

THE OCTAGON NEWS



Volume XXXIX No. 9

July 2010



New Member!!

and More Valuable Stuff

From the President

Ryan Looft

Well, the group of us caravanning to Belleville, Ontario for MG2010 made it there and back with no major problems. The weather was great except for a few rain showers, as it did rain on the day of the show. Many of the drives that took place were around Lake Ontario where several vineyards are located. And as always with this group, the parking lot party was the spot to be. Take note now that next years show will be Reno/Lake Tahoe. Some of us are already planning on making the trip.

The next month will be very busy. A group will be leaving for Delavan, Wisconsin for the GT35, the national MGA meet. They will talk about our club hosting the meet in 2012. Our Dayton BCD will be taking place on August 7th at Eastwood Metro Parks. All the help we can get from the club is greatly appreciated. Our show



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 28, 2010

MG Car Club Officers

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Upcoming MGCC Events

July

28 – Meeting (K of C Hall)

August

7 – British Car Day

22 – Picnic at the Goodmans'

25 – Meeting (K of C Hall)

that we put on has a great reputation and that is due to all the hard work from everyone. On August 22nd, the club will be having the annual picnic hosted by Dick and Kathy Goodman. This is always a relaxing time and everyone is able to visit.

See everyone at the next meeting!

New Member

Carole Looft

Gregory and Peggy Isaacs
7784 Four mile Stateline Rd.
Eaton, Ohio 45320
937-456-1989
stoneypoint@voyager.net
1979 Midget

Rallye To Reno, June 4-19, 2011

Headed to the 2011 All-MG event in Reno, Nevada next June? Come along with everyone on a drive across Route 50 from Sea to Shining Sea. We'll be starting in Ocean City, MD on Saturday, June 4th and stopping at cities and towns on Route 50 all across America: Cincinnati, St. Louis & Kansas City are just a few of the places along the way.

You don't have to start at the beginning, just join in anywhere along US50. There will be plenty to do and see, such as a trip to the top of the Gateway Arch in St. Louis or a drive to the top of Pike's Peak in Colorado. Set your own pace during the day and join up with the group each evening at the hotel and other stops.

After MG2011, we'll continue to San Francisco to complete the trip (even though Route 50 now officially ends in Sacramento), dip our tires in the second ocean that month, and sightsee for a day or so in the City by the Bay.

Check out the website at RallyeToReno.com and fill out the form on the REQUEST INFO page to have your email address added to the mailing list. Also take a look at the map (WHERE YOU ARE) of where people are coming from and where they are joining the route.

Another page to check out is the list of sights to see along US50 (SIGHTS TO SEE). We've only just started collecting sights to see, so please let us know of other things either on the request form, or by email (Info@RallyeToReno.com).



MG 2010 Belleville, Ontario

Carole Looft

It was June 22 when a group of club members headed for the National MGB get-together that was being held in Belleville, Ontario. Ryan, along with Terry and me, met George Chase and Eddie Cole at Jeffersonville and continued on past Columbus where we were to rendezvous with Dar and Mary Planeaux and John and Linda Wolfe. Our mini caravan consisted of seven cars and we headed north toward the Cleveland area.

Just shy of Cleveland, however, Dar pulled off the Interstate, with a 'dead' engine. The problem was quickly diagnosed; Dar had run out of gas!! The guys siphoned a bit of gas from one of the other cars, and we were on our way to the nearest station. Our plan was to get to Niagara Falls, Ontario, where we would have time to view the Falls, spend the night, and travel to Belleville the next day. At Niagara we were joined by Tony Shoviak and his family who are from the Toledo area. We all had a nice evening meal at the hotel and then walked only a few blocks to take in the sights at the Falls.

The next morning we were off to Belleville, via Toronto. Traffic in Toronto was heavy and hectic, and adding the two Shoviak cars made it challenging to keep our caravan of nine cars together. We finally arrived in Belleville around 3:00.

After the hotel check-in, the 'Parking Lot Party' began. This would continue for the next four days. The beer cans started piling up and the challenge was to see just how many cans we could accumulate over the course of our stay there. The following day, we were joined by Graham and Diana Cooper who had stopped to visit friends along the way.

