

# THE OCTAGON NEWS



Volume XXXVII No. 10

August 2008

BCD Pictures

Picnic Pictures



## From the President

Dave McCann

Back in 1992 the federal government, in all it's wisdom, decided that maybe some of the illegal aliens they were rounding up might actually have some useful skill. So they opened a facility down in Natchitoches Texas for interviews (interrogation) of these people. One day they picked up these two Mexican brothers, upon questioning, the first one speaks no English but they believe from his gestures that he is a pilot. Great! "We can use pilots" They tell him to sit over to one side while they talk to his brother. He says with pride that he is a " woodcutter" Well an agent tells him that we have plenty of woodcutters and that he will be deported. As he is being led away, his brother gets up to follow. "Wait" The agent says " we need pilots". He says "Well if my brother can't cut it then I can't pile it. "HAPPY BIRTHDAY TERRY



Southwestern Ohio Centre of the MG Car Club

### Club Membership Information

Membership dues of the Southwestern Ohio Centre of the MG Car Club are eighteen (\$18.00) per year, payable during September and October. On January 1st. the names of delinquent members are removed from the roster. See *Carole Looft* for further membership information.

### MG Car Club Monthly Meeting

The Southwestern Ohio Centre of the MG Car Club meets on the fourth Wednesday of each month at the K of C Hall, downtown Dayton, on Bainbridge Street, at 8:00pm. The next meeting will be:

Wed, August 27, 2008

### MG Car Club Officers

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## Upcoming MGCC Events

**Aug:**

27 – Meeting (K of C Hall)

**Sep:**

20 - Covered Bridge Tour

24 – Meeting (K of C Hall)

If you didn't know, Terry Looft turned 60 this week, he is a senior ( SENIOR) pilot for DHL. We roasted him at our summer picnic last weekend. This was a great afternoon, 23 MG's in the drive and yard ( see photos). Lots of food and good times.

Prior to that we hosted our BCD as most of you know having been in attendance. It sure is nice to hear comments from people that get to numerous shows about how great ours is and how good our food is. I am certain that there will be more comments on BCD in the rest of this newsletter, but It just could not have happened without the same usual people doing the lion share of the work and organization. You know who you are. Thank you from all of us.

I talked with our son last night. He was sitting on top of Tioga Pass at Yosemite National Park in California. He had just climbed the entrance road from the East up about 9500'. The car, his '64 B overheated a bit, but he made it. David is planning on spending next weekend at Pebble Beach, then flying home. The '64 will remain in California, back home. That way he will have a car on each coast and one (drivable) here in Ohio.

See you at the meeting.

Octagonally,  
Dave

## Welcome New Members

Carole Looft

**Walt & Joanne Bussell**  
4137 Middlebrook Drive  
Beavercreek, Ohio 45440  
(937) 427-4668  
1969 MGB GT  
1976 MGB



Louie DiPisauale, Steve Markman, and Joe hooker displayed their MGs on a wet, rainy, July 4<sup>th</sup>, at Centerville's Am-ericana Festival. Congratulations to Louie and Joe, who took trophies home.

## BCD 2008 Winners

Skip Peterson

(numbers in parenthesis are total for that class)

