

# THE OCTAGON NEWS

Volume XXXIX No. 4

February 2010

When is a car beyond restoration?

...and more valuable stuff!



## From the President

Ryan Looft

Are we tired of the snow yet? I was thinking that we were going to get by with an easy winter. I guess not. Hopefully we can have our cars out in a couple of months when the weather breaks in the spring and there is no longer any salt on the roads.

We need to start talking about MG2010 that will take place at Belleville, Ontario, Canada. Hosted by the Mg Car Club of Toronto for the National MGB Register. We plan to take two days of driving to get there with an overnight stay in Niagara Falls. So mark your calendars for June 23-27 for the show.

Also keep in mind that a group is planning to drive to Delavan, Wisconsin for the National MGA Register Get Together. This show takes place July 26-29.



Southwestern Ohio Centre of the MG Car Club  
P.O. Box 20032, Dabel Branch  
Dayton, OH 45420-0032

### Club Membership Information

Membership dues of the Southwestern Ohio Centre of the MG Car Club are 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 7:30pm. The next meeting will be:

Wed, February 24, 2010

### MG Car Club Officers

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### Inside This Issue

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## Upcoming MGCC Events

### Feb:

21 – Pub Run at Barleycorns  
24 – Meeting (K of C Hall)

### Mar:

24 – Meeting (K of C Hall)

### Apr:

28 – Meeting (K of C Hall)

### May

1 – Drive Your MGA Day

It's that time again to have a pub run. We will meet at Barleycorns on Wilmington Pike Sunday February 21<sup>st</sup> at 4:00pm.

Hope everyone can make the next pub run or meeting.

## Welcome New Member

Carole Looft

Ed & Sandy Barrett  
8392 Cross Pointe Drive  
Cincinnati, Ohio 45255  
513-474-0822  
[rebarrett@mac.com](mailto:rebarrett@mac.com)  
**1974 MGB**

Member featured car of the month...

## British Transportation Museum's 51 MG YA

Dick Smith, as interviewed by Ron Parks

The MG Car Company built the Y-Type series between 1947 and 1953. It consisted of an MG YA saloon, MG YT Touring version and MG YB saloon. The engine of the MG YA is a 1250cc, 4 cylinder engine with a single SU Carburetor and develops 46 bhp at 4,800 rpm. The Y-Type models were one of the first British production cars to utilize independent front suspension. The MG YA models featured a "Jackall System." Using four hydraulic jacks clamped to the chassis, a Jackall pump on the



The British Museum of Transportation's MG YA Saloon

bulkhead allowed the front, back or entire car to be jacked up to make tire changes uneventful. By the time production of the Y-Type ceased, 8,336 had been made with 6,158 YAs, 877 YTs and 1,301 YBs.

This MG YA Saloon was donated to the British Museum of Transportation by Thomas Poole of Columbus, OH. Tom has a collection of roadsters and reportedly, his wife told him "That's not a roadster; get that YA out of here." Subsequently, when attending the London to Brighton run in Indiana, Tom saw the museum sign board with all the museum's cars displayed and asked Dick Smith, "What do you guys do?" Dick Smith and other museum members were there selling raffle tickets for the museum's second raffle car, the one

that MG Car Club member, Glen Marin won. After hearing the museum's story, Tom said, "I think I have something that you guys would like to have." And, with Tom's wife pressuring him to get rid of that car, he got the idea of donating it to the museum. That was on Saturday and not expecting a quick response, Dick Smith was surprised to get a phone call from Tom on Monday morning asking when he was going to come and pick up the car. When Dick offered to come up that day, Tom asked for a couple of days to rearrange things in his garage and Dick went to pick up the car on Wednesday; that's how quickly it happened. Needless to say, the museum membership is very pleased to have this wonderful piece of MG automotive history in its collection!

## When a Restoration Can't Happen

Dave Braun, Tech Coordinator, Minnesota MG Group

*This article stolen from E-Chatter, used without permission, but I don't think they'll mind*

**S**ome of us have been there. We see a project online or in the paper, and we go look it over. "How hard could it be?" we ask ourselves. Soon we are forking over some money and hauling a relic home. Reality starts to set in shortly thereafter.

