

THE OCTAGON NEWS



Volume XL No. 6

April 2012

Please keep Dick Goodman
in your thoughts and prayers



From the President

Sam Hodges

Fireside Chat with Fidel
Hola Mis Amigos!
Como estan? Coming up this month is our annual Tune-Up clinic. April 21st (*you should have this edition of the newsletter before then*) starting at 9:00a.m. It will be our first drive-your-car event of the year. I don't know about you, but I'm already trying to figure out which car needs the most work that I'm probably not going to actually do to take to the clinic. The following day, April 22nd, we have a spaghetti dinner planned at the Bella Villa Hall with proceeds going to the British Museum of Transportation. This makes

for the perfect weekend of British car ownership. Tune-up on Saturday, drive and break on Sunday.

Here lately, it seems that I'm running across more MG's for sale. When I didn't have one, all the way back in 1996, I



Southwestern Ohio Centre -- MG Car Club
P.O. Box 20032, Dabel Branch
Dayton, OH 45420-0032

Club Membership Information

Membership dues for 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, April 25, 2012

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Upcoming MGCC Events

Apr:

21 – Tune-Up Clinic
21 – Spaghetti Dinner
25 – Meeting at K of C Hall

May:

5 – Drive Your MG Day
5 – Cinco de Mayo (when else
did you expect it to be?)
19 – 2nd Street Market
23 – Meeting at K of C Hall

June:

3 – Ft. Meigs
10 – Cincinnati Concours
27 – Meeting at K of C Hall

*See meeting minutes for other
area activities!!*

Broke, but much better off.

didn't have the first clue as to where to look to find one. Now, I've got people contacting me trying to sell me theirs. I don't know how the word gets out, but somehow, it does. Last July for instance, I was contacted by a friend who knew of a guy selling an MGB. I was on the way out of town at the time so I couldn't really do anything about it, but I called the seller, exchanged some basic information and made a note to get back to him when I returned. Two-weeks later, when I did return, I had basically forgotten about this car. Thinking it had been sold/dealt with I put it out of my mind and moved on. About a month ago, I get an email from the seller wanting to know if I'm still interested. Feeling bad now that this poor guy had been waiting for my reply, I made a point to go check out the car. Upon seeing the car, a 1969 MGB, I don't feel guilty anymore. Needs work is being polite.

About two days after looking at that car, another friend tells me that he knows someone looking to sell a 1972 MGB and wanted to know if I was interested? How does this happen? It's understandable that, after being in the MGCC since 1996, owning 3 MGs, having been El Presidente twice now, that people would know that I like MGs. But how did I go from scouring the region trying to find a decent one for sale to having people coming to me and offering them to me? If only it worked that way for Cords or Duesenbergs, I'd be much better off.

I told Diana that I wouldn't buy anymore cars until we sorted out the garage situation. That situation being that we own seven cars, but only have storage for five. As it is, the minivan and the Buick (sometimes the Beretta) are perennially parked outside. We've been planning on moving into a house with a bigger garage since 2007 but with housing prices being what they are we've done nothing. It's a good time to buy, but a lousy time to sell. That and a nagging undecided decision about moving closer to Cincinnati or staying in Dayton has led to inertia taking control. So, as a result, I can't actually take advantage of some of these opportunities that keep coming my way. Maybe I just need more people coming to me offering garage space!

Welcome New Members

Carole Looft

Joe Grof
5720 Gross Drive
Dayton, Ohio 45431
407-367-8307
mijgp@yahoo.com
1961 MGA roadster

Member Featured Car of the Month...

Phil Johnson's '1976' MGB on Steroids

Phil Johnson

My interest in MGs dates back to 1956 when I was a student at Ohio State University. From out of nowhere I started to see increasing numbers of small two passenger "sports cars" which I subsequently identified as MG TDs. I thought they were really "neat" and ultimately determined that they belonged largely to US veterans who brought them back from England after serving in Europe.