### **MGT (11)**

1. Don Williams  
AE. Steve Powell  
AE. Paul Johnson  
AE. Joe Hooker

### **MGA (12)**

1. Dar Planeaux  
AE. Bill Gallihugh  
AE. Tim Coons

### **MGB 63-67 (7)**

1. Dave Estell  
AE. Dana Springer

### **MGB 68-74 (14)**

1. Everett Rainier  
AE. Ron Parks  
AE. Dexter Douglas  
AE. Doug Towslee  
AE. Ed Hill

### **MGB GT (6)**

1. Mike Maloney  
AE. Ross Collins

### **MGC (2)**

1. Jay Hulst

### **MGB '75-'80 (1)**

1. Larry Youngblood  
AE. Jim Fischer  
AE. John Sweeney  
AE. Kathy Goodman  
AE. Fritz Heberling

### **Midget (6)**

1. Eddie Cole  
AE. Jim Conrad

### **TR 2 & 3 (4)**

1. Roy Gay

### **TR 4 & 250 (6)**

1. Chuck and Chris White  
AE. Mike Smith

### **TR 6 '67-'72 (6)**

1. Greg Donegan  
AE. Glen Owen

### **TR 6 '73-'76 (15)**

1. Harry Mague  
AE. Steve Trego  
AE. Rob Schmuelling  
AE. Josh Schilling

### **TR 7 & 8 (4)**

1. Mike McKitrick

### **Stag (2)**

1. Ted Allison

### **Spitfire I-II-III (5)**

1. Roy Owens  
AE. Phil Reed

### **Spitfire IV (1)**

1. Hans Geller

### **Spitfire 1500 (9)**

1. Richard Campi  
AE. Barney Jergens  
AE. David Griffith

### **Spitfire '78-'80 (1)**

1. Ralph Weiss

### **GT 6 (2)**

1. John Johnson

### **Jaguar XK (5)**

1. Richard Davis  
AE. Keith Friemark  
AE. Ronald MacLean

### **Jaguar XKE (13)**

1. Terry Robert  
AE. Gary Carroll  
AE. Rich Frantz  
AE. Stuart Schram

### **Jaguar XJ/Sedans (12)**

1. Anne Freimark  
AE. Henry Maimon  
AE. Michael Goetz  
AE. Dana Springer

### **Austin Healey 100 (5)**

1. Craig Rice  
AE. Larry Beasley  
AE. Coy Ramsey

### **Austin Healey 3000 (9)**

1. John Steck  
AE. Michael Hooker  
AE. David Roberts

### **Austin Healey Sprite (7)**

1. Doug Ramsey  
AE. John Kuzman

### **Lotus (3)**

1. Don Bruning

### **Land Rover (15)**

1. Dave Margetts  
AE. Andrew Rebhun  
AE. Jason Sheehy  
AE. Chris Ray

### **Classic Mini (1)**

1. Paul Strieby  
AE. Lou Alvino  
AE. Tim Bosse  
AE. Greg Lepera

**New Mini (10)**

1. Tom Pomeroy  
AE. Sue Streivey  
AE. Tony Shoviak

**Sunbeam (9)**

1. Wilford Potter  
AE. David Tiettmeyer  
AE. Bob Webb

**Metropolitan (0)**

1. No Entries

**Morgan (3)**

1. Andy Manganaro  
**Motorcycles (7)**  
1. Tony Delnoce  
AE. Jeff and Jan Zorn

**Open Class thru 1965 (10)**

1. Bill Ritchey  
AE. Rick Grant  
AE. Steve Howard  
AE. James Adams

**Open Class '66 and later (9)**

1. Howard Hosp  
AE. Kevin Spiller

**Premier Class (21)**

1. Greg Sipe  
AE. Larry Beasley  
AE. Louis DiPasquale  
AE. Tony Shoviak  
AE. John Engle  
AE. Jim Cooley Jr.  
AE. John Ludy  
AE. Pat Wasserman

**Diamond in the Rough  
(2)**

1. Terry Happensack

**Other Awards:**

**Rangers Choice**

Bill Ritchey, 33 MG Police Car

**Taj Ma Garaj Most Unique Vehicle**

Dick Griffin 70 TVR Vixen

**Royal Air Force Award**

Mike Bish , Austin Healey 3000

**Best of Show**

Bill Ritchey, 33 MG Police Car

Total number of registered cars: 295

## What I Did On My Summer Vacation (or How To Attend A Regional And A National Event)

Jeff Fields

**I**t all started when the scheduled dates for GOF Central XXX and GT-33 were announced: they were being held during consecutive weeks! I knew attending both events were high on wish list but would prove to be difficult. But my stars were aligned and my plans were put into motion: first, GOF Central XXX; followed by NAMGAR's GT-33.

