

THE OCTAGON NEWS



Volume XL No. 9

July 2011



Sign Up for BCD

Mixture Adjustment

From the President

Terry Looft

Hello MGCers.

Not much to report this month. We made it back from our Reno trip with no problems to report. I think I can speak for everyone who was there that it was a very enjoyable show and Reno proved to be a great city to host a national event.

We had a big turnout at Quaker Steak and Lube for the pub run. The "twins" came out to meet everyone, and to say that they got all the attention would be an understatement! I can't wait until they start dragging Ryan and Leeann to all the shows, after all Ryan does have a family MG. Thanks to all who came and made it into a nice afternoon visit.

We should be thinking about the upcoming shows. On the front burner is our own BCD in just a few weeks. I'm sure all of you are planning on attending the show, and I hope you will be



North American MGB Register

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 27, 2011

MG Car Club Officers

President.....Terry Looft
phone.....937-382-1520
email.....terry@looft.net
Vice President.....Dave McCann
phone.....(937) 399-5711
email.....dave@mccannco.net
Secretary.....Diana Hodges
phone.....937-331-8476
email.....sammgb@earthlink.net
Treasurer.....Glen Marin
phone.....(937) 898-7891
email.....gmarin@netzero.net
Member at Large.....Bill Hammond
phone.....(937) 434-9967
email.....whammond@woh.rr.com
President Emeritus.....Ryan Looft
Phone.....513-252-4191
Email.....ryan@looft.net
Web Master.....John Scocozzo
phone.....937-291-1710
email.....jscocozzo@hotmail.com
Activities Chair.....Ed Hill
phone.....937- 461-6688
email.....ehillmgb@aol.com
Membership Chair.....Carole Looft
phone.....937-382-1520
email.....carole@looft.net
Librarian.....John Wolfe
phone.....429-3292
Historian.....Dick Smith
phone.....434-1750
email.....rsmithomo@aol.com
WebPage..... www.mgcars.org.uk/mgccswoc

Your Octagon News Editors

Steve Markman
937-886-9566

smarkman@att.net

Joe Hooker

937-426-1128 twocoloradokids@woh.rr.com

Inside This Issue

2	New Members
2	Al & Dianne Freeze's 1974 MGB
5	Convenient Mixture Adjustment
7	Minutes of June 22 nd Meeting

Upcoming MGCC Events

Jul:

27 – Meeting at K of C Hall

Aug:

6 – BCD at Eastwood Park

24 – Meeting at K of C Hall

Sep:

18 – Concours

28 – Meeting at K of C Hall

volunteering to help out wherever help is needed. Of course, the Cincinnati show is in just a few days, and we'll have a group driving down for that too. Looking toward 2012, the plans for the National MGA meet here in Dayton are coming together nicely. That too, will take a lot of volunteers, so, I hope you all will consider lending a hand. The National MGB meet will be held in Georgia next year and that will be a short drive for all of us. Give that show some consideration and plan to join in the drive over there. If you want to make further plans, think about driving out to Oregon in 2013. The MGB's will be meeting there. There's always a lot going on during the summer months; I hope you can attend some of them.

If we don't see you at Cincinnati BCD, see you at the meeting.

That's all to report this month, see you at the meeting and get those cars out and drive them!



Terry

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

Welcome New Members

Tim & Carol Lewis
2500 Revere Ave.
Dayton, Ohio 45420
937-256-5320
Lewis2500@yahoo.com
76 MGB

Member Featured Car of the Month...

Al & Dianne Freeze's 1974 MGB

Al Freeze

I had owned two MGBs before, so when we moved to Ohio in 1991, I was eager to purchase another one. I had a 1970 in California and took it with me to Hawaii, so I had lots of "top-down" time. I purchased another 1970 when we lived in Miami, FL. It was a "project-car", which I towed home and

stripped down. Due to an unexpected and immediate job change, I had to sell it in boxes and crates, never having had the opportunity to drive it.