Fast forward 46 years which found me longing for a set of wheels like the ones from my college days. I started attending various car shows and it was at one of these events where I met Joe Hooker and Ernie Streifthou, who between them owned 3-4 MGs. Ernie was bold enough to let me drive his 1952 MG TD at a *Gathering of the Faithful* MG owners who met at the Pleasant Hill Lake Lodge near Mansfield, Ohio. At that point I was hooked and decided I just had to have one of these little gems. With some help from fellow MG Car Club members, I found a beautiful 1951 TD clad in Dodge Viper Red paint down in Florence Kentucky. I've enjoyed the TD for about 13 years but felt the call to add a second MG to my stable. That's when Louie DiPasquele announced that he needed to sell his 1976 MGB after losing his parking space for that car. I bought the car in 2003 and learned that it had been previously owned by Dennis and Berta Loyer, who had belonged to the MG Car Club back in the late 1990s. Included in the information passed on to me by Dennis and Louie was the fact that this car was originally delivered in California and had had a complete body and interior restoration job in England in 1989 before being sold to Ed Willett in Dayton in 1996. It seems strange that the car was restored in England but I have never looked into the reason for this decision.

I enjoyed driving the B but always craved for more ponies under the hood! In 2006 I learned of a shop in West Carrollton called *British Car Conversions* owned by Dann Wade, which specialized in converting MGs and Triumphs to V6 power. It sounds simple enough but it turns out to be a major endeavor - certainly nothing I would recommend as a do it yourself project. The shop offered "gently used" GM 6-cylinder 3.1, 3.4 or 3.6 liter engines but all of the rest of the exchange components were chosen to complement the engine upgrade. A number of the components were "off the shelf" items and others were specially designed and machined for the individual application. I was assured that even the 3.1 liter engine would more than double the horsepower and torque when compared to the original 4 cylinder MG power plant. The more I learned about this conversion, the more excited I got about this approach toward increasing the performance of my MGB.



Phil Johnson and his 1976 MGB.

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In January, 2007 I drew up an Agreement with Dann Wade for a conversion which was to accomplish a number of my goals as listed below:

- 1) Incorporate a "nearly new" Pontiac 3.1 liter V6 engine producing 200 HP @ 205 foot pounds of torque
- 2) Replace MG OD transmission with a new (crate) Ford Mustang T5 transmission
- 3) Incorporate a new computerized engine management system
- 4) Eliminate all LUCAS components (including light bulbs, etc, etc)
- 5) Modify existing SS exhaust system to mate with new engine
- 6) Clean and repaint entire engine bay before installation of new components, wires, etc
- 7) No cutting of any original sheet metal to accommodate installation of new components permitted
- 8) Replace any defective wiring and add new wiring as needed
- 9) Replace existing fuel pump with continuous flow electric pump with return line to gas tank
- 10) Install new Ford Mustang radiator
- 11) Install new electric radiator fan
- 12) Install new electric coolant pump
- 13) Add no decals or medallions that would give away the upgraded power plant



Definitely *not* you father's MGB engine.

I stayed in touch with Dann and routinely approved any additional work or changes that he proposed. Dann's original plans predicted completion by August, 2007. We came close to that time schedule with completion on or about the first of September. My confidence in the quality of Dann's work was high. This confidence was demonstrated in fact, by my planning for a break in trip of about 3,500 miles which included all of Route 66 from Chicago, Illinois to Albuquerque, New Mexico. Included was the trip from Dayton to Chicago so that I could start the Route 66 trip at the zero-mile marker on the lakefront in Chicago. This "solo" trip began on September 29th and arrival back home October 14th. A significant highlight of the trip was a 2-3 day stay with old friends in Albuquerque and a visit to the Beautiful Hot Air Balloon Festival just north of Albuquerque. I averaged 33 miles per gallon for the entire trip and routinely drove 60-70 miles per hour (with occasional spurts to 80).

Ron and the Raccoon

Compiled by Carole Looft

We all read about Ron's misfortune with his bike and the dead raccoon, and then heard how his recovery was going. Although not a funny situation for Ron, we all felt there



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was a trace of hilarity in the story. A few of our members had to respond. I'll share those here with you. *The names have been omitted to protect the guilty!.*

“I was surprised to hear that your MG will be sporting a new accessory---a 'coon tail! Here's to quick recovery---although chaps of MY age do not recover easily.”

