

June 2011



From the President



Hello all. We just put our feet up here in Rapid City after another day of driving. Our trip to Reno started on Monday morning , the 6th, leaving from Wilmington. With a few minor problems, none that could not be taken care of on the road, we have now covered 1400 miles of our trip with only 1300 to go. (One way) It was a ðwarmö drive to St. Louis and we almost made it to the hotel (1 block) when my car gave up. That's another story, but it did limp to the hotel where I made a parking garage repair that took care of the problem. We (Carole, me, Dar, Al, and Bob) made it to the arch for the photo op at 8:30 am.

The helicopter showed up at 9am to take the pictures. I would guess 75 cars or so were there for the picture, most being with the Rally to Reno group. From there the -Rallyø group took 50 west. We, however, drove on to KC and then north to Omaha for the night. Temps were hitting the 100 degree mark by late afternoon for the last two days. It wasn't a lot of fun for those without A/C, but not to

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Upcoming MGCC Events

Jun:

18 6 Cruise-the-Burg
(Miamisburg)

22 6 Meeting at K of C Hall

Jul:

27 6 Meeting at K of C Hall

Aug:

6 6 BCD at Eastwood Park

24 6 Meeting at K of C Hall



worry, mine worked fine. (another story) From there we had a great drive to Wall, SD. via the famous Corn Palace in Mitchell.

By the time we got into South Dakota, however, the outside air temp was in the mid to low 70s and perfect for driving. It did turn cool after Wall and the temps fell to the 40s with a little rain. Only a 60 degree change, but this was definitely better than the 100s as the cars' heaters worked well and they ran much better in the cool air. We made our way through the Badlands, which was a very nice drive. Then we ran into a bit of rain as we drove toward Mt. Rushmore. It was a disappointment once we got to Rushmore because with the rain came the fog and we could see nothing of the monument through the fog.

We had some extra time, so we took a side trip to Sturgis to see what that 'bike week' thing is all about. We had an interesting time tipping a few with one of the locals, and got a lot of inside info about bike week and Sturgis in general. So, that's the trip so far. There will be a full report at the meeting and in the next news letter. I'll try to send some pictures in for the web site.

PS (As always there is free beer for new members and for anyone who brings a new member to the meeting.)



Safety **MG** *Fast*

Terry

Welcome New Members

Carole Looft

Norman & Lynda McCord
3375 Old Clifton Rd.
Springfield, Oh 45502
937-608-1648
nmccord@woh.rr.com
1979 MGB

Member Featured Car of the Month Steve & Jayne Powell's 1955 MG TF

Steve Powell
(as interviewed by Ron Parks)

We purchased our MG TF in 1969 for \$600. A young lad had driven it from Massachusetts to Dayton Ohio and he had it advertised in the paper for \$1,200 and I offered him \$600, which he turned down. Then about three or four weeks later he called and said he would accept my offer of \$600 and in that day and age, I did not have \$600. So, we scrounged around and came up with \$600. It was a good buy. It's a 1500 and was built in November of 1955. The engine and body numbers are good and all match. The engine number on the body and the engine number on the engine match. It's an XPEG engine.



We had it for several years when it was not in terribly good shape. The car needed a new interior and I remember putting a new distributor in because it was just worn out. We drove it for quite some time until around the middle of the eighties when we did an engine rebuild. The transmission is the same one that came in the car. In the early nineties we did an interior job. The car was in its original red paint when we bought it.

Part of the car was repainted five or six years ago after I hit a deer, damaging the right front fender and other front end parts. The right front fender was replaced and the whole front end was repainted and all the chrome was re-chromed. We talked the insurance company into letting us re-chrome all the chrome so it would match, which we did. So, we actually recovered from the deer hit pretty well.

Since then we have changed the gear ratio in the rear end so that at 3,000 rpms we're doing 53 or 54 mph instead of 45 mph. That makes it nicer to drive on the road. I put chrome wire wheels on it about three or four years ago.

We have probably driven 25,000 miles in the 42 years we have owned the TF. The trip to MG2006 in Gatlinburg Tennessee is the longest trip we have taken in it. We took two days on the trip down and one back, experiencing no problems whatsoever with the car. It has only let me down one time and that was locally; a bad coil was the culprit. Other than that it runs very well and everything works, except the clock. Our MG TF is a fine car. We've had lots of fun with it.



