

# THE OCTAGON NEWS



Volume XXXVIII No. 9

July 2009

Club's Odyssey to Breckenridge

Lots of New Members!



## From the President

Skip Peterson

Our June meeting was certainly interesting as I explained that we have been approached by the local Convention and Visitors Bureau about hosting a national NAMGAR GT, with 2012 being the year they are looking at.

I have had some discussions with the NAMGAR vice chair Bruce Woodson and he has provided us with a very detailed document, which is literally the checklist on how to do one of these events.

While I don't doubt that we as a group can pull off this event,

if we choose to, I must say that this is very different than one day at Eastwood Park. The NAMGAR GT's are usually in late June or early July, and often begin on a Monday and end on Friday evening. That gives folks the weekend to travel. They also include tech sessions, meet and greets, local



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

### Club Membership Information

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

### MG Car Club Monthly Meeting

The Southwestern Ohio Centre of the MG Car Club meets on the fourth Wednesday of each month at the K of C Hall, downtown Dayton, on Bainbridge Street, at 7:30pm. The next meeting will be:

Wed, July 22, 2009

### MG Car Club Officers

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### Inside This Issue

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3	New Members
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## Upcoming MGCC Events

### Jul:

22 – Meeting (K of C Hall)

### Aug:

1 – British Car Day

16 – Picnic at the Goodman's

26 – Meeting (K of C Hall)

### Sep:

20 – Concours d'Elegance

23 – Meeting (K of C Hall)

tours, attractions, driving events, car show, and a banquet. I also want you to know that NAMGAR is wide open to our suggestions, but they do have some veto power to ensure the event is carried on in the tradition they expect.

We are currently the only group talking about hosting this, and we don't have to provide an answer in the next week or so, but I think they would like to hear something in the next month or so. I can tell you that if the event loses money, our club loses nothing, NAMGAR covers all expenses. If there is a profit, our club will get a portion from NAMGAR. NAMGAR also provides seed money to start with and also signs all legal contracts, so we are not risking anything financially.

As I read through the handbook, it's clear they have learned over the years, and I think all of us should be aware of the level of commitment it will take to present this event.

They have identified eight chairs for the committees required, and each of those committees will require volunteer help to fulfill their mission. The chairs they listed are:

Host General Chair, Publicity, Registration, Hospitality, Car Show, Regalia, Activities, and Food.

It appears we need to identify a core group of people willing to take on these chairs, and then work from there. I hope we can discuss this further at the July meeting, and if necessary, we may want to hold a meeting for just folks who are interested in volunteering for one of these roles.

If anyone would like to see the entire NAMGAR book on their GT's, it is a PDF file and I can send it to you.

Looks like the old business and new business portion of the July meeting is pretty well booked. Make those Tech Tips short and sweet. See you soon.



Club members (L to R) Joe Hooker, Charley McCamey, Louie DiPasquale, and Steve Markman represented the MGCCSWOC at Centerville's annual Americana Festival on July 4<sup>th</sup>. Joe took first place in the import category with his MGTD. Louie took second place with his Spitfire. Charlie and Steve...well, they were good sports.



## Welcome New Members

Carole Looft

Cheryl A. Ross 7754 St. Etinne Lane #A Centerville, OH 45459 (937) 499-0080 <a href="mailto:RossCh4@aol.com">RossCh4@aol.com</a> 1975 MGB	Al & Dianne Freeze 526 Lebanon Road Clarksville, OH 45113 (937) 289-3403 <a href="mailto:afreeze@hughes.net">afreeze@hughes.net</a> 1974 ½ MGB	Robert & Kay Winters 2633 Ehrhart Drive Springfield, OH 45502 (937) 322-3716 <a href="mailto:rwinters5@woh.rr.com">rwinters5@woh.rr.com</a> 1951 TD
Greg & Jennifer Leui 1100 Middle Drive Richmond, IN 47374 (765) 965-6116 1976 MGB	William Hunter 2461 Merrimont Drive Troy, OH 45373 (937) 726-0866 <a href="mailto:WJH0919@yahoo.com">WJH0919@yahoo.com</a> 1958 MGA 1963 MGB	Jim Cole 348 O'Gara St. Medford, Or 97501 (541)261-2603 <a href="mailto:championcsa@aol.com">championcsa@aol.com</a> 1978 MGB 1979 MGB V8