Depending on how stubborn we are, or how gifted we think we may be, the project starts and soon, very soon we may reach a crossroads. Is this car really restorable? I had the experience with 'Harry' the 1970 MGB GT that I purchased from an optometrist in Osceola in April of 2007. The optometrist had purchased the car in Rhode Island for \$400.00 and had dragged it around the country for 24 years, finally settling in Wisconsin. Before that, the previous owner had purchased it a year or two before. So make that 26 years of sitting in pieces, under various ownerships, with roughly a \$1,000 additional investment for body parts, half of which (and I mean the passenger's side sill, inner rocker, rear quarter, floor pan) were installed, with the other half of the pieces in boxes, waiting for cutting and welding to commence. I paid \$300.00, borrowed a trailer and with Diane's help and that of Bill Carrow from the T-Register, dragged it home. I figured I could keep Harry at work until I located a welder, and pick up where the previous owners had left off. I opened the gearbox and found a lot of gunk and corrosion. The head was a shambles and the two engine blocks were rusted solid hunks. Did I mention that the car was basically



outdoors for the bulk of this time? Not even the carburetors were salvageable. "That's OK" I thought, "I'll just stick a Chevy V-6 and a T-5 gearbox in it."

Business concerns intervened as the economy started its death spiral, and my company was a casualty. I started a 'new-old' career as an aviation consulting engineer, and moved Harry to my sister's property in Andover, where, you guessed it, Harry continued to reside outdoors with just a weather proof car cover for comfort. Six months turned into

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18 and the City of Andover decided to crack down on derelict cars within its City boundaries. My sister suggested I come and get it. I don't like to leave people in a lurch, so within a couple of days Diane and I picked up Harry and brought him to Hastings on Lew Palmer's open trailer. Why? So Mike Speidel and I could remove the entire suspension for one purpose and one purpose only... to put Wire Wheels on Diane's 1970 MGB Roadster 'Maggie'.

The rear axle for wire wheels is narrower than the rostyle axle, so making the axle swap is the best approach. But would the wheels even come off after 26 years of abuse? They did and they looked great. It was fun, with the snow melting off Harry dripping into my ears, as I crawled around under the B GT in Mike's well-equipped shop. I snapped one bolt head off (the very first I tried) and cut off two others, but otherwise the suspension came off rather easily. I returned a few days after the NEXT snowstorm so Mike and I could load Harry, sans wheels, onto Lew's trailer. We left him with Skip's Salvage just south of Hastings. It was a surreal experience watching the front loader fork going through Harry's open side windows, balanced perfectly in air, to be carried away to his inglorious end.

But when did that end really come? Perhaps the day that he was left outside the first time, destroying a spare engine and a supposedly rebuilt one. Or maybe it was the day that the optometrist repaired one half of the car, and not the other half. It might have been the day I bought him, knowing that his wire wheels would fit Diane's car and that the value in the few parts that were uninstalled and still recoverable was more than I was paying. The lessons there are obvious, and it is a great practice to document a car that you are bringing home in boxes so you can remember what you have. We've all seen people 'Upside Down' in their car restorations. Without naming names (Dave Braun) a certain TD owner is probably 33% over invested relative to what he could get in a distressed sale of his car. Yet, you have to consider the enjoyment factor of the project, the valuable lessons and skills learned and perhaps even the saved costs of golf, movies or trips that might have been taken if the owner wasn't involved in his little project.

The good people at Abingdon made roughly 125,000 MGB GTs and of those 6,601 were 1970 models sent to North America. Not that they are common, but there isn't a lot of difference between model years, and the roadsters will always be more valuable than the coupes because that's the way car collecting mostly is. The values of the GTs in restored condition reflect this, and they may be the most undiscovered value in the sport car market. The truth is that the interior of the GT is more expensive and more difficult to do than the roadster, and not all of the sheet metal is common to both cars. These considerations drive up the cost of doing a GT. The welding and bodywork alone to prepare it for paint would push the price to non-recoverable status. With no drive train and interior we can easily discern that finding amore suitable candidate is the wiser choice.

Now I have my eye on this blue 1969 MGB GT on eBay...