TC 9976 and I were last to join to the northern Ohio "T" group led by Tom Krepp and Tom Baumgardner. [Yeah, they tried to get me to believe they were the original 'Tom-Tom' guidance system!] Our parade included 3 TC's, mine was the newest, a Y Tourer, 2 TD's, a B, and a non-Brit support vehicle. A minor stop occurred when Tom Scott lost a number plate bolt. That plate was quickly bent over and Tom was the only driver out of his car! Later I noticed that the plate was removed from the TC. Our only hitch was when Fred Kuntz broke an oil line. Both Suzie Star and Tom Scott appeared with the needed replacement. Tom's was old and leaked at the other end; Suzie's worked perfectly. Two quarts of Castrol and we were back on the road.

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The backdrop for GOF Central was Auburn, IN, and its impressive Auburn-Cord-Duesenberg Museum. If you have not visited in the last 5 years, add this stop to the top of your to-do visits! The cars are amazing, mammoth in size, and mouth-watering.

Spending time there on Friday with old friend John Libbert and then both before and after the banquet was a true highlight to my TC-Adventure. GOF Central was also a featured event for the MMM group. So you can imagine that the parking lot was the center of attraction. I did not preregister so was assigned car #102. At least a dozen cars were MMM; possibly another 6 were pre-war models! On a rainy show morning, seventeen TC's made an impressive line. Have I ever seen that many TC's in one place? The Ohio Chapter regained the highly prized Paul Johnson [an original Ohio Chapter member] Trophy for the most MG miles driven to GOF Central. Thanx and a tip 'o me country cap to Jack Smittle, Tom Krepp,

On our drive home Sunday we spent time at Snook's Dream Cars at the intersection of I-75 and SR 6 just south of Bowling Green. Their vast collection included a TD, MGA, and a Cord, which, of course, we were used to. By mid afternoon on Sunday, I arrived home, put away TC 9976, emptied my bag, and began repacking.

Monday 7am MGA 69404 and I were on the road to meet up with Ohio BuckAyes Jane and Brent Reifsnyder along US 250 south of Bolivar. As straight and flat as the roads through northwestern Ohio were, the roads of eastern Ohio, the panhandle of West Virginia, and the southwest corner of Pennsylvania much more suited to the MG! As we twisted and curved and climbed and dropped, we crossed, and even followed, the Ohio River to the National Road.

The final hills to Seven Springs were very steep and required regular downshifts. The resort was gorgeous. While the MGA's had reserved one-half of the back parking, the walk to the hotel rooms was a long one for most. Again, registering on site, I was assigned #206. Familiar faces quickly came into view: Sue & Tim Coyne, George Merryweather with son Matt, whom I met there, Carol and Bruce Woodson, and infamous Cecilia of Scarborough Faire. [I just realized I do not know Cecilia last name.]

I located long-time friend Sara Brown before hubby Jim of famed MK I Delux! Jim's car looks like it just came off the showroom floor. Along with the Brown's was their friend Evan and his family. Evan had worked with Jim during the restoration. Jim and I made plans to get our cars aside for a photo op. Now I can see how LIGHT my Iris Blue car is since Jim's blue is correct. I introduced myself to Lee and Liz Niner who would host the Chapter Contacts meeting since they are the coordinators.

On Tuesday we toured north to the historical town of Ligonier with Ron and Sharon Bryant. There I was able to add two pins to my hat: one for the pre-revolutionary war fort and one for the supposed coat-of-arms for my family name. Ron found a carb float was not doing its job and found an extra at the swap meet with the help of a longtime MGer. Tuesday also brought more BuckAyes to GT-33: Tom Ball, Sandi & Bob Gecsi, Gerry & F. Dan Beha, and Sue & Fred Lewis.

Wednesday's car show was held at a nearby state park in a multi-leveled parking lot overlooking a serene lake. I believe that just over 150 cars were on the field; that field included at least 6 Twin Cam racecars and Twin Cam EX-186. Whenever everyone headed back to Seven Springs, I aimed Jeremy A south to Maryland to add that state to Jeremy's resume. I wound my way back to National Road and arrived home on Wednesday by dark with no mishaps.

So within seven days I drove a 49 TC to Auburn, IN, and a 60 MGA to Seven springs in PA, with some great friends along some fine roads. It was a *Too Cool Adventure* for my summer vacation.



