

THE OCTAGON NEWS

Volume XXXVII No.2

November 2002

RON FINISHES! FALL TOUR HIGHLIGHTS

From the President

Ron Parks

First of all let me remind you again that the November meeting is scheduled one week early on November 20, 2002 because of the Thanksgiving Holiday. The meeting will be at the same place, Bainbridge Hall of the K of C's at 8:00pm.

Regarding submission of articles to the Octagon News Editor, you are reminded that the editorial deadline, as noted in the last paragraph on the inside of the cover, is the second Wednesday of each month. This is two weeks prior to the monthly meeting. This allows one week for the editor to create the newsletter and still get it in the mail approximately one week prior to the meeting. This puts the newsletter in the hands of the membership by the weekend preceding the meeting.

In reference to the issue raised at the October meeting regarding articles and photos that were sent to the editor but not published; the Octagon News Editor, Steve Markman has agreed to reply with

-Continued on page 2-



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 Nov 20, 2002

MG Car Club Officers

President.....Ron Parks
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email.....mgdriver@who.rr.com

Vice President.....Linda Wolfe
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.....<http://www.car-list.com/carclub/mgbskip.html>
Online Club.....
.....<http://clubs.yahoo.com/clubs/mgcarclub>

Inside This Issue

2	Fall Tour Report
3	More New Members
4	Ron's Final MGB Restoration Update
8	How Many Octagons?

Upcoming Events

Nov:

16 - Valley Vineyards (6:15PM)
20 - Meeting (K of C Hall)

Dec:

7 - Christmas Party (Looft's, 6:30PM)
- No Meeting

Jan:

22 - Meeting (K of C Hall)
31 - Fish Fry

Feb:

26 - Meeting (K of C Hall)

Mar:

28 - Fish Fry

Fall Tour Follow-Up

By Ryan Looft

If you weren't with us on Sunday, October 13th, you missed out on a great fall tour! The club met at the Kmart on Indian Ripple Road at 8:00 A.M. It started off as a cool, damp morning. We had 12 cars show up with ten of them being MG's. The first stop was to look at the Looft building full of MG's. The men enjoyed looking around as the wives stood around cold or still sitting in the cars. It did warm up as the day went on and turned out to be a great day. As we got closer to the Ohio River in southern Brown County, there were more hills and curves that made the route a true MG drive. Who knew roads like that existed in Ohio? In Aberdeen, Ohio, the tour crossed the Ohio River into Kentucky and followed along the river to

From the President (con't)

an acknowledgment of his receipt of any articles and/or photos sent to him and the disposition of those articles, i.e., did they make the deadline, will they be in the next issue or not. By the same token, if you send something in and do not receive an acknowledgment, please notify Steve to insure he has received it. We can all work together to insure important pertinent information is published to the membership when it needs to be.

Let's hope the warming trend forecast for later this week, carries over for our Valley Vineyards outing on November 16, 2002. We'll have a good time in any case! Hope to see you there and at the November meeting on the 20th.



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Augusta, Kentucky. Lunch then took place in Augusta at the Beehive Restaurant. The Augusta Ferry took the tour back across Ohio River into Ohio. Two trips had to be made on the ferry to get all the cars across. The drive continued along the Ohio River and up to Goshen, Ohio where a couple of cars were lost from the group due to an error in the directions, but were found shortly. The drive ended in Goshen early as it was starting to get late. Everyone seemed to enjoy a day out and in the MG. Thanks to everyone that participated



Rest stop on the Ohio side of the Ohio River



First stop - the Looft's barn



Crossing the Ohio River by ferry boat



Inside the Looft's barn

New Members Take Part in Fall Drive

by Carole Looft

New members Rich and Carol Cutright joined us in October for the Fall Drive through Southern Ohio and into Northern Kentucky. Their car is a 1970 white MGB with the split rear bumper. It looks to be in real good condition. They've owned it for several months now and both of them are enthusiastic about getting out and driving and enjoying their car. They, like others in the club, found their car advertised on the Internet!! Luckily, it was close by in Brookville.

The Cutrights live in Bellbrook where Rich does purchasing and production scheduling at Dayton Wire Wheel. They have a daughter who is 13 and a

son who is 11. In his spare time Rich enjoys landscaping and tinkering on the MG. He's hoping somewhere down the road to acquire a more vintage MG. I'm sure we can keep our eyes out for something special for them. Rich and Carol, it is good to have you as members of our club, welcome!



