

THE OCTAGON NEWS



Volume XXXIX No. 8

June 2010



John Zeno Tributes

British Car Day Info and Registration Form

From the President

Ryan Looft

In about a week, a group of us will be caravanning to Belleville, Ontario for MG2010, the national MGB register get together. There will be several activities including tech sessions, funkhana, valve cover races, cookouts, and the car show. We will be driving to Niagara Falls and staying there overnight while on our way. That will mean that I will not be at the next meeting and Dave Gribler will be running the show.

We will need to discuss the rescheduling of the Spring Drive that got canceled due to

some conflicting events this past weekend. One event that did take place was the open house for British Transportation Museum. Despite the downpour in the morning, there was a good turnout. I did not see any British cars that made the drive in the downpour to Wilmington. Several members



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, June 23, 2010

MG Car Club Officers

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Inside This Issue

3	British Car Meet at the Market Awards
4	Unforgettable John Zeno
6	Jeff Fields' 49 MG TC
10	Minutes of May Meeting

Upcoming MGCC Events

June

23 – Meeting (K of C Hall)

July

28 – Meeting (K of C Hall)

August

7 – British Car Day

25 – Meeting (K of C Hall)

enjoyed good food and a relaxing afternoon.

There are also several events coming up in the next couple of months. Keep your newsletter handy and keep checking the club website for the latest updates.

Sorry I will miss everyone at the meeting, but I will see everyone at the July meeting!

New Member

Carole Looft

Bruce P. Miller
4227 Martin Rd.
Richmond, In 47374
(765) 935-2992

63 MGB, 71 MGB, 77 MGB, 68 Midget, 72 Midget, 1970 Triumph GT6+ coupe

Pictures From Cruise-in at the Pub

Photos by Carole Looft



2010 British Car Meet at the Market Awards

Dick Smith

CLASS	RECIPIENT	PLACE	Make/Model
Best of Show	Dar Planeaux	Best of Show	1958 MGA
Austin Healey	David Roberts	First	1961 MKI BT73000
Austin Healey	Mike Bish	Award of Excellence	1967 BJ8
Jaguar	Richard Davis	First	1959 XK150
Jaguar	Dick Dearing	Award of Excellence	1974 Jaguar XKE
Jaguar	Rick Grant	Award of Excellence	1953 XK120 DHC
MGA	Louie Di Pasquale	First	1961 MGA
MGA	Tim Coons	Award of Excellence	1960 MGA 1600
MGB/C Rubber	Sam Hodges	First	1977 MGB
MGB/C Rubber	Joe Damion	Award of Excellence	1976 MGB
MGB/C Rubber	Terry Looft	Award of Excellence	1980 MGB Roadster
MGB/C Chrome	Dave Estell	First	1965 MGB
MGB/C Chrome	Patricia Wasserman	Award of Excellence	1968 MGC
MGB/C Chrome	Ron Parks	Award of Excellence	1974 MGB
MGB/C Chrome	Mike Rowles	Award of Excellence	1972 MGB
MGT	Steven Markman	First	1950 MGTD
Midget/Sprite	Larry Youngblood	First	1975 MG Midget
Mini	Don Williams	First	1960 Morris Minor
Mini	Ken Stewart	Award of Excellence	1973 Mini Cooper
Mini	Amanda Hawker	Award of Excellence	1968 Austin Mini
Mini	Jeff Ellis	Award of Excellence	2003 Mini Cooper
Open 1961 & Later	Ted & Eden Allison	First	1973 Triumph Stag
Spitfire	Louie Di Pasquale	First	1980 Triumph Spitfire
Spitfire	Jeffrey Barth	Award of Excellence	1976 Spitfire 1600
Sunbeam	John Engle	First	1967 Sunbeam Tiger
TR2-TR3	Joe Mercer	First	1962 Triumph TR3
TR4-TR250	Chuck & Chris White	First	1965 TR4A
TR6	Vic Snively	First	1975 TR6
TR6	Harry Mague	Award of Excellence	1974 TR6
TR6	Dick Kirschner	Award of Excellence	1972 TR6
TR7-TR8	Alex Rouff	First	1980 TR8
TR7-TR8	Ted Allison	Award of Excellence	TR8

John Zeno

May 26, 1926 – May 14, 2010

Remembrance by Ron Parks



Long time club member, John Zeno, passed away in the hospital in Columbia Kentucky, with his son Steve at his bedside on Friday May 14, 2010, following several weeks of hospital stays for heart problems. For many years John was a fixture at the monthly meetings of the MG Car Club Southwestern Ohio Centre, sitting in his regular spot at the front table. He and his wife JoAnn always enjoyed our club tours and towed their beer trailer behind their MGA to many of these events. John was very surprised when he came to the monthly car club meeting the month following MG 2000 event in Cleveland, which he could not attend; when he was presented with a first place award that his trailer had won in the other British class. John donated the trailer to the club in 2006 and was present for its dedication in 2009.