## Pictures from 2008 British Car Day

Photos by Skip Peterson, Ron Parks, and Steve Markman



As always, lots of MGs.



Jennifer Peterson shares her birthday.



The ladies who kept us well-fed.



...and the men who grilled the burgers and dogs.



Charlie and Eddie enjoy the afternoon shade.



...and the Zenos' make a surprise visit!



## Pictures from August Picnic



As always, lots of MGs.



A first...aerial photography!



Helping Terry Looft celebrate his 60<sup>th</sup>.



Enjoying the shade.



Plenty of fun, food, and friendship.



Skip Peterson came prepared to take on the insurgency... but from the Triumph Club?

Photos by Ron Parks, Ryan Looft, and Kathy Goodman. Special thanks to the Goodmans for again hosting the club picnic.

Member Featured Car of the Month:

## Larry & Gloria Youngblood's 1975 MG Midget

Larry Youngblood

**W**e purchased our Midget in November of '75 at Walker Bros. Olds & Imports. A year later, my first wife stalled it in an intersection south of Dayton and a pickup truck came along and nailed the right front end. Walker Bros. rebuilt the car.

A few years later, my second wife and I were on the first outing of the summer at Rte. 40 and Rte 25 in Vandalia. I was moving into the left turn lane, the light was red. A pickup on my right did not see me coming and motioned for a car to come out of a fast food lot to go south on 40. As soon as I saw the car come past the truck, I nailed the brakes and the nose went down. The car saw me at the last minute and speeded up to make the turn, leaning heavily to the right. I proceeded to drive under her car and she drove her '74 Chevy Monte Carlo on top of the Bonnet and parked. I looked straight up and she looked straight down from the driver's seat and we asked each other if we were OK. No injuries other than pride.

The Midget was towed to Smedleys where it spent the night. The next day, a buddy and I went over with a trailer to retrieve it. When he saw the car, he said no need for a trailer. We pulled the fenders off the tires and I drove it home. I completed the rebuild myself.

Then, I had the car at work one day and after hours I brought it into the shop to change the oil. After finishing the job, I got in, closed the door gently, put it in reverse, nailed the gas and clutch, and went backing out of the shop a little faster than anticipated. The driver's door which was not latched properly flew open and was caught on the framework of the overhead door, ripping it off the car. Another trip to the body shop. Since then, the Midget has survived many years of use without major incident.

The longest trip I've made in the Midget was to Newport, Rhode Island for my two week stint with the Navy Reserve. Interstate highway the entire way. Speed limit at that time was 55. Someone did take a knife to the top on that trip but that was minor compared to the past history. My wife flew in for the last week of my duty and we drove it home together. We've driven the car to Gatlinburg two times. The car is used mainly for short drives in the country in recent times.

The car has been attending various car shows since 1996 winning a few awards. Currently it is in the front of the garage getting maintenance and cleaned up for the next show. I do not get to drive it too much anymore because I am getting too old and fat to fit in it. I have since built a 1979 MGB that fits me a little better and it sees more use nowadays.

My 20 year old granddaughter loves the car. I have even allowed her to drive the car a few times. My wife and I have promised her that someday she will inherit the Midget.



Larry & Gloria Youngblood's 1975 MG Midget



## Upcoming Out of Town MG Events

There's probably something going on somewhere, but we've exhausted our list of out-of-town events and no one has sent me anything new to add. Check the club's website.

## Classifieds

**For Sale:** 1974 MGB, butterscotch color, 59,000 miles. It had about \$1200 of brake work done in 1998 and hardly driven since. It also has a hard top and a new battery. Runs just a little rough because of sitting for so long, but otherwise it is a good solid car. Just needs some TLC. \$5,000 or best offer. Carol Ann Williams, 427-2789. (8/08)

**For Sale:** Holmes County Amish-made double pedestal oak table with a 30 X 60 oak top. The top is routed out by the Amish furniture maker showing a Union Jack flag. Perfect condition. 1/4 inch thick glass plate on top. The set also includes 4 tacked leather covered oak swivel stools. This unique item needs to go due to space. I will let it go for \$800.00 much much less than my cost new. 937-253-9935, ask for Bob or Cheryl. (8/08)

