

THE OCTAGON NEWS



Volume XXXVIII No. 10

August 2009



Does Ron Make it off Pike's Peak?

British Car Day Awards and Photos

From the President

Skip Peterson

Hard to believe it's already August! Where'd the summer go? I do know the one highlight of the summer for many of us is British Car Day and the 25th anniversary event turned out great.

With perfect weather, we had a record 355 cars register, and well over 325 on the field. That park looks pretty big on Friday night, but 325 cars makes it pretty crowded. A huge thank you to all the members of the club who pitched in to make the event work. You folks always come through, helping park cars,

working the concession stand, picking up trash, or whatever needs to be done. It's great to see all of you connecting with other car owners and enjoying the day. Also a big thank you to our partners, the Miami Valley Triumphs. Our two clubs have created a pretty well



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, August 26, 2009

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oiled little machine that puts together a nice show.

I've had a number of comments from participants, but the one I liked best came from a fellow from Chicago who drove his Sunbeam Tiger down. He won his class so I assumed he'd be happy, but, his e-mail went some thing like, "I've been told that if you're going to go to only one British Car Show a year, go to Dayton. So this year, I decided I would, and all my friends who had told me were right. It's by far the best British Car show I've been to, great park, well organized, great food and really nice people." I think comments like that make it worth the effort each year. Just for planning purposes, the 2010 BCD is Saturday, August 7th. Mark your calendar now.

Next on my agenda is the 3rd Dayton Concours d'Elegance at Carillon Park on Sept. 20. Many of you volunteer to help out with that and I thank you. Just three days after that is a huge day for all of us, our September meeting, when dues are due, and elections will be held.

It might be interesting if we actually had a contest for one of the offices this year. We prepared little ballot slips a few years ago, but I can't remember the last time we used them. Please think about stepping up and helping run this group. trust me, it's not difficult.

British Car Day Awards

MGT (16) 1. Dale Livingston AE Jeff Fields AE. Mike and Brenda Jensen AE. Steve Powell	MGB '75-'80 (2) 1. Eddie Cole AE. Mary Frances Rodriguez AE. Dick & Kathy Goodman AE. Gary Wagner AE. Jeff Hoering	TR 6 '73-'76 (16) 1. Vic Snivley AE. Dan Kremp AE. Mike Henry
MGA (9) 1. Louis DiPasquale AE. Phil Roberts AE. Bill Gallihugh	Midget (7) 1. George Chase AE. Ed & Donna Schubert	TR 7 & 8 (5) 1. Alice Owen-Clough AE. Keith Hartman
MGB 63-67 (6) 1 Ian Cunningham AE. Dana Springer	TR 2 & 3 (10) 1. Mike Scarpa AE. Glenn Bjornson AE. Lou Metelko	Stag (0)
MGB 68-74 (20) 1. Ron Parks AE. Everett Rainer AE. Skip Peterson AE. Dexter Douglas AE. Cris Van DeLinder	TR 4 & 250 (14) 1. Tom Fremont AE. Janie & Laurence Vooht AE. Steve Yott AE. Larry Combs	Spitfire I-II-III (7) 1. Randy Joles AE. Phillip Reed
MGB GT (6) 1. Ted Barron AE. Tony & Janet Shoviak	TR 6 '67-'72 (8) 1. Steve Broerman AE. Bill Reinheimer AE. Joe Gerst	Spitfire IV (4) 1. Chris Timpone
MGC (5) 1. Pat Wasserman AE. Ed Madak		Spitfire 1500 (12) 1. Doug & Shannon McArthur AE. AC & Bev Tillman AE. Mary Ann Edwards AE. Jeffrey Barth