John has been missed in recent years on our club tours, as he was living in Columbia Kentucky with his son Steve. He did, however, get to participate in our fall tour in October of 2006, when he hosted the tour, inviting the club into his and his son

Steve's home and then leading the group onto a dinner cruise on the local lake. Photos of this good time are still on the club website under past events.

We are grateful for John's military service as he was a veteran of WWII and Korea. He traveled to Europe, with his wife JoAnn at his side; to be part of the 50th anniversary of the invasion at Normandy, reuniting with several of his fellow soldiers many of whom he had stayed in contact with over the years. He was able to visit the WWII memorial in Washington DC as well.

John has our respect. He helped shape our club into the organization it is today, valuing camaraderie and the enjoyment of our MGs together. He will live on in our memories. We will miss him!



John Zeno, The Rest of the Story

Remembrance by Skip Peterson

I met John Zeno in August of 1989 at the Carillon Park. I was attending my first British Car Day, and he was the first person I ran into. Here's this big guy with gray hair, a gruff laugh and chuckle, a lit cigarette and cold beer, standing beside a gorgeous MGA. I asked him a few questions, and we talked for maybe 20 minutes. Then he introduced me to John and Linda Wolfe, and we talked some more. I shot some photos of his car at that show and also decided I wanted to own an MG. I purchased an MGB in the spring of 1990, and joined the MG Car Club, and both are Zeno's fault.

He is simply one of those characters that you meet, and they have an effect on your life. He was always ready to answer a question, lend you a hand, loan you a part, or explain the meaning of life, according to Zeno. We don't have space to explain that.

We followed him on tours: his best was the Madison, Indiana event, as we watched thunder and lightening over the Ohio River by our motel, but we never ran out of beer. Who cares if the power was on, or that tree is now lying across the parking lot? We also had armed guards watching our cars while we gambled at the Grand Victoria. We were having fun.

He hauled the beer trailer to Indy in 1996, and people at the parking lot party thought that the tap handles were cool, until some kid pulled one and they found out they worked! We then devised the lock system for the beer tap.

John opened his house to us and Joann was always by his side, their steak cookout is legendary. He and John Lucente made an odd couple; they fought like cats and dogs, but would do anything for each other, or any club member, for that matter.

And I bet most of you don't know, but the concession stand at British Car Day was the bright idea of one John Zeno. When we joined the Miami Valley Triumphs at BCD, he suggested we borrow his Lions Club concession trailer and park it at the Dayton Art Institute and sell hot dogs and burgers to make more money. He also said he could get people to work the trailer, and then announced that "John's Girls"

would handle it. Those girls turned out to be Jennifer Peterson, Lois Gribler and Linda Wolfe. Well, "Johns' Girls" handled it then and they still do, and the rest is history.

John showed up to help remove the body of my MGA from the chassis, helped me drop the engine and drive train back in the bare chassis, and teased me that it wasn't done. It still isn't. He always had a laugh waiting, a reasonably funny joke, a cold beer. He loved his MGA, and his car club; us!

God Bless you John, we were blessed to be your friends, and you had lots of them.



Member Featured Car of the Month... Jeff Fields' 49 MG TC

Jeff Fields as interviewed by Ron Parks

I had gone with my Grandparents and a cousin to the east side of Cleveland's Madison-on-the-Lake in about 1953. We thought it was going to be all fun and games, and it turns out here are two pre-teenagers with everybody else one or two generations older; a bunch of old people with their summer cottages. The only good thing was that my Grandmother liked to gamble a few dollars, so we would go to Geneva-on-the-Lake every day so she could play bingo or whatever the game of the day was and we were free to run around playing arcade games and things like that. Well, one day--I saw go past our arcade place, a green MG TC with some longhaired blond driving it and that was it. I was hooked!

It so happened a day or two later, it rained and my Grandmother took us to the 5 & Dime and we were both allowed to buy a model. Well, the model I bought, and I'm looking at what I think is the same box, it turns out is a TD; they just called it an MG. It was right hand drive and there's a shorthaired blond driving it. My cousin bought an airplane instead. I put that model MG TD together that day and that hook was buried deep.