**For Sale:** Used black top, tonneau & roll bar for 78 Midget. All for \$150.00. Call 937-253-9935, ask for Bob or Cheryl. (8/08)

**Wanted:** Complete solid wheel rear axle assembly for 1970 MG Midget. I am in the process of converting my Midget from wire wheels to solid disc wheels. Also need the front hubs, if available. Or, if you have a solid wheel mg midget and want to convert it to wire wheels, I would be glad to trade with you. Contact Mike Maloney at mgoctagons@aol.com, or call me at 937-776-7248. (6/08)

**For Sale:** White 1975 MG with 1500cc engine. Car has new wiring and is in good shape. Two red 1971 MG's with 1275cc engines. They are all original and they both run but need some body work. Asking \$2000.00 or best offer. Cars are located in Union City, IN. Jeff New 702-538-7659 or 702-289-7547 or [likenew504@hotmail.com](mailto:likenew504@hotmail.com) (6/08)

**For Sale:** 1974 chrome bumper MGB. New black top, new exhaust, front end, brakes, and tires on new Panasports. Asking \$6500. 812-934-5463; [marweber@etczone.com](mailto:marweber@etczone.com) (5/08).

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**For Sale:** 1951 MGTD \$11,995. Running condition. Like-new upholstery. Body and frame solid. For pictures and details call Bill Kukuk, [wkukuk@cinci.rr.com](mailto:wkukuk@cinci.rr.com), or 513 423 1778. (5/08)

**For Sale:** 1972 MGB/GT. In need of restoration. Call Mike McCall for info. 513-320-0779. (4/08)

**For Sale:** 1974 MGB. Last year for chrome bumpers. Excellent body, new tonneau cover never used, luggage rack on trunk, convertible top in good condition. Engine, brakes, transmission in excellent condition. Good rubber. Originally titled in California. Taken to Florida then brought to Dayton. Not driven in snow and ice and rarely in rain. Less than 60,000 original miles. Citron color. Asking \$6100.00 CONTACT: Bill or Jan 9:00 a.m. to 4:30 p.m. EDT at 937-228-3433 or 6:00 p.m. to 9:00 p.m. EDT 937-433-6174. (3/08)

**For Sale:** 1962 MGA MK II. Runs great, but body has usual rust in sills and dog legs. Has rebuilt (approx 10K miles ago) 5-main MGB engine. Front end and brake system rebuilt. 72-spoke wire wheels, including spare. Many spare parts, including inner sill kit from Todd Clarke, outer sills, carpet kit, bumpers, Moss floorboard kit, wire harness. Selling because I want to restore my MGBGT. \$7,500. Car located in Columbus, Oh. Can send further info and pictures. Joe Mercer, [mgarage@columbus.rr.com](mailto:mgarage@columbus.rr.com). (3/08)

**For Sale:** 1980 MGB. White with black interior. 62,000 Miles. Weber down draft carburetor. Runs well, but could use new battery and turn signal switch. Hazard lights work, but not turn signals. Located in Cincinnati. Asking \$6500.00. Call Juli or Rob King (513) 598-6134. (3/08)

## MG Car Club Minutes, July 23, 2008

Sam Hodges

Meeting called to order at 8:02

Louie D. calls for beer break at 8:02:15... (*It's going to be one of THOSE meetings...*)  
President Dave McCann, "It's too early for that!"

**President's Report** was first. Pres. McCann, "We just got back from Seven Springs. Some of us won, some of us didn't and some didn't even drive MG's..." Louie D., "Did you see any Spitfires?" Dave, "I didn't see any Spitfire in the entire state." Terry Looft, "Did you check the junk yards?"

Pres. Dave, "I took my first drive in a MGA and I don't know how the Gribler do it."  
Speaking of the Gribblers, Dave Gribler e-mailed a report.

Synopsis: We drove an MG, it broke, we fixed it, we drank, we drove home in an insane amount of time.

