

# THE OCTAGON NEWS

Volume XXXII No.8

JUNE 2000

## MG CLEVELAND 2000

### Cleveland Rocks MGCC SWOC Rolls

By Skip Peterson

**A**nd roll we did, right up Rte 42 to I-71 to 271 to I-77 to the NAMGBR annual convention at the Holiday Inn in Independence, a suburb of Cleveland. Yes, we had our moments-Skip and Terry Looft need to determine which intersection of Rte 35 and 42 to meet at, since there are actually three.

Tops went up in the K-Mart parking lot, drizzle, they came back down in Xenia. Skip needs to type Rte 229 on the directions since there is no Rte 222 in the town of Ashley. When in doubt, let Eddie Hill lead, he knows every back road from here to Mid-Ohio, and then some.

To clear up some of these anecdotes, and add a few later, I'll give you a quick overview:

Skip and Jennifer Peterson, Fred and Betty Shaneyfelt, Eddie Hill, Tony and Peggy Paraseau, Dave and Joanna Gribler and Louie DiPasquale all met at the K-Mart, (Ron Parks called to say he would meet us in Cleveland after getting his brake lights sorted out), then we headed for Xenia to join Terry and Carole Looft and their sons Ryan and Tory (note that is a four cars plus the "beer trailer").



*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:

**Wednesday June 28, 2000**

## ROVER SALE

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**10-11** Tech Tips/Minutes—Editor/Classified

**Upcoming Events****June 2000**

- 9-11 **MG T Register 30<sup>th</sup> Anniv. GOF** Cherry Valley Lodge,  
Newark/Granville, Ohio
- 15-18 **Cleveland Rocks, MGs Roll Caravan** Thurs Morning  
9<sup>TH</sup> Annual NAMGB Register International Convention
- 23-25 **Mid-Ohio** Vintage races
- 28 **MGCC Meeting** at K of C Hall

**July 2000**

- 7-8 **Arthritis Foundation Classic Auto Show** Dublin, OH
- 16 **Cincinnati Car Show** at Edgewater Park
- 17-22 **MGA Register** at Morgantown W. Virginia
- 26 **MGCC Meeting** at K of C Hall

**August 2000**

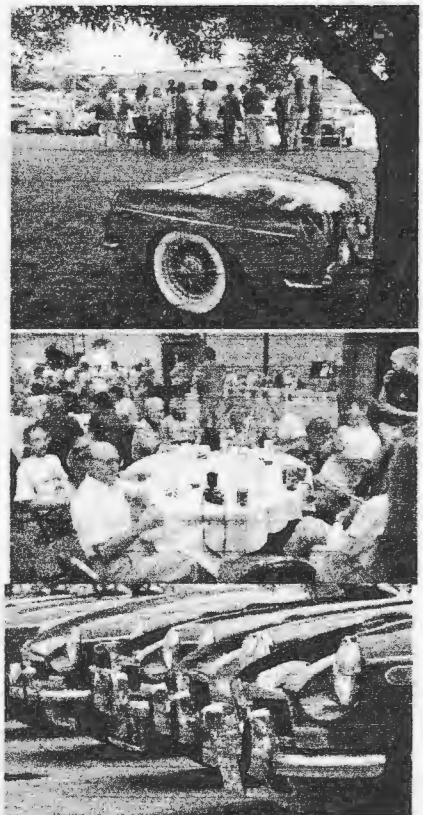
- 5 **BCD2000** at Eastwood Park
- 17-20 **Abington Summer Party** Chicagoland MG Club
- 23 **MGCC Meeting** at K of C Hall
- 26 **Jimmy Buffet Night Impromptu Car Show** at K of C Hall

**September 2000**

- 10 **Concours d 'Elegance**
- 17 **Picnic at Dick Goodman's**

**October 2000**

- 1 **All British Car Show** Miami Valley Austin Healey Club
- 15 **British Transportation Museum Tour** (Fundraiser)



During our lunch break in Mt. Gilead, I saw Carole Looft cruise by, grabbed the radio and called for Terry and soon they joined us for lunch.

On to Cleveland, arriving about 3pm. Quick registration and the club tent was up, new banner hanging, and the quarter barrel was tapped. We also found Mike and Kay Maloney there, already waiting for us. Just a parking lot kind of day for the rest of Thursday.

Friday found us just hanging out around the cars, meeting new people, telling MG lies, and finally going to eat lunch about 3 pm. The dark clouds and thunder rolled in about 4:15 and it was back to the hotel lot to put tops up. We also had to hang onto the tent to keep it from blowing away and we survived. Shortly thereafter, Lois Gribler arrived in the family MGB, pretty wet from the last



Photos by Skip Peterson

## Cleveland (Cont'd)

We never connected due to the misunderstanding of where we would

meet, so we moved ahead, but not before Dave Gribler found 5 Hoosiers from Evansville who joined our caravan to London, then took off on their own

few miles in the rain, but smiling all the while. The evening parking lot party moved indoors, the rain came and went, and we met more folks from all over, and told even more stories.

Saturday was overcast, and it was off to Burke Lakefront Airport for the car show. A beautiful parking lot with trees, over 440 MG's, vendors galore, a truly well organized and wonderful car show. Louie DiPasquale bagged a third with his MGA and Tory Looft nailed a third with his MGB Limited Edition.

The banquet went as most banquets do, and we adjourned to the parking lot for valve cover races and the MG Olympics. Suddenly, the MGCC-SWOC had a team in the Olympics. Ryan and Tory Looft were joined by Tony Paraseau and Lois Gribler. The event was pretty easy, remove a wire wheel, roll it to the next person, who tossed two steering wheels like horseshoes while holding the wheel between their legs, roll the tire back and have someone change a spark plug while holding the tire between their legs, roll the tire again and toss a starter while holding the tire between their legs, and then roll the wheel back and remount it. I was kidding about the easy part. Without any practice, and in the dark (some flashlights were visible) our very own team bagged the Bronze Medal with a time of 1 minute and 36 seconds. Third out of twelve teams!