Regarding my purchase of real MGs, I bought the MGA in 81 and within three or four years I bought my MGC GT and then by the late eighties and early nineties I started seriously looking for an MG TC. I joined the Ohio Chapter and the New England Register, I started showing up at Ohio Chapter meetings in my MGA, wearing a sign saying, "Seeking unrestored unfinished restoration MG TC fairly priced." People would laugh at me, but at least I got people talking. I did that for a year or two with very little luck. Any car that was available was finished and way out of my price range. Then I came home from school one day on a Thursday or a Friday, (I'm a now retired sixth grade school teacher), and I stopped at the mailbox—there was my Hemmings. As I had my pay check and was going to the bank anyway, while I was sitting in the bank drive-through I spotted an ad in my Hemmings for a '46' MG TC, that I could afford. It is located in Indiana. I am four blocks from my Mother's house. I get out of line, tear down the street to my Mother's house, dial the number as fast as I can and a gentleman answers the phone. And, I say, "I'm extremely interested in your TC, I would like to send you a deposit, if what you tell me fits my needs, tell me about your TC." His reply was, "Sir, I'm sorry it is sold, I've already cashed the man's check for the car." He lives in Vermont; he goes to the publisher of Hemmings every month and gets a copy right off the press before they are mailed. I said, "How can I beat that?" I was very depressed, and, of course I did not get to cash my pay check that day because the bank was now closed.

So, in my state of depression I said OK, I'm going to bite the bullet and for one year I'm going to subscribe to Hemmings via First Class mail. This was in 1990 so there was nothing like E-bay and email and the internet had not hit the general public. This was in September of 1990. I got Hemmings First Class and did not call about one TC for October through July. So, I was beginning to think a TC was not in my future; maybe everything is going against me? Then in July, I decided there was only one thing left to do, and that is to put a wanted ad in Hemmings that comes out in August.

Well, a fellow calls me and says, "I think I have your TC." I replied, "Sir, you've got to give me the details, because I am so frustrated at this point, I can't believe it." He tells me about this TC. He tells me the price. And, then he tells me, "I'm in Bolivar Ohio." I had an MGA friend at the time who lived in Bolivar, Ohio. The car is one mile from my friend's house. So I say, "Sir, you are correct, you may very well have my TC" Now, I had always dreamed of having a '46' TC to be the same age as I am. This one turns out to be a 49 EXU, but I'm at the point where I've got to give something up to get my TC! I called my friend Tom Baumgardner, and arranged a time we could go look at this car and get his opinion. The

The Octagon News – June 2010

fellow who was selling the car was packing up to move and was either selling the car or storing it. He said that if he stored the car he would move it in a year, because he was moving to the desert southwest. The car was literally all apart; it was three colors—it was black, red and primer. This guy had bought it a couple of years earlier from a gentlemen who had wanted to build a red TC with black interior, which was not factory. Anyway, we saw everything; he pulled parts out of the attic above the garage and he realized that Tom & I wanted to talk, so he says, “Who wants a cup of coffee or something to drink, I’ll be right back.” He very politely left us alone to talk. Tom gets about three inches from me and says, “If you don’t buy this car today, I will. And, I will have sold it again in a month and I will have made money.” So, I go,”Oh, I guess I just bought a TC.” So, we agreed on a price and I bought the car. My son, who was thirteen at the time, and I went to pick up the car a couple of days later, towing a trailer behind the mini-van. We rolled the chassis onto the trailer and loaded everything else into the mini-van and took the car home.

Since I went into debt to buy this car, it sat for the next couple of years. A friend told me that when I got the money, he had the engine man for me. So, I refereed every basketball game I could throughout the summer and winter to earn extra money for the engine rebuild, done by a man in Cleveland, with whom I’ve remained close ever since.

Now for the body work and paint—I met a young man who was a professional body and paint man who had just built an MGA for his finance’. I looked at this MGA and I looked at this paint work and I said, “I’ve got a car I want you to look at, ‘cause I’ve got a car I want you to paint.” He said,”Yah, no problem.” He came and looked at the car, we went to a couple more meets together and then I once again called on my friend Tom Bumgarner. I asked Tom to come to my house to listen to what this guy says, etc. etc. He gave me a price that neither one of us could believe. I did not have to even look at Tom to know if I should make this deal or not; for him to paint this car and reassemble the body for me. He fell in love with the car along the way while he was painting it one winter. I’m very pleased with the way it turned out!