## Breckenridge or Bust (Make that Breckenridge and Bust)

A memoir by Ron Parks

Fate—Luck—Guardian Angel? You decide. But, first let me digress and tell you about our trip to MG2009 in Breckenridge, Colorado, from the beginning. There would be seven (7) MGs traveling together, although it almost seemed like eight (8), as Eddie Cole was in constant contact with his brother Jim, who was driving his MGB V8 from Oregon, traveling almost the same distance that we were from Ohio. On the morning of Sunday June 21, 2009; the Loofts, Terry, Carole and their son Ryan; met up with Eddie Cole in Cincinnati; Eddie lives in Kentucky. Torey Looft and Sandra were to and did meet us at our first overnight stop in Concordia Missouri. Dar Planeaux met me in Englewood and after a quick breakfast at McDonalds we headed towards our rendezvous with the rest of the group at the first rest area west of Indianapolis on I-70. Bill Hammond was to have gone with us, but did not feel comfortable being away with his home on the market. Mike and Kay Maloney were considering making the trek with us as well, but had just returned from the MG V8 meet. You



Dinner our first night was at Pizza Hut: (L to R) Ryan Looft, Ron Parks, Dar Planeaux, Eddie Cole, Torey Looft, Sandra Marcu, Terry Looft and Carole Looft.

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guys missed a good one!

Dar and I pulled into the rest area to find MGs already there. They had arrived only moments earlier. We all had our tops down at this point, except for Eddie Cole who had his back window unzipped. More on Eddie's back window later. We proceeded onward, stopping at a Jack n the Box Restaurant for lunch. It was very hot. Some of the tops went up, Terry and Carole's among them, of course, with their air conditioning on (Smart alecks, or maybe just smart?). The rest of the day was uneventful with Ryan Looft leading the pack; he and his GPS guiding us to our first night's accommodation at the Days Inn in Concordia Missouri. Torey and Sandra were already there when we arrived and after checking in and freshening up a little, we all went next door to Pizza Hut for Beer and Pizza. A good first day was done.

*Day 2, Monday*—We awoke to ominous dark clouds to the west and radar was showing thunderstorms. We all put our tops up and zipped up the back windows. Remember Eddie's back window zipper? I believe he may have gotten it zipped up this time, but for the last time. The thunderstorm lasted only a few minutes, after which the back windows were unzipped although the tops stayed up. Kansas was very hot with outside temperatures at times exceeding 100 degrees. Somewhere near Salina Kansas we came upon a windmill farm. We drove the extra 20 miles south to see Monument rock. These are actually interesting looking chalk rock formations sticking up in the middle of a valley. They appear from quite a distance and we felt it was worth the 5 mile drive on a gravel road to reach them. We posed our MGs, as nature intended, for several photos before retracing the 20 miles back to I-70 in our dust laden MGs. We reached our stop for the night at the Howard Johnson's Motel in Goodland Kansas well before dark. We all kind of foraged on our own for the evening meal. While Dar and I were washing our cars, a man approached and began taking pictures. He was from Collector Car magazine; or was it the Goodland Star-News weekly newspaper. Oh, Yah, that's right. It was the latter. Someone from the hotel had phoned him to say there were some MGs staying for the night. He interviewed several of us and took several photos. While the article may not be factual: we didn't know there was such a thing as a 1977 MGA or that Dar Planeaux resides in Dearborn rather than Fairborn, and leaving Eddie Cole unsupervised with him turned many of our cars into Limited Editions; his heart was in the right place and we got coverage in the Goodland Star-News. If you would like to read the article, search/google—Goodland Star-News, Click on Goodland Star-News, open Archived Pages at the bottom left of the home page, click on Goodland Star-News Pages 2009, Click on gsn pages/06 Jun, Click on Week 4, Click on Friday, Click on news pg3 6-26.pdf. Be patient, this page takes a while to load.