Tony's Pit Stop Photo By Skip Peterson



Car Show Downtown, Louie DiPasquale's 3<sup>rd</sup> Place MGA Photo By Skip Peterson

Congratulations to Tony, Tory, Ryan and Lois.

Sunday, it's raining like cats and dogs, at the designated take off time of 9 am. But by 9:30, it's just cloudy and southbound we go, with Fast Eddie leading the 11 car caravan. All was smooth until we neared Plain City, and Tony's clutch started to act up. In the pits we discovered a leaking clutch hose, but electrical tape, hose clamp and some duct tape

got that fixed right up. Fresh fluid in the slave cylinder and off we went.

The only questions I have about the whole weekend, John Zeno wasn't with us, and we didn't kill the quarter barrel of beer until Saturday evening?



North American MGB Register

# Cleveland Rocks MGCC SWOC Rolls

(The Rest of the Story)

By Ron Parks

Reparations are half the fun of a trip, usually. However, when I took my MG to MG Automotive Wednesday afternoon to have Steve Miller attend to my rough idle, I thought I was preparing well ahead. I didn't know I'd be back the next morning. On the way home from Steve's, a fuse blew causing assorted gauges and more importantly, the brake lights to quit working. I didn't think much about it. I replaced the fuse when I got home. Problem solved. Wrong! When I started the car to move it back into the garage after cleaning it up, I lost the gauges again. Well, there is no way I'm going to drive to Cleveland without brake lights. So, around 10:30pm on Wednesday evening I called Skip Peterson to say we'd see them in Cleveland in our MG or GM, one or the other.

I was back at MG Automotive at



Tory Looft all smiles in 3<sup>rd</sup> place Limited Edition B

Photo By Ron Parks

8:35am, where Steve Miller began disconnecting things. We eliminated the radio. It still worked. Steve found a wire leading to the back of the car that was hot and had a large spark. Turns out it wasn't the brake lights, it was the backup lights. How many MGs have backup lights that work anyhow? After disconnecting the backup lights wire at the fuse box and stopping at AutoZone for some more fuses, I went home and packed the MG. We took our time and after a leisurely drive up Rte 4 from



MGCC SWOC's MG Olympians  
Left, Ryan Looft tosses starter.  
Above Tony Pareseau rolls wheel  
and Lois Gribler changes spark  
plug.

Photos By Ron Parks



Springfield and across Rte 161 to Plain city, we followed the same route as the rest had earlier in the day arriving in the Holiday Inn parking lot about 4:30pm.

We had signed up and paid for the box lunch for the driving tour of the Cuyahoga Valley. I'm really glad we did! It was a great tour and about 2 miles from the Holiday Inn, we turned onto what could be described as a Parkway in many spots. The road followed the old canal and the Cuyahoga river. I'd been in the area before with my daughter on the bike path that follows along the other side of the canal. So, I knew it would be a beautiful drive. There were probably 200 or more MGs spread out along the tour route all morning. And, it didn't rain on us. OK, it sprinkled a little, but it was a fine morning for a tour. Not too hot until the very end.

Lunch was at the Porthouse Outdoor Theater, operated by Kent State University. Mike and Kay Maloney recognized it as a place they had seen their daughter perform at one time. Before lunch, there was the excitement of the Funkana. I had the rare privilege of serving as videographer for the Gribblers (Dave and Joanna) as Joanna, reaching from the passenger side of their white MG Midget, efficiently retrieved a CD from each bucket on the course, having been delivered there by the precision like agility of her Father's driving skills. (It was Father's Day weekend, you know!) That was fun!

Then while eating our Box lunches of a Turkey or Ham Sandwich, chips, cookies, an apple and pop; we discovered that we, the Parks' & Gribler's all four, had the same shirts on—BCD-96, year of the Lotus. Fred and Betty Shaneyfelt found us as we were leaving the theater to resume our tour.

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Much of the rest of the tour was backtracking our way out of the valley. Those who didn't take the tour really missed out on a nice driving experience. It's hard to believe that scenery such as this exists so close to downtown Cleveland. The tour, like the rest of the weekend was very well planned and executed. Hats off to the Emerald Necklace MG Register for planning and executing a great event!

Oh, and, there was one award that Skip Peterson failed to mention. Our firends Mike and Kay Malony received the prestigious plaque for finishing last in the Urban tour. Congratulations!

## BMW Agrees to Sale of Rover

Submitted By Matt Schneider

LONDON (CNNfn) -

# BMW

agreed  
Tuesd  
ay to  
sell its

loss-making Rover unit to U.K. investment firm Phoenix in a deal that will save thousands of British jobs, though analysts said uncertainty remained over the German automaker's future ownership. The Munich-based company said it would lend Phoenix  $\pounds$ 500 million (\$766 million) to take over

production and distribution of the Rover Cars, thus providing it with start-up support as the buyer restructures Rover. It said Phoenix, a venture capital consortium led by the U.K. car unit's former chief executive John Towers, would pay a purchase price of a symbolic £10 (\$15.36). The companies would not provide further financial details of the deal.

Phoenix plans to maintain production of the Rover 25, 45 and 75 models and is buying the MG sports car brand and the popular Mini small-car brand, though it said there would be some 1,000 job losses. BMW will retain ownership of the Rover brand name, although Phoenix will be able to use the Rover badge under a licensing deal.

Analysts welcomed the agreement, which removes the threat that BMW would have to take the politically unpopular step of closing Rover. Two weeks ago Alchemy Partners, then the leading candidate to buy the unit, pulled out of negotiations. BMW had warned it would shut down Rover if it didn't find a buyer by the end of May.

[IMAGE] "BMW has lost something like \$6 billion since they acquired Rover, and they are getting rid of

something that has been losing \$2 million a day and been a specific problem in terms of the drag on management time," Richard Baldwin, an auto analyst at Chase Securities in London, told CNNfn.com.