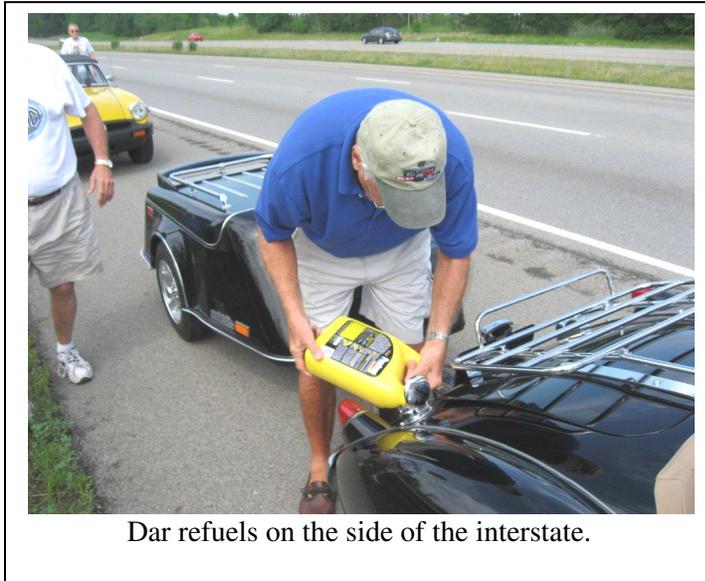
Many activities were planned throughout the event. There were scenic drives, a picnic, a tour of one of Canada's Air Force Museums, a winery visit and time to explore on our own. It didn't take long to scout out a pretty good English pub, the Winchester Arms. It wasn't far from the hotel and the food was good with a variety of authentic pub choices. They even had Old Speckled Hen on tap for those who wanted it.

Saturday was the 'car show' day and leading up to that day, we knew the forecast wasn't very promising. It turned out to be a gloomy day and it was obvious there would be rain at some point. Cars started showing up at the field at 8:00, and each class had a designated time of arrival. By 9:30 all cars were to be parked. I think it was around noon when the first drops of rain started and it would continue for the



The group with Niagara Falls in the background. Row 1 - Maya & Lian Shoviak Row 2 - George Chase, Eddie Cole, Carole Looft, Terry Looft, John Wolfe, Mary Planeaux, Linda Wolfe, Ryan Looft, Dar Planeaux, Janet Shoviak, Tony Shoviak.

rest of the afternoon. At some point, when we realized that voting was probably over, we headed for an enclosed parking area that was part of the hotel's parking. The lawn chairs were pulled out and the 'parking lot party' continued.



Dar refuels on the side of the interstate.

Awards were handed out after the banquet that evening. Our club members did very well in representing Ohio. Receiving awards were: George Chase, Eddie Cole, Graham Cooper and Dar Planeaux.

Early Sunday morning we headed home. The plan was to drive the whole trip that day. It was a long, hot drive, and we ran into rain as we neared Detroit. The lines were long as we crossed the border, and Terry had to open the trunk and trailer and explain what all those parts were that he was carrying. Other than that, the trip went well, and we all made it home without any major issues. I guess we could call this a practice run for next year and the trip to Reno.

Member Featured Car of the Month...

Tom Davis' "Elva—She goes!"

Tom Davis

I started lusting after an Elva after Neal Brown bought a street car and set about restoring it to his own special specs at MG Automotive. Before that I had never heard of the car. Unfortunately Neal passed away before completing it, but he certainly had a way of convincing people of the finer points of any subject, and he was a huge fan of the marque. Not too long after that I met an Elva owner (Mk II Courier with MGA 1622 engine) at the racetrack and we quickly became good friends both on and off the track. He is a bit faster than me in the BGT that I have raced for 9 years, but we have some pretty good dices and once, under the right track conditions, I actually finished ahead of him. But I was inextricably hooked on acquiring my very own Elva.

The name, given by founder Frank Nichols, is a corruption of the French words "elle and va" meaning "she goes" and, from this very humble start in 1955, the name, "Elva" was later to be seen on nearly one thousand racing, sports racing and road going cars. Elva Engineering produced hand built cars of various racing designs and in 1958 the venerable Elva Courier began with a prototype. Elva never