I decided to do something different with the gauges and I just sent them to a place in Cleveland. I went to Greg Seabrook’s and picked out my dashboard. I did a Moss interior and top through Dave Zip when those things were on sale. This all took a few years after which I drove it the first couple of months with no windshield and with the Model A tires that had come on it. It was still in this condition when I trailored it on its first outing to John Twist’s University Motors Summer Party in Grand Rapids Michigan in 2005, where it took a sixth place ribbon. Not even a plaque. It beat some completed cars that showed up late. Anyway, since then it has done well in local and out of town shows with a windshield and proper tires. I drove it trouble free to GOF Central in Auburn Indiana in 2008 in a caravan of other Ohio Chapter members. In 2009, the car received awards of excellence against stiff competition at the British Car Meet at the 2nd Street Market and the 25th Annual British Car Day; both in Dayton. It received the Best in Class award at the Columbus Ohio



The Octagon News – June 2010

Show last year as well. I continue to enjoy driving my MG TC.

When the fellow who painted my car would come over to my house to help me hang fenders, running boards, etc., he would bring his five year old daughter, who would play with our dog, throwing a ball in the yard and running around. She had been here three or four times and that next time she came over her Dad opened the half door of his cab and ½ pickup truck to let her out and she was grinning from ear to ear. Her Dad, a very mild-mannered, soft-spoken sort of guy who smiles a little bit more than normal, said, “You’d better tell him! You’d better tell him!” Well, she looks at me, looks at him, looks at the car, looks back at him and looks at me and says; “Your steering wheel is on the wrong side!” I played along with it saying that it was terrible, we would have to tear the whole car apart; I really played it up and she was laughing to beat the band. Maybe that next generation will be interested in our hobby? TC 9976exu is BRG with biscuit and has done about 5,000 miles with me behind the wheel.

Classifieds

Free classified policy: *We are happy to run your auto-related ad for six months free of charge, but may cut older and non-MG related ads as space requires. Please contact the editor when your item sells or if you wish to continue the ad for an additional six months.*

For Sale: 1972 MGB. Has been in the garage for the last 5 years. Would like to sell it to someone who would appreciate it as much as we did. Good condition. The top is good and it ran the last time that we started it (which has been a while). Linda & Steve Knapp (740) 626-7334 or (740) 649-2017. (6/10)

For Sale: 76 MGB. Purchased new by owner’s father. Only driven on nice days. This car is a true original survivor. It has only 15,008 miles on it and it still has original paint. No body work, ever. Color is "sandglow" (beige/gold combination). You can see the color at <http://www.teglerizer.com/mgcolors/>. The car is near perfect inside and out. No overdrive but the brakes recently were redone (new master cylinder, etc.). Closest thing to buying a new MGB that you'll find. Asking \$11,000 with very little room for negotiation. Contact SReinh3115@cs.com. (6/10)

For Sale: 1972 MGB GT. It has been sitting my garage since 1996 or 1997. (Never got around to restoration.) Was running up until then. Engine turns over. It has wire wheels and is blue. The windshield has a crack in it. Some rust. Located in Springfield OH. Glenn Wilson, 937-322-6107, or gmwilson@erinet.com. (6/10)

For Sale: 1969 MGCGT. I am the 4th owner from the club and you can be the 5th. Car is 4 speed with OD, Red, (paint is a little tired). Mechanical brakes, troublesome boosters removed by Steve at MG Automotive some time ago. Runs very nicely, lots of power, doesn't leak much. Newer 72 spoke wires and tires (3 yrs I think). Many of you have known the car longer than me (2 yrs). Would love to trade for a B/C roadster of equal value (+/-), OD highly desired. NADA around \$9K for non-club Members, \$8,500 to club members but prefer to trade. Mike Rowles 937-669-2496 (6/10)

For Sale: 1951 TD & TF. The cars are not running. Erie , PA. Lew Penna: 814-449-2934 & 814-833-9956.(6/10)

For Sale : 1954 MGTF 1250 in very good condition. Driven regularly except for the last year. Colors are black with red upholstery, which match the original car factory registration. Top, side curtains and toneau

The Octagon News – June 2010

cover are included with original shop manual and required tools. Installed cabin heater. Owner since 1972. Contact Cecil Scott, 614.459.0479. (5/10)

For Sale: Collection of 10 – 15 MGs owned by collector in Middletown. Stored in barn. Specific cars, conditions, and prices unknown, but prefers to sell to MG owners before offering to the general public. Contact Rick Williams from 10am to 6pm at 513-727-3768 or e-mail at wasp1@att.net. (5/10)