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Spitfire '78-'80 (9) 1. Louis Di Pasquale AE/ AC Tillman AE. Russell Mills GT 6 (5) 1. Bill Brown AE. Dan Fales Jaguar XK (4) 1. Henry Maimon Jaguar XKE (6) 1. Rich Frantz AE. Gary Carroll Jaguar XJ/Sedans (13) 1. Dana Springer AE. Kevin Hanlon AE. Dana Springer AE. Turk Logan Austin Healey 100 (5) 1. Charlie Warner Austin Healey 3000 (13) 1. Bernie Grabow AE. David Roberts AE. Gayle Loos Austin Healey Sprite (4) 1. Gary O'Brien	Lotus (4) 1. Scott Ridriguez Land Rover (10) 1. Michael Finn AE. Andrew Rebhun AE. Paul Powers Classic Mini (18) 1. Ken Stewart AE. Lou Alvino AE. Henry Maimon AE. Tim Scanamon AE. Michael Goetz New Mini (12) 1. Tony & Janet Shoviak AE. Jeff Ellis AE. Tom Fagen AE. Angie Clifford Sunbeam Alpine (4) 1. Wilfred Potter Sunbeam Tiger (19) 1. Kirt Jenssen AE. Bill Waite AE. Hugh Guynes AE. John Engle AE. Richard Gottlieb Metropolitan (0) Morgan (7) 1. Oscar Roberts AE. Henry Maimon Motorcycles (11) 1. Jim Bingham AE. Joe Seyfferle AE. Jeff Zorn	Open Class thru 1965 (9) 1. Don Williams AE. Jake Boories AE. Marvin Christian Open Class '66 and later (4) 1. Steve Emerson Premier Class (9) 1. Terry Roberts AE. Dar Planeaux AE. John Steck AE. Chuck White Diamond in the Rough (3) 1. Bruce Chenoweth Longest Drive Jordan Cundiff, 499 miles from North Carolina Triumph GT 6 Rangers Choice Glenn Bjornson Triumph TR 3 Royal Air Force Award Joan Jensen, Mini pick up truck Taj Ma Garaj Most Unique Vehicle Scott Rodriguez, 65 Lotus Elan Best of Show Bill Brown, Triumph GT 6 Total number of registered cars 355 Thanks again to Skip and Jennifer Peterson for another great BCD! We had all the fun, but they got all the headaches.
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Welcome New Member

Carole Looft

Bob & Cheri Farrell
9128 S. Normandy Lane
Centerville, Oh 45458
937-477-9862 rfarrell@woh.rr.com
1971 MGB

Breckenridge or Bust (Make that Breckenridge and Bust) Part II

A memoir by Ron Parks

(As you may recall from last month, Ron Parks made it to Colorado and to the top of Pike's Peak. He was headed down when...)

The car was running OK at the beginning, then started running rough and died. I assumed, correctly, that the plugs were fouled, what with the thin air and down shifting. After stopping to clean the plugs, the car started and ran long enough to make it past the only up hill stretch during the descent. This time I chose to coast to the bottom, which we did just fine, using the brakes and down shifting. I stopped short of the entrance to clean the plugs again and warn the ranger that we needed to keep moving and coast to the Winery restaurant by the highway. He directed traffic and we did just that, thinking we were merely out of gas. After a good lunch at the Winery, one of the restaurant employees agreed to take me to buy a gas can and some gas. After pouring in the gallon of gas the car started, but I noticed the back carburetor overflowing into the charcoal canister. I had drilled a vent hole in the top of the charcoal canister the last time it caused an overflow problem, so the problem must have been the float or the Grose Jet. It quit leaking, so we began driving the four miles to the nearest gas station. Two miles into it we were out of gas again. I played my Hagerty card, calling to request gas. At this point I was still optimistic that we're just out of gas. Before Hagerty service arrived, a man driving a red Corvette stopped. I explained our plight to him and he happened to have a two gallon can of gas with him. Starting the car after putting gas in the tank, revealed the back carburetor squirting a steady stream out the overflow. What to do?



Oh, the indignity of it. I thought this only happened to "older" MGs. I hope no one recognized me.