Actually... the real highlights of the NAMGAR GT-33 trip were: The car was reassembled between June 7 and July 12 - a time span of 35 days. New floorboards, a Koolmat insulation kit, carpet, interior trim, wiring, hydraulic lines, etc. were installed. Windshield glass has been on backorder since February so Skip kindly loaned his entire windscreen assembly. The engine was started on Thursday night before the meet. Seats were installed on Saturday and the maiden voyage taken. A total of 10 miles were put on the car prior to leaving. Drove to Pittsburgh Sunday and spent the night with a high school friend of Lois'. Just before arriving at girlfriend's we encountered a construction area south of Pittsburgh. Pennsylvania requires the use of headlights in construction zones. Moments after Lois turned on the headlights a cloud

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of white smoke emitted from below the dash. So much for the new wiring harness. After pulling over and checking basic functions - the turn and brake lights, we continued on. Red circuit - tail lights, front markers, instrument lamps and map light – took a hit and I decided to make a temporary repair to restore the taillights. The following morning the generator was swapped with the spare but did not correct the problem. The spare regulator was installed and we were on our way. The brand new front wiring harness was a melty, chewy, crispy mess but we had everything except the front marker lights and dash lights. The valve cover was leaking and making a big mess so it was taken off and resealed. A quick stop at a hardware store was needed as well to buy a speed nut to reattach part of the choke linkage.

NAMGAR GT-33 was held at Seven Springs Mountain Resort. Our room was not ready when we arrived (*...their car melted itself and the Gribblers' STILL managed to get there ahead of schedule!!!*) so we continued on to the NAMGAR GT registration area and spent the next 2 hours registering and bumping into old friends. By then the room was ready so we unloaded, moved in and started icing down the beer. While we were relaxing on our balcony we saw a gang of 20+ MGA Twin Cams form a "50" at the bottom of the ski slopes for a photograph. 2008 is the 50th anniversary of the introduction of the MGA Twin Cam model. A reenactment of the Twin Cam press announcement was part of the activities on Monday. Tuesday was an "on your own tour day" so we made it whitewater rafting day. The Horn Ghost started blowing the horn on the way back to the hotel - more damage from the wiring short. Disconnected the horn at the fuse block to "solve" that problem. Tuesday evening was a Mountain Barbeque. Wednesday was the car show. There were 156 cars on the show field. Our car was of course the nastiest looking one there by a wide margin - two tone primer accented by bondo laden bare aluminum doors and etched finished boot and bonnet panels and a stunning new red interior. Wednesday afternoon was open so we took the opportunity to concentrate on the Shopper's Rallye, the "Name the Parts" contest and rode the Alpine Slide. Thursday was the road rally. The catch was to locate and name the parts hanging somewhere by the side of the road at some, but not all of the direction changes. We took our good old time running the rally since the only deadline was to get to the vineyard before lunch closed. After saying many goodbyes on, Friday morning we headed east to see the Flight 93 memorial then back to Ohiopyle to visit Kentuck Knob, One of two Frank Lloyd Wright houses in the area. From there we headed north to pick up I-70 and drove off into the sunset. 880 miles, one smoked wiring harness, a couple of prizes and with a lot of friends. Google GT33 to see more MG than you really want to see.

President Dave went off on a tangent. "I got a pleasant surprise on the way to the meeting tonight. I always get Skyline on the way to the meeting and I got a call from my son asking if I was going to be at Skyline. He'd just driven in from Virginia in time for the meeting." Terry Looft, "That's not the surprise you normally get from Skyline." Skip Peterson, "That usually comes after the meeting." Back to GT33 news, our fearless leader volunteered to be the marker for the entrance for the state park. Apparently some had missed the entrance before. His new nickname is now Bill. (*Some wiseguy not in our club called*



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*him Bill that day, Bill as in billboard.)*

**Vice President's Report** was next. Terry, "The Valley Forge trip turned out to be a great trip. There were very few mechanical problems except for mine, not a lot of side trips, show day it rained quite a bit." Carole Looft, "One evening they provided the movie 'Sherman's Way'." It's a new movie that's centered on an MGB and it's about 2 people redoing an MGB. It's looking for a buyer and distributor and has yet to be released. It was really very good. There were of course some discrepancies but only a true trained eye would catch it. The car started off as a rubber bumper, and then became a '72 and then a '67. The mirrors kept switching from square to round to square to round. Otherwise it was really pretty good. The story is that the lead character is a spoiled New York attorney and had never driven a car and learned to drive in the MGB. In real life, the actor was from New York and had never driven a car and actually learned to drive in that MGB for the movie."