New members Carol and Rich Cutright

And, speaking of new members, we have three additional new members. They are:

Michael J. Cleary, PhD - he had a MGA in his youth and is planning to purchase one in the near future.
7718 Normandy Lane
Dayton, OH 45459
(937) 433-6745
mike@PQSYSTEMS.com

Richard & Susan Shields - they have a 73 MGB
5244 Brinsted Avenue
West Carrollton, OH 45449
(937) 294-5120
SRAS1855@aol.com

We'll run photos and features soon. Welcome!

Valley Vineyards Dinner

I have made reservations for us to have dinner at Valley Vineyards on November 16th at 6:16 p.m. You can caravan down with us (meet at

K-Mart on Indian Ripple Road by 675 at 5:15 p.m.) or meet us there. The address is 2276 East U.S. 22-3, Morrow, OH 45152 (513) 899-2485.

You will get salad, bread, vegetable, your own steak to grill, baked potato, dessert and wine. Each couple gets a bottle and if you are by yourself you will get two glasses. The cost is \$22.50 per person or \$45.00 per couple.

Come join us for a great time!

Record Number of Volunteers at Fish Fry

The first Fish Fry of the year produced a record number of our members showing up to help. We had 21 volunteers who seemed to stay busy most of the night. A big THANK YOU to those who came on 1 Nov and helped.

Ron's *Final* MGB Restoration Update

By Ron Parks

Well, as many of you know I did drive my MG on the Fall Tour. Both my wife Linda and I had a seat to sit on, carpet beneath our feet and a roof over our heads. I also had instruments to gaze at, even though they were duct taped in. Since the tour I have installed the dashboard, new radio speakers and some more carpet pieces. I'm working to get the remaining carpet pieces installed before our Valley Vineyards outing. I have a few other things to work on over the winter, but I'm declaring me restoration essentially done. This is my last restoration update article.

I have learned many lessons over the last year. Scott Powell of S&S Loys Autobody as well as Steve Powell saved my butt many times over the

last year while working on my MG at the body shop. Scott says he hates to hear Ron say, "Oh S#@*t," because he knows I've either stripped a thread, broken a bolt or some other part, or worse yet scratched some paint. I'm sure I won't remember all the lessons I've learned and some of these may be a repeat from previous articles, but here goes:

Star washers can be used to hold the suspension bolts in place while fitting the suspension back on

Don't flush parts down the toilet. Yes, there is a story behind this. I will admit to it in this my last restoration update article. One day I was cleaning the under side of the car, specifically, the brake lines, fuel lines and power line from the battery to the starter. I had removed the rubber grommets that separate and secure these lines from the front to the back of the car. Near the front, there is a large half moon shaped grommet. Mine was in pretty bad shape, but I thought it was not available since it was not in the Victoria British catalog or at least I



A picture *is* worth a thousand words. Ron's hard work speaks for itself!

the body.

Do not assume there is no rust just because there is no paint bubbling. My doglegs were in much worse shape inside than appearances indicated.

Do not expect an accurate estimate of body work required until the car is stripped, revealing all filler, dents, holes, rust, etc.

Scotch Brite is great stuff for cleaning up old parts.

hadn't found it yet and so was going to clean it up and reuse it. Scott walked by as I pulled this grease laden grommet out from under the car. I had a soapy bucket of water near by, as I always did back in those clean-up days and Scott said you should just throw that in the soapy water to clean it. So, I did. Then a short time later I'm thinking, "I'd better change that water it's getting pretty dirty. I knew as soon as I dumped it in the toilet, what I had done. I reached for it and touched it, but it was gone. Yes, I actually reached my hand down into toilet water. The things we do for our MGs. That

was one of those times I spoke of earlier when Scott did not like hearing Ron say "Oh S#@*t!" We thought the toilet was flushing OK, that the part had flushed on down, but on my next visit I worked on the toilet rather than my MG; fixed the toilet and recovered the grommet, but ordered a new one later.

It has been a fun, at times frustrating, but very gratifying year for me. A couple of months ago, a fellow MG Car Club member, Charlie McCamey, asked me if I ever reached a point when I threw up my hands and said, "I wish I never would have started this?" My reply was, "Never!" Through it all I stayed focused on what my car was going to look like. I'm very pleased with the results of my restoration and am very grateful to the many of you who have helped and offered advice. Thank you!

With that I offer a reprint of an article by Richard Prince, titled, "Ten Common Mistakes Restorers Make (and how to avoid them)." Scott Powell of S&S Loy's Autobody gives a copy of this article to all his restoration customers. It pretty much hits the nail on the head. I made some of these mistakes and did well with others.

Ten common Mistakes restorers make (and how to avoid them).