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manufactured their own engines, instead adapting proven power plants to custom built, tubular frame chassis' and fiberglass bodywork. Engines ranged from the Elva modified Ford side valve, through Climax, Ford DOHC, BMC, DKW, Porsche, and BMW, to the big V8 McLaren-Elva cars in just ten years. The first Couriers were powered by MGA 1500cc units with matching gearboxes. Three early cars were raced in the UK, garnering considerable attention in club races, while most went to satisfy orders from eager customers in the States. By April 1963, there were eighty cars on the order books, and it was not long before the Mk IV roadster was on the drawing board. This new car, with new chassis, different body styling and the option of 'Tru-Track' all-independent suspension, or "T-Type", was offered with either the MGB 1798cc or the Ford 1500GT units. In October 1963, this car was announced as the first 100mph plus sports car with four wheel independent suspension at under £1000 including tax. By then the Trojan manufacturing company had taken over the factory and records show that Trojan built 210 Couriers, including 62 T-type cars. Later two special "Sebring" versions of the T-Type were built, and this is where my car came into the world with MGB power and serial number 1201. It is one of the two Trojan "team" cars and was shipped to Carl Haas in January 1966 to participate in the two most prestigious endurance events in the states – Daytona 24 Hour and Sebring 12 Hour races. This year was the first at Daytona for the 24 hour format so it was quite an initiation. Co-drivers Fred Opert and Willie McKemie drove in both events finishing 31st and 24th overall. McKemie actually owned the car at that point (Carl Haas was an importer and in that role was responsible for most Elvas coming to the US) and took it home to Austin, Texas to continue its rich racing career with SCCA. The car was raced all over Texas, Arizona and other parts west of the Mississippi until finally landing in the late 90's with veteran racer Craig Chima in Akron, who continued to enrich its history by winning an SCCA national championship in 2002.

I talked to both Fred (now in New Jersey and still involved with racing) and Willie and they were both excited to hear news of the car and my plans to restore it to the way it was when they competed. Of course when they raced it, it was not far from stock with bumpers and windscreen. There are some subtle differences in the car today, but overall it is pretty much intact. They have fond memories of the car and neither hesitated to tell about their adventures in Florida in 1966, including stealing the rear hubs off a corner worker's TR-4 to keep going during the Sebring race. Fred said when they went back to face him after the race he was ecstatic that "his" hubs were actually competing at Sebring!

When I bought the car from Craig it was still in full SCCA form, including several drastic modifications to allow it to compete with newer production cars found in club racing. Unfortunately, most of them are illegal in vintage racing as the specs are based on regs from the late 60's, so I set about returning it to



vintage specs. The interior and engine were all in excellent condition but I had to replace the highly efficient rear discs with drums. The biggest hurdle was the bodywork as Craig had fitted it with extremely lightweight Kevlar components. The original fiberglass pieces had also been heavily modified, and damaged as well, so getting it close to 60's form was definitely the long pole in the tent. After checking with a couple of local body shops, I ended up at Sporty Car Garage in Springfield. Where the other shops seemed to lean towards "cookie cutter" work, owner Steve Emerson and his

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crew were excited to take on the challenge. Turned out to be the right decision as the finished product was outstanding after they reinvented the look I was after, working strictly from photographs. Plus, after I managed to incur some damage during the first outing, they were able to put it right quickly. It wasn't cheap, but the ribbing I took was worse.

I love the car; it is all I hoped for and more and I am very pleased to have put it back to near the way it was 45 years ago. Although they came from the same time frame, the technology of the Elva far exceeded the B in terms of downright, built for speed, design. The tubular frame, IRS, double adjustable coil-over Koni shocks, and optimal weight distribution combine to make it an extremely drivable racing machine.

My next outing will be at Elkhart Lake, Wisconsin. The club I race with is having a 55th anniversary / reunion of the Elva at historic Road America. I hear that at least 20 cars are expected plus a couple of folks are coming from England for the event so it has promise of quite an affair. I'll let you know. You can learn more about Elva cars at <http://www.elva.com>

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.*

Wanted: MGA steering rack Jeff Fields 440.315.6380 440.355.MGMG (7/10)

Wanted: Replacement head for 1979 MGB. Randy Miller (937) 223-8271 or (937) 478-1091. (7/10)

For Sale: 57 MG Magnette varitone dk gray/lt gray 1800 B motor body great, interior fair- some spares. Located in Willoughby. Michael Arnold 440-946-MGMG or 440-477-8751. (7/10)

For Sale: 1974 MGBGT . Original owner!! Driven until the mid 80's. Since then was in my garage until 1993 when I started restoration. Unfortunately I am moving and have to sell it. 99% complete but does suffer from typical MG rust (rocker panels etc.) It does roll but needs to be towed or hauled on a flatbed. Cincinnati area. Martin Fryer, mfrayer@fuse.net. (7/10)

For Sale: TC in NJ needs work. \$10,000. asking price. Garth, 551 265 8025 (7/10)

For Sale: Original 4-speed transmission removed from 1952 MG/TD that is being converted to a 5-speed. Only had 25969 miles. Asking price is 1,200. Jack Akers akersclassic@netzero.net (7/10)

For Sale: 47 TC. Buffalo NY area. Nice car needs a few things but engine rebuilt a few years ago, paint and body nice. Needs an interior. This isn't my car...belongs to an e-mail-challenged friend. Clifford J Lockrow, JayLock@localnet.com. (7/10)

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)

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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 in 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 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: 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)

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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, PStanear@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)

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MG Car Club Minutes, June 23rd Meeting

Sam Hodges

Novice Vice President Dave Gribler calls the meeting to order at 7:32... then again at 7:33... and is finally successful around 7:35.