“Please send photo of 'coon tail on your MG!
Did the club send a card to the raccoon's family? “

“I think there may have been a resurrection. There's a raccoon in my backyard with a black eye, waiting for me to hop on my bike.”

“Thanks for sharing the funny-not so funny for Ron story. Reminds me of the first time I rode a motorcycle and almost hit a squirrel. Luckily, I missed it and all was well. Our associate pastor at church hit a squirrel on his motorcycle and crashed his bike last fall resulting in a broken arm. Tell Ron I can watch his MG for him! Rock on.”

“I think you are on to something. What a great way to feed the family! If you like this one I'll get you some more. They are all over the roads here.” (The complete recipe for roast raccoon with stuffing was included)

Finally, we found out that Ron has returned to the scene to connect once again with HIS raccoon. See picture above.

Seriously—we all wish Ron a speedy recovery.

Club T-Shirts Now Available

Carole Looft

We received our supply of t-shirts with our club's logo in the upper left front of the shirt. The shirts are a light gray in color with our small logo imprinted on them. The sizes are M, L, XL, 2XL. They are selling for \$10.00. You can contact me if you are interested in purchasing. carole@looft.net



MG 2012 in Dillard, Georgia

Carole Looft

The National MGB meet will be held in Dillard, Georgia this year from June 6 to June 10. Dillard is in a mountainous region of northern Georgia that will be offering us many opportunities to experience the beauty and uniqueness of it's surroundings.

A group of club members are planning to attend this event and we would like to invite anyone else who is interested in traveling to this event to travel along with us. Presently, we are planning to leave on Tuesday, June 5, and travel to Maryville, Tn to spend the night. We have made our night's reservation at a Holiday Inn Express.

Holiday Inn Express Hotel & Suites Alcoa (Knoxville Airport)

130 Associates Boulevard
Alcoa, TN 37701, United States
1 865 981 9008 www.hiexpress.com

Our Wednesday drive into Dillard will be through some of the more scenic areas and will be on roads that MG drivers will truly appreciate. If you would like to travel with us, or would like more information, just email me and I will pass along more information. carole@looft.net

5-Speed Transmission Order

Dave McCann

About two years ago a couple of friends and I put together an order for 5 speed transmissions and kits for various MGs directly from Hi-Gear Engineering in Derby, England. We ordered 9 then and got a 10% discount and a small break on shipping. Prices have gone up and the exchange rate is slightly more now, but we still expect to get them for around \$2400. The kits include a rebuilt transmission, new bellhousing and new drive shaft, along with related parts. MGTD and MGTF kits include transmission tunnel cover and are more expensive. We're projecting the order to go in at the beginning of June. The order would be shipped to Richmond, VA. Additional shipping would be extra, or if time is not an issue I could deliver them to Springfield at some time after they arrived in Richmond.

Additional benefits of dealing directly with Hi-Gear are custom kits for 1800 engines in MGAs and Z Magnettes. Also, we are able to request specific speedometer drive ratios in the transmissions and this coupled with a special ratio angle drive adapter can be used to yield a speedometer drive at the speedometer of within 1% of stock in many cases. For more info on either of these options, please contact me directly.

- * 5 speed transmission bulk order
- * Hi-Gear Engineering in England
- * somewhere around \$2400 (Moss price somewhere around \$3400 plus shipping)
- * MGA, MGB, MGT, Z Magnette
- * MGA/1800 or Z Magnette/1800 kits available, some additional cost
- * \$150 (aprox.) option to avoid speedometer recalibration (MGAs and some MGBs)
- * Hi-GearEngineering.co.uk



Do we believe the experts? Sure we do...

Spring: A Time for Flowers, High Gasoline Prices

Jonathan Fahey
Associated Press Energy Writer

NEW YORK (AP) -- Ahh, spring. The days get longer, flowers bloom, and gasoline gets more expensive.

It's a galling time for drivers, and it's more maddening than usual this year. The average price of gasoline could surpass \$4 per gallon nationwide as early as this week. It's already \$3.93 per gallon, a record for this time of year.

Why the seasonal spike? It's the time of year refineries reduce output to repair equipment and start making a cleaner, more expensive blend of gasoline for summer.