Our club was awarded the plaque for our longevity – 40 years (*although according to our records we hit our 40<sup>th</sup> two years ago, but we all know that it's the official records maintained in England that count, not those of the people actually in the club!?!?!).*

Pat Wasserman, "Our daughter Miriam went and was nervous because she knew nothing about cars. She now wants to save her money and maybe get an MG. She had a really good time."

The venue was about 15-20 miles from the hotel. The Triumph club had neon green shirts and were placed along the route with signs that said "TURN HERE" you couldn't miss them and they were the nicest folks. (*I'd like to make some dig about the Triumphs, but I'm drawing a blank here...*)

**Minutes** were next. Louie DiPasquale motioned to accept the minutes as reported. Bonnie Hankey seconded. Eddie Hill did his duty and opposed.

**Treasurers Report** was next. Kathy Goodman, "Neither Carole or I were here last month so we had no income. To answer a question posed in last month's minutes, the insurance bill has been paid. We had Total Income of: Squat! Nil! Nada! Nothing! (\$0.00) = **A Total Income of \$0.00.** (*This is going to mess me up next month since I just cut and paste from the prior month*) Total Expenses: Hall Rental Fees (\$45.00) + Gumball (\$5.00) + Octagon News (\$83.90) = **A Total Expense of \$133.90. Total Loss to the MGCC was \$133.90,** that when subtracted from our existing Treasury balance of \$1,543.66 equals a new Treasury Balance of \$1,409.76. Bob Charles moves that the report be accepted as read. Bill Hammond seconds. Report approved.

**Membership** was next. We have a new member, Tim Dunham owner of a '68 MGC GT. Terry Looft, "After the quarantine, you can come closer to the table... (*Tim was sitting at a chair off in one of the corners of the room*). Phil Johnson has a guest, Marcus Montanyo (*sp?*) who happened to see Phil's MG at his recent wedding and Phil dragged him here tonight. (*Secretary's Note: I saw Marcus recently at BCD, so we might not have scared him off.*) Marcus, "Thank you for welcoming me." Linda Wolfe (*actually I forgot who asked the question but I'm crediting Linda...*), "Phil would you like to make an introduction of someone else?" Phil, "This is my wife Sandy." (*For those of you who haven't met her yet, Phil's GOT to have some dirt on this poor woman. Just to give you a better picture, think Billy Joel/Christi Brinkley or George Burns/Gracie Allen and you'll start to see why I say he's got some dirt on her.*) Several people from the MGCC were there and he used the TD as the get away car. They're still moving and unloading boxes. Congratulations and welcome!

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**Sunshine Committee** was next. Louie, “Wake up Jennifer.” Jennifer Peterson, “Linda Wolfe is going to have her knee rebuilt on July 30<sup>th</sup> (...btw, *Linda wasn't even at the meeting...*)  
Bonnie Hankeys’ been coughing, but we’ll have to wait a bit longer. Anyone hear anything about Jasper lately?

**Newsletter** Editor Steve Markman is not here...

**Webmaster** Ron Parks. There are some new pictures from Valley Forge on the website as well as pictures of Phil and Sandy’s wedding (*take a look, you’ll see what I mean! Really, we love ya Phil!*). There will be pictures from GT33 and Seven Springs by the time you get this.

**Activities with Eddie** are next. Eddie, “Yeah, there are activities...” A question for Dick Smith about the upcoming Covered Bridge Tour. “The Covered Bridge Tour is the 20<sup>th</sup> of Sept. This is to benefit the British Museum of Transportation. There’s a new paint process and they’ve been doing a lot of work on them, the bridges should be fresh out the box.” Joe Hooker, “Jennifer are you paying attention?”