## Penetrant Testing

Terry Looft

**M**achinist's Workshop magazine tested penetrants for break out torque on rusted nuts. Significant results! They are below, as forwarded by an ex-student and professional machinist, Bud Baker.

They arranged a subjective test of all the popular penetrants with the control being the torque required to remove the nut from a "scientifically rusted" environment.

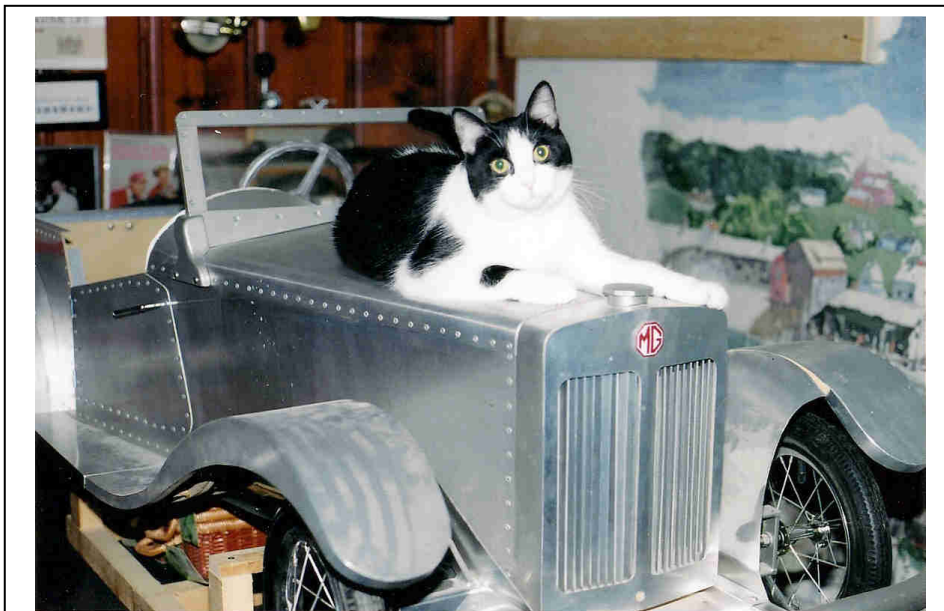
Penetrating oil	Average load
None	516 pounds
WD-40	238 pounds
PB Blaster	214 pounds
Liquid Wrench	127 pounds
Kano Kroil	106 pounds
ATF-Acetone mix	53 pounds

The ATF-Acetone mix was a "home brew" mix of 50 - 50 automatic transmission fluid and acetone.

Note that the "home brew" was better than any commercial product in this one particular test. Our local machinist group mixed up a batch and we all now use it with equally good results. Note also that "Liquid Wrench" is about as good as "Kroil" for about 20% of the price.

Your experience may vary, etc., etc.

## *Octagon News* 'Pet of the Month'



Lucky II rests atop Joe Hooker's half-scale MG TD

Submitted by Joe Hooker

# MGB - LONG WAITE!



*Above, the team from the MG Car Club and specialists who rebuilt Terry Waite's MGB. Right, wearing 'Freedom is an MGB', Terry holds up the last tax disc: it expired in 1987*

On January 28, Terry Waite was re-united by the MG Car Club with his MGB roadster (specially modified for his height and shoe size) after a wait that was intended to be a week, but turned out to be over five years.