Now we're getting back to that "Fate—Luck—Guardian Angel?" thing. It so happened that this man, Howard Dawson, had owned a 74 MGB and had sold it just a year ago. He mentioned in passing that he had put a Weber carburetor on it and got 33 mpg. This didn't seem important at the time. Howard offered to let me have the car towed to his house, just across the highway from the Winery restaurant. I could work on it there and use any of his tools. So, that's what we did. I took the back carburetor off, checked the float and the Grose jet. Everything looked good. The float floated in water and when held under water, produced no air bubbles. I could blow through the Grose jet and stop the flow with my finger. I thought there had most likely been a piece of dirt in there and now it's gone; I'll put it back together and everything will be fine. It still overflowed. By this time it was getting late, Mrs. Dawson was feeding Valerie hotdogs and offering them to me and then Howard offered use of his old Mercedes station wagon for our trip back to Denver, so that Valerie could go to work Tuesday morning. What a generous couple! We can't thank them enough!

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Day 10, Tuesday—My first phone call the next morning, using my North American MGB Register Mutual Aid Directory was to Curtiss Allen, who referred me to Sports Car Craftsmen. (I have nothing but high praise for their work!) This was the right place to call, however, Paul Dierschow, the owner told me that they were completely out of floats and needles, what with all the MGs from lower altitudes, attending MG2009, having had the same problem. He was expecting a shipment in on Thursday, the day I had planned to leave. He offered to have parts flown in on Wednesday, for which I agreed to pay. Then I was kicking myself, wishing I had brought my carburetors with me. Oh, well, I'll just have to drive back to Colorado Springs and get them. Remember, I said that I would become very familiar with that stretch of road? Driving down there, I thought I'd better call Howard and let him know what the plan was. He answered the phone and told me that he had found the HIF4 SU carburetors that had been on his MG; prior to installation of his Weber carburetor. He had cleaned them up and they looked pretty good. I could borrow them to drive my car to Denver and then ship them back to him, if I'd like. I just can't thank him enough! I installed his carburetors on the car. It started, did not overflow; didn't idle all that great, but it got me back to Denver.

That evening I stuck to my plan to visit a school friend who lives in Littleton. I drove to his house in the afternoon to wash the MG in the shade of his front yard, then went back to the hotel, showered, changed and drove back to Dan's to go to dinner with him and his wife, Erlinda. When I pulled in their driveway, my brake pedal went nearly to the floor. I almost hit his garage. My master cylinder had failed. It had plenty of fluid in it, but it was sloshing past the piston apparently. One more thing for Sports Car Craftsmen to fix. Nonetheless, we had a nice dinner and visit, after which I nursed the car slowly back to my hotel in Aurora, carefully down shifting and using the hand brake. Did the same the next morning, waiting until after rush hour, to get the MG to Sports Car Craftsmen in Arvada.

Day 11 Wednesday—My parts that we had flown in arrived at Sports Car Craftsmen before me. After looking over the spacious, clean shop and looking at all the cool British Sports cars there, I began removing Howard's carburetors from my engine while the mechanic, Ted Ax worked on mine. He replaced the floats and float needles and generally cleaned the carburetors. After reinstalling them, he had trouble getting a good smooth idle and getting them balanced. Inspection after the second of three removals revealed that the butterfly in the front carburetor was undersized, allowing air to pass. He fixed some other throttle shaft problems as well. The last item needing attention was to center the jets. The electronic analyzer gave very good readings and Ted attempted to set the carburetors rich for Ohio driving, but I had to enrich them a couple of times during the trip home. To the credit of Steve Miller of MG Automotive, the electronic analyzer indicated that my engine is very strong, as it should be with only 20K miles on it. My MG runs so well now with the carburetors balanced and tuned, after driving home from Denver, I got back into the car Sunday for an evening cruise with Linda. The car is like new and just such a pleasure to drive!

That evening I stayed with my friends in Golden. Steve and Robyn, his bride to be, loaned me a bicycle and rode with me to the top of Lookout Mountain, a five mile ride that climbs 2,000 feet. We took our time, with rest breaks to take pictures along the way. It took us an hour and ½ from start to finish to reach the top, 40 minutes actual ride



Pedaling to the top of Lookout Mountain. Definitely more fun than dealing with a broken MG!

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time. I'm sure I held them back. The ride down was 15 minutes of pure fun!