By Richard Prince

Restoring a vehicle would be a major undertaking even if by some miraculous combination of skill and luck everything happened to go right. Many people, however, add to their costs, frustrations and workload through a number of common mistakes that crop up repeatedly in the hobby. So give some thought to your project before you start and while we can't guarantee that everything will run smoothly, you'll at least stand a much better chance of seeing the restoration through to a successful conclusion.

Here are some common problems and ways to get around them.

1. Under estimating the cost: This is undoubtedly the most common mistake in the restoration hobby. Unless he has done several restorations, the average person cannot envision the vast array of parts and services he will need and inevitably underestimates the total cost regardless of how carefully he tries to

figure it out. In addition to the things that are simply overlooked, there are many expenses that can't be foreseen and only become apparent after the project is begun. My advice to avoid underestimating is to go through an assembly manual or comprehensive part catalog for your car, page by page, to avoid overlooking things you'll need. Then add 50% to your total for partial restorations, or up to 100% for comprehensive projects.

2. Under estimating the Time: Underestimating the time needed to complete a restoration project is right up there with underestimating its cost. There are so many variables involved with each project that I can't possibly tell you to do your best and then add 50 percent. Instead, set realistic incremental goals that are easier to estimate and achieve. For example, break the restoration down into sections such as exterior refinish, interior, chassis, engine compartment, etc. Then break each of these down into discrete elements. You can divide exterior refinishing into disassembling all chrome trim, weather-strips, glass; then stripping the old paint, then doing body work, etc. It is easier to envision how long it will take to accomplish each of these subdivided "Little projects." By setting and then meeting realistic, short term goals you will be encouraged and motivated to move the restoration forward.

3. Not Seeing the Forest for the Trees: A lot of people don't think about performing a full restoration and do a lot of work in a haphazard way only to repeat much of the work later on when they commit to a total restoration. When I was in the restoration business we called this "ass-backwardsing" your way into a restoration. To illustrate, it is wasteful to rebuild the suspension if six months down the road you're going to take the body off the chassis and take everything apart again to refinish all the chassis components. Rather than wasting time and money by duplicating tasks, it is worthwhile to carefully think out your goals and formulate a comprehensive plan from the beginning. You also should prioritize tasks, particularly if your car is a driver and the restoration will be an ongoing project that will take months, or even years, to complete. I would line up the various tasks as

follows: Start with safety-related areas such as brakes, steering, suspension and tires; then improve reliability/drivability as needed with jobs such as an engine rebuild, drive train rebuild and electrical system restoration, and finish up with cosmetic improvements.

4. Over-restoring: A lot of people spend so much time and money on restoring a car that they can't enjoy it. This typically happens for a couple of reasons. Either they mistakenly believe they will enjoy trailering the car from show to show and not driving it, or they wind up spending three times too much on the car because of an "ass-backward" restoration that wasn't planned intelligently. Very few people truly enjoy trailering a show-only car around and very few have the nerve to regularly drive and enjoy a car that underwent a mega-dollar, thorough restoration. Think long and hard ahead of time whether you really want a car with an \$8,000 paint job and every nut and bolt correct, or whether you would be happier in the long run with a nice, clean driver.

For example, a '57' Chevy top-quality, state-of-the-art professional restoration can easily cost \$65,000 to \$75,000. The owner could've turned that same car into a good driver by rebuilding the engine, front end and brakes, putting on new tires, painting the exterior, chrome and other cosmetic work. Even if that were all done by a professional, the cost would be around \$10,000 to \$12,000. Or consider another popular car, the '65' Mustang. A top restoration on one of these ponies would run about \$30,000 to \$40,000, while a driver restoration would cost \$5,000 to 10,000.

5. Buying Parts Inefficiently: This falls under the general heading of not thoroughly planning. If you make a list of everything you think you'll need and then buy as much as possible from one supplier, you can frequently negotiate a decent discount that will add up to hundreds, or even thousands, of dollars saved. Also, think carefully about the quality of parts you buy. People frequently try to save money by purchasing cheaper parts or services, but ultimately spend more when they buy the better quality items to replace the inferior things they're not happy with. If you want decent looking chrome for a driver, then don't spend for show-

quality chrome. But if you're not going to be satisfied with driver-level chrome, don't waste your money on that first and then spend the big bucks for better quality. Think ahead! As for finding companies with the parts and services you require, make up a list of potential resources through word-of-mouth recommendations at places such as car club meetings, cruise nights and drag races. After people have given you some recommendations, check out the work or products on their cars to see if that's really what you're after.

To be continued.