Since 2000, pump prices have risen every year between early February and late May. The annual increase has boosted prices by 27 percent on average, according to the National Association of Convenience Stores. This year, prices have risen 14 percent, or 48 cents per gallon, since Feb. 1.

"There's always built-in increase, and it's going to be accentuated this year," said Tom Kloza, chief oil analyst at Oil Price Information Service.

Gasoline was expensive even before the seasonal run-up. Strong global demand, heightened tensions with Iran and a smattering of supply disruptions have kept crude oil prices elevated for months. The oil used to make most of the gasoline in the U.S. has averaged \$120 per barrel this year.

This year's spring surge is more extreme than usual because three refineries that serve the East Coast were shut down last fall and another one may be closed in July. That's threatening supplies in one of the country's most densely populated regions, and pushing prices higher everywhere.

Demand for gasoline tends to drop off in winter. That makes it the perfect time for refineries to get ready for summer, when the objective is to produce as much fuel as possible. The catch is that the refining industry's version of spring cleaning causes supplies to shrink and prices to rise. To be specific:

Refineries need major maintenance once every four years, on average. On a practical level, that means one-fourth of the nation's refining capacity is temporarily shut down in the first quarter of every year. Because the U.S. has half the number of refineries it did in 1980, a delay in getting one or two back up and running has a greater impact than in the past.

To comply with the Clean Air Act and limit smog, refiners have to make a special blend of gasoline that doesn't easily evaporate in the warm summer air. The fuel is 5 to 15 cents a gallon more expensive to make because of raw material costs.

The nationwide fuel supply can't be transformed overnight. Between April 1, when refiners must start making the summer blend, and June 1, when retailers have to be selling it, supplies become uncertain, and prices at the pump rise.

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During this period when refiners are doing maintenance and making summer gasoline, the odds of an unexpected supply disruption rise, analysts say.

To protect themselves against this possibility, energy traders buy wholesale gasoline futures on financial exchanges. That pushes wholesale gasoline prices up. And higher wholesale prices are quickly translated to higher retail prices.

Distributors and gas station owners buy gasoline every day based on a price set on exchanges. Station owners then change their prices based on how much their last shipment cost, how much the next shipment is likely to cost and what their closest competitors are charging.

Retailers can go back to selling winter blends on September 15. While it's not required, most do so because it is less expensive. Gasoline prices generally decline in the autumn, along with gasoline demand.

Seasonal price swings are not unique to the energy business. Flights to Europe are more expensive in summer, when travel demand rises, and strawberries and tomatoes get more costly in winter because they must be shipped from far-flung places. Yet when it comes to gasoline and spring price hikes, drivers don't want to hear about supply and demand or higher production costs.

Tony Kost of Leesburg, Fla., who commutes 80 miles roundtrip a day for work, says it's hard to buy the industry's explanation for the seasonal price spikes.

He has a simpler, if unproven, theory: "Oil industry price fixing."

"The oil industry has inflated the price of gasoline," says Kost, who paid \$3.91 a gallon the last time he tanked up.

There are some consolations for Kost and other drivers. Even though it may not feel like it, gasoline prices do usually dip after their spring peak. Last year gasoline fell from \$3.98 per gallon on May 5 to \$3.55 on July 1 and finished the year at \$3.28.

Also, summer gasoline blends improve fuel economy by 1 percent to 2 percent. That means drivers will at least get to go a little bit farther on that pricey tank of gas.

Jonathan Fahey can be reached at <http://twitter.com/JonathanFahey>.

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: MGA Parts: 2 Carburetors, H2, \$400.00 OBO, New Steering Wheel \$100.00, Steering Column, \$50.00 OBO, New Centerpiece (Steering Wheel) \$20.00, New Blanking Plate, \$15.00, New Front Bumper, \$100.00, New Rear Bumper, \$100.00, Heater, \$100.00 OBO, Top Frame Assembly, \$100.00 OBO, 2 Side Curtains, \$300.00 OBO, 2 Seat Kit, Black, 2 Seat Frame \$750.00, All New Carpet Set, Side Panels, Door Pockets, Rubber Mats, Spare Tire Cover, Black \$400.00, Windshield, \$150.00 OBO, 2 Plinths, \$100.00 OBO, New Radiator Duct Panel, \$35.00, 2 Shock Absorbers, \$50.00. Contact Dave Stein, (937) 433-8323, or dstein@woh.rr.com (4/12)

Pet of the Month



Steve Markman's granddog, Knoxberry, his daughter's Bernese Mountain Dog, was visiting this month and wanted a ride in Steve's MG TD.