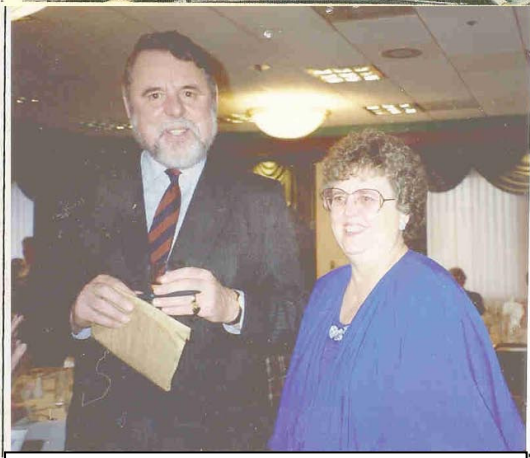
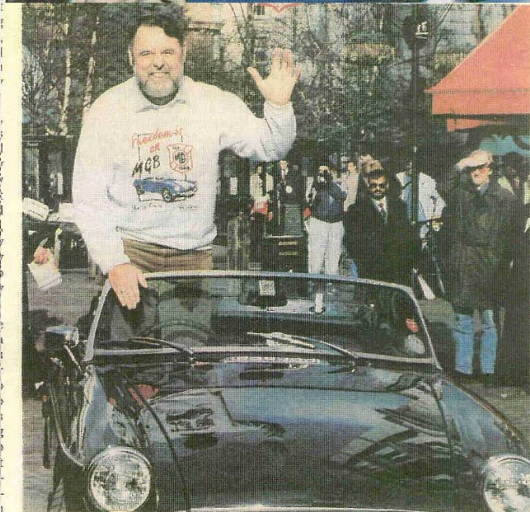
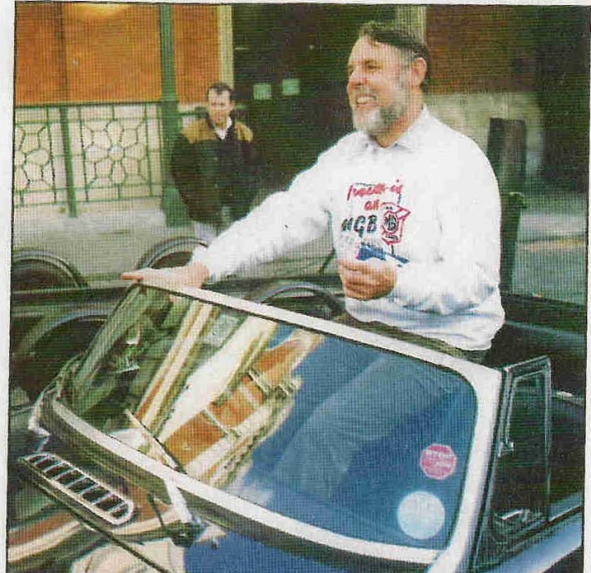
Held hostage in Lebanon, where his role as mediator in negotiations to free other hostages had placed him in great danger, Waite spent many months in solitary confinement in darkness. Among his thoughts during that time, his mind often turned to the feeling of freedom, driving his MGB top-down along English country lanes. He worried about it decaying back home, inadequately prepared for storage, and remembered that he had left the handbrake on: it was bound to have seized!

When he was at last freed and returned to Britain, no sooner had he landed at RAF Lyneham, than the MG Car Club was on the phone, offering to tidy up the car for him. It needed more attention than Terry did after the long confinement – although the bodywork was sound, brakes, suspension, steering and petrol systems all required attention. The MG Car Club masterminded the project, inviting specialist companies to help: 16 specialists contributed parts, while Mansell

McCarthy Motorsport of Wellow, Hants provided the labour.

The car was handed back to Terry at the London Transport Museum in conjunction with a promotion for Y-Care, a YMCA world relief and development charity of which Terry was founding Chairman. He willingly leaped into the car and circulated Covent Garden, with press and TV cameras in hot pursuit: he is already looking forward to trying out the Ron Hopkinson handling kit now fitted, at Donington Park on June 27-28.

The occasion will be the MG Car Club's MG Birthday Party, celebrating four anniversaries: not just the 30th birthday of the MGB, but also the 60th of the J2, the 25th of the MGC and the 10th of the MG Metro! The programme includes racing, driving tests, track demonstrations, concours, MG displays and a pop concert and firework display. Full details are available from the MG Car Club at Abingdon, on 0235 555552.



Lucia Hooker meets Terry Waite in 1993

THOROUGHbred & CLASSIC CARS APRIL 1992

## Classifieds

**Free classified policy:** We are happy to run your auto-related ad for six months free of charge, but may cut older adds as space permits. Please contact the editor when your items sells or if you wish to continue the ad for an additional six months.