Charlie's Recovery Continues

Dear friends,

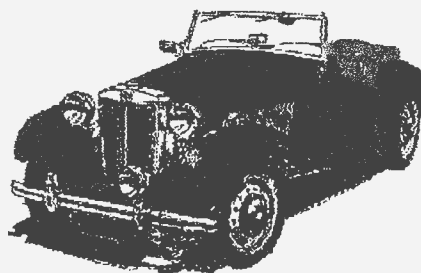
Charlie had a good report from the Dr. today. The 29 staples will be taken out next week. There is to be no weight on that leg for 6 weeks because of the several fractures. He has a plate along the femur with screws and a very long screw thru the plate and into the ball which holds the big break together. He is very cautiously mobile with a walker, crutches and a wheel chair and other handy toys!!! I help with exercises, primarily leg lifts.

Thank you to all for so many cards, prayers and phone calls. Your support is much appreciated and a bit overwhelming. We'll keep you posted.

Much love, P&C

Charlie...best of luck and hope to see you up and around soon!

...From your friends at the MG Car Club



Count the Octagons

by Steve Markman

Did you remember to count the octagons on your MG? Apparently not, because not one single person responded to my challenge! I went out and counted them on my 1950 TD. I counted 21. Remember, only factory-original octagons, with or without "MG" on it, count. Here's what I found:

Steering wheel hub
Glove box knob
Bonnet latches (4)
Engine tag
VIN plate
Dip stick
Intake manifold
Exhaust manifold
Engine (cast on left side, just aft of generator, early engines only)
Radiator cap
Radiator badge
Hub caps (5)
Gas tank release lever
Central dash plate (stylized, maybe stretching it a bit, but 8 sided!)

O.K. you MGA and MGB folks, can you beat that?

MG Car Club October Minutes

MG Car Club Southwest Ohio Centre
Monthly Meeting Minutes Report
October 23, 2002

8:02 – New President Ron Parks calls meeting to order.

The club thanked Ryan Looft for planning and executing a great Fall Tour.

Pres. Parks brought up the NAMGBR Yearly Membership Questionnaire that was submitted to the Club for completion. The group spent some time answering the various questions that they could.

The Floor then was given to the new Club Vice President Linda Wolfe. Linda had nothing officially to say as club Vice President other than to thank everyone in attendance for showing up.

A motion was made to approve the Minutes from Last months MGCC meeting. Skip Peterson motioned to accept the meetings as they were. Ed Hill seconded the motion. Motion carried – minutes approved.

Fred Shaneyfelt gave his final Treasures report. For the month, the club had total outlays \$950.88 while we only took in \$485.17. The general consensus was that despite the fact that we spent more than we made, the Club was in fine financial shape due to the fact that the ending balance of \$857.06 does not reflect the profit from BCD – we simply haven't received the check yet.

Conversation turned to Membership. The new Membership Chairperson, Carole Looft, took the floor. So far for the year the Club has had 54 renewals.

There were 2 new members

Mike Cleary

Richard and Susan Shields – Owners of a '73 MGB

The Sunshine Committee Report followed. Linda Wolfe and Jennifer Peterson (not present) gave the report.

On a sadder note, New Treasurer Dave Estell recently lost his mother. He stated that he and his wife were leaving for Washington D.C. shortly after the meeting.

Charley Avery is in the Hospital, the unfortunate victim of an incident involving a bicyclist, a jogger and himself. The details were not totally clear, but from what various people had heard about the episode, Charlie was taking a picture and ended up at the center of the three coming together. At the time of the meeting he was in the WPAFB Hospital with a broken femur, and had recently undergone 3-hours of surgery. Prognosis is that it will be 6-8

The Octagon News (November 2002)

weeks recovery time if everything goes okay. The Club members present signed a card that was to be delivered. Get well soon Charlie.

The Newsletter report followed. Thanks was given to Dick Smith for mailing out the newsletters this month.

Activities Chairman Tim Oricko took the floor with the activities report. Basically, according to Tim, there's nothing going on this month. Someone brought up the upcoming Fish-Fry at the Knights of Columbus (Nov. 1). A reminder about the Christmas party (Dec. 7) was also given – remember to bring your Gag-gifts.

8:36 – Ed Hill made motion for a Beer Break. Dave Estell seconded.

BEER BREAK

8:54 – Pres. Parks calls meeting back to order.

The floor was opened to Old Business. There was none brought up.

The floor then went to New Business.

Next year is MGCC's turn to host BCD. Chair of this position is usually held by the club President. Ron Parks suggested that if Skip Peterson was willing to accept the responsibility, that he would make a better choice for the position. Skip accepted and is now the MGCC chairperson for BCD. The group approved this nomination and motion.