MG Car Club Minutes, March 28th Meeting

Sam & Diana Hodges, (substituting for Kathy Goodman)

Ah... It's been a while, but let's see if I remember how to do this...

President Looft, (...no, wait, flashback...) El Presidente called the meeting to order at 7:36 in a very weak, Morse code inspired manner. Stragglers wander in. There's no real order to the chaos that's about to ensue... (*Wait a minute!?! My wife took these minutes notes?!?! What The...?!?!*) El Presidente makes mention of the fact that Louie's here.

El Presidente, "After 10 years, I'm gonna wing it... *Really, this is the first time?* Having said that, I don't really have anything. Beer break!" Terry Looft, "Here comes the long homily..." (*So THAT's what he said!?!*)

El Presidente Hodgriguez continues with a story of a recent trip to Las Vegas. Ferraris, McLaren's and Jags – oh my! "...and a 71 MG Midget..." Skip.

Vice President's Report was next. John Scocozzo, "Nothing new." Moving right along...

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Minutes were next. Motion to approve minutes as read was made by someone (*would have been nice to have had a name, but I'll just wing it*) by Bill Hammond. Louie seconded, Minutes approved as reported.

Treasurer's Report was next. Judy, who was absent, sent checks for Joe, Jim and K of C Hall. 15 minutes and our savings was \$374.51. Or maybe that's what we have IN the savings account. The main account currently has a balance of \$3,318.79. I have been assured by Glen, ...er, um... I mean Judy that she will be present for the April meeting with a full report. Oddly, the note was signed with "Via con Dios" and it did smell like sunscreen and tequila... maybe I'm reading too much into this.

Club T-Shirts. Skip Peterson, "I've got a bill for \$314.49 that I'll send to Glen." Ron Parks motioned to sell t-shirts for \$10 & Louie seconded. (*I KNOW that more than this happened?!? Sloppy... just sloppy... BTW, once Diana reads these, I'm going to need a place to stay. Anyone have an extra room?*)

The floor was now turned over to the obviously wounded Ron Parks (shoulder in a sling) for a story of woe, a story of dread, a story involving raccoons and bicycles. Ron, "I made a bad decision. I went for a bike ride and I rode a bit too far. On the way home in the now darkness, I hit a dead raccoon (*he said it was dead, but we all think he killed it*). I have a broken collar-bone and will have to have surgery on Tuesday to repair it." At this point Ron holds up a photocopy of the x-ray which clearly shows a broken collarbone. Someone, "How'd you get home?" Ron, "I rode home." Eddie, "How do you wreck on a walker?" Ron, "Don't know, haven't been on one." Jennifer Peterson, "Here's a card, take it with you to the hospital on Tuesday." Skip, "Do you have one with a dead raccoon on the bumper?"

Membership was next. Carole Looft, "We have a new member – Joe Grof." Joe, "My mom bought the car as project for my dad in 1966. We started taking it apart in 1968. In 1994 Mom, tired of the lack of progress, sent the car out for a professional restoration. In 2009 dad put in a new interior and top. The car has 40,000 miles on it as it sits in the bubble." Carole, "As of this meeting, we have 113 members." El Presidente Hodgriguez, "I've got a couple of months and a lot of family members around here. I ain't worried."

Sunshine Committee was next. Unfortunately, we've actually got a lot of things to report on this month. Diana talked to Kathy Goodman and received an update on Dick Goodman. For those who don't know, Dick fell while at the Wright Patterson base hospital and suffered a skull fracture. He has been hospitalized but was released to Heartland of Beavercreek. After a short stay there, he was moved to Patriot Ridge nursing home in Fairborn. He's doing better now but with all head injuries, it's going to take some time for him to get back to normal.