*Day 3, Tuesday*—This was to be a relatively short driving day: 185 miles to Colorado Springs for a drive up Pikes Peak and a visit to the Garden of the Gods Park followed by an 82 mile drive to Golden. The drive between Colorado Springs and Denver is one with which I would become very familiar, referring back to that "Fate—Luck—Guardian Angel?" thing. More on that later. Anyway, it wasn't meant to be. Just inside Colorado, Dar's MGA began running rough and lacked power. We pulled into a rest area and began eliminating possible causes, with Dar saying all along it was a blown head gasket. The one instrument that Terry Looft did not have in his voluptuous trailer overflowing with parts and tools and does have now, since Ryan went to the nearest NAPA store and bought one; was a compression tester. (Don't miss the article by Dar Planeaux in next month's Octagon News



Dar and Terry work on Dar's head gasket.



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where he'll tell the complete story in his own words.) While we were working on Dar's head gasket, Eddie Cole was using his North American MGB Register Mutual Aid Directory to locate an upholstery shop in the Denver area to get a new zipper installed in the back window of his convertible top. After several phone calls, he located someone to do the job and drove on ahead by himself to Golden CO to have that job done. The rest of us, of course, abandoned our plans to visit Pike's Peak and Garden of the Gods and traveled onward directly to Golden. In Denver, Torey Looft's front left brake locked up. Ryan, leading with his GPS, led Dar and me to the hotel in Golden, and then went back to find that Torey's brakes were functioning again after having been bled. That evening I had a nice dinner with friends who live in Golden, with whom I made plans for a bicycle tour the next week. My plans were to stay over a few days after MG 2009 to visit several friends and relatives in the Denver area.

*Day 4, Wednesday*—After breakfast we gathered at Mimi's restaurant where the Gateway tour of the Rockies to Breckenridge began. It was a beautiful tour starting with the switchbacks up Lookout Mountain above Golden and the Coors brewery. Buffalo Bill Cody's grave site is at the top of Lookout Mountain with views of snow capped mountains in the distance. This is where Jim Cole's clutch hydraulics went out. The hose had worn through. Terry Looft and others worked to make the repair in some fashion and we were soon on our way again. The tour took us through Squaw pass and over Loveland pass where we crossed the Continental Divide at 11,990 feet. We stopped to take pictures. We stopped at some point to put our tops up in the rain. It was a beautiful drive! After settling into our rooms, we all met at the bar for some dinner and drinks. It was during dinner that we realized we had not called Skip at the MG Car Club meeting in Dayton. I guess we were just having too good of a time to take time to call to say we were having a good time.



Driving in the area of Mt. Evans. This is what the trip was all about!

*Day 5, Thursday*—Having observed bicyclists riding on the bike path as we drove into Breckenridge, Torey, Sandra and I decided to rent bicycles and ride to Frisco, the village about 10 miles down the valley. The altitude told on us a little, Torey and I more so than Sandra who runs marathons.



Ryan Looft at the Loveland Pass.

The few hills we encountered were not terribly steep or long, although the return trip was a gradual uphill ride. It was an enjoyable ride, even with some rain part of the time. While we were riding bikes, Terry, Carole and Ryan Looft were touring the Coors brewery in Golden and enjoying free beer. It was reported that Carole didn't drink that much, but that Terry and Ryan took up the slack. They had a good time. Later that afternoon, while I was washing my car a couple walking by saw my Ohio plates and asked what part I was from. "Dayton," I said and they asked if I know Ed Hill. Sure, "Fast Eddie," I said. The guy

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handed me his ear piece and said “Here, do you want to talk to him. Ed said he was on the other side of the building headed my way and would be there soon. The couple was Ed’s brother and sister in law, who had their rubber bumper B at the show. Eddie had flown out there with his Mother.