BMW said it would book a 3.2 billion charge for the sale of Rover, though Baldwin noted that this would be offset by the \$2.9 billion that Ford Motor Co. (F: Research, Estimates) agreed to pay to buy its Land Rover unit, a maker of sport/utility and luxury vehicles.

"BMW will now be able to turn its attention back to its core brands," Baldwin added. He said, though, that the company's future as an independent company remained clouded by whether or not the Quandt family, which has effective control of BMW, chooses to sell its shares. Speculation has surrounded the Quandts' future role for months, with General Motors (GM: Research, Estimates) tipped as a favorite to buy BMW should they decide to sell. Baldwin said BMW would make a good fit for GM, which lags Ford, the owner of the British Jaguar and Aston Martin brands, in the field of luxury cars.

BMW ownership at stake

BMW and Phoenix had been locked in talks since the collapse of the Alchemy bid. Phoenix on Monday secured vital financial backing from a unit of North Carolina-based First Union (FTU: Research, Estimates). [IMAGE] BMW (FBMW) shares fell 2.6 percent in Frankfurt to 32 as transactions in the stock resumed after a trading halt. Before the share suspension, the shares had risen 4 percent.

BMW's attempts to find a way to withdraw from the Rover business by either selling or closing it had stirred up a political controversy between Britain and Germany. The closure of Rover, which BMW bought in 1994, would have directly caused the loss of 9,000 jobs at its main Longbridge factory while about 40,000 jobs in companies supplying parts and services to Rover were also expected to go.

"After intense negotiations, we have managed to find a buyer for Rover whose aim is to continue to run Rover and who will therefore prevent the loss of thousands of jobs in the Rover plant in Birmingham, in the supplier industry and in the retail business," said BMW Chief Executive Joachim Milberg in a statement.

The rival Alchemy proposal would have drastically slimmed down Rover. Industry observers had tipped Phoenix as the best commercial bet, maintaining Rover as a mass-market producer.

Peter Schmidt, an analyst at consultant Automotive Industry Data, said he believes Rover could reclaim a 10 percent share of the U.K. market, having slipped to just a 5 percent share last year.

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# Mr. MG Leaving BMIT

Submitted By Larry McCartt

E-MAIL

From: Geoffrey WHEATLEY

To: Larry McCartt

Subject: FW: Leaving BMIT

(Communication originally from Anders Ditlev Clausager)

Dear Geoffrey and Dana,

This short message is to inform you that at the end of May, I am leaving the Heritage Motor Centre and Rover Group. I have been appointed as chief archivist of the Jaguar Daimler Heritage Trust of Jaguar Cars Limited in Coventry. This change has been on the cards for some time and is not therefore directly related to the current situation of Rover. I am looking forward to the new opportunity and feel very pleased to have been chosen for this important position with the most famous of all British car makers. I expect that in my new job, I am likely to be visiting the USA.

On a private note, I have no intention of losing touch with my many friends in the MG world, and shall continue to be interested in matters octagonal. Please help by publicising the news in MG circles in the USA.

Kind regards, also from David (who co-incidentally also found a new job, starting at almost the same date!)

Anders Ditlev Clausager (the archivist formerly known as Mr MG)

# Vancouver NAMGBR

(Part 2)

By Dave McCann

*Part one left our fearless heroes in Kelso, Washington just north of the Columbia river on I-5.*

The next day we headed back out to the coast on Washington SR4 and then up US101 again, with side routes along the coast on SR105 and SR109. SR105 came back into US101 just south of Hoquiam, where we stopped for lunch at a place called Duffy's. Earl said there was a radio show about a place called Duffy's Tavern, and as it turns out this place was named for the place in that radio show. Earl kept asking where Archie the manager was.

SR109 departed from US101 just outside of Hoquiam, but actually we only went a short way on SR109 as it was unclear whether it met back up with US101. We were going to try it, until we started passing about 3 miles of stopped traffic headed the other direction. At that point we decided it wasn't worth risking. As it was we headed down a short road and were back on US101 in minutes, so I am still not sure exactly why everyone was backed up. The road we took back to US101 had a sign indicating we were to go over a pass at 47 feet above sea level. Earl thought it was a mistake until we got to US101 with no higher passes. I still wish I had gotten a picture of that sign.

From there we continued up US101, until we got to the road to Cape Flattery. This is billed as the northwest most point in the Continental US. It is also just about

as far west as you can get. It's about 40 miles off of US101, but the last 5 miles or so are dirt and then you have to walk a mile. I went out there, but forgot my camera. It was nice, but I wouldn't recommend it in an MG. After that we headed on to Port Angeles to see the ferry terminal (scouting for the next morning). After a nice dinner at a local seafood restaurant, we proceeded on to the motel 15 miles down the road in Sequim.

The next morning we got up bright and early so we could get to the ferry terminal at the recommended time. This left us plenty of extra time to wait on the dock, so we spent it removing the accumulated traces of 1200 miles (with the 10 miles on dirt roads contributing more than their fair share). Of course we got several offers from other people wanting their cars done next. The ferry ride itself was about 90 minutes, and we ended up getting through customs a little after 10am.

We decided to try to find somewhere for lunch first, and drove around randomly until I noticed a place called 'Earl's'. It seemed like this might be something to interest the other half of our little menagerie, so I headed in to their parking lot. Earl agreed that this was indeed a good choice and, except for their not opening for another hour, it was. We parked the cars there and then walked around Victoria for an hour or so, visiting the gates to Chinatown and 'The Bay', the modern derivative of the Hudson Bay Company. Earl was disappointed to find it little more than a modern department store. We went back to 'Earl's' for lunch and Earl bought a rather nice sweatshirt with his name appliqued to the front. They didn't have one with my name on it, so I didn't get one.

After lunch we headed off to the Butchart Gardens. It's not something that I would have looked for, but Earl was of the opinion that if we went to Victoria without going to the Butchart Gardens we would be ostracized for the rest of our lives. It was interesting. The garden was started about a hundred years in an old limestone quarry (Butchart made his money in limestone). There were a wide variety of different styles of gardens. We even caught part of a Dixieland Jazz group doing something resembling a Vaudeville routine. The music was good and the jokes were as could be expected.