Day 12, Thursday—I departed for home on I-70. I decided to keep my reservation at the hotel in Warrenton, Missouri, cancel the one in Russell Kansas and drive two days worth the first day. It was a long day, but OK. Other than stopping to enrich the carburetors, the drive was uneventful.

Day 13, Friday—Using the piston lifting pins on the carburetors the next morning I determined that the back carburetor was still running a little lean; enriched it, got a good idle and hit the road for the last leg. I decided to stay on I-70 through St. Louis and so got some good pictures of the arch. I arrived home to find my Daughter and Granddaughter visiting from Cleveland. What a joy! It's good to be home!

Throughout my ordeal, a lot of things could have gone wrong and didn't. The MG could have failed to keep running to get past the only up hill on the trip down Pike's Peak—it did not. Our timing could



Here's the proof that the 'B' and I actually made it to the top of Pike's Peak!

easily have been such that we would have missed Howard Dawson, who stopped to help us—it was not. Howard might not have had the gas can full of gas with him—he did. My brakes could have failed coming down off Pike's Peak, with disastrous results—they did not. My brakes could have caused me to run into my friend's garage, damaging my car and his garage—they did not. This brings us to the question: was it Fate—Luck—Guardian Angel? I don't know, but remember this: I was fortunate; the first person who stopped to help me had a set of HIF4 SU carburetors setting on the shelf in his garage. Sometimes you can wait all day for that to happen!

On the Road to MG 2009... The Head Gasket Episode

Dar Planeaux

The sun was up and shining brightly for the third day of the trip to Breckenridge, Colorado, indicating another day of temperatures in the high 90s to low 100s, as it had been through the first two days of the trip. Leaving Goodland, Kansas, shortly after 8 AM the group of seven MGs pulled out onto I-70 and began the last day's drive with only about 30 miles left in Kansas before we would cross into Colorado. As we approached the Colorado state line, I began to hear what sounded like faint exhaust pulses emanating from under the bonnet and a definite loss of power, indicating the possibility of a blown head gasket. This was not the first time that had happened, with similar sounds, but the loss of power was much less than what I had experienced on previous occasions and the sound was not as pronounced, giving me slight hope that maybe it was not actually the head gasket that had failed. The group managed to drive into Colorado and stop at the first rest area and Welcome Center, twelve miles inside the Colorado state line, albeit at a reduced rate of only about 50 mph.

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Once the bonnet was up and the whole entourage was gathered around, the different opinions were reviewed, with again the faint hope that maybe it was just an exhaust manifold gasket, or better yet, maybe a carburetor problem, since the noise emanating each time the throttle was blipped, seemed to originate from around the carburetors. After several attempts at adjustments and test drives around the rest area, the problem and the exhaust sounds remained. To prove the problem was tied to the head gasket, a compression check was required, but of course none of us had remembered to include a

compression tester in our ample supply of tools and spare parts in all the different tool bags accompanying us on the trip. However, since the rest area was right at the Burlington, Colorado exit, Ryan Looft checked his trusty GPS and found NAPA and other auto parts store less than a half mile away.



Working away in the shade of the Club's tent. Terry Looft takes some liquid refreshment while continuing to give me advice.

While Ryan was off acquiring a compression tester, a wire brush, additional sets of spark plugs for spares, and a few other needed items, the party/work tent was extracted from the Looft's trailer and setup, so that if a head gasket replacement was needed, it could be at least accomplished in the relative shade of the tent. Once the compression was tested, no pressure was measured in cylinder 2 or 3, indicating the gasket was blown between cylinder 2 and 3 and the teardown began. After removing the carburetors, I began the head removal and Terry Looft began tearing the front carburetor down to fix the problem of a stuck jet assembly that turned in the seating when the mixture adjusting nut was turned.



Installing the new head gasket. Just a few more hours and we'll be on the road again!

Once the head was off it was easy to see that as suspected, the gasket was blown right between cylinder 2 and 3. Meanwhile, Terry was successful in freeing the stuck jet assembly and checking both carburetors for easy free play and motion between the piston, needle, and jet. With the problems experienced before with several club members, and the changing of head gaskets required from time to time, I did include with the spare parts inventory carried to Breckenridge, two spare head gaskets.