Vice Pres. Gribler is the M.C. for tonight's episode in the noticeable absence of Pres. Looft. Dave delivers the **President's** and the **Vice President's Reports** in one fell swoop, "I expect this to be a brief and boring meeting, since 'that' table is a little compromised... mainly, the Loofts' aren't here."

Dave continues, "The June 6th 'Pub' Cruise-In had a good turn out. MGers took pretty much all the door prizes. Graham and Diane Cooper made off with a nice neon sign, the Estelles' got a Bud Light patio umbrella, Eddie got a nice Bud Light shirt. The 12th was the cruise to the museum's warehouse. Dick Smith reported that they had a pretty good turn out."

Minutes were next. Skip motioned to accept the Minutes as reported. Dick Smith seconded. The Minutes as reported were approved.

Treasurer's Report should have been next but Bonnie was not at the meeting so Skip is filling in. Skip, "I've got the cash." We had Total Income to the MGCC consisting of: Membership Dues (\$37.00) = **A Total Income of \$37.00.** Total Expenses: Hall Rental Fees (\$45.00) + Gumball Rallye (\$5.00) + Octagon News Fees (\$_._.) + Octagon News Fees (\$_._.) = **A Total Expense of \$_._.** **Total Loss to the MGCC was \$_._.**, that when subtracted/added (?) from/to our existing Treasury balance of \$2,319.95 equals a new **Treasury Balance of \$2,370.45** in the primary checking account and \$378.32 in the savings account. Ron Parks moves that the report be accepted as read. Louie DiPasquale seconded the motion. Report approved. (*Normally I rely on the printed report – which I obviously didn't have this time around...*)

Membership was next. Jennifer Peterson is filling in for Carole. Jennifer, "Greg Isaacs from Eaton joined Greg owns a 70-something MG Midget (*I missed it okay!*).

Activities with Eddie. Eddie Hill, "There's something going on in Bellville Ontario..." (*the reason the Loofts are not present*). June 25-27th (*you missed it*) are the Vintage races at Mid-Ohio. July 1-3rd is the Mini Meet East in Fairborn (*you missed that too*). July 1-3rd is also the Gathering of the Faithful MG T-register get together in Sandusky. July 18th is the Cincinnati British Car event at Harbin Park (*You'll probably miss that too*). NAMGAR 2010 is July 26-29th in Delavan, Wisconsin.



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August 28th is the Horsepower for History Concours d'Elegance in Tiffin, OH.

Phil Johnson, "Miamisburg is having its first 'Cruise the Burg' car show of the year June 26th. The DJ will be fast Eddie." Eddie, "Oh sh!t, that's not on my calendar." Mike Edgerton, "We're going to start calling you 'Half-Assed Eddie'."

V.P. Gribler, "Did we want to do something about a caravan down to Cincinnati?" Skip, "The normal gathering place is the Friday's at the Dayton mall and the normal time is 9:00. You all know the rest."

Sunshine Committee. Linda's not here. Jennifer, "I think everyone's fine. I've heard nothing."

Print Communications. (*Geez, some people. Pres. Loofts gone one meeting and Newsletter has become 'Print Communications'...*) Steve Markman, "We had a little bigger issue than last time, but we had a lot of news to get out, some sad, some interesting. The Americana Festival is the 5th of July this year in Centerville. I'm going to get there early and hold a few spots but they only let me hold three or four. Keep those cards and letters coming." Reuben Wasserman, "Can you put Eddie's events in the MGCC upcoming events?" Steve, "I typically don't have them in the box because they're already in the Minutes, but I'll look into it."

New Media Communications (*Ryan, you'd better look out! He's making some pretty substantial changes and your Presidency might just be in jeopardy of a coup.*) Former Web Weenie Ron Parks, "If you haven't signed up for BCD, we've got a link for it on the website. If you notice, when I put the pictures of the members' cars up, I put in more pictures than what we put in the newsletter..." Skip, "Those editors are like that."

BCD. Skip, "Randy Wakefield is doing okay, had a massive heart attack. There's a meeting tomorrow night, June 24th. The Pub @ The Greene has re-upped, the park is on board, and we've got three sponsors already so we're in good shape. The show is Saturday, August 7th."