**Wanted:** MGA Parts: Restoring a 1962 MGA. Looking for the following: 1) Front wire wheel hubs for a 1600 with disc brakes 2) Decent sheet metal for the left/drivers side of the car. I have a front and rear fender but they need allot of repair 3) Title for a 1962 MGA my body is a 62 but the title is a 1960 4) Front lower valance any shape that is repairable. Ralph Vrana [MGRalph@vrana.us](mailto:MGRalph@vrana.us) cell 216-401-6594 home 440-238-2482. (2/10)

**For Sale:** 1972 Midget 1275. Seat covers, door panels, carpets, dash top, and convertible top four years old. Clutch, master and slave cyl, fuel tank, fuel pump and sending unit one year old. Everything electrical works. The paint is original and needs to be either redone or at least polished. Same with the chrome. A few very small rust spots, surface rust only, no holes. The door hinge areas are strong, not rusted. The radio is missing. Barely driven last four years. Dayton area. \$3500, Jim, [PStaneart@aol.com](mailto:PStaneart@aol.com) (2/10)

**For Sale:** MGA Parts, 1) Complete MGA disc wheel set up including rims, 2) Complete 1500 Wire wheel setup (drum brakes all the way around), I am told they are good for TD conversions. 3) An MGA or early B 455 (racing gears) banjo rear end. Ralph Vrana [MGRalph@vrana.us](mailto:MGRalph@vrana.us) cell 216-401-6594 home 440-238-2482. (2/10)

**For Sale:** Hard top for MGB in great shape. Black with large window in back and round portals behind the driver and passenger. It looks good sitting on the car. Price is \$600.00. Contact Marion at 513-726-5125 (2/10)

**For Sale:** 72 MGGT. Needs paint but has rebuilt engine and good tires \$1,500. 1980 MG Midget rubber front. 27,000 actual, miles kept in heated garage. Very Nice \$6,500 prices firm call before 5 pm owner is 88 and cars not needed. Earnie, 513 422-4642. (1/10)

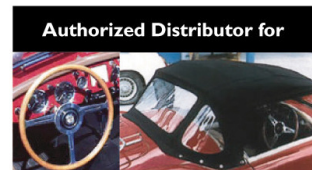
**For Sale:** 63 Austin Healey Sprite 1098 cc, new front suspension, new gas tank, new seats, extra parts. Great car. \$3000 firm. Steve 937 830- 6173 (1/10)

**For Sale:** 1972 MG Midget; 1275cc engine with twin SU carburetors, 52,000 miles. Cylinder head rebuilt and surfaced, new water

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pump and thermostat, new style electronic fuel pump, rebuilt master cylinder, new battery, newer top, solid belly pan. \$1850.00. Also have set of extra doors and deck lid. E-mail: [besttool@centurytel.net](mailto:besttool@centurytel.net) or cell phone; 440/396-8550. (10/09)

**For Sale:** 1976 MGB in great shape Rebuilt engine, new brakes, exhaust, clutch, tires, wire wheels(sandblasted and repainted), new paint, top, carpet, and stereo, all done in 2007. It is a great driver and runs very well. Asking \$7000, but would consider all offers. Located in Columbus. Contact Sean O'Farrell at 614-582-1315. (10/09)

**For Sale:** 1979 MGB. Original owner, 22,700 original miles. Damask red color with tan interior and top. No rust at all. No rips or tears in either the top or the seats. The dash also is perfect. Luggage rack. \$7900 OBO. For more information or pictures, call Kerry Steed 937-725-8492 or email [ksteed2000@yahoo.com](mailto:ksteed2000@yahoo.com) (10/09)

**For Sale:** 1950 MGTD, rough shape, not driven for about 30 years, but reasonably complete. Asking \$1300. For more information, contact Melissa Johnson, 937-470-3004, or [mgaston@amfam.com](mailto:mgaston@amfam.com). (9/09)

**For Sale:** 77 B, \$6250 Bernard Wilburn, 614-832-9378, or <http://columbus.craigslist.org/cto/1360223543.html> (9/09)

**For Sale:** 1974 MGB GT Color-Mirage, 1.8, 4 speed, 62k. Have all history/receipt's. \$7,500 o.b.o. Former MGCCSWOC member. Will negotiate on price with club members. 937-604-6729/937-718-6044. (9/09)

## MG Car Club Minutes, January 27<sup>th</sup> Meeting

Sam Hodges

The January meeting is called to order at 7:35 - *I'm actually here early!*

**President Ryan Looft:** “Looks like we’ve got a full house tonight...”

First off, we’d like to thank the Petersons for holding the holiday party.” Skip Peterson, “It was our pleasure.” Ryan, “Do we know how many folks were there?” Carole Looft, “I think 42 based on tickets.” Skip, “I think it was more than that. There’s one picture that has almost forty people in it.”