Once everything was reassembled, I voted to throw the old head gasket away, but I was overruled with the

excuse that the gasket needed to be saved for some weird type of show and tell. So it was added to the items that Terry carried in his trailer and will no doubt reappear in some future show and tell.

No other serious problems were encountered during the rest of the trip, except for the high altitude tuning that was required when the altitude approached 12,000 feet at Lookout Mountain and Loveland Pass. Leaning the carburetors by as much as 10 to 12 flats was required to keep the spark plugs from fouling in the MGA and then resetting them back the same amount, in gradual steps, as the altitude decreased on the way back east.

I have to express heartfelt thanks to everyone for their help and support, especially Terry for the carburetor rebuilding, Ryan for his travels to acquire the needed compression tester, everyone for the needed tools required just at the right time and just right for the particular task, and to Ron Parks for his untiring runs from the work tent to the Welcome Center cold water fountain supplying untold amounts of water that kept me working; a great job accomplished by all.

And one final note; this head gasket replacement session definitely did not set a record for the time required to make the change.



All smiles after the 'A' was running again! This is what being in a club is all about.



...and In Other Breaking News

If you're an MG owner, and you're getting married, one of those wedding pictures better be with your MG! Congratulations to Torey Looft and Sandra Marcu, married August 4, 2009, in Ames, Iowa.

Pictures from BCD 2009



Dar Planeaux's MGA and Dave Estell's MGB on display in the Premier Class.



Lots of MGBs



Several out-of-town TCs and TDs we'd never seen before.



Lots of MGAs



Joe Hooker, Ed Hill, Phil Johnson, and Bob Hanseman enjoy the shade and friendship.



Kathy Goodman and Sam Hodges likewise enjoying the shade and a fun day.

NAMGAR Announces Two Regional Events

Two NAMGAR regional events are coming up soon, one in the east and one in the west. Everyone is welcome – you do not have to be a NAMGAR member to attend. These are great weekend events

NAMGAR IN THE POCONOS, September 23rd to September 26th, www.bccnepa.com

MG 'A' CLASSIC VINTAGE October 1st to October 4th, www.namgarWest09.com

Save \$10/person by registering by for either of these events by August 15

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 permits. Please contact the editor when your items sells or if you wish to continue the add for an additional six months.

For Sale: MGA windscreen with glass. Excellent condition. Located in Solon, east of Cleveland. Contact Bob at 440-248-0861. (8/09)

For Sale: 1955 MG TF "1500" \$27,500. One of the few remaining 3400 made. This great car is a multi-award winner in the Tri-State area, and has received invitations to participate in many Concours D'elegances. This "TF" was purchased in 2000, and since then has had many upgrades. I have documentation on this vehicle going back to 1963. For a complete listing of upgrades and photos, contact Jeff Fields, 440-315-6380, or 440-355-MGMG. (8/09)

For Sale: 1977 MGB, white, runs well. New Weber carbs, new top, tires, and paint. Also, hundreds of spare parts, such as wheels, electrical items, gauges, interior parts, and more. All for \$6550 or best offer. Bob, 502-225-9306 or bndff@juno.com. (8/09)

For Sale: Used radiator from "78" Midget, set of inertia reel seatbelts and wash container. All for \$25.00. Call Bob at 937-253-9335. (8/09)

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Wanted: Louvered Hood for MGB, steel or aluminium. Call Bob, 513-267-1784. (8/09)

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 (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. (7/09)

For Sale: MGA Black w/red interior. Recently restored. Located in LeSoursdville. Contact Devin Baldrige at 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 adjustment). Located in London Ohio. Asking \$4,500.00. Leave message for Richard Woemdle at 614-256-1259. (3/09)

MG Car Club Minutes, July 22nd, Meeting

Sam Hodges

The meeting was called to order at 7:35.

President Skip Peterson, "I see a lot of unfamiliar faces this evening, which means that we've either got new members or you're at the wrong meeting (*Hey, it's happened before...*)"

Skip, "We got a nice note from Pam Schieman thanking us for the contribution that we made to Hospice in Bruce's name."