Ohio Chapter Of The New England Mgt Register Announcesí Gathering Of The Faithful LXXXI ó August 26 -28th, 2011

Lafayette Hotel, 101 Front Street, Marietta, Ohio 45750

Join us for a wonderful weekend of MG events and camaraderie!

Call the Lafayette Hotel by 7/26/2011 to reserve your room at 1 -800-331-9336 and mention òMG Car Groupö for a queen room rate of \$83.00 per night.

Events will include the hospitality room on Friday followed by dinner on your own.

Saturday will include a funkana and lunch (order from the menu).

Our banquet will be held at the hotel on Saturday evening.

=====

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REGISTRATION FEE \$ 15.00 PER PERSON (before 8/18 /2011) #____\$_____

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INFO: 330-653-3608 susanstar84@yahoo.com lstar@ljstar.com



Correction

In an admission of a rare error (or is it a rare admission of an error?), on page 6 of the May issue, I accidentally labeled Dave Hillø 1964 Austin Princess limo as a Rolls Royce. My sincerest apology for any inconvenience, mental anguish, or financial hardship this error may have caused any of our readers.

5 Reasons Electric Cars Will Disappoint

Rick Newman
U.S. News & World Report
Used without permission

They're cool. That's for sure.

The Nissan Leaf and Chevy Volt could turn out to be the most innovative mass-produced cars in a century. By taking some or all of their power from a household electrical outlet, they offer the first real glimpse of transportation that doesn't rely on petroleum and could even crest the magical 100-miles-per-gallon threshold, once the official electricity-to-gasoline conversions are complete. Even better, the two electrics offer something new without the ugly packaging that has doomed futuremobiles in the past. They're cute, actually.

The Leaf is a perky five-passenger hatchback with sporty handling that can go about 100 miles on an eight-hour charge. The Volt, a bit edgier, is a four-passenger hatch that can go about 40 miles on a charge, with a gas engine that kicks in after that. Both offer a comfortable interior, futuristic controls, and do-gooder credibility. Together, these first-generation electrics set worthy standards for competing models from Toyota, Ford, Smart, and even Chinese manufacturers to meet or beat as they arrive over the next few years.

Now for the bad news: Hardly anybody will buy one, and for a good long while most car buyers will consider electric vehicles to be a great purchase for somebody else to make.

The hype over EVs will reach a crescendo over the next couple of months, as the Leaf and Volt start to arrive in showrooms, commercials air, enthusiasts cheer, and the press fawns. But before long, you might start to wonder why they're so scarce on the roads. Despite all the attention, EV sales in 2011 will probably number 30,000 or less in the United States, an infinitesimal fraction of total sales. They're obviously unproven, but EVs are also quite expensive compared with comparable gas-powered models, even with generous tax breaks. And while costs will come down over time, J.D. Power & Associates predicts that even a decade from now, EVs will account for less than 1 percent of all U.S. sales. "It is unlikely that global demand will reach the levels that have been widely predicted for the industry," the research firm said in a recent report.

That prediction could be wrong. Nissan CEO Carlos Ghosn, for one, believes that EVs will account for 10 percent of global market share by 2020. And technology breakthroughs, stronger government backing, or an unforeseen spike in gasoline prices could propel electrics into the mainstream faster than skeptics predict. But for the next few years at least, electric vehicles will fail to live up to the hype. Here are five reasons why:

They're way too expensive. To store the electricity drawn from a power outlet, EVs require huge batteries that cost \$10,000 to \$15,000 apiece. This can drive the overall vehicle cost to nearly twice the levels of a comparable gas-powered car. For exotics like the \$109,000 Tesla Roadster (which debuted in 2008) sticker shock isn't really a problem. But for mass-market family cars, it is.

The Leaf, for instance, starts at about \$33,000, compared with prices of less than \$20,000 for a gas-powered hatch like the Mazda 3 or Volkswagen Golf. The Volt starts at about \$41,000, compared with a

mere \$17,000 for the Chevy Cruze, which runs on gas but is functionally similar to the Volt. A federal tax break lowers the cost of EVs by \$7,500, and some states add further subsidies. But even the discounted price represents a steep premium.