In 1992 I purchased my 1974 MGB from Gary Sammons in Cincinnati for \$3300.00. It was originally purchased 11-26-74 by Susan Ruoff of Greenville OH, from Davis Buick Co in Centerville. The car was in pretty good shape mechanically, and I drove it to work (weather permitting) for a couple of years.

One day I was jacking up the left side of the car (using the MGB side jack) to investigate a muffler leak when suddenly the jacking bracket and entire rocker panel collapsed and folded inward. Thirty-five years of aircraft maintenance experience made me suspect immediately that this was not designed to do so. After removing seats and carpeting I found that all the floor structure, from door to door, except the tunnel were badly rusted out and needed replacing.



Al and Dianne Freeze and their 1974 MGB

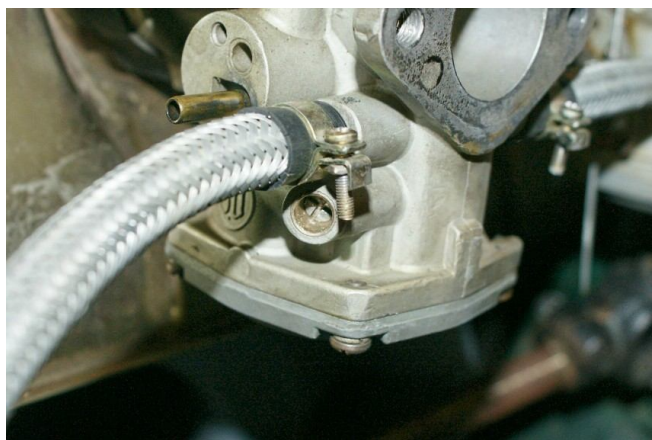
Finding a body shop around Wilmington willing to take on this massive a restoration project was not easy. Their “money-makers” are quick insurance repairs, so most are not interested in tying up their space with restoration work. Rusty Kessler in Sabina was willing to take on the job (as long as I paid up front) under the condition that he would work on the car only between insurance jobs. We agreed. I ordered all the body parts from Moss, stripped the car down to bare body, rear end and front end and had the car transported to Rusty’s shop. After nine months and many trips to Sabina (with checkbook) the car was completed. I again had the car transported home, put it in the garage up on jacks, covered with car cover and.....THERE IT SAT FOR TWELVE YEARS

After I retired, (Dianne was still working) I agreed that as long as she was still working I would take care of all the housework. (Bad decision.). Anyway, we started traveling a lot, as our kids are scattered from FL to CA, and started several house remodeling projects. Finally I decided if I ever wanted to drive the car in this life, I needed to get busy.

I had been to several BCDs and picked up numerous membership applications so I finally joined the club hoping for “inspiration”. I took my carbs and distributor up to one of John Twists workshops, where we rebuilt the units. I took the head to Steve Miller for rebuilding and finally got the car back together last year. As a testament to my mechanical skills, we just returned from the Reno trip with no major malfunctions (none that could be attributed to me anyway!). A bent front wheel from a pothole in Yellowstone, some carb idling issues in the mountains and a cracked windshield in Nebraska (probably from a giant grasshopper!)There was one other ingenious “Terry-Fix” for my overdrive, with a bungeeBut that’s another story.

Convenient Mixture Adjustment

Ron Parks



Start with a HIF4 SU carburetor...

If you own a 72-74 MGB with HIF4 SU carburetors with the original style air cleaner housings that have the long cooling snouts and you have traveled on a trip at varying altitudes, then you no doubt are familiar with the hassle of adjusting the mixture screws. The air cleaners almost have to be removed to get to the mixture adjusting screws and even then you can't really see the screws. Oh, maybe you can see the one on the front carburetor, but definitely not the back one. So, you turn the mixture adjustment screws with a screw driver by feel. Did you really turn the screw a quarter turn or half turn or did the screwdriver slip in the screw head? Did you actually turn the screw at all? I

could never be sure! I experience this in 2009 on my return trip from Breckenridge Colorado, stopping several times to enrich the mixture; removing and reinstalling the air cleaners each time. And, I didn't, but if you happen to drop the air cleaners, it's kind of a puzzle getting it all back together. Anyway, I decided then and there, that I wanted something that would give me affirmative feedback indicating that in fact I did turn the mixture screw and how far I turned it. As I had plenty of time during that trip home to think about a solution, this is what I came up with:

My idea was to get two new mixture adjustment screws, drill a hole in the head of each, and tap the hole with appropriate threads to accept a long machine screw. As my plan dictated, I would have put a wing nut on the other end, held in place by a lock washer and nut. A lock washer and nut would have held the long machine screw securely to the mixture adjustment screw head too. I most likely would have JB Welded it all together too, just for good measure. I say I would have done these things, because this turned out to be plan A, soon to be superseded by plan B which we will get to later. My plan called for the wing nut to protrude enough so that you could, if not see it, then definitely feel it and know if you are turning the mixture adjustment screw a quarter turn, half turn, or whatever.

Once I got all the parts together, I took them to my local NAPA store in Springfield, Ohio (1241 W. Columbia Street, 937-325-6272) and talked with Gabe Mercuri, the machinist and explained what I was trying to accomplish. His attempt to drill and tap a hole in the head of the mixture adjustment



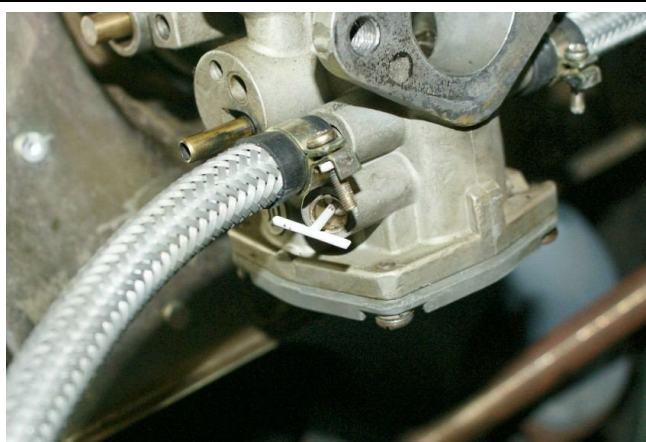
...add a pair of Dr Parks' unique mixing screws specially modified with his exclusive "T" handles...

screws failed, as there was not enough thread to hold the long machine screw. So instead, he took some small round stock, plain not threaded (coat hanger would work) and made a “T” that resembles the plunger the roadrunner used to blow up Wily Coyote. He inserted these in the holes he had drilled and glued them in place with high temperature, high strength epoxy glue. He painted them white in hopes they would show up beneath the air cleaners in the darkness of the engine bay. With the air cleaners in place, the front one can barely be seen and the back one not at all. However, by feel, you know exactly how much you are turning the mixture adjustment screws. (See photos)

The extensions can only be 1 inch long; otherwise they will not turn past the edge of the air cleaner housing. We learned this on our first attempt.

They work very well. The next time I take a trip to high altitude country, I will adjust my carburetors positively, knowing each is leaned the same. I will record the number of turns and back them out the same coming down from altitude. And, all this will be accomplished magically without removing my air cleaners. What a pleasure it will be!

If you would like make this improvement to your HIF4 carburetors, here's how:



...and now anyone can accurately adjust their mixture, publicly on the side of the road or discretely in the privacy of their own garage!!

- Order two new mixture screws (Moss Part # 373-585 or Victoria British Part # 3-5601) and two new sealing rings (Moss Part # 373-605, Victoria British Part # 3-6105).
- Take them to Gabe Mercuri in the machine shop at the NAPA store in Springfield, Ohio. (1241 W. Columbia Street, 937-325-6272) He will outfit your mixture adjustment screws with the “T” plungers for \$30. (Mine cost more since I paid the R & D time for experimenting) The rubber sealing rings would be put on afterwards.
- If you don't live in the Springfield Ohio vicinity, I'm sure any NAPA machinist could contact Gabe Mercuri in the Springfield NAPA store for advice.
- You may be able to make these extensions yourself. I chose to go to NAPA because I had no drill press or any means to drill a straight hole in the head of the mixture adjustment screws.