We had a hell of a time going down to Cincinnati for their British car show. There was no joy in Mudville on the road home. I-75 is EXACTLY three lanes wide, no shoulder, and with barriers on both sides that are the exact height of an MG." Glen Marin, "127was beautiful..." Skip, (*after addressing Glen's comment appropriately*), "We won awards:



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Louie and his MGA, Reuben and the MGC, Larry Youngblood, Dar Planeaux and Dave Estelle won awards of excellence."

As for BCD, we've got 174 pre-registered cars so it looks like we might have a huge turnout for this years show (*since I'm typing after the show, I ca say that the day of the show we had something like 325 actually there*). We'll get together (we did) at 6:00 and stuff bags and lay-out the field (*we did that too*).

Bill Hammond, "Do you have anyone to look after the vendors?" Eddie Hill, "Yeah Bill, you're not doing anything." Skip, "Can you do it Bill?" Hammond, "Yeah, but only the day of show." Skip, "All you have to do is go around day of show and make sure that they're all happy." Dave Gribler, "I was speaking to Dick Looney, Editor of Classic MG magazine, and he was saying that attendance at local shows is up this year across the board."

Skip, "That's all I have to talk about..." Hammond, "I can't believe that."

Vice President's Report was next. Ryan Looft, "We were in Breckenridge, CO during the last meeting and while we were there, we forgot to call in until 9:30." Louie, "What were you drinking?" Ryan, "Pitchers of something. I now a lot of Keystone was consumed." Kathy Goodman, "Did the plumbing survive? (*For those who don't know that's a callback to the Indianapolis trip where, unfortunately, a commode did not survive*)" Ryan, "There were no broken toilets..." Ron, "...I did but I didn't report it." Ron and Ryan were third in the road rallye. They were off by a total of 380 seconds. They kept arriving early as Ryan couldn't seem to slow down.

Ryan, "When I was at Cincinnati's British car show, I was talking to a Dayton Triumph club member. Apparently the Triumph club is under the impression that the grille is available for anyone's use. I made a comment about the grill and Stan Seto corrected me and said that it was available for anyone's use, anytime." Steve Veris, "Just tell him that it's reserved every weekend now until next BCD." Skip, "We'll talk..."

Minutes were next. Ryan, "Did I read that the Beer Break was actually only 10 minutes long? I need some clarification..." Skip, Do we have a motion to approve the minutes. Louie D. and Hammond motioned and seconded. The Minutes were approved as reported.

Treasurer's Report was next. Skip, "Did I understand correctly that someone had a birthday?" Glen Marin, "Yesterday." All present, "Happy B-Day!" Eddie Hill, "I think someone should buy." Glen,

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“Sure, I’ve got some money...” We had Total Income of: Membership Dues (\$49.50) = **A Total Income of \$49.50.** Total Expenses: Hall Rental Fees (\$45.00) + Gumball Rallye (\$5.00) + Newsletter Postage (\$97.28) = **A Total Expense of \$147.28.** **Total Loss to the MGCC was \$ 97.78,** that when subtracted from our existing Treasury balance of \$1,863.56 equals a new **Treasury Balance of \$1,765.78.** Dick Goodman motioned to accept the Treasurers Report. Phil Johnson seconded, Treasurer’s report approved.

Membership was next. Carole Looft. We now have 95 members. Carole also reported that we had five new members. Several of them were actually in attendance at the meeting. Bob Farrell, owner of a 1971 MGB was present. Also new are Cheryl Ross, 1978 MGB, Greg & Jennifer Leui, 1976 MGB, William Hunter, 1958 MGA & 1963 MGB and Jim Cole, 1978 MGB & 1979 MGB V8. Skip, “Welcome to our new members. Just use the e-mail list and don’t be shy, and do whatever Carole tells you.” Terry Looft, “That’s worked well for me all these years.” *(Kind of odd that we’re this far into the meeting and this is the first we’re hearing from Terry...)*

Newsletter Editor Steve Markman, “I hope you’re all waiting for the next installment to see if Ron made it down off of Pikes Peak.” Ron, “I’m back, but you’ll have to wait and see if the car made it back.” Dave Gribler, “On the way back from GT 24, I had to replace a head gasket in the exact same town, Goodman, KS.” Lois Gribler, “What’s up with the tent? We had to change one in the rain...” Ryan, “We had lawn chairs and beer as well.” Louie, “What’s up with all of these break downs? I never have these problems with a Spitfire.” Steve Veris, “It’s pretty hard to blow a head gasket being towed to a junkyard.” Terry Happensack. “It has to run first.”