Owners will recoup some of the difference through fueling costs that are about 75 percent lower, at current prices for gasoline and electricity. But earning back a \$10,000 premium, say, would still take more than 10 years for somebody driving 15,000 miles a year. And a high sticker price or monthly payment quickly discourages buyers. In a recent study, J.D. Power found that 17 percent of consumers said they were generally interested in buying an electric vehicle. But when told it would cost \$15,000 more than a similar gas-powered car, only 5 percent were interested. Plus, those generous subsidies may not last; similar federal tax breaks for hybrids expired earlier this year, and some local governments that once promoted hybrids by offering perks like carpool-lane access have transferred those benefits over to EVs, which are trendier. Something even newer could claim those perks in a few years.

Limited range. General Motors is going to make sure everybody in America knows the difference between the Volt, which has a backup gas-powered engine, and the Leaf, which doesn't. One Volt commercial, for example, points out that the GM car allows for "spontaneous acts of freedom" and doesn't leash the driver to a power outlet. Still, the Volt's battery will only power the car for 25 to 50 miles, depending on conditions, and for drivers who frequently exceed that distance, there's no point in paying extra for an EV.

The Leaf can go about 100 miles on a charge, which accommodates people with longer commutes. And a variety of warnings will chime and ding as drivers deplete the battery and get close to running out of juice. Nonetheless, the Leaf has a glaring shortcoming: You can't use it for long trips. And running the battery down without being sure you'll make it to an outlet can produce "range anxiety," a condition GM got familiar with in the 1990s when its costly all-electric car, the EV-1, became a colossal flop.

EV advocates hope that eventually, a network of quick-charge stations will dot America's highways the way filling stations do today, allowing drivers to recharge the battery in 30 minutes or less. By the end of 2011, there will be about 12,000 charging stations in 19 states. But those will be clustered in a few places where pilot projects are underway, like southern California, Dallas, Nashville, and Seattle. In most American towns and cities, there's no plan for a charging network and there probably won't be until enough EVs are on the road to justify the cost. This is the usual chicken-and-egg problem with new powertrain technologies: They depend on new infrastructure that's prohibitively expensive unless there are millions of cars to support it. For the next several years, that will limit pure electrics like the Leaf to commuter status, and require their owners to have a second car if they ever want to visit grandma or drive to the beach.

The environmental benefits aren't persuasive. Electric vehicles have no tailpipe emissions when they're running on battery power. Environmentalists love that. But the average car buyer doesn't care that much. Just 10 percent of car buyers say environmental impact is one of the main things they consider when choosing a car, according to J.D. Power. Much more important: Reliability, comfort, styling, gas mileage, and of course, price. EVs aren't entirely pure, either. The huge batteries have to be disposed of at some point down the road. And while they don't emit their own pollutants, cars charged through an outlet require power plants to crank out more electricity, which usually means burning more coal or natural gas. So the overall reduction in pollution depends on how cleanly the local power plant produces electricity, which an individual driver obviously can't control.

Competing technologies are getting better, fast. Electric cars might take off quickly if gas were \$10 a gallon and EVs were the only alternative. But automakers are rolling out all kinds of high-mileage technologies, mostly because of new government rules that require average fuel economy of 35.5 mpg by

2015. New "clean diesels," mostly from European automakers like Volkswagen, Audi, BMW, and Mercedes, get mileage that can reach into the 40s. Analysis by car-shopping site Edmunds.com shows that the break-even point for clean diesels (at which the better mileage compensates for the higher cost) ranges from one to eight years, with at least one model being cheaper right off the lot. The new Toyota Prius plug-in hybrid, coming in 2012, will offer about 15 miles of battery-powered travel before it begins to operate like a traditional hybrid, with its gas engine and electric motor working in tandem. The Prius plug-in will have less battery power than the Volt and be less revolutionary, but will also cost thousands less and offer a better bargain to buyers. That evolutionary approach may be more appealing. The Fisker Karma, a \$90,000 luxury plug-in coming in 2011, is also a quasi-electric, with a gas engine that kicks in after 50 miles or so to help run the electric motors that power the car.

Gas engines are getting better too, thanks to advanced transmissions, direct-injection technology, and dozens of smaller refinements. Nearly a dozen 2011 models get average mileage above 30 mpg, including popular rides like the Ford Fiesta, Mazda 2, and Mini Cooper. Ford and other automakers are finding ways

to get V-8 power out of V-6 engines that produce better mileage, or V-6 power out of a four-cylinder. That lets buyers cut fueling costs while enjoying the performance of internal-combustion engines that are far more proven than electrics or even hybrids.