Ryan, “Bruce Comer’s wife sent a card thanking us for our donation. Have we gotten the renewal for the MG Mother Club?” Linda Wolfe, “I gave it to you at the last meeting...”

**Sunshine Committee:** Jennifer Peterson, “Bruce is back home and he’s doing much better. Otherwise, that’s it.”

**Vice President’s Report:** *He’s actually here now tonight...* Dave Gribler, “I wish I’d had more alcohol and sunscreen in that undisclosed location they’ve been keeping me. No report to report.”

**Minutes:** Dave McCann motioned to accept the Minutes as reported. Dick Goodman seconded. Club voted. Minutes approved.

**Treasurer’s Report:** Treasurer Bonnie Hankey and Glen Marin reported that we had to go all the way back to August to straighten everything out, but it appears that we now have all of the information we need and we can get printouts of all the information we might need in the future. Total Income to the



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MGCC consisted of: Membership Dues (\$337.50) = **A Total Income of \$337.50.** Total Expenses: Hall Rental Fees (\$45.00) + Gumball Rallye (\$5.00) + Donation to Food Bank (\$400.00) + Donation to Bruce Comer (\$200.00) + Donation to British Museum (\$200.00) + Octagon News Expenses (\$62.79) = **A Total Expense of \$912.79.** **Total Loss to the MGCC was \$575.29,** that when subtracted from our existing Treasury balance of \$3767.20 equals a new **Treasury Balance of \$3,191.91.** Louie DiPasquale moves that the report be accepted as read. Dave McCann seconded the motion. Report approved.

Glen, “I told you I didn’t take it.” Bonnie, “The other thing I discovered is that the checks don’t have our name on it, all it has is our address. I’ll take them back since the last batch had our names on it. I think this is an error on their part.” Skip, “I think that’s probably a printer’s error.” Dave McCann, “If we can transfer the money back and forth, why don’t we transfer over a couple of thousand and make some interest?” Dave Gribler, “If you make too much, then you start to attract attention from people like the IRS...” (*Cough, cough, ahem...*)

**Membership:** Carole Looft reported that we now have 87 members. New members are Charles Buckner who was gifted an account from his stepson after he bought an MG from a relative and Ron & Sandra Barrett, owners of a 1974 MGB (*About time! Too many Midgets in the club! The car, not the people. The people would be fine, we’ve just have had a rash of those little things. The cars, not the people. I don’t think they have rashes...?*)

**Activities:** Eddie Hill reported that there’s not a lot going on in the winter months. Early May is the drive your MG day, that’s about it. Jennifer Peterson, “What about the Gribler’s party?” Lois Gribler, “Yeah, I haven’t heard any thing about that either.”

**Sunshine Committee:** Jennifer, “Everyone seems to be doing fine.” Joe Hooker, “Steve called and said that he was under the weather but that everything regarding the newsletter was going smoothly...and keep sending those articles for the newsletter”

At this point, Lois Gribler’s phone goes off. AGAIN! I say *again* because this isn’t the first time this has happened... Lets take a look back shall we...

From November 2007:

“Hooker, “This month’s e-mailed version costs \$1.06/newsletter for the printed copy.” Lois Gribler’s phone goes off... now she’s looking for it.... It’s still ringing... now she can’t find it... it’s still ringing... *Geez! Some people! Ever heard of vibrate?!?* Ron, “They show up on time, then interrupt the meeting!” Lois’ phone now goes into some sort of beeping S.O.S mode as if pleading to be answered...”