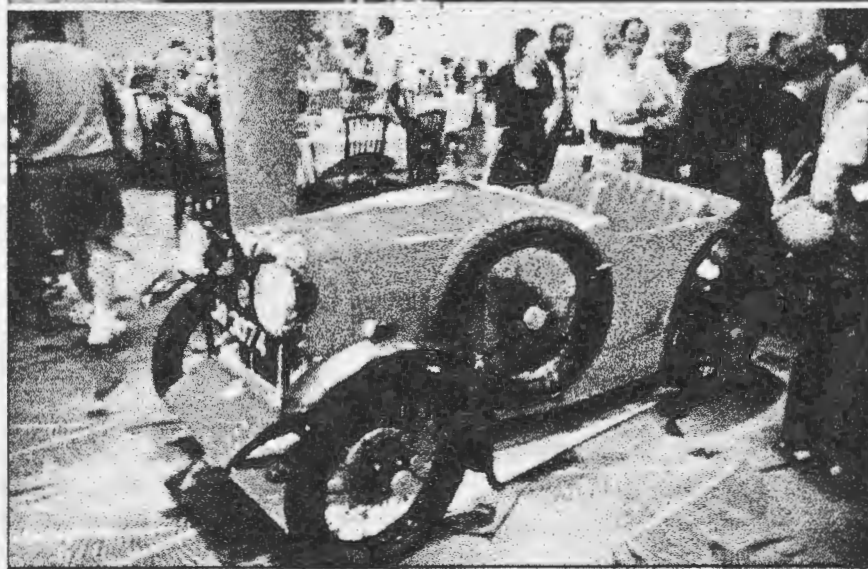
After that we had a nice drive across the Victoria metropolitan area and along the southwest coast of Vancouver Island. We headed to Craigdarroch castle, intended residence of one Robert Dunsmuir. This Dunsmuir, as it turns out was the father of the San Francisco Dunsmuir, Alexander, who built the Dunsmuir house in San Leandro. He made his money in coal and railroads and, of course, died before he finished Craigdarroch. The castle is 5 stories at the top of the tower and has a commanding view of Victoria. It has an interesting history, serving as a hospital, a school, offices, and once being raffled off for \$100 a ticket.

After that we headed off to catch another ferry to Vancouver. This was another 90-minute ride preceded by an hour wait. 5 hours tied up in ferries makes it rather hard to see much in Victoria, unless you spend a night there. After the ferry, we headed on up to the university where the show was to be held. Or we attempted to anyway. I am not sure where we made a wrong turn, but I didn't have very good maps of Vancouver and ended up in Stanley park. Getting to the university wasn't

that complicated, but having a good map would have quickened up things considerably.

The first day of the event was spent checking in and in general relaxing after four days of going from one place to another. There was a silent auction, where Earl ended up with a car cover and I got a cooler. There

was also a nice tech session on Rally preparation put on by Ron Gammons of 'Brown & Gammons' of England. After that we went across the campus for the evening's banquet of grilled salmon. A local semi-professional orchestra provided music for the banquet. They were quite good for not being a full time professional group, and it was impressive looking



Private MG Collection in Vancouver

Photos By Dave McCann



to have a 30 or so member group playing for a private banquet.

Day two involved a trip to Whistler mountain, with a stop along the way to see a private MG collection in North Vancouver. The collection included about a dozen different MGs, including a '30s M-type, an PB Airline Coupe, and a MGA Twin-cam. There was also a Arnolt convertible in the process of being restored. Once at Whistler mountain, the itinerary included a ride up to the top to have lunch. As it turns out we didn't go all the way to the top, but I only discovered that after looking back at the MG '99 web page last week. It was a nice day until we had to go through rush hour traffic in downtown Vancouver on the way back. We ended up missing the second tech session because of the traffic. After that, since there was no planned event for dinner that evening, so we tried out a local Italian place called 'Some Kinda Pasta'. It was a nice little place, with an impressive looking wine rack. The rack was arranged over the bar with a ladder like ones used to access tall bookshelves.

*This is the end of part 2 of 3. Please return again next month for the conclusion of the adventures of Dave and Earl*

[END OF PART TWO]