*Day 6, Friday*—Rally time. Ryan and I teamed up for the Time, Speed, Distance rally. Ryan drove his car and I was his navigator. Terry and Carole participated in the rally too. Our car number was 23 that meant we departed at 8:23 am. Terry and Carole were car number 18, which meant we should have seen them at some of the layovers, but we never saw them again after the first check point. The rally retraced some of the territory we had already seen and some new areas too. We had a layover at Loveland pass, where we took a picture of Ryan and his car by the Continental Divide sign. We felt like we were doing pretty well as we drove the rally. We didn’t miss any turns and we pretty much averaged the speed indicated on the rally instructions. We applied for an adjustment of 6 minutes and 50 seconds because of a construction delay. For every second we were early or late, and we were always early, one point was deducted from your score. We took third place in the rally with 327 points deducted. The winners had only 47 points deducted. This was an 80 mile rally. We all went to dinner together that evening at a very good Mexican restaurant.

*Day 7, Saturday*—This was car show day. The gates opened; we went in, prepared our cars, got our chairs and everything out of the cars and set up in the grass. Then the sprinklers came on; a detail someone had overlooked. Needless to say, our stuff got wet before we could get it all moved. After 15 minutes or so the sprinklers were turned off. The weather was nice for the car show. It was the only afternoon it didn’t rain in Breckenridge. Someone said there were well over 250 cars in the show. There was a supercharged MG TF, lots of MGB V8/V6 conversions and even a V8 MGA. There were 10 or 12 Limited Edition Bs and a dozen or so Bs in each class. I was fortunate enough to place third in my class, MGB 73-74



Hanging out in the shade at the show. What could be more fun?



Finally enjoying the car show, which was the original purpose for the trip.

Honeycomb Grille. We were disappointed that Dar did not win an award with his MGA. There were several nice MGAs there and one, a red one, was a fresh restoration. Still, we thought Dar’s was as nice as any on the show field. Our club banner was on display under the Looft’s push-up most of the afternoon and became our gathering place. The food was good at the awards banquet where we were served at our tables.

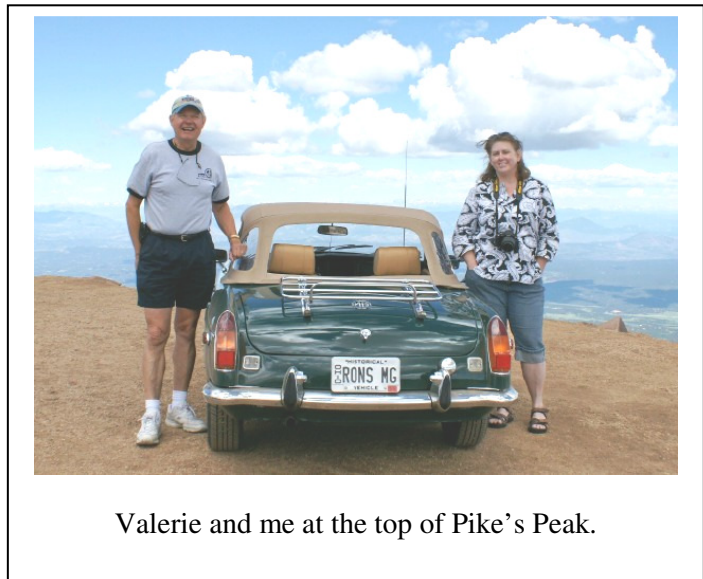
*Day 8, Sunday*—It was time to leave after a fun week in the Rockies with our MGs. This was a very well organized

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event all through the week, right up until the last morning. There was supposed to be a continental breakfast, but everything was gone when we got there and we were not all that late either. That and the sprinklers at the car show were the only two slip-ups we can cite. The rally and tours were very well planned and well manned, and womaned. The display of MGs in the hall was just spectacular. It is amazing that Colorado club members collectively own one of almost every MG ever made! Hats off to the MG 2009 committee for a job well done! We look forward to 2010 in Ontario!

I left Breckenridge with the group to stop at McDonalds in Frisco for a quick breakfast and then left on my own for a few days to visit friends in the Denver area. The rest of the group headed east on I-70 shortly thereafter for the trouble free, three day trek back to Ohio. I'm told there were some walls of adult beverage cans built in the motel parking lots in the evenings during the group's trip home. I was off to meet my sister in law, Valerie, to retrace the first half of the Gateway to the Rockies tour. We did and the scenery was just as spectacular as it was the first time. This was my second time up Lookout Mountain overlooking Golden; my third would be on a bicycle. After a nice lunch in Idaho Springs, we headed back to the Denver suburb of Aurora.