America is not the right place for electrics. Sure, we have plenty of big cities with bad traffic and millions of commuters who could cut down on fueling costs with an EV. But we also have a huge country, a vast highway network, and a unique motoring culture in which mobility, freedom, and even speed are highly valued. EVs aren't optimized for that. There's a good chance they'll catch on faster in Europe and Japan, where cities are closer together, gas is more expensive, and drivers are more willing to accept tradeoffs. And China, with its centrally planned economy, could install a nationwide charging system practically overnight, compared to the plodding pace of 50 state governments strapped for cash in a weak economy. So if you really want to see EVs in action, you may have to head overseas. Or build your own charging station and see who shows up.

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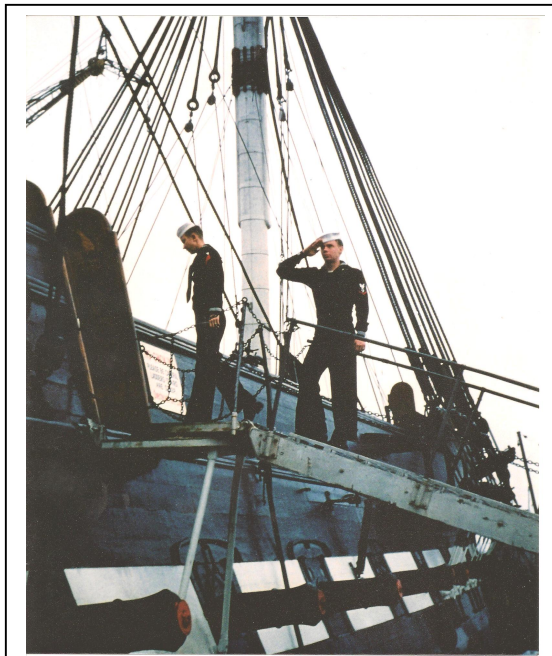
Free classified policy: *We are happy to run your auto-related ad for three months free of charge, but may cut older and non-MG related ads as space requires. Please contact the editor when your item sells or if you wish to continue the ad for an additional three months.*

For Sale: 1977 MGB. Excellent condition with 77,500 miles. Second owner with restoration completed in 2005. Has electric overdrive and many extras. Paint restored to original "Evening Primrose" yellow color. Featured car in November 2010 Octagon News letter. Asking \$6500. Call Bob Carson (937) 335-1017 Troy, OH or e-mail rhcarson@gmail.com for pictures. (6/11)

For Sale: 1974 MGB Chrome bumper Tourer (convertible). Wire wheels, 2 carbs, 4 speed, Harvest gold exterior with black interior and top. Great condition. 136k total miles, 36,000 miles since restoration. Always garaged, not used in winter months. Completely, professionally rebuilt engine using a new old stock engine block. Engine rebuild has 36k miles. New tires with less than 1000 miles. Moss Motors seats, carpet and trunk kits installed. Good top with clear windows. Needs nothing for summer touring. More detailed information about restoration plus pictures available upon request. \$6,500. Ed Barrett, rebarrett@mac.com, 513-300-9070 (cell), 513-474-0822 (home). (6/11)

For Sale: 51 TD. Asking \$15,500. Located in Tallmadge OH. Tom Baumgardner. Pictures available. ttbaum@sbcglobal.net (5/11)

For Sale: 1974 Suzuki 75-TS Restored. Needs carb rebuild, but otherwise very nice. \$1000. Bob, 513-267-1784. (5/11)



Joe Hooker salutes as he boards the USS Constitution in Boston harbor, 1953.

For Sale: 1982 Rockola 460 Juke Box. 80 records. Plays. \$550. Bob, 513-267-1784. (5/11)

For Sale: 1968 Seeburg Juke Box. Nice. No records. Bob, 513-267-1784. (5/11)

For Sale: 1980 Austin Mini Cooper S w/ 2 spare 998 engines, carbs, and more; ZEEMAK glass mods all around, 13" alloys etc. started life as a 1300 near Cambridge England. Asking \$9000. Larry McCartt, Monroe OH, 513-310-0313. (5/11)

For Sale: 76 Mini, but is an early 90s car with single point injection, disc brakes, new style seats, flip out rear windows, MWS wheels and a custom sound system. Clear Ohio title (I'm the second owner) - not a concours car but in good shape overall. Asking \$8500. John Sheehan, 937-294-2060. (5/11)

