum will have the 3rd class, Pre-War MG. Bill Hammond stated that Bill Hammond wanted to see Bill Hammonds name in the newsletter again. John Zeno stated that he wanted to not see his name. (Sorry John...)

Joe Hooker made a motion to accept the Minutes. Jennifer Peterson seconded. The club voted, all approved, motion carried, minutes approved and accepted.

Treasurers' report was next. There was \$88.00 in total income due to membership (\$56), clothing sales (\$12) and regalia (\$20) that came in. There was a \$200 donation to the British Car Museum. This leaves the Club with a balance of \$2,250.17 for the month of March. There were no other expenditures for the month. Bill Hammond made a motion to accept the Treasurers report. Dick Goodman seconded. The motion carried, Treasurers report was approved. Membership report was next. There was one new member Chris Dildford, owner of a 1977 MGB and a guest, Evan Ford, owner of a 1953 TD in attendance.

Sunshine Committee was next to report. Charlie Avery is reportedly doing well. Tim Oricko's mother, Mary Oricko, is not doing so well. Doctors found a spot on her lung that, at the time of this report, was not identified. JoAnn Zeno is about the same as last month. We all wish both of them well in their continued recovery. V.P. Linda Wolfe suggested a card shower. So, EVERYONE needs to send a card! Otherwise, everyone else appears to be doing fine.

Newsletter was next. Our newsletter editor Steve Markman has stated that he needs articles. (This is a problem that's been around for as long as I've been in the club.) Louie DiPasquele volunteered an article about his Spitfire. The MGCC volunteered Graham Cooper to write an article since he made the mistake of stating that he's restoring his MGB (That'll teach you to say anything at a meeting Graham! We expect the first installment in this newsletter!) John Zeno offered to write an article about the new steering wheel that he bought. (If you can make it longer than one sentence, go for it!)

Activities were next. The Tune-up clinic will have been held by the time you read this, so why waste space telling you about it... although Bill Hammond did volunteer to get the doughnuts, so if there are no doughnuts, we officially have a scapegoat. There is a plethora of shows being held this summer. Tim Oricko and Joe Hooker are the contacts for more information on these events. Some of the highlights are the British Swap Meet, Independence Ohio, May 3rd and 4th, the All Ohio meet on July 27, 2003 and "Drive Your British Car to Work Week" May 25-June 6, 2003.

8:29 – The club actually acted on the earlier motion for BEER BREAK

8:45 – Meeting called back to order...

8:46 – Meeting called back to order again... the rabble finally settled down...

Gary Kinney Thanked the Gribblers for the wonderful St. Patrick's Day party that they threw (it really was quite nice!)

Old Business was next. The Website was discussed. Ron's restoration story is now up for your viewing on the website. A suggestion was made that the club meeting times and location be added to the website.

BCD – Tuesday May 6th is the next BCD meeting. Jennifer Peterson threatened no more concessions unless we can get a list of people (at least 5 per hour) to sign up to work concessions. Bring girlfriends, boyfriends, wives, husbands, mothers, fathers, (your dog if you think he can flip a burger without eating it...) to help out during this years BCD. Skip wants to have teams of 2 counting ballots this year instead of the computer (it just seemed to go better with teams counting instead of the computer).

Since Louie D. is in both the MGCC and the Triumph club, Linda Wolfe made a motion that Louie do twice as much work as everyone else. Ed Hill seconded the motion. Club voted. (Sorry Louie. Bring comfortable shoes...)

New Business was next. There was a Pub Run scheduled for April 6, 2003. Again, since you'll be reading this after the event, why bother going on...

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Graham is apparently looking for a good body shop. Terry Looft motioned that instead of a good body shop, Graham just needs to do a Heritage Body re-shell. Linda W. seconded this motion, the club voted, motion passed. (Sorry Graham. Bring your checkbook.) HEY! This would make a great article series for the newsletter, and since Graham is already required by club motion to write articles anyway...

Dick Smith thanked the club on behalf of the British Museum for last months' donation.

Carole Looft brought up the idea of a Spring Tour. (Carole, when will you learn?) Dave Estell motioned that Carole plan the Spring Tour. Ed Hill seconded. The Club voted, motion approved. Carole Looft will be planning our Spring Tour. (Just no more Covered bridges...)

For Sale: Skip P. announced that he's got some left over dashboard parts. Apparently, since everything on the dash is working, and there aren't any obviously loose bits, Skips not too concerned about the extra parts and has seized the opportunity to make a quick buck. See Skip for details.

Tech Tips was next. Dick Goodman stated that he needs help getting a clock for a TD repaired/rebuilt. Bill Hammond's Tech Tip reply, "Buy a watch."

Gumball Rallye was next. John Wolfe won. In his victory speech he stated that it was the first win for him since Urban Suburban.

9:17 p.m. Steve Varis made motion to adjourn meeting. Linda Wolfe seconded.

Meeting adjourned.

Classifieds

FOR SALE: '49 M.G. TC; primrose/biscuit: '54 M.G.TF cream/red: both are very accurate older restorations complete in every detail plus ! '52 M.G.TD green/green, original except for top. Needs NO restoration! M.G.A red/black; fresh painstaking restoration. Inquiries to: blakatgal@aol.com or 513-539-7406

Bob Higgins. is selling his 77 MGB. He says that it is in excellent condition and has been a great car but he has to sell it. It has 29,000 original miles, has always been garaged and has new wheels and tires. Asking \$7,300.00. He can be contacted at (513) 988-0682 or (513) 317-2011. He also sent a picture which will be at the next meeting.

Looking to buy an MGB. Please contact Ray Flanagan, Cleveland Ohio, Tel.440-236-3985

'79 MGB for sale from second owner of the car, which is all original. 21775 original miles, pageant blue and in excellent condition. There is a small dent on one fender. Ron Hilen of Hilen Classic Cars appraised the car at \$8500, which is the asking price. Located in Troy. Susan Fogt, 937-339-3232.