Pat & Reuben Wasserman were both in the hospital suffering from a bacterial infection. It was hoped at the time of the meeting that they would be returning home shortly. Updates to follow.

Phil Johnson broke his ankle shortly before going to Hawaii on a three week vacation. He had to spend the entire time (*in Hawaii*) in an air cast. Sam, "You do know our sympathy was tempered by the word 'Hawaii'."

Bill Hammond was absent from the monthly meeting and rumors had it that he was suffering from pneumonia. The club is sending a card. Thank you Carole. Oh, and don't forget about that poor raccoon that Ron decided to kill for no reason other than it was trying to cross the road. Shame on you Ron, shame...

Activities with Eddie was next. The Tune-Up clinic is scheduled for April 21st, 9:00. Coffee maker & donuts need to be there by no later than 8:45. Louie's Spaghetti Dinner is the following day, April 22nd, at the Bella Villa Italian Hall. Proceeds to go to the British Museum of Transportation.

Drive your MG day is May 5th

The 2nd Street Market show is May 19th from 8:00-3:00

Drive your British Car week May 27th to June 2nd

Ft. Meig will be June 3rd from 10:00-3:00

Dillard, GA MGB Gathering is June 6th-9th

The Cincinnati Concours is June 10th

The Ohio Chapter of New England MGT Registry is having a get-together at Ohio Northern University June 15th-17th.

The Vintage Races at Mid-Ohio are June 22th-24th.

On a non-MG/British car side, but very interesting nonetheless, the Doolittle Raiders are planning another reunion. If you missed it the last time, I highly recommend you try to make at least one of the events. The main event of the reunion is scheduled April 18th. The Raiders as well as 'hopefully' 20 air-worthy B-25 bombers will gather at the National Museum of the United States Air Force at Wright Patterson AFB. There's a ceremony scheduled for 12:30 and the planes will be on static display. As with the last time, the planes will be kept overnight at Grimes Field in Urbana with planes starting to arrive on April 16th.

Newsletter. Steve Markman, "I'm still taking pics of kids/grandkids in MGs. If you get anything this summer, feel free to forward them so that I can put them in the newsletter." Ron Parks, "Send me a blurb about your car if you want it featured in the newsletter."

Webmaster. John Scocozzo. "I'm working on online registration for BCD..." Terry Looft, "Can you put a reference on our page to NAMGAR GT-37?" Skip, "Maybe a link to the calendar of events?" John, "I think that can be done."

8:05 – Beer break! Let the t-shirt selling begin...

8:23 – Meeting reconvened.

Wow, sold \$140 in t-shirts. *Wonder how that compares to beer sales during break?*

Sam has the insurance bill renewal notice. Terry, "Zeno isn't here anymore, we don't need insurance." There's also a Renewal notice for MG Magazine. (Confession: *I, El Presidente, wasn't aware that I had to pay that bill. Apologies to the club. I just kinda thought that magic money fairies took care of this kind of stuff. That's how it works around my house. I tell Di and all these things are taken care of... Who knew?!?*) Motion to pay, Terry seconded. Pay with charge card, conversion will be on bill. Terry donated last year. I'll donate this year... Taken care of.

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Old Business. Really don't have any since this meeting is running inexplicably long.

New Business. The aforementioned spaghetti dinner and volunteer sign up sheets are starting to make the rounds. Skip, "Wait, what? Ron's already signing up volunteers? I'm not going to have anyone to work with. Ron's going to have them, all."

In an unprecedented turn of generosity, the Club unanimously voted to start paying the President.

NAMGART GT-37. Dave Gribler provided the following update.

Publicity. There's another article in MGA Magazine, thank you Sam. We need last minute items and final schedule updates in the next article.

Registration. Dave went into auctioneer mode... just couldn't keep up. Something about the ladies tea. According to the Marriott, we're good on our promised room commitments. Clock building finished has completed. Bonny & Linda spent time inhaling spray adhesive and wondering why their hands were so big but moving so slow.... Skip, "Dude..." Dave G., "They'll never be the same."

Hospitality. We need volunteers to decorate the Taj & Marriott ball rooms. We also need evening volunteers, and someone to serve beverages during orientation Monday, Tuesday – 7-9 at Sharkey's and in the Hospitality suite.