British Museum of Transportation was next. Dick Smith, "Next Thursday from 3:00-5:00 is another open house in honor of the Mini Meet that's going to be in town. We're working on another raffle and hopefully, we'll raffle off a new car this time." (*Someone from the back*), "Why don't we raffle off Louie's car?" Louie, "Which one?" (*Multiple replies*), "Either one!"

Beer Break called at 7:54.

Back from Brake at 8:11 – Yes Ryan, it was that short!

During the Beer Brake we were told not to mention Bill Hammond's name during the meeting so we're not. We're not making any jokes about Bill Hammond's blue-wheeled MGB or any other references to Bill Hammond. Hear that bill, we're not mentioning Bill Hammond at all, not once will we say Bill Hammond... Apparently he's out in San Francisco (*hopefully enjoying himself*).

NAMGAR GT 37 Dave Gribler, "Not much business. The hotel contract has been signed and Marriott will be contacting us. Once we get all of that firmed up, then we'll enlist some of the committee members (*yeah, I know, I've already been tagged...*).

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Ron Parks, “We had an idea for bus tours for he ladies. Maybe hit Hawthorne Hill, and then maybe lunch at the Golden Lamb.” Mike Edgerton, “There’s a White Castle down there as well.” Ron, “And maybe they can have dinner there.”

July 9th - 12th, 2012 is the date.

Dave G., “We’d like to do a rolling photo shoot this Sunday starting at the Wright Bros. Airport.” Skip, “How about a little more time?” Dave, “I only need 5-7 cars.” Eddie, “Then just open your garage doors.” Dave, “I don’t want to have to use Photoshop. We’re not looking for any traffic jams in the downtown area...” Skip, “There are no busy streets downtown so that won’t be a problem.”

Dave, “Do we need a July Activity?” After some debate, the club come to the conclusion that, no, we don’t. We see each other enough already...

Dave, “Any new business?” Jennifer P, “No.”

Mike Hirsh brought an MGA horn and has a question? Mike, “Anyone know how to make an old MGA horn work?” By now you should all know what came next. Answers such as, “buy a new one” –or– “learn to shout louder.” –or– “don’t run into things” flowed off the tongues of the gathered rabble. I think someone in the back did offer up a serious answer, but I missed it.

For sale:

Mike Hirsh, “I’ve got an MGA horn...” (as if on cue...)

The next meeting is Wednesday, July 28th, mark your calendars.

Dave G., “I won’t be here, I’ll be in Wisconsin at NAMGAR GT35.

Gumball Rallye was won by Dar Planeaux. Skip, “You mean I’ve got to mail this to Dar? It’s going to cost me \$9.00 just to do that!” Eddie, “Tape it to a postcard.”

Louie motions to adjourn the meeting. Jeff Opt seconds, meeting adjourned.

P.S. Mike Edgerton suggests that Dave McCann report on Sanford Moss’ brother Pete next month...

And on that, we’re out.

The logo for MiniMania, featuring the word "MiniMania" in a stylized, bold, black font with a white outline. The letters are slightly slanted and have a jagged, blocky appearance.The logo for MG AUTOMOTIVE, featuring the words "MG AUTOMOTIVE" in a bold, blue, sans-serif font. The "MG" is larger and more prominent than "AUTOMOTIVE".

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1754 Lindenhall Dr.
Loveland, OH 45140-2120

Final Reminder!!

British Car Day is Saturday, August 7, 2010

Location is Eastwood MetroPark

Registration opens at 9:00 AM. Cost is \$15.

Contact Skip Peterson for more information, 937-293-2819 or mgbskip@aol.com

Name _____ Reg # _____

British Car Day 2010 Registration

Name _____

Address _____

City _____ State _____ Zip _____ Phone _____

e-mail _____ Miles Driven to BCD _____

Yr./Make/Model _____ Class _____

Club affiliation _____

Advance registration (includes free t-shirt) \$15.00 _____

Deadline: Must be received by July 17, 2010

t-shirt size S ___ M ___ L ___ XL ___ XXL ___

Additional t-shirts (day of show \$17) \$13.00 _____

S ___ M ___ L ___ XL ___ XXL ___

Vendor registration \$20.00 _____

Total _____

Make checks payable to: British Car Day 2010

Mail to: BCD 2009, 1754 Lindenhall Dr. Loveland, OH 45140-2120

Neither I, nor my heirs, will hold the Miami Valley Triumphs; The MG Car Club, Southwestern Ohio Centre; Five Rivers MetroParks, or any other sponsors or persons associated with this event, liable for any personal injuries or any damages done to me or by me, my party or my car, while engaged in this event or while traveling to or from this event.

Signed _____ Date _____