August 10<sup>th</sup> is the Goodman picnic at 4:00 unless you want to clean toilets, then it’s 3:30. That same weekend is the Grand Rapids University Motors gathering.

BCD is Aug 2<sup>nd</sup> (*I don't know why I put this one in here?!?*)

Dayton Concours d’Elegance is Sunday, September 14<sup>th</sup>.

Indianapolis is Friday, September 19<sup>th</sup>.

MGT GOOF rivers and bridges tour is September 19-21.

Kathy G. “On the dinner tables at Valley Forge there were candy wrappers and she brought a few of them back. One for Ron and one for Jennifer P. They had covered bridges on it and she knew that Jennifer would especially appreciate it.

Louie called for Beer Break at 8:40

Back from Break 8:55

Louie, “BEER BREAK! 8:56...”

At the recent Cincinnati British Car Show, Louie won a Trophy in premier class which was on display at tonight’s meeting.

**Old Business.** Nothing on the Supply Trailer. Ron got a call from the real John Zeno (*as opposed to our Zeno stand-in, Eddie*). They might come up for BCD. He called to see what was going on with the beer, oops, er, I mean Supply Trailer. (*Secretary’s Note: I saw the Zeno’s [John and his son] recently at BCD.*) Terry Looft, we’ll have a bondo party at 1:00 in Wilmington to work on the trailer.

**BCD.** Anything to iron out? Skip P., “Dayton wire wheel is loaning us their cargo van Friday morning. We’ll return it full of gas. Louie you’re off the hook on your truck, but thanks for the past 8-9 years. Please bring a cooler of ice, an extra croc pot if you have one. Parking help in the morning, and concession stand help anytime after 11:00 will be appreciated. Early Saturday morning we need help unloading and setting up and then tearing down in the evening. If you see Lois, Carole or Jennifer looking like they’re going to kill someone, then do your part to save a life and please help out.

Pres. Dave, “Dec 13<sup>th</sup> will be the Holiday Party at 7:00 at the Goodman’s house. My house is not big enough and Dick was gracious enough and I (Pres. McCann) live all the way out in Springfield.”

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**Tech Tips.** Rueben W., “I’ve had trouble getting stuff chromed from Larry Blakely. A car ran into his shop and did some damage. On another note, there’s a new speed shop in town offering specials on dynamometer time. \$500/day for up to 15 cars (basically \$34/car if we get 15 cars). They’re located on Pinnacle road out by the landfill. Take Soldiers Home-West Carrollton road. The club could make a day of it.” Note: Rueben got himself into trouble with that bit of information. He told the club that he paid \$50 for 2 pulls and another \$25 for the fuel air mixture readout while in Pennsylvania. Apparently, Reuben forgot that he told his wife, Patricia, who was sitting next to him at the meeting, that he paid something else..., Pat, “You didn’t tell me that.” This has been offered up as a possible future driving event/pub run.

Joe Hooker, “I talked to Mel Finch in Kansas City and they plan on driving their MGB from Kansas City to BCD this year.” Pres. Dave, don’t ever introduce them to the Gribblers’.

Charley McCamey, “There was a guy at Valley Forge that had an MGB that has 385,000 miles on it that’s been coast to coast, north to south.

Keith Hankey read us the safety tip out of “Classic Motorsports” that warned against running over your own foot with your own car when no one is around to hear you scream... Apparently shorting the starter with a screw driver while the car is in gear and the parking brake is not set is not a good idea when your right foot is just in front of the front tire. Terry Looft then proceeded to tell the story about how Torrey's car mounted a freshly restored '66 MG while waiting in line at the '96 Indy meet. Apparently, Terry was working on the car while they were waiting in line and someone forgot to set the parking brake. After getting the car to start (somewhat unintentionally) the car then proceeded to drive itself forward until it had successfully mounted the aforementioned freshly restored '66 MGB, the owner of which was understandably less than pleased with the situation.

Keith Hankey won Gumball  
Phil motioned to bolt. Charlie McCamey seconded  
We’re gone bye-bye at 9:30.



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