For Sale: 4 - Dunlop SP20 165 R 15 tires (439 miles) and 1 - Vredestein Sprint Classic 165 R 15 tire (new). I just removed these from my 1960 MGA. These are in excellent condition. \$ 425. Tom Bishop Tandtbishop@insight.rr.com or 614-890-7921. (5/10)

For Sale: '49 MGTC 9976 exu....BRG w/ biscuit interior. Whitworth Shop dash. Asking \$27.5k. Less than 6k miles since restoration. Jeff Fields drivesmgs@gmail.com. (4/10)

For Sale: 1978 MG Midget. Western car - no rust, red, with a new convertible roof, new Michelin tires, new interior carpeting. Needs a little carb adjustment, but runs well enough to drive around. I will take any reasonable offer. Contact Karen at kam177@yahoo.com (4/10)

For Sale: 1500 MGA block and crank. Was running when removed but no guarantees. Asking \$150.00. I may also have the pistons and rods, which would go with the deal if I can find them. Contact Erick at ezanner@wowway.com or 614-937-7632. (4/10)

For Sale: MG TD. Light yellow with red interior and has been going through an extensive restoration. Good mechanicals and ready for a new home. Owner has around 30 into the project and is willing to sell for 14. Contact John at Classic Connection Restoration - 216-575-9990. Cleveland area. (3/10)

For Sale: 65 Lotus Elan Convertible. It is restored. One of only about 1000 made. Includes cover, a new convertible top and an extra bonnet plus many other spare parts. Make an offer. Bev, bgraves@columbus.rr.com, (614) 436-0878, or (614) 580-7006. Columbus area (3/10)

For Sale: Used radiator from 78 Midget, set of used inertia reel seat belts, and wash container. All for \$25. Bob, 937-253-9935. (3/10)

For Sale: Vinyl fencing (tan). 4 7-foot sections x 42 inches plus post. 2 gates, 5 x 5 plus post. Numerous sections 36 inches, plus post and 1 gate. \$350. Bob, 937-253-9935. (3/10)

For Sale: 1978 MG Midget. NO RUST or other body imperfections. New Michelin tires only 3000 miles use. New top not out of garage since installed. New interior mats. Original Roll Bar. Engine rebuilt by previous owner. Needs a new choke cable and other minor maint. No damage other than small dents from door opening before I replaced the limit straps. Runs good but needs some carb adjustment. M C Munson, 937-288-2873, 937-205-7105, or 937-509-888. Hillsboro, Ohio (3/10)

Wanted: MGA Parts: Restoring a 1962 MGA. Looking for the following: 1) Front wire wheel hubs for a 1600 with disc brakes 2) Decent sheet metal for the left/drivers side of the car. I have a front and rear fender but they need allot of repair 3) Title for a 1962 MGA my body is a 62 but the title is a 1960 4) Front lower valance any shape that is repairable. Ralph Vrana MGRalph@vrana.us cell 216-401-6594 home 440-238-2482. (2/10)

For Sale: 1972 Midget 1275. Seat covers, door panels, carpets, dash top, and convertible top four years old. Clutch, master and slave cyl, fuel tank, fuel pump and sending unit one year old. Everything electrical works. The paint is original and needs to be either redone or at least polished. Same with the chrome. A few very small rust spots, surface rust only, no holes. The door hinge areas are strong, not rusted. The radio is missing. Barely driven last four years. Dayton area. \$3500, Jim, PStaneart@aol.com (2/10)

For Sale: MGA Parts, 1) Complete MGA disc wheel set up including rims, 2) Complete 1500 Wire wheel setup (drum brakes all the way around), I am told they are good for TD conversions. 3) An MGA or early B 455 (racing gears) banjo rear end. Ralph Vrana MGRalph@vrana.us cell 216-401-6594 home 440-238-2482. (2/10)

For Sale: Hard top for MGB in great shape. Black with large window in back and round portals behind the driver and passenger. It looks good sitting on the car. Price is \$600.00. Contact Marion at 513-726-5125 (2/10)

For Sale: 72 MGGT. Needs paint but has rebuilt engine and good tires \$1,500. 1980 MG Midget rubber front. 27,000 actual, miles kept in heated garage. Very Nice \$6,500 prices firm call before 5 pm owner is 88 and cars not needed. Earnie, 513 422-4642. (1/10)

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MG Car Club Minutes, May 26th Meeting

Sam Hodges

Meeting is called to order at 7:35. Terry Looft, “Will you keep it down.” ...in response to Ryan’s use of the gavel.