**Webmaster** Ron Parks announces that there’s going to be some changes made to the background and the website in general. Pres. McCann, “The front page should attract some more attention.” Jenn. P., “Ron, you’re doing a great job...” As Lois *finally* leaves the room with her bleating phone, Dave Gribler, “Now you’ve done it, you’ve hurt her feelings...” (*Uh, Dave..., if we haven’t done it by now, tonight’s little display isn’t going to do it either. I suspect it’ll take a SWAT team to actually get her to leave...*)

From September 2008:

**New Business.** Reuben, “There was a guy at the popcorn festival with a dynamometer...” as Lois Gribler’s phone goes off... AGAIN only this time, it was classical music, not the bleating

pleading that her phone made the last time this happened. Back to Reuben, “The dyno is in Beavercreek and he’s willing to have a club activity. Precision Motorsports is on Space drive... Just as Lois comes back in, her phone goes off AGAIN...

**Webmaster:** Ron Parks, “I’ve got the new logo out on the website. The calendar of events has also been done in Hammond’s favorite colors, creme and brown.” Ryan, “I thought it was blue.”

Ron, “I pulled the engine out of the Triumph...” Ryan, “Good, he’s parting it out...” Ron, “Yeah, to the body shop. Anyway, I got a set of Dayton Wire Wheels from Coker tires. They sold me new wheels, trued, balanced and filled with nitrogen. Apparently, the MGA event in Wisconsin this summer is going to feature the MG Magnette. (*Turning to Carole Looft*) If Terry has one running... (*Carole shakes her head un-optimistically.*) Anyway, I pulled my distributor so I could take it in and get it rebuilt and I ended up getting these two MG Magnets that I’m donating to the gumball rallye.”

**British Museum:** Dick Smith, “After the Beer Break, we’ll preview our new audio visual presentation. The property at 930 W. 2<sup>nd</sup> St. is the fifth building that we’ve tried to acquire. Minimum bid is \$44,000 but we’re going to be there giving it the old college try.”

**Old Business:** NAMGAR 2012. Ryan, “Lets see if we can get some sort of agreement on this.” Dave Gribler, “Lois wanted to go first and she just ducked out (*that phone thing again*).” Ryan, “We need to change that ringtone on her phone.” Lois comes back, “I think we should do it. We like to drive our cars. And thanks to all of the people that have provided us with a support system for the Marque. As payback to all of these people, whether you’ve been to a national meet, it’s that kind of support that we can pass on to other people. I’m willing to work 24/7 for this. You are my friends, and I thank you very much.” Sam, “I missed that could you start over?”

Skip, “I would like to follow up on what Lois said. I don’t think it’s impossible to get the 8 committee chairs and the number of volunteers that we need. It’s not an insurmountable number of people. I think we’ve got a good club with a good membership and I think we’re over thinking it way too early.” Dave G., “Upon receipt of the Octagon news, I was interested in seeing what was in the meeting minutes. Whether I believe them or not, is another story... I’ve got about 6 points that I’d like to address.

1. Cost. Some people were concerned and I’d like to say that it’ll cost us \$0. Goose egg. We need to figure out what we want to do and then WE determine the registration fee so that it’s a net sum zero affair. NAMGAR furnishes \$2000 in start up funds to cover the bills that come up before the registration fees start to roll in.



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Member MGCCSWOC #100

## The Octagon News – February 2010

2. Treasurer. My feeling is that it's totally up to us how we organize the committee. I think we should have a separate person who's in charge of the money and who can lean on the vendors and enforce the contracts as written. Also, NAMGAR does have the ability to handle credit card transactions.

3. Committees. There are 8 committees. Event Chair, Publicity, Registration, Hospitality, Car Show, Regalia, Activities, and Food. Obviously, the more we have the merrier.

4. Time Commitments. Our last meeting was at the Wolfe's and we tried to come up with a tentative schedule. Many of the activities are 'on-your-own' kind of things. The reason we did the timeline, was to show that you're not going to have to be there 24/7 for the week. It's 4 hours here, 4 hours there. There's a crush on day one at registration..." Lois, "It's kind of like BCD registration on steroids, slightly bigger bag with more junk." Dave G., "It's not like BCD where we're there all day." Skip, "Is it safe to say that there's a lot of stuff that takes place the month before the event?" Dave G., "If you've got all of that taken care of, then the actual week of the show is relaxed by comparison. There's a crush for assembling goodie bags, route maps, etc., but otherwise, it's not that bad."