## Featured Car of the Month

My 1974 MGB GT

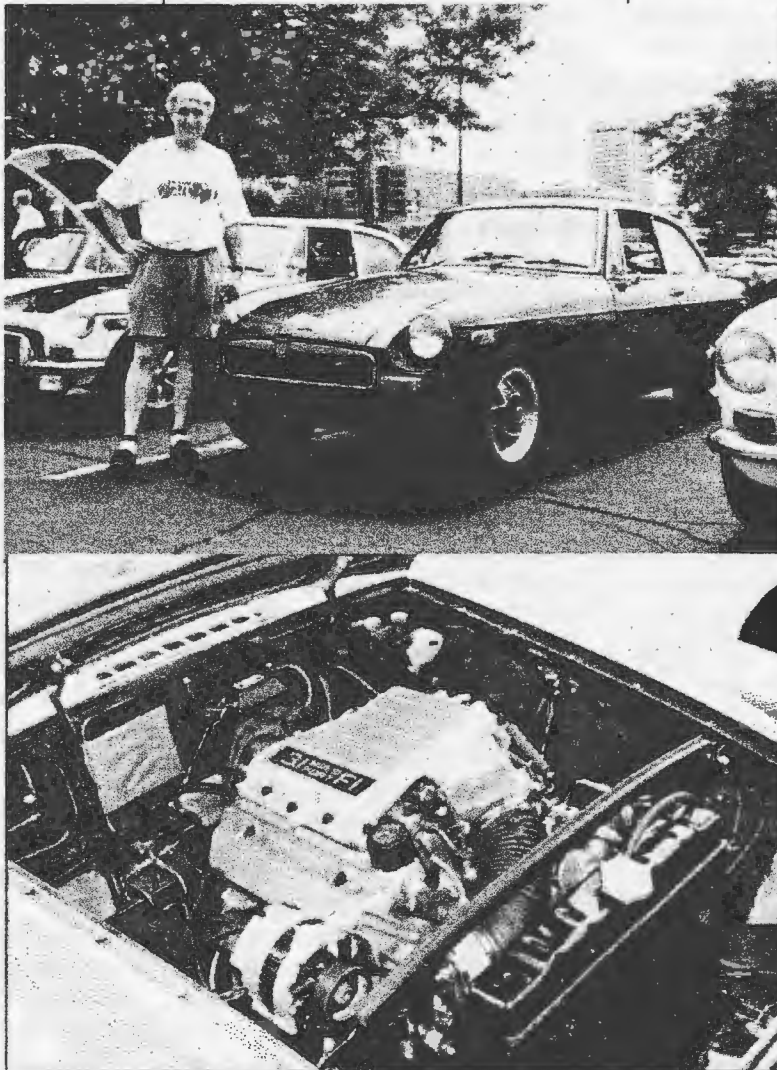
By Mike Maloney

**T**he conversion was done by Dann Wade of Centerville, Ohio. Dann is an extremely talented individual and is

with a 3.1 litre GM engine conversion. The engine is a V6/60 degree with aluminum heads and cast aluminum induction system from a 1992 Pontiac Gran Prix. The bell housing is

is Camaro/Firebird/Buick/S10, with a Camaro T5 Borg Warner 5 speed transmission. This engine transmission combination weighs @ 80 lbs less than the standard MGB engine/drivetrain. It has a Mallory ignition/Powermaster coil, a custom triple core radiator, custom headers, external BMW thermostat, Chevette drive shaft, standard 3.9 MGB rearend, and an electric motor driven water pump. The fuel management is a Haltech F-3 and the fuel injection parameters can be varied with a laptop computer. The brakes are standard MGB with the exception of the front disc's being ventilated. The interior is currently stripped and is waiting for the installation of the biscuit interior and carpet set that currently resides in my garage. The steering wheel is a Momo and the dash is from a '68 thru '71 ("Abingdon Pillow") with the "pillow" removed.

This is an excellent alternative to install a "steel dash" in a later model MGB. (purists, please disregard) The car is extremely fast with documented



Mike Maloney's Custom MGB GT Photos By Ron Parks

currently working on a 1979 MGB roadster with a 3.4 litre version of the same engine that he put in my car, which is a teal blue 1974 MGB GT

quarter mile times in the 14's. Kay and I have driven the car to several British events this year (Cleveland twice, Columbus and Louisville) with no problems. This car is probably not for everyone but I really enjoy it after 40 years of being blown away by Festiva's and Escorts etc. Future plans include the "Sebring" front and rear fender conversion, an MGC hood/bonnet and new paint. Kay and I just returned from Cleveland 2000 and are still feeling the euphoria of the event. We want to thank every one in the club for their friendship and hospitality.

## TECH. TIPS & TRICKS

### MGB Windshield Installation

I would like to pass on a tip that might save some time and effort for others, as it has me.

When replacing the windshield frame to the body on MGBs, the holes have to be in almost perfect alignment to install the four bolts that hold it in place. This is difficult (especially when the dash is in place) since it has to be done by feel. I have found this is made much easier by substituting the regular bolts with tapered bolts. The holes need only be aligned enough to start the bolt, which will then pull the frame into alignment as it is tightened. Suitable bolts are General Motors # 39986997 or 14011722. These are easily found in wrecking yards holding the hood hinges to the fender of many GM cars of the 1970s.

(Reprinted with permission of Moss Motors Ltd. Web site)

## Minutes of May Meeting

May 23, 2000

By Tony Pareaseau

called to order at 8:14 pm.  
The minutes of April meeting did not make print in time, but since there was no outstanding debates or problems the minutes were accepted. There is a copy of the minutes on hand if anyone would like to read them.

It has been brought to our attention by way of two bills received in the mail, that the price of the envelopes and letter paper is, or seems to be way out of line. In the following discussion of the letter head and envelopes, we agreed to pay the newsletter cover bill, which was reasonable, and see if we can negotiate a better price for envelopes and stationary. Ron Parks and Skip Peterson will look into competitive prices and present this to the printer. Bill Hammond made a motion to pay for covers and not pay for letters and envelopes. Second by Joe Hooker, Passed.

Treasurers report: Accepted motion made by Ed Hill second by Skip Peterson. Bal. as of 4-22-2000 is \$2189.52.

There was a discussion to take some of the profits from BC day and put them in savings, keeping \$500 min. in checking account. Since most major income is in by October. John Zeno would like to have a building fund or a contingency fund. No decision was made.

Pres. report: Skip will pass due to discussion in progress.

Vice Pres. report: Phil Johnson spoke of the London to Brighton run. There are some extra run sheets if anyone who did not make the run would like to try it on there own. Thanks go to Dave Jackson and Mike KrammeCrammerll for their help. Bill Hammond passed out awards for the winner of the entire London to Brighton to the Gribler's for only one wrong answer. A cup and certificate for the world wide liars club.

At the German Town cruise-in there were 13 members and 7 from Cincinnati. The organizers called to see if we would come back next year. No cost to us just a fun day.

Phil Johnson has agreed to set cruise to end in German Town. This will be in conjunction with London to Brighton run and German Town Cruise-in.

We received membership through the mail. Robert and Gene Millian, 500 Thornhill Ln. Middletown, OH. They have an MGA. Welcome!~!~!

News Letter: We have received our new news letter covers. Ron Parks has some pictures of the tune-up clinic and the last trip available to pick through. As always we need a feature car and any articles you would care to share with us.