Good Luck!

Classifieds

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)



Mike Hirsch brought his MGA to the pub run at Quaker Steak and Lube, although it is not quite ready for summer driving...yet. It was on a trailer. Talk about a lot of enthusiasm!!

For Sale: 51 TD. Asking \$15,500. Located in Tallmadge OH. Tom Baumgardner. Pictures available.

OUR ***SERVICE*** PUTS US ***A-PART*** FROM THE REST.

At Little British, we know who we are and where our business comes from. As a growing company founded in the late 90's, we take pride in giving you high quality customer service. We will have the parts you need, the convenience you want, and at a lower price than you thought you would pay.

By being an online based company, we are able to keep costs low and maintain a flawless ordering system that is quick and user friendly. We have the parts for most British marques and models as well as fun collectibles and other useful items for the British car enthusiast. Log on to www.LBCarCo.com and see why we excel at what we do.



Little British Car Company
www.LBCarCo.com

Jeff Zorn • 29311 Aranel Farmington Hills, MI 48334
Phone: 248-489-0022 • Toll-free: 800-637-9640
Fax: 248-489-9665 • Email: LBCarCo@LBCarCo.com
Major credit cards accepted

Authorized Distributor for



**Pertronix Electric Ignitions
and Coils**

Vintage Ads

Don Hoods

Mota-Lita Steering Wheels

Gunson Tools

Moss Motors

**Halogen Bulbs for Most British
and American Cars**

Plus many others!



The Octagon News – July 2011

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)

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)

MG Car Club Minutes, June 22nd Meeting

Sam Hodges

Meeting called to order at 7:26. Then again at 7:32...

Terry, "It was pretty fun last meeting, there was no heckling, no, nothing. It was an abbreviated meeting. I guess the first order of business is, the Reno trip. We made it." Dick Goodman, "Some of the best pheasant hunting around." Terry, "There were a few feathers on the side of the road."

Terry continued, "The trip was 5,166.3 miles, it took 15 days overall, 90 hours 14 minutes out at an average of 53.7 mph moving. We had 4 cars, 5 people and averaged 31.5 mpg pulling trailer." Louie, "Were you driving a Spitfire?" Terry Happensack, "He said he was pulling a trailer, not being pulled AS a trailer." Terry Looft, "I guess you could use a Spitfire for a trailer, just put a tongue on it." Louie, "Why did I open my mouth?"

Terry, "The only breakdown was my car about a mile from the hotel. The metal fuel filters can vapor lock when placed up and down like they should. I removed them and solved the problem. We went to Mt. Rushmore but couldn't see anything since the clouds obscured the mountain. Then we went to Sturgis. The place was a ghost town. May have seen 3 cars move the entire time. We were walking down the street and some guy offered to buy us a drink if we just came into the bar. Found out that the bars in Sturgis are mostly owned by out of towners and they only open them up for Bike Week and then after that, they close it down again. We stopped at Yellowstone and stayed in Cody. In the mornings, the temperature was actually down in the 30's."

Kathy Goodman, "How was the car show?" Terry, "There was a car show? There were 612 cars at the show. It was the best of the best. Dar won first place with his MGA. Dave Gribler won 2nd place in his class with his car. EX 186 was there. They had to have 50 TF's and they were all 1500's. The T's were rows long."

The Octagon News – July 2011

Al Freeze. “On the way out, we started having problems with the overdrive. If I put it in overdrive and held the shift lever over it actually would stay in overdrive. I told Terry about what was happening and he came up with a solution.” Terry Looft, “I’m gonna patent it! Call it the ‘Overdrive Bungeerator’.” Al, “Terry loaned me a bungee cord and when I looped that around the gear shift and tied it off to the side, problem solved.”

Dave Gribler, “I lost a fuel pump in the middle of Kansas but after some hot-wiring, I got it to work and it’s been working – knock wood – ever since.”