Skip P. spoke about changes that are being made for next year.

For Sale

Skip P. has MGA wheels, as well as a neat, new Midget top.

John Wolfe's son has a '62 Midget for sale

The Christmas party was next discussed – Time for the event is 6:30 at the Looft Homestead in Wilmington on December 7, 2002.

In the door-prize drawing this month, in addition to the \$5.00, Frank Crabtree donated a pair of MGB air filters that fit a twin-carb car. Hazel Hammond won the filters.

The \$5 drawing was won by Rich Cutright.

Skip returned from checking on room availability at the K. of C. hall. The November meeting will be held on the third Wednesday (November 20, 2002) in honor of Thanksgiving.

9:11 pm Meeting officially 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,

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The Octagon News (November 2002)

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.

1977 MGB. It is in very good condition. Also some spare parts. Steve at MG Automotive is familiar with the car. Contact Tom Williamson, twilliam@enr.udayton.edu.

Orange 1971 MGB for sale, 58,000 miles and runs and drives pretty well but needs a little work. There

is some minor nose/hood damage and 3rd gear synchros might be starting to go. Asking \$3400.

Numerous of other vehicles for sale, including a 1967 Sunbeam Tiger, asking \$8000, a 1940 Cadillac Series 40, restored, \$18,000, a 1968 Cadillac, fresh paint, \$3,000, and a partially restored 1936 Chevy tow truck, engine and transmission appear done, with numerous other

parts ready to go in, \$2,000. Terry at 937-426-5600.

White 1962 MGA Mark II for sale. New mechanicals, hydraulics, tires, interior, and chrome wires. Dry storage in Cincinnati. Call 937-339-7236, or dav_men@msn.com.

77 MGB, restored in 1995. Original owner. New metal/paint, interior, top, radiator, hoses and belts. Call Tom Padkea, 937-335-3137

57 MGA Coupe, original, garaged, not driven since 1968, 42,000 original miles. Call Chris Kossoudji, 937-890-2958

Last minute addition...

Blue Light Special -or- Upgrade Your Headlights to HID?

Phil Johnson

SYLVANIA Xenarc HID Lighting Systems has donated a demonstration package to our Club to illustrate the differences (read advantages) to their new High Intensity Discharge lighting systems (HID) over the older Halogen and incandescent headlights found on most of our cars. Correspondence between Ted Hardenbergh (Sylvania Lighting) and Phil Johnson (Past President of our Club) indicate that this new technology which produces the characteristic "blueish" light found on newer upscale cars is now available to replace the older lighting systems found on our "vintage" cars.

Plan to attend the November Club meeting on November 20th when Phil will walk us through an "enlightening" (excuse the pun) demonstration showing a side by side comparison of the HID lights vs the standard Halogen lights of the same size. As a part of the demonstration, Sylvania has provide a Quiz - along with appropriate prizes for those astute members who listen and remember important points made during the demonstration.

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OCTAGON NEWS *Extra*

Christmas Party 2002

Carole and Terry Looft

Christmas...it's that time of year already! Saturday December 7th is just around the bend and it's time to start planning now. Carole and I want to invite all MG members to the club Christmas party at our home. Starting time around 6:30, bring a covered dish and one gag gift for each person that's coming. Beer will be on tap and soft drinks will be provided.

To find our house from the Dayton/Centerville area: Take Route 73 to Wilmington (10 miles past Caesar Creek Lake) After passing over I-71 follow Route 73 4.4 miles to Mitchell Road. Turn right on Mitchell, go .5 mile, turn right on Paddock Place. We are on the corner of Mitchell and Paddock, the driveway is the first drive on the right. I'm sure you will spot the house!

From Xenia area and North: Take Route 68 South to I-71 (exit 50) Turn right on I-71 (toward Cincinnati) not the shortest but it's through Wilmington or back roads. Go 5 miles on I-71 to exit 45, take Route 73 to Wilmington. From there the route is the same as above.

From Cincinnati it's a simple trip up I-71 to exit 45 (see above)

If you need more help getting to the party feel free to call or email. We hope to see you there.

Terry Looft
42 Paddock Place
Wilmington, Ohio 45177
513-226-8523 (cell)
937-382-1520
(terry@looft.net)



LOOKING FOR E-MAIL ADDRESSES

Carole Looft

I am in the process of compiling a complete listing of all our club members' email addresses. The purpose is strictly for updates on club functions and last minute notifications or 'news flashes'. If you are already receiving regular e-mails from the club, disregard this notice. However, if you would like to be included in our e-mailings, or have had a change of address, please e-mail me with your current address and I will add you to the list. Thanks!