President Ryan Looft, “Everyone’s having such a good time I hate to break it up. If we don’t get started soon, we’ll have to have a beer break.” *This of course elicited all of the responses you would expect out of this crowd.*

The Octagon News – June 2010

Pres. Looft. “We lost a good friend in John Zeno who recently passed away. I think we need to have a moment of silence...” Terry Looft, “...more like a toast to John!” At this point the club holds a moment of silence in honor of long time member John Zeno. Ryan, “He liked to discuss insurance a lot.” Louie DiPasquale, “This was his table.” Ryan, “I think he’s probably looking down on us now.” Terry Looft, “You’re making some big assumptions that he’s looking down...” Bill Hammond, “Maybe we could get another buckeye tree to plant next to the one we donated in memory of JoAnn?” Ron Parks, “That’s my fault. I sent him some buckeyes that he planted and now he’s now got plenty of buckeye trees down there.”

At this point there’s some concerns about recent articles in the newspaper that indicate that charitable and non-profit organizations need to file certain returns were raised by a couple of club members. All of these issues were also brought up at the Second Street market show when I was first made aware that there might be a problem. It was then that Sam Hodges addressed some of those fears (*yeah, I’m talking about myself in the third person. Gotta problem with it!?!?*). After a little bit of research, it APPEARS that the MGCC is exempt from those filing requirements. The filings in question apply to IRC § 501(c)(3) non-profit organizations with annual income of \$25,000 or greater. The MGCC is not an IRC § 501(c)(3) organization AND our annual receipts don’t even come close to the \$25,000 amount listed in the regulations (our annual receipts are actually in the \$3,000 – \$4,500 range). Additionally, there is a chance that the MGCC is exempt from filing altogether. If the club has a charter from the Mother Club in England, then, technically, according to the Internal Revenue Code, the MGCC would be considered a Foreign Entity and therefore exempt from filing requirements. **Disclaimer:** *All of this is based on what I’ve been able to glean from various sources. In order to confirm or verify this is the proper result, we (the MGCC) need to get a hold of the actual documents that establish the club, the charter, and any previous filings that may have been made to the IRS.*

At this point, our Knights of Columbus host Jim, Jennifer P’s brother, interrupts the meeting. Jim, “Can I see the President a moment?” Ryan leaves amidst jokes about how now he’s done it... Ryan sticks his head back in the door, “Vice President Dave’s now in charge...”

Vice President Dave Gribler, “I don’t have anything to talk about, except NAMGAR 2012.” Linda Wolfe, “Why not introduce our guest?” Dave G., “Ah good idea. This is Bruce Woodson, Chairman of NAMGAR.

Bruce, “It’s been 30 hours of ‘go here, go there’. They wouldn’t even give me sunscreen.” Glen Marin, “Welcome to Griblerville.” At this point Pres. Ryan returns. Ryan, “Apparently the new keg needed to be tapped. He called on an expert.” Terry, “You should have told him it was bad and thrown it into the 1100...”

Minutes were next on the agenda. A motion to accept the minutes as reported was made by Dave McCann, Sr. Jack Bantle seconded the motion. Minutes approved as reported.

Treasurer’s Report: Treasurer Bonnie Hankey reported that we had Total Income to the MGCC consisting of: Membership Dues (\$37.50) = **A Total Income of \$37.50.** Total Expenses: Hall Rental Fees (\$45.00) + Gumball Rallye (\$5.00) + Octagon News Fees (\$94.40) + Post Office Box Renewal (\$44.00) + Tune-Up Clinic Coffee & Donuts (\$27.00) + Erie Insurance Renewal (\$265.00) + Postage (\$3.66) + Octagon News Fees (\$100.50)= **A Total Expense of \$584.56. Total Loss to the MGCC was \$248.06,** that when subtracted from our existing Treasury balance of \$2,904.51 equals a new **Treasury Balance of \$2,319.95** in the primary checking account and \$378.32 in the savings account. Skip Peterson moves that the report be accepted as read. Louie DiPasquale seconded the motion. Report approved.

The Octagon News – June 2010

Membership was up next. Carole Looft, “There was one renewal and one new member, Bruce Miller. This leaves the club with 96 members. We had 47 club members at the Second Street Market show.”

Activities with Eddie. Eddie, “I got the same as last month...”

June 6th is the cruise in at The Pub at the Greene. Free pizza and nibbles – starts at 3:00 goes to 10:00. The Spring Drive is June 12th. June 13th is the Cincinnati British Car Show. **Belleville, Ontario**, Canada June 23 - 27, 2010 is MG2010. Minis are going to be at the Holiday Inn at the end of June.

Sunshine Committee. Linda and Jennifer report that everyone’s healthy as far as they know.