Activities: On May 26-28 there is a swap meet and car show at the Clark County fair grounds. JUNE 9<sup>th</sup> MGT reunion. JUNE 15-18th Cleveland Rocks. JUNE 23-25th Mid-Ohio. MGCC meeting June 28th at Knights of Columbus. July 1st, Americana festival. There will be a fund raiser for the British Museum of Transportation on Oct. 15th. stretching through Green and Preble counties combining a poker run and ending at the Wolf's house.

Beer Break! 8:48pm.

Back to business 9:05pm.

The Knights of Columbus are having a steak dinner Friday May 26th and June 9th. It is \$8 per person goes from 5pm til 8:30pm, please consider attending to help support them. August Jimmy Buffet run: more to come. July 7th and 8th the 2000 Lennie Empkie arthritis foundation show. The British Museum of Transportation 2304 Wrenside Lane, Kettering, Oh.45440-2324. Send check or money order to above address. The \$3 shipping and handling is for two T-shirts. \$10+.65+\$3.20 for S&H. The 9<sup>th</sup> annual champagne car festival; contact Gary Brown at GarryMGB.com for information.

The Insurance is paid, but further discussion is needed to end misunderstanding of coverage. John Zeno will take care of this matter and report back.

The canopy was erected at the tune-up clinic. All went well. It will fit in John Zeno's trailer. In case the canopy blows away, we should attach a laundry tag with a return address. The Wolfe's have volunteered to store the canopy at their house.

Next there was a discussion on the buying of a banner. We will try and buy a 2ft by 8ft. vinyl banner with an eight year warranty. There was a motion to buy with the stipulation no more then \$150. will be spent. Skip has the design and will add affiliation for MGA& T registers. Also if there is a cost over run, Skip will cover it.

On June 13th there is a BCD2000 meeting at 7:30pm by the Dayton Mall in the Poelking Lanes.

John Zeno is checking on the August Kentucky Trip. He will try to get a block of rooms for ten.

The club will be class Marshals at the Concours D' Elegence on Sept. 10th.

Club Pick-a-nick Sept. 17th, at Dick Goodman's.

For Sale: 1967 Roadster MGB asking \$5,000.

Gumball rally. First ticket drawn for \$5 won by Linda Wolfe. Second ticket drawn for BCD'99' T-Shirt won by Ron Parks.

Meeting adjourned.

## From the Editor

Ron Parks

**R**emember any and all contributions to the newsletter are always welcome. You can mail them to me at 4101 Grossepont Street, Springfield, OH 45502. Or if you prefer the information super highway, my E-Mail address is: MGDRIIVER@prodigy.net. Either of those methods will work fine or you can call me at (322-0717) and we can arrange to meet and transfer materials or conduct an interview.

## \* Classified \*

I am needing to sell my Midget, and I would like to find someone who would continue to take care of it and enjoy it.

It is a:

1976 Tahiti Blue Midget  
It's beautiful! I bought it off of a man from Naples, Florida a couple years ago while I was down working for a church in St. Petersburg, Florida. It is a sharp looking car!

Runs great! I haven't had to do anything with it except get a new battery. I have stored it the past two winters, and I know that it was always stored while he had it in Florida.

34K. It has no rust. New tires. It could probably stand to have a new muffler, although my brother thinks it sounds pretty cool.

My Cincinnati Enquirer ad reads:

MG Midget, '76 Beautiful Tahiti Blue Conv. 34K, runs great, must sell, \$5400 /obo 522-8599

I wish that I could hang on to it, but my finances are as such that I need to sell.

**67MGB Roadster For Sale \$5,000 OBO** Red with black top, black interior, painted wire wheels. No rust, no dents, runs good. Was bought 2 years ago from Lebanon and was maintained by Randy Balogh "Strictly British." Reason for selling: new baby. Available for inspection at 369 Oakview, Kettering, OH. (937) 294-9317.