For Sale: 71 MGB. Never been in an accident. Car was purchased new, lost in a divorce in 1980. Ex sold it to a friend of mine. I bought it back from him. Car has sat for

past 25 years. Needs extensive rust repair. Mechanically it was in good shape 25 yrs. ago Needed a new master cylinder then, which is in the car still in the box. Tires are dry rotted. Car should be trailered and not towed. \$500 or best offer. Jerry McKown Grove City, Oh. (614) 875-3212 (4/11)

For Sale: MGB 1971 chrome bumper. 69,471 miles. Excellent tires, good top, new trim rings. Just installed a new top radiator hose, adjusted valves, changed brake fluid, oil and filter change., new transmission mount, new choke cable, new U-joint, lower control arm bushings, tie rods, flushed transmission and gear fluids, flushed radiator. Ready for summer driving. Car was original red, now medium blue. The chrome has some pitting, the seats need padded up and a few minor updates will make this a great and dependable driver. :Located in Westerville, Ohio \$5,500. Tom MGAAtom@insight.rr.com 614-890-7921 (home), 614-595-5212 (cell) (4/11)

Wanted: Engine for my MGB. Please contac Bernie Palmatier in New Carlisle, BeautifulDay@woh.rr.com. (4/11)



MG Car Club Minutes, May 25th Meeting

Steve Markman

Editor's note – Sorry for the crummy minutes. I know they're not up to the normal standard you've come to expect, but Sam was no where to be seen. The rain must have scared him off.

The meeting was called to order not so promptly at 7:40 PM by President Terry Looft, upon termination of a major downpour. (We all gave Sam the benefit of the doubt and waited for him to show up.) Louie also was absent, and the Petersons showed up late, so the meeting was unusually quiet, with a noticeable lack of insults aimed at Louie and President Looft.

The Octagon News ó May 2011

President's Report ó Terry rambled on about something, but I didn't jot down any of it.

Vice President's Report ó Vice president also was nowhere to be seen.

Treasurer's Report ó Glen Marin rambled off a whole bunch of numbers, too quickly for me to copy (sorry, I'm not as good as Sam at doing this). However, it sounded like we had some money in the treasury, or at least enough for a down payment on Glen's next vacation.

Membership ó Caryl Looft reported that we remain at 98 members, the same as last month. Several comments were made about whether Terry can get us up to 100 by the end of his term.

Activities ó The rain must have scared Eddy off, also.

Sunshine ó Vice President McCann will be having some additional surgery on Tuesday morning to fix some additional heart blockage. It was implied that the surgery was minor, but it's never minor when it's your body. I guess that explains why he wasn't here this evening. Also, former member John Barton had a stroke.

GT-37 Update - Either Dave or Lois (I didn't write down who gave the report, and now I don't remember) gave a list of all the activities they have planned. If anyone goes home from this event and says they were bored, then it's their own fault.

Newsletter ó I said something, but didn't write it down, and now don't remember what I said. However, I introduced my daughter who is 28, has degrees in accounting and finance, and is looking for a job.

New Business ó Skip, who finally showed up, reported that the rent for our meeting room was being raised from \$25 to \$50. We voted to raise the amount we pay Jim, the bartender, from \$20 to \$40. Like several others, I never realized we were paying him.

Misc ó Jim Cooley introduced his son, Jim Cooley III.

There was a beer break in there somewhere. I didn't catch who won the gumball drawing. (Funny thing, but I won the drawing at my first meeting 10 ½ years ago but haven't won since.)

The meeting adjourned at 8:45, in anticipation of another heavy downpour.



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27th Annual Exhibition of British Automobiles

Saturday, August 6, 2011 9am - 4pm

Eastwood MetroPark, 1385 Harshman Rd., Dayton, Oh.

**Honoring 50 years of the XKE &
welcoming the national meeting of
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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 16, 2011*; \$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, Lotus, Sunbeam Alpine, Sunbeam Tiger, Morgan, Motorcycles, British Conversions (V8 engines- custom bodies-etc.), Open Class thru 1965, Open Class-1966 & later, Premier Class (2010 class winners) and Diamond in the Rough.

For more information:

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

Registration: Stan Seto, 513-683-7974 or DaytonBCD@gmail.com

NEW!!! Register and pay online: www.mgcars.org.uk/mgccswoc/



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Additional t-shirts (day of show \$13) \$10.00 _____

S ___ M ___ L ___ XL ___ XXL ___

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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 _____