Newsletter Editor Steve Markman. Steve, “Thanks to everyone for all of their input... “Ron’s phone goes off..., Bruce, “I’m new here, when’s the beer break?” Ryan, “I’ve got about this much left (*holding up his glass and showing off about an inch of beer left*). Terry L., “Drink your damn beer!” Eddie H., “Listen to your father!” (*editor’s note – as usual, the Newsletter Report got sidetracked*) Steve then read the minutes of the last meeting of the Dayton Koi Club, as published in their newsletter, for comparison to the minutes published in the MGCC newsletter.

Website’s next. Webmaster Ron Parks, “I’m going to update the site soon, but nothing new to report.”

BCD. Skip Peterson, “We had a meeting and the shirts are going to go through as planned with 2 sided and we’re actually getting a deal from Logos-at-Work cutting the price to about \$7.75/shirt.” Ruben Wasserman, “Dick Goodman made a suggestion about Port-O-Johns and I wanted to remind you about that possibility.” Skip, “I’m not opposed to the idea, but we just have to clear it with the park first.” Ryan, “Maybe we can just borrow some from a jobsite somewhere for the weekend. I’m sure we could get a couple of the wives to clean them up...” (*as he ducks behind the podium for cover. Hey, wait, I’m in the line of fire!*). Jennifer P., “You sound like Zeno.”

The **British Museum of Transportation** was next. Dick Smith, “We had 72 cars show up and 75 registered. It was a good show.” Bill Hammond, “Do you have a count of the awards winners from the club?” Dick, “There’s a small video showing the winners on the Museum website.”

Ryan calls for **Beer Break** at 8:09.

Back from **Beer Break** precisely at 8:27...then again at 8:28... and finally at 8:29.

At this point, Ryan hands the gavel over to V.P. Dave Gribler for a report on **NAMGAR 2012**, who then promptly turns it over to Lois Gribler. Lois G., “Bruce and Dave McCann, Jr. drove in from Virginia. Since they arrived, we’ve been meeting with people at the USAF Museum, the Packard Museum, the Taj Ma Garaj,



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The Octagon News – June 2010

the Marriott, Carillon Park, etc. and it's been a very successful planning mission. The hotel appears to be going after a niche market - car groups. The Trans Am Nationals as well as a Chrysler group have been hosted there. We need to coordinate with NAMGBR to make sure we don't clash on dates. Bruce has been put up in the Presidential suite. They'll give us the 'Paul Lawrence Dunbar room' as our Hospitality room for the actual event." At this point, Lois turns the floor over to Bruce.

Bruce Woodson, "NAMGAR has been looking for a serious chapter to host this event, and from what I've seen, I don't think that you're serious enough." *Ahh... a comedian! He'll fit right in with this peanut gallery...* Bruce continued to tell of how he'd been marched all over the Miami Valley by the Gribblers, Skip and the Dave's. Bruce, "You guys (Skip, Dave²) have shown me a ton of things that are very impressive and really opened my eyes to all of the attractions in the Dayton Area." *The Miami Valley does have quite a lot to offer.* Bruce, "I think the hotel and show sites have the possibility to be some of the best sites we've ever used. NAMGAR's unofficial motto is 'it's the cars that get you there, but it's the people that bring you back.'"

Skip, "I guess we got the job..." Terry, "...I was hoping they'd pick us."

Bruce, "The way the rules are written, you have to be a NAMGAR member in order to attend. Since you're hosting the show, you're obviously all welcome to attend and are part of the NAMGAR family." Skip, "Well this is a fine mess we've gotten ourselves into." Dave G. "After looking at the list of places we have at our disposal, there's a lot of stuff to do. I was originally worried that we'd run out of things to do, but now, I think people are going to have to stay a couple of weeks to see it all." Skip, "What happens in Dayton, stays in Dayton!"

President Looft took back control of the meeting and resumed our normal agenda. Next on the list, the **Spring Drive** being planned by Glen Marin. Glen, "The drive's scheduled for Saturday June 12th at 10:00 a.m. The meeting point will be the Tip O' the Town on 571 in Tipp City, OH at exit 68 off of I-75. Glen, "We're going to end up at _____ in Piqua (*yeah, I missed it!*). No covered bridges just locks and dams." Ryan, "A damn dam tour." Charlie McCamey. "If you're coming from the south, it's a nice drive to take 235 to 571."

Ryan, "That leaves us **new business**. I got nothing." Joe Hooker, I sent the Orickos' a copy of the newsletter since Mike and John Zeno used to work together."