*Day 9, Monday*—This was another day of touring with Valerie. Our plan was to drive to the summit of Pike's Peak and visit Garden of the Gods. We headed to Colorado Springs and stopped near the Air Force Academy to take some pictures and watch some gliders soar around the mountain tops. The MG was running fine. We were cruising comfortably with the top up and back window unzipped. Upon arrival at the entrance to Pike's Peak, I noticed the sign warning me to have at least ½ tank of fuel. Obey this sign! The trip up the mountain in low gears takes a lot of fuel. My fuel gauge is a little off, but judging by the mileage, I should have had plenty of fuel. The trip up was fun. Valerie was snapping pictures; I was watching the road which had no guard rails. We stopped at the little lake half way up and a few other spots for photos. We made it to the summit; took all the obligatory pictures: the sign 14,110 feet, the MG at the top of the world, walked around some and headed back down.



Valerie and me at the top of Pike's Peak.

The car was running OK at the beginning, then started running rough and died. **To be continued next month!**

*Also next month...*In his own words, Dar tells how he repaired his head gasket all by himself with, no tools and no parts, in the middle of nowhere during a freak torrential downpour, at night, and while being stalked by wild animals (at least there were no serial killers on the loose that night)!



## Classifieds

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

**For Sale:** New MGB spider super sprint monza type exhaust system for emissions cars. Complete pipes resonator and muffler from cat on back. \$150.00. call Mike Sonderman, 937-286-2198 (7/09)

**For Sale ;** 1958 MGA coupe. Needs restoration. All there except missing front windsheild, seat cusions and some small chrome pcs. \$3,500.00. call Mike Sonderman, 937-286-2198 (7/09)

**For Sale:** 1959 T-Bird, 65,000 miles, restored to an all original condition. 350 CID V-8. White exterior, red/white interior. Entire interior is new, including carpeting, headliner, console and all it's trim, the dashboard, door panels and their trim, and trunk matt. New tail-light lenses, new exterior trim and emblems, and all the engine accessories under the hood. The original clock even works! Also included are an all stainless steel dual exhaust system, and an original NEW factory air conditioning. It also has the original T-Bird hub caps. Power steering and power windows round out the luxury interior. The transmission and engine also have been restored. \$14,500. [GBrahm@sbcglobal.net](mailto:GBrahm@sbcglobal.net) (7/09)

**For Sale:** 1959 MGA, wire wheels, located in western New York. Purchased in 1968. Never driven winters. Stored in garage since 1972. 37,721 original miles. Photos available. Interested parties should contact Paul Albanese [palbanes@kent.edu](mailto:palbanes@kent.edu). (7/09)

**For Sale:** MGA Black w/red interior. Recently restored. Located in LeSoursdville. Contact Devin Baldrige at [devin-b@prodigy.net](mailto:devin-b@prodigy.net), home 513-772-3584, or mobile 513-319-4497. (6/09)

**For Sale:** 1974 MGB GT, 130,000 miles (I think). Driven very little in last 5 years, but kept in garage. New paint (Jaguar green), clutch, radiator, electric gas pump, leaf springs, and front brakes and rotors. 2 rebuilt SU carbs. . Electronic overdrive works. No significant rust. Runs well. Problems: windshield wiper switch won't work (but motor works), clutch pedal does not come all the way back (needs

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adjustment). Located in London Ohio. Asking \$4,500.00. Leave message for Richard Woemdle at 614-256-1259. (3/09)

**For Sale:** 81 TR-7 Convertible. No Motor/trans but have a title. Small rust in drivers floor (convertable) otherwise clean NM western shell. \$1000.00 plus delivery- ask Jeff Fields for photo. 440.315.6380 (2/09)

## MG Car Club Minutes, June 24<sup>th</sup> Meeting

Sam Hodges

The June meeting of the MGCCSOC was called to order at 7:33.

President Skip Peterson, "Let's start this month's meeting since apparently Graham and Diana (Cooper) wanted the meeting to start at 7:00. Joe Hooker just told me that the Austin Healey club is down to about 40 members, and the last meeting had only 9 members in attendance. We have 22 here tonight and that's even with the people out in Breckenridge. I don't have anything for my report, but there's something in new business that might take some time, so we're going to move on."