Photo By Skip Peterson

# 2000 BRITISH CAR SHOWS AND OTHER CLASSIC MEETS

04-May-00

Date	FUNCTION	CONTACT	Date	FUNCTION	CONTACT
<b>MAY</b>			<b>AUGUST - Cont'd</b>		
5-7	Bluegrass Bash, Lexington, KY	Mike 606/498-8615	5	British Car Day XIVat Shaker Square, Cleveland, OH	Tony 614.899.2394
6-7	BCD-Richfield, Cleveland, OH	Jack 800.334.6566	6	Crawford's Concors 'd Ordinaire, Mentor, OH	Rich 216/496-1078
6-7	Vinatge Races, Virginia Raceway, Alton,VA	804/822-7700	11-13	TRF Summer Party, Armagh, PA	John 800/234-1104
6	BCD Townsend, TN	spook01@home.com	12	Central Ohio MG Tour	Rob 740.549.2416
13	RiverRun, Columbus,OH	Eric 740.363.2203	16-20	Austin-Healey Encounter, Valley Forge, PA	Ray 215-699-8355
13	Classic British - Williamsburg, VA	Dan 757-229-4267	17-20	Abingdon Summer Party, Abingdon, IL	Jim 630.858.8192
19-21	Carlisle Import Meet	717-243-7855		Jaguar Concours, Cleveland, OH	Jerry 440/238-0782
19-21	Beech Mtn Hillclimb SCCA, Beech Mtn, NC	800.468.5506		BCD, Lancaster, PA	Jim 717/292-0579
<b>20-28 BRITISH CAR WEEK - DRIVE THEM EVERYDAY</b>			<b>SEPTEMBER</b>		
21	British Car Day XVI at Easton, Columbus, OH	Tony 614.899.2394	7-9	NAMGBR V8 Register Meet - Cleveland, OH	Kurt (440) 331-4205
26-28	BCD - Champaign-Urbana, IL	Gary 309.663.5372	8-10	Press On Regardless Rallye, MI	810/677-1667
27	Brits are Back - Shippack, PA	Chip 610-222-0180	8-10	NE MGT Register GOF, Ohio	Phil 419.294.4605
<b>JUNE</b>			9-10	British Car Meet - PaloAlto, CA	Rick 310/392-6605
2-4	Susquehannock Trail Pro Rallye, PA		10	BCD, Chicago, IL	Jim 630.858.8192
2-4	Austin-Healey Island Adventure, Put-in-Bay, OH	Mike 419/797-0027	10	Battle of Brits, Sterling Hts, MI	Sue 810/979-4875
4	Lake Erie British Car Show-Swap Meet, Toledo, OH	Ed 419.865.9790	16	MGs on the Green, Davidson, NC	Tom 704/455-3500
4	Michiana British Car Day, South Bend, IN	Yvonne 219/233-3911	16-17	17th Annual OhMog, Newberry, OH	Ken 419/877-0515
4	Ypsilanti Orphan Car Show, Ypsilanti, MI	Jack 734.482.5200	17	BCD at Alpine Valley, Cleveland, OH	Wayne 330/854-5502
4	Sports Cars & Vintage Auto Festival, Rochester NY	Phil 716-225-5939	17?	BCD 15; Bronte Creek - Toronto ONT	416/410-4882
9-11	Ohio MGT - GOF, Newark, OH	Will 740-344-1069	21-24	NE MGT Register GOF, Rochester, NY	Len 330.653.3608
11	Heartland MG Regional, St. Joseph, MO	Rob 816-795-2475	23	Southeast Classic Healey Meet, Myrtle Beach, SC	Alan 704/867-9809
15-18	MG2000 - NAMGBR National Conv, Cleveland, OH	Tony 614.899.2394	24	British Car Meet - Los Angeles	Rick 310/392-6605
18	Stan Hywet Classic Show, Akron, OH	330/836-5533	29->1	British Motor Days- Lotus Feature, Indianapolis, IN	Don 317-887-3867
23-25	Vintage Races, Lexington, OH	800/MID-OHIO	29-30	Austin-Healey Fall Roundup, Dayton, OH	937/848-8420
	British Car Day; Bowie, MD	703/323-1260	30	Johnny Appleseed Rallye, Cleveland, OH	
<b>JULY</b>			30	MGs on the Rocks - Baltimore,MD	Richard 410/817-6862
1-2	Mini Meet, Montreal, Canada	Debbie 514/624-7577		Moss Fallfest, Dover, NJ	Moss 800/431-2496
7-8	Arthritis Benefit, Columbus, OH	Donna 614-876-8200		Colorado Conclave, Arvada, CO	Brian 303/755-1399
7-8	Mad Dogs BCD, Kalamazoo, MI	Richard 616-968-6576		Fall Swap Meet, Carlisle, PA	717/243-7855
15-16	BCD & Vintage Grand Prix; Pittsburgh, PA	Jim 724/929-8187		BCD; Hartwood Mansion; Pittsburgh	412/653-5796
15-16	Vinatge Races, Virginia Raceway, Alton,VA	804/822-7700	<b>OCTOBER</b>		
15	London-Brighton Run, Indianapolis, IN	Don 317-887-3867	2-8	SCCA Runoffs - Mid Ohio, Lexington, OH	1-800-MID-OHIO
16	BCD Cincinnati, OH	Dale 606.384.1345	14	Torey Pines Concours, LaJolla,CA	619.642.7469
17-22	NAMAGR GT25, Morgantown, WV	Jeff 440.355.6464	14-15	Vinatge Races, Virginia Raceway, Alton,VA	804/822-7700
18-21	GOF Central Mk XXII, Duluth, MN	Greg 513.523.3720	20-21	Lake Superior Pro Rallye, MI	
23-27	Austin-Healey Conclave, Indianapolis, IN	Jim 317-577-3005	21	Central Ohio MG Fall Tour	Larry 740.344.2025
26-30	Canadian Classic Toronto Triathlon Bowmanville, ON	Cheryl 905-576-0817	<b>NOVEMBER</b>		
28-30	Central Oho MG Tour to PA, Columbus, OH	Bill 614.864.2121	11	Thumbs-Up Rallye, MI	
28->2	Austin-Healey Tour - Indiana & Ohio	Eric 740.363.2203		British Car Autojumble-Toronto, ONT	416/533-MGMG
	Vintage Racing Festival, Mosport, ON	Ed 416/741-4168	<b>DECEMBER</b>		
<b>AUGUST</b>			2-5	Land's End-John O'Groats, England-Wales-Scotland	(01144) 1886-833505
6	British Cars of New England - Westminster, MA	401/539-2879	<b>2001</b>		
5	BCD; Dayton, OH	Skip 937/293-2819	Jul 2-6	2001 - An MG Odyssey, St. Paul, MN	Tony 614.899.2394

The foregoing often contains tentative dates. Please be sure to verify the exact date for the event you wish to attend....

Northeastern Ohio & Central Ohio British Car Councils - Please communicate updates to Tony Burgess 614/899-2394



# **Miami Valley Austin Healey Club**

## **20<sup>th</sup> Annual Fall Round-Up**

**September 29, 30, Fri. & Sat.**

**All British Car Show Sun. Oct. 1, 2000**

**Make motel reservations directly with:**

**Hampton Inn**

**Located at I-70 & Exit 29 (behind the Holiday Inn)**

**Englewood, Ohio**

**Phone: 937-832-2222 or 1-800-426-7866**

**Mention Austin Healey Club to get special room rate of \$58.00 dbl. occupancy + tax  
Also includes complimentary breakfast. Deadline for room reservation is Sept. 15<sup>th</sup>.**

### **Events Include:**

- Friday:** Registration opens at 4:00  
Hospitality in Tent includes beer, wine, pop, sandwiches and snacks  
Funkhana
- Saturday:** Car Judging  
Rallye  
Hospitality in Tent: beer, wine, pop, snacks  
Dinner with Dessert  
Awards Presentation - Auction
- Sunday :** All British Car Show 10 am – 1:00 Registration. Popularity Awards  
Pre '85 British Marques Welcome