British Museum, Dick Smith, "I forgot to mention that we made a net \$12,000 for the building fund off the MGB raffle. Pete, "We're thinking of having an open house June 20th, if that's okay with our hosts..." Terry, "Let me check my calendar, see if I'm available..." Louie D., "I'm going to work on another spaghetti dinner for the museum as well."

Tech Tips. (*We really don't have any...*) Dave McCann. Sr. tells the story of Sanford Moss, yet another Moss, who invented the turbo-supercharger and he worked right here in Dayton on perfecting and adopting his invention to aircraft engines. Ryan, "Did we run Steve out of here?" Skip, "No, he had a Koi meeting tonight... Actually he's been on jury duty this week and had to run because he's been downtown since 7:00 this morning."

Steve Powell, "If you have an old style turn signal that you push in and it works out, if it sticks, you can actually fix it by taking it apart and oiling the leather bellows inside. You don't have to spend \$65.00 on a new one, you can just oil it up with whatever you have lying around, Crisco, motor oil, KY jelly... (*Yes, of course the club [especially THAT table] did that thing it always does with that one...*) Dave

The Octagon News – June 2010

McCann, “Anything you're not using anymore.” Dave Gribler, “\$65.00? That’s what you were paying 20 years ago.” Steve P., “That’s the book that I’m using.”

Carole Looft, “Everyone knows about the ‘74½ MGB that we have for sale.” Terry, “Monkey Puke!” Carole, “We get this call from someone in Texas wanting to buy the car. Well turns out that it’s one of those scams where they send you a check and you have to send them the refund for the overpayment only to find out the original check’s no good.” Terry, “We contacted the bank and they had no account or account holder by that name. We contacted Western Union and they said that no money’s been paid to them either.” Carole, “After contacting several of the supposed parties involved, and none of them knowing anything about this transaction, we were told by the FBI that it’s too ‘small potatoes’ for them to go after. Now Terry is dragging it out just for kicks and giggles since its got all the earmarks of a fraud.” Skip, “So, he didn’t want the car?” Terry, “He saw the color.” Ryan, “And it clashed with the camel.” Carole, “we’ll keep you informed.”

Lois Gribler, “My kitchen is finished so we can have a party next year.” Eddie, “Why wait? What about next month?”

Dan at the Electric Garage has pulled up stakes and run off to Colorado to be with his daughter, so until Steve finds someone else, we don’t know if we’re screwed or not?

Ron Parks, “I talked to Zeno’s son Steve and his MGA *might* be for sale.” Keep us informed.

Bill Hammond wins the Gumball Rallye.

Louie motions to adjourn the meeting, Dave McCann, Sr. seconds. Meeting adjourned at 9:07.

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26th Annual Exhibition of British Automobiles
Saturday, August 7, 2010 9am - 4pm
Eastwood MetroPark, 1385 Harshman Rd., Dayton, Oh.

Popular vote car show, vendors & swap meet, full service concession stand, dash plaques to first 325 entrants, spectators admitted free!

Registration: \$15 in advance includes free BCD t-shirt *if received before July 17, 2010*; \$15 day of show, Vendors; \$20 or door prize of equal value. Registration open 9 am until Noon. Show runs rain or shine!

Special Awards: Royal Air Force Award, Longest Drive, Ranger's Choice & Best of Show (Presented by the British Transportation Museum)

Classes: MGT, MGA, MGB '63-'67, MGB '68-'74, MGB GT '65-'75, MGB '75-'80, MGC, MG Midget, TR 2-3, TR 4-250, TR 6 67-'72(chrome), TR 6 '73-'76(rubber), TR 7-8, Stag, Spitfire Mk. I-II-III, Spitfire Mk. IV, Spitfire 1500, Spitfires 78-80, GT-6, Jaguar XK, Jaguar E-type, Jaguar XJ/Sedans, Austin-Healey 100, Austin-Healey 3000, Austin-Healey Sprite, Mini-old, Mini-new, Land Rover, Sunbeam Alpine, Sunbeam Tiger, Morgan, Motorcycles, British Conversions (V8 engines- custom bodies-etc.), Open Class thru 1965, Open Class-1966 & later, Premier Class (2009 class winners) and Diamond in the Rough.

For more information:

General Info & Show: Skip Peterson, 937-293-2819 or daytonbcd2010@aol.com

Registration: Stan Seto, 513-683-7974 or daytonbcd2010@aol.com

Online registration form: www.mgcars.org.uk/mgccswo/



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British Car Day 2010 Registration

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Club affiliation _____

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Signed _____ Date _____