Al Freeze, “Does anyone know anyone who can do a windshield? Think insurance. Is there anyone who will actually replace the glass?” Terry, “We got thrown out of a glass shop in Wilmington once trying to get a new windshield.” Ed Hill, “Steve Miller’s having trouble finding people who are willing to work on them.” *Short answer, no...*

Terry, “We had 12 members at the show and everyone else was from California.”

V.P. Report. Dave McCann, “Ron and I met in London and drove Rt 56 to Athens. I’m thinking that we might need a fall trip. 56 south of Chillicothe was absolutely a great drive. Once we hooked up with the caravan, there were about 12 trailers on the drive. We’re in the back row of the arch picture.” Dave Gribler, “There was guy in a TC that passed me like I was parked!” Skip, I’m calling BS! He passed YOU?!?! No way!” Terry, Looft, “I remember that car. He was an old guy, even older than Louie...”

Dave McCann continued, “I was talking to Dave Jr. and he was sitting at a pavilion in Golden Gate park. There were about 20 cars that made the entire trip coast-to-coast and those 20 got vials of sand, half east coast, half west coast. This is the 3rd trip Jr’s made coast to coast with the top down.”

Terry, “I’m glad you’re all sitting down. The Gribblers actually stayed at a hotel!” Dave G. “We drove 4,978 miles through 11 states. We did drive 24 hours to catch up to the caravan. On the way back, it just got too cold to keep going so we needed to stop at a hotel.”

Minutes were next. Terry, “I think there were some inaccuracies in there somewhere...” Dick Goodman motioned to accept the minutes as reported. Jennifer Peterson seconded. Minutes approved.

Treasurer’s Report. Terry, “Glenn”. Glenn, “Just a minute, how do you spell insolvent?” Treasurer Glenn Marin reported that we had Total Income to the MGCC consisting of: Squat (\$10.00) = **A Total Income of \$10.00.** Total Expenses: Hall Rental Fees (\$90.00) + Gumball Rallye (\$5.00) + Octagon News Fees (\$101.60) = **A Total Expense of \$196.60.** **Total Loss to the MGCC was \$186.60,** that when subtracted from our existing Treasury balance of \$2,733.80 equals a new **Treasury Balance of \$2,537.20** in the checking account and \$379.05 in the savings account. Carole Looft, “Party!” Treasurer’s Report accepted as reported.

Carole Looft and **Membership.** “Last month we had 98 members and now we have 102. Norman and Linda McCord from Springfield have a 1979 MGB. Ron has the record at 113 so we’ve got 11 to go. In August, the cost will be 1.50 so wait until then to sign up people.” Terry, “I’ll modify my previous offer, ‘free beer to anyone who brings in a new member as well as for the new member.’”

Activities with Eddie. Eddie Hill, “Phil corrected me that this coming weekend is Cruise the Burg. Also this weekend are the vintage races at Mid Ohio. July is the Arthritis Foundation car show in Columbus. Go to Buckeyetriumph.org for more info. Cincinnati BCD is July 17th.” Terry Looft, “They do

The Octagon News – July 2011

have a class for Triumphs at that show Louie.” Terry Happensack, “Yeah, they’ve got a pretty big dumpster out back.” Louie, “Keep it up...” Dick Goodman, “August 14th is the fall picnic. Mark your calendars”

Sunshine Committee. Terry Looft, “Linda’s not here.” Jennifer Peterson, “I’m here!” Skip, “We’ve got the other side of sunshine.” Dave McCann, “Since someone asked, they put in 2 heart catheterizations. They went in through my wrist and I was out of the hospital in 6 hours. I got the bill a couple of days ago and it was for 24 hours.”

Newsletter. Steve Markman, “The Americana Festival in Centerville is July 4th if anyone wants to join us.”

Webmaster John Scocozzo. “Nothing new to report. We’re taking registrations on line and it’s relatively painless.”

Beer Break – 8:09.

Back from beer break – 8:26.