Linda Wolfe, "Was the Pub get together since the last meeting?" Skip, "Nathan Griffiths from the Pub put the whole thing together for the June 7<sup>th</sup> event. We need to send a thank you note. They're now going to be a sponsor of BCD. Apparently the event was very successful. They're planning on doing the same thing next year, but they hope to have more stuff in the week leading up to the weekend. There were about 29 motorcycles there. Joe's Cycle shop and the Triumph Motorcycle club like to hang out there a lot."

Vice President's Report, "He's M.I.A. in Breckenridge, Colorado." Linda Wolfe, "I bet he calls in." Jennifer Peterson, "I'll bet they don't. But I know who will... Ron."

**Minutes Report** was next. Dave McCann motioned to accept the minutes as reported. Charlie McCamey seconded. Minutes approved as reported.

**Treasurer's Report** was next. We had Total Income of: Membership Dues (\$36.00) + Regalia Sales (\$12.00) = **A Total Income of \$48.00.** Total Expenses: Hall Rental Fees (\$45.00) + Gumball Rallye (\$5.00) + Newsletter Postage (\$79.20) = **A Total Expense of \$129.20. Total Loss to the MGCC was \$81.20,** that when subtracted from our existing Treasury balance of \$1,944.76 equals a new **Treasury Balance of \$1,863.56.** Bill Hammond motioned to accept the Treasurers Report. Linda Wolfe seconded (*Linda's just on a rip this month. I personally think she's trying to set a record for the most quotes in one Minutes report...*)

**Membership Report** was next. Carole Looft is out in Breckenridge so we have Linda W. filling in. (*See!?!*) Linda, "We now have 93 members. We had 4 new members join." Skip, "Anything else Carole... sh!t that's Linda!" John Wolfe, "There is a difference..."

New members are: Al & Dianne Freeze, owners of a 1974½ MGB Roadster, and Robert & Kay Winters, owners of a 1951 MG TD. Welcome to the MGCCSOC (*We used to abbreviate MGCCSWOC until John Zeno correctly pointed out that 'Southwest' is one word not two thereby making MGCCSWOC incorrect...Maybe that's a little T.M.I for the new people.*)

**Sunshine Committee.**

Linda, "The only thing is that Louie's 95 year old brother passed away" Our condolences to Louie.

**Newsletter.**

Steve Markman, who arrived fifteen minutes late: "I've got nothing. I wasn't late because I forgot that the meeting was at 7:30. I got stuck at the AT&T store, trying to bundle my two cell phones into my home service. I allowed ninety minutes, thinking that'd be more than enough and I'd even be here early.

Darn if it didn't take full 2 hours for AT&T to make the change. Skip, "...and you'll get home to find out that none of your phones work, but now you have digital TV." Jennifer, "I liked the picture of the kitty cat." Skip, "You're not hurting for pics are you?" Steve: I can always use more.

**Activities with Eddie** will not be seen at its normal time tonight. Fast Eddie is currently (*at the time of the meeting*) on an airplane heading to Breckenridge, Colorado. His brother lives out there and he's going to go visit him for a while and then try to make the show tomorrow and/or Saturday."

As best as we know:

The Vintage GP weekend at Mid-Ohio is this weekend... (*Why am I still typing...?*)

The Centerville Americana show is Saturday, July 4<sup>th</sup>

Cincinnati British Car Days is July 12<sup>th</sup>

(*FINALLY, one that hasn't happened yet!*)

Aug 16<sup>th</sup> is the Annual MGCC Picnic.

Steve Veris walks in the door... Skip, "Should we take a beer break now?" Glen, "Steve! Don't move!" Steve, "I'll just go out and come back after break..."

Beer Break called at 7:57.

Back from Break at 8:07.

**Old Business:** BCD. We've got sponsors, the park and the grille, now we need your help.

The shirts are a silverfish-grey in honor of the 25<sup>th</sup> Anniversary of BCD. It should all be good. We've already got 70 cars registered and we've got 3 weeks left before we cut off registration.