**Questions? Call Gregg Sipe - 937/848-8420 - Charlie Warner 937/237-9265- Mike Bish 898-3620**

**Pre-Registration Fee for Fall Round-Up, All British Car**

**3-day Fri. Sat, & Sun: \$45. per car registration**

**Sat. Dinner: \$15.00 per person**

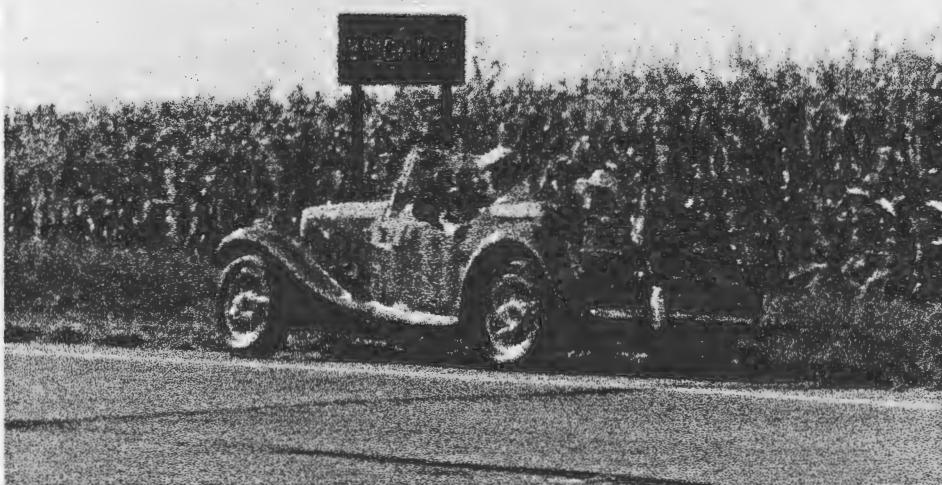
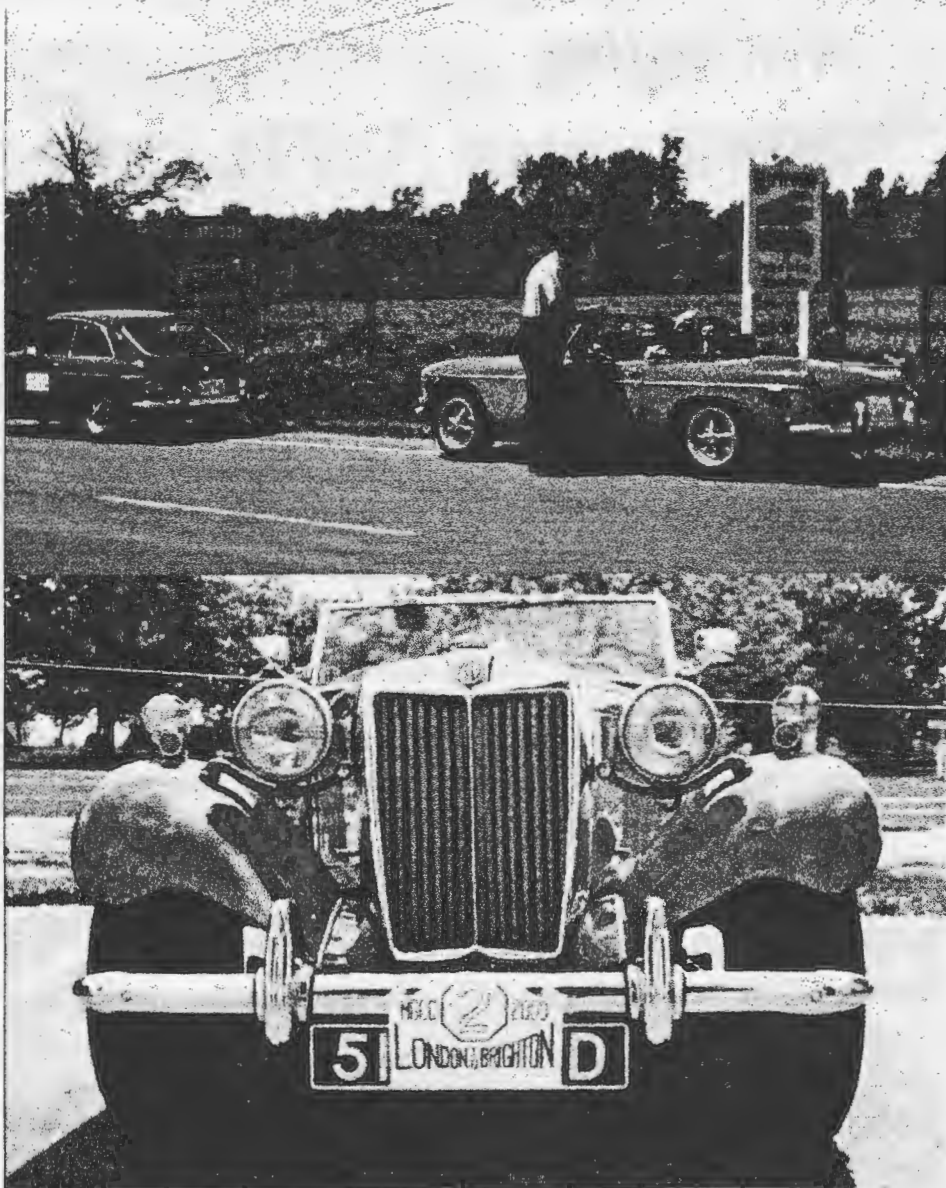
**Pre-Registration Fee for Sunday only: All British Car Day, Sun. \$10.00**

**Send Pre-Registration to: Ed Jenkins, 2600 Brahms Dr. Dayton, OH 45459 937/433-0607**

**Name:** \_\_\_\_\_

**Address:** \_\_\_\_\_

**Marque/Model/Year:** \_\_\_\_\_ **Club Affiliation:** \_\_\_\_\_



MGCC SWOC London to Brighton Run May 2000 Photos By Phil Johnson