Sunshine Committee? Jennifer Peterson, “We’re all great.” Dave McCann, “I had a spot removed from my shoulder and my Dr. told me that I need to stop driving around with the top down. I’m also going in for a heart catheter tomorrow.” Lois Gribler, “You have a heart?”

Webmaster Ron Parks. “I’ve got tons of pictures up now.” *(That was short)*

Activities with Eddie was next. August 1st there’s a cruise in at the Hasty-Tastee That and Oh, yeah, BCD! Lois Gribler, “I’d like to say that JoAnn turned 21 on Tuesday and I’d like to thank everyone for helping do such a good job raising her.” Skip, “We thought we were doing a good job at the time, but we weren’t sure until now.”

For some odd reason a heated debate over MGCCSWOC v. MGCCSOC breaks out. Terry, Skip and Eddie are all in agreement that it should be SWOC. Terry, “You see Southwest abbreviated ‘SW’. Just the letter ‘S’ means South, so we’re leaving it SWOC.” Sorry John.

Beer Break called for at 8:14.

Back from break at 8:36 *(Happy Ryan?)*

Terry L., “Why’d you have to go and ruin a perfectly good beer break?!?” Skip, “I thought about letting it go since everyone looked like they were having a good time.”

Skip, “I’m on a membership drive to beat Ron Parks’ number of 113?” Ron, “That was when I signed up a lot of my relatives at \$2.00 per the week before the elections.” Dave Gribler, “There are tons of people in the local cemeteries that would like to join.” *(This ain’t Chicago Dave.)* Louie, “I need to get home, my babysitter’s waiting.” Terry Looft, “I wasn’t going to say anything about the diapers...” Eddie Hill, “Does she get paid by the hour?”

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British Museum of Transportation representative Dick Smith was next to report. “The challenge is to sell more raffle tickets at BCD than we did at either the Second Street Market show or in Cincinnati. Bring your money! We talked to the Packard Museum people and they are very interested in having us in the downtown area. Don Wurlitz (*sp?*) the master planner for the Waco Museum is also interested in having the British Museum move to Troy, Ohio to help draw attention to the Waco Museum. They’ve got some land that’s available and we’ll have to see what develops. We have a surprise in store for BCD, so look for it.”

Tech Tips. Jeff, still dealing with apparent hearing losses from driving around in open top cars informed us that according to research done, 80 decibels is okay. A car travelling at 60 mph for 15 minutes will actually start to cause damage because it’s about 95 decibels. (*Yes, but what happens if that same car, traveling west at 60 miles an hour meets the car that was traveling east at 45 miles per hour in Wapakoneta in a head on collision? Huh? Then what?*)

For Sale: They are/were all listed...

Trivia: What Rock-n-Roll band came to the U.S. and the MG car Company loaned them all MGs for use in the states? A small little band called... The Beatles.

Gumball Rallye. We’ve got goodies this month.

Bill Hammond wins the pizza coupon that we got in the club mailbox.

Rueben Wasserman wins the cash.

It was t this point that Dave Gribler gave presentation on **NAMGAR 2012** and their recent trip to GT 34. The engine was completed the day before they left. Dave Gribler, “We’ve attended 21 of the 34 events that have been held, all of them consecutive. Ohio is pretty central to MGAs so we might have more than the normal 120-130 cars that come.” Dick Smith, “The Mini meet has been held in Dayton and they’ve always been big draws.”

The meeting is adjourned at 9:43 after half an hour or so of talking about the possibility of doing GT 2012 in Dayton.



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