*...I need to point out here that even with most of the troublemakers at the back table \*COUGH\* Terry & Ryan \*COUGH\* out in Breckenridge, Jennifer's still causing problems all on her own...*

**New Business:** This is what Skip alluded to earlier...



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Frame-off restoration, metal replacement, bodywork, painting

We will do it your way!!

James V. Cooley III  
Proprietor

937-360-3151  
Member MGCCSWOC #100

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Skip was approached by the Dayton Convention Center and Visitors Bureau (D.C.C.). Evidently, the D.C.C. contacted N.A.M.G.A.R. and they want to know if we would be interested in hosting N.A.M.G.A.R. GT 2012. N.A.M.G.A.R. would be interested in doing it only if we, the MGCCSOC would be interested in hosting the event. The financial liability to us is \$0. If it loses money, it'll cost us squat, nil, nada. However, if they make money, then, while they are under no obligation to share, typically they do split it 50/50.

The tentative date would be some time in late June, early July, 2012. We need about 8 committed (*or is that committable?*) members to be committee chairs. The committees include, but are not limited to:

1. General Event Chair (*We nominated Dave Gribler in our traditional railroad fashion*)
2. Publicity (logo, plaques, forms etc... maybe an article for marketing.)
3. Hospitality
4. Car Show Chair (Set up car wash areas at the hotel, parking signs, etc.)
5. Regalia (logos, hats, shirts...)
6. Food (Self explanatory)
7. Events
8. (Either I missed it, or he didn't read the entire list...)

Glen Marin, "Skip it's an even year so you should be available." Skip has a 94 page document from N.A.M.G.A.R. detailing the specifics of what will be needed from the MGCCSOC.

There was some thought about getting together and having it the week before BCD and making BCD the weekend after the show for whoever wants to stick around. NAMGAR has a very good framework of what they want to do and how to do it. The hotel of choice would probably be the Marriott. That being said, Gribler has wanted to host one for some time (*this is why we railroaded him for the chairmanship...*).

Skip, "There are a lot of things to do around town." The club started throwing out ideas: The U.S. Air Force Museum, Huffman Prairie, Carillon Park, John Dixon's cars, Rick Grant's cars, The Looft's warehouse of cars, the British Museum of Transportation, the Packard Museum, etc.

Skip, "NAMGAR would offer us help with finance if we need it. There's about \$2,000 in seed money available plus their expertise in doing these events in the past." Steve Veris tells a story about the Lotus meetings. We therefore railroad him into being our Registration chair.

Skip, "We need to know / make up our mind by no later than the end of this year, the sooner the better. I'd like to get together an exploratory committee to see who's interested." Jennifer, "Why don't we wait until the next meeting and then we can talk about it more? Is there anyway of getting that 94 page document from N.A.M.G.A.R. online?" Skip, "Yeah we can have our Web Weenie Ron (*his words, not mine!*) put a link on our website for the members to see it."

No actual decisions have been made, so come to the July meeting ready to talk about what you, the member of the MGCCSOC, want to do.

**British Museum of Transportation**, Skip, "There's no one here."

**Tech Tips:** Apparently Jeff read an article in the latest Hemmings Motor News about how hearing loss and open top cars apparently go hand in hand. (*It's a good thing I don't have to hear what's going on in order to make up these Minutes...*)



## The Octagon News – July 2009

Dave McCann read a Moss E-news about ethanol and its corrosive nature. If you've got a car that has any, you should make sure that it shouldn't be in the system more than 90 days. Ethanol absorbs water and the water absorption could potentially cause fuel system corrosion.

**Trivia:** Charlie McCamey has 164K miles on his 1975 MGB. Larry Youngblood is the other original owner of their MGs'. There are only 72 members on the original owners list and 5 of them are here in Ohio. Steve Powell, "We're not original owners but we've had our MG TC since 1969, 40 years."

Reuben Wasserman wins the Gumball Rallye  
Dave McCann motions to adjourn at 8:57.



MGCCSWOC member cars lined up on Far Hills Ave in downtown Centerville for this year's Americana Festival. Cars from L to R belong to Joe Hooker, Charley McCamey, Steve Markman, and Louie DiPasquele.

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