5. The Manual. It's available to see how things are put together. Statistics and other items are there.

6. "There is absolutely no rush to get into this thing." Jennifer Peterson, "When do they need to know?" Dave, "They'd like to know pretty soon. But we've got 2½ years to work out the details." Ron, "How many cars do you expect?" Dave G., "Typical attendance is about 100-130 cars." Dave McCann Jr., "We believe that there will be some pent up demand for an eastern based event. It's possible that we might get as many as 200." Lois, "We're within reasonable driving distance for the entire great lakes region. There hasn't been a meet on this side of the country since Pennsylvania in 2007."

Ryan, "We have a motion standing..." Skip, "Roberts Rules, where are we now?" Glen Marin, "We need to vote on my motion to support the event and commit." Eddie and Skip both motion to take the motion off the table. The club votes to un-table the motion. Ayes have it. Eddie Neighs. *Wait a minute! Eddie you can't motion for the motion and then vote against... can you!?!?* Now, the motion is open for discussion. Skip, motions to close discussion and vote. Louie DiPasquale seconds that motion. The club votes; Ayes have it. We just voted to host NAMGAR 2012. Eddie of course 'Nays'. Louie wants to get out of here because his babysitter is waiting.

Beer Break: 8:15

Back from Beer Break: 8:34

Dick and Pete and the British Museum of Transportation have an audio visual presentation. After the 21 minute presentation, Dick Smith, "So what did you think?" Skip, "Kind of heavy handed." Lois G, "Kind of long. Shouldn't be more than about 12-15 minutes" Various other comments were also made. It was very, needlessly technical in some points and overly simple in other sections were comments that were also offered.

**Picnic.** - Dick Goodman, "What's the third weekend in August?" Someone with a calendar, Sat. 21<sup>st</sup> and Sun 22<sup>nd</sup>. Dick Goodman, "Sunday the 22<sup>nd</sup> is the Summer picnic."

Ryan Looft, "Anymore old business?" Steve Powell, "Just Louie."

**New Business.** Lois, "We'd like to have our annual party, but our kitchen is gutted down to the plywood. I'm not sure that it's going to be back together in time. We'd like to have it, but we need to get the

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kitchen back together so we need all of you to be flexible. We might be having our Valentine/St. Patrick's day party in April."

Ryan, "Let's plan a pub run next month. I'm open for dates and locations..." After some discussion, it's decided that the February Pub Run will be Feb. 21<sup>st</sup> at Barleycorns on Wilmington Pike at 4:00 pm. Ryan, "I need an easy button for this group." Carole Looft, "This is NOT the pub run where the MGCC is buying." Skip, "The Pub is planning on instituting a monthly British car cruise in from May - Sept. One of those could be the pub runs where the club buys." Lois Gribler, "How are we going to decide who gets the money? Is it \$10 per person? Per family?" Ryan, "Anyone who's a member at the time?" No real decision/answer is given.

**Tech Tips:** Eddie Hill asks Dave G what size shoe he wears. Apparently Eddie, who recently got to drive a 1970 Jaguar XKE, is having kittens over the narrowness of the footwell. Eddie, "Dave, how wide is your foot? There's absolutely NO room in the footwell to move your foot or miss a pedal!"

**Joke.** Ryan, "Why do they not have the death penalty in England? Because, Lucas makes the electric chair."

Dave McCann, "I saw this place in Springfield that does vinyl wraps. Maybe someone could do one with a picture of an MG and use it to cover something, like a Triumph."

**For Sale.** Dave McCann Jr. "There's a company on eBay that has modern gear reduction starters for most British cars. The sale price is \$185." Lois, "That's why some people have wives – to push."

**Gumball Rallye.** Charlie McCamey won the \$5.00.

Diane Cooper won Magnette No.1.

Glen Marin won Magnette No2.

Meeting Adjourned 9:15.

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