Dave McCann, “...and now for some serious business.” Dick Goodman – to Louie, “What’d you do? Steal my seat AND my beer?”

Terry, “Sam and I decided that we need to have one meeting a year that’s nothing but beer break.” Dave G., That’s called the Holiday Party.” Terry Looft, “It would seem that Louie does have some competition. Bill Hammond just turned 80.” Bill Hammond, “What really makes me feel good is that I got propositioned the other day.” Bob Hanseman, “That’s because he had a \$20 hanging out of his pocket.” Bill, “My daughter from Baltimore flew in just for the occasion.”

BCD. Skip, “Everything’s going just fine, everything looks to be on track. Shirts are a golden-yellow.” Terry, “Like monkey puke?” Skip, “No, once they fade they’ll be monkey puke.”

MGA 2012. Dave Gribler “First of all thanks to Dave McCann for bringing the trailer to Newport and to St. Louis. I think we should reimburse him for the keg he bought... Terry Looft, “All in favor?” MGCC “Aye.” Dave continued, “We’re trying to learn some things from this year’s event. Don’t assume that the people know the roads like you do. Don’t use slick paper for ballots. Give specific times for car shows, etc. We still need to finalize some of the contracts with a few locations such as the Taj Ma Garaj. Otherwise, things are progressing.”

British Museum – no one’s here.

New Business. Joe Hooker, “As of last Friday, I’m a great grand father. Marie Lucia Jones.” Terry, “You don’t seem that old, unlike some people... (*motioning to Louie*).” Louie, “You want me to keep coming to these meetings?” Terry,



The Octagon News – July 2011

“You haven’t taken the hint by now?” Louie, “Why do I say anything.”

Charlie McCamey, “MGDriver submitted an article about the British Museum that was really nice.”

Terry, “The next MGB Meet is going to be in Dillard GA. It’s up near the Tennessee border.” McCann, “What highway is it close to?” Terry, “I don’t know if you noticed but I think part of it’s by canoe.” Bob Hanseman, “Go to the guy who’s playing the banjo and hang a right.” Terry, “It’s 460 miles from here.”

Pub Run. Terry, “Any suggestions?” Pat Wasserman, “Someplace that doesn’t have stools so damned high!” Terry, “You know, they do have chairs.” After some banter and various locations being tossed about, the club, in its usual indecisive fashion decides to let the Gumball Rallye winner pick the location.

Tech Tips. Ron Parks, “When I was in Colorado in 2009 I used an ‘Absorber’ to dry my car and because it worked so well, now I’ve got a bunch of free chamois to give away.” Dave McCann, “The way it’s raining, you ought to hang onto anything absorbent that you have.”

Dave Goodman, Tech tip for us. “Don’t hold off. I know a widow who has a TD. Her son wants it but the she’s afraid that the car is going to be damaged. She needs help. However, the guy that had it was going to work on it after he retired. He died 6 months short of retirement. Don’t hold off.”

The club offers a few names of some possible experts to look up, Dave Zip and Jack Smittle are MG engine men around here. Jim Pesta down in Cincinnati might also be able to help her with the car.

For Sale, Jack Bantle has an MGA windshield frame and some MGB u-joints.

Dave McCann won **Gumball Rallye** and he decided the location of the July 10th Pub Run, the Quaker Steak & Lube.

Ron Parks and Dick Goodman motion to adjourn at 9:02.



MG AUTOMOTIVE

Parts, Service and Restoration for
MG, Triumph, Austin Healey and
Related Autos



Steve Miller

3733 Wilmington Pike
Kettering, Ohio 45429
(937) 294-7623

e-mail: MgAutomotive1@aol.com



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 the American MGB Association

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/

The Octagon News – July 2011



1754 Lindenhall Dr.
Loveland, OH 45140-2120

Name _____ Reg # _____

British Car Day 2011 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 16, 2011

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

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

S ___ M ___ L ___ XL ___ XXL ___

Vendor registration \$20.00 _____

Total _____

Make checks payable to: British Car Day 2011

Mail to: BCD 2011, 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 _____