Car Show. Eddie... Need help stuffing goody bags...

Regalia. Auctioneer mode again...

Vendors. Skip, "None have committed yet but that's how it typically goes. I have gotten goodies from Summit for door prizes. I'll follow up with emails starting in April."

Volunteer T-shirts. A decision has to be made. Skip holds up a green shirt. Safety green. Eddie "Can you see me now?" (*Astronauts on the ISS could probably see the shirt that Skip held up*) I like the green, it matches your eyes. Skip "It's easily seen..." Eddie "...from 30,000 feet!" Skip, "AAA gave us \$800 and that will cover the cost of the shirts. What we need now is a logo for the back." Several options are bandied about, "A host", "STAFF", "A with a hole cut out underneath..." Terry, "A hole?" Mayhem ensued... (*I wonder who came up with that idea?*) Nothing was decided – I think (*tsk, sloppy, just sloppy*) - Skip "done, moving on."

Ron Parks, "John and Linda working on a tour, Al is working on an Aviation tour. Dave & Lois ran the Greene County tour, and Ryan and Leann ran another tour to verify that all's well. Looking good so far." *Will the poor, hapless raccoon be on the tour? Maybe a small memorial?*

MG Olympics. Ron wants to do a dry run over Memorial Day weekend. For the Funkhana, Lois showed off the newly created bean-bags for the Corn Hole Olympics. The 'board' for corn hole is a hood donated by Jack Bantle. Turns out that an MGA hood is about the same as a regulation corn hole board.

Awards. Ron, "Funkhana awards being worked on." The conversation devolved into, well something. Raccoons were mentioned, so were MG's, Triumphs and I think I caught a reference to Tyrannosaurus Rex somewhere in there. I'm not sure... Dave, "You done?" Skip "If not, you are now."

Dave Gribler, "We're trying to add another session to D&D tour or rotate a couple of tours in order to accommodate those interested. We had 25 spots available and 37 people sign up so far. We're working with Pete on an open house with the British Museum of Transportation.

Food and Beverage. The Edgertons' are not back yet. Once they return from Florida then, auctioneer mode back...

Website. John Scocozzo – thanks for your work, will be posting schedules soon.

Volunteers. Registration. We will need some on Sunday evening to get early arrivals taken care of.

Monday & Tuesday all day, Wednesday should be end of it. We need to set up for car show. We'll need Marshalls for the show and to get people from Marriott. We need someone to baby sit regalia distribution

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and door prizes as well as needing people to sell raffle style tickets. John Dixon donated rolls of tickets for raffle & drinks. The Marriott will throw in toasters, but Lois will ask about other goodies. “Plan B in effect, try plan A.”

Skip “AAA will provide free towing, trip tics for self guided tours, cover of trip tic will have AAA information. Also giving us door prizes.” Lois is concerned that they will send a hook truck. Jennifer, “All are fat bread.” Carol, “...or flat breast.” Make that “flat bed...”

Lois, “I think that we should all exchange cell numbers so that we can get in touch with each other easier during the show. El Presidente, “Soooo. If my car breaks down, I can have it towed for free? So, if I push it out to the end of my driveway, then I can get towing to the show?” Skip, “No, It’s one way to your house.” Pres., “Soooo If I tell them my house is Carillon Park... I’ll figure this out...” Skip gave a copy of the Logos to Carol & El Presidente as backups.

For Sale. Dave McCann reported that Dave is putting together an order for 5-speed trannys from England. Hi gear Engineering, TD & TF have tunnel so more expensive. The orders will be shipped to Richmond VA for \$2400. Moss sells them for about \$3400.

El Presidente just went and looked at a 69 MGB. I have details if anyone’s interested. \$2,500. “...running when parked...”

Lois knows of a 1974 MGB for \$5800, 99,000 miles. Contact Lois for more details.

Gumball Rallye was won by Eddie.

Meeting adjourned at 9:10. MAN! This was a long meeting. Gotta see what I can cut out next time...



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British Car Day 2012 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 14, 2012

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 2012

Mail to: BCD 2011, 1754 Lindenhall Dr. Loveland, OH 45140-2120

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Signed _____ Date _____