

THE OCTAGON NEWS



Volume XLII No. 8

June 2015



Remembering Louie DiPasquale
2nd St Market and MG 2015 Pictures

From the President

Terry Looft

Well, one more car trip in the books and off to another one a day later. It's abusy, busy month. This was going to be a fairly happy report with our great trip to Niagara Falls and the time spent with family and friends there, but with the news arriving from Skip about Louie, it kind of chilled things down a lot. We are all so very sad to loose such a good friend and great guy. We will sorely miss our good friend, Louie at the meetings. I will try to keep this more upbeat as it would be in more keeping with Louie's philosophy for life, he enjoyed it to the fullest and he would expect others to, as well.

The trip up to Niagara was very good. We had 8 cars in our caravan and the weather was quite nice for the drive. The only slow down was the long wait in the line at customs going into Canada. The cars tended to not like sitting in the heat but we did cope with it just fine. The hotel setup was



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 Rusty Bucket, 2812 Miamisburg-Centerville Road, 45459, in front of the Dayton Mall, at 7:30pm. The next meeting will be:

Wed, June 24, 2015

MG Car Club Officers

President.....Terry Looft
phone.....(937) 382-1520
email.....terry@looft.net
Vice President.....Sam Hodges
phone.....(937) 581-4767
email.....sammgb@earthlink.net
Secretary.....Diana Hodges
phone.....(937) 581-4767
email.....sammgb@earthlink.net
Treasurer.....Dave McCann
phone.....(937)-206-0293
email.....dave@mccannco.net
Member at Large.....Louie DiPasquale
phone.....(937) 299-4089
email..... Louie? email?
President Emeritus.....Ron Parks
phone.....(937) 322-0717
email.....mgdriver@woh.rr.com
Web Master.....John Scoozzo
phone.....937-291-1710
mail.....jscocozzo@hotmail.com
Activities Chair.....Ed Hill
phone.....937- 461-6688
email.....chillmgb@aol.com
Membership Chair.....Carole Looft
phone.....937-382-1520
email.....carole@looft.net
Librarian.....John Wolfe
phone.....429-3292
Historian.....Dick Smith
phone.....937-434-1750
email.....rsmithomo@aol.com
WebPage.....www.mgcars.org.uk/mgcsocwoc

Your Octagon News Editors

Steve Markman 937-886-9566
srmarkman@att.net

Terry Looft 937-382-1520
terry@looft.net

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Upcoming MGCC Events

Jun:

24 – Meeting at Rusty Bucket

Jul:

22 – Meeting at Rusty Bucket

Aug:

British Car Day

Meeting at Rusty Bucket

See meeting minutes for other area activities!!

wonderful. It was very nice and had a large built-in water park that the kids just loved. They slept solid all night every night after the workouts. Come to think of it so did I! We did have periods of rain, but a nice dry day before the show and during at least the morning of the show with a passing thunderstorm and then clear skies again. Turn out was somewhere in the neighborhood up 240 or 260 cars.

After the Southwest Ohio club showing there, I believe we may be asked by the Toronto group never to come back. Out of our 8 cars that we drove in our caravan, 6 of them received a first place, one a second place plus the other 2 cars that came from our club from up north also got second place. They were calling out the Southwest Ohio club all night! The banquet was quite nice; the meal buffet was very good, although on the long side for the evening. The banquet included a magic show, kind of a dinner theatre atmosphere, and although the show was very entertaining, after the awards it was quite late for

getting back to the hotel.

Then we had an early departure in the morning. A few electrical glitches here and there on a couple of cars, and a little touch up on a few little technical things and some checks. For the most part, the cars drove just fine back home or at least until the last hundred and twenty-five miles for Carole and me. We hit a very strong thunderstorm north of Columbus. My ignition got a little wet but the car continue to run. Carole's car seemed to respond to the rain less favorably and ran rather poorly and we had to pull off the interstate a couple of times to figure out what got wet or why it was running so badly. But the car did press on and managed to maintain highway speed to get us home. My car had an interesting episode as we were going down the interstate. Just as we were getting into a rainstorm, my cockpit filled with smoke. A few moments later the entire center dash erupted in flames, it came up as high as the windshield. As I was diving for the shoulder and even off the road, I managed to pull the offending wires loose and extinguish the fire and actually continue on. The problem was my little portable outlet cigarette lighter for my accessories shorted out and managed to ignite itself. It was quite spectacular for a few moments in the car! There was no apparent damage to the car or the dash so I'm thankful that everything turned out okay on that. The cars continued the rest of the way home with no more problems. Tomorrow we load up once again and head to Frankenmuth, MI for the NAMGAR GT-40. The kids will be traveling with us as well. I think the twins heard a rumor there is also a water park there too. Once again, we will be traveling in a caravan of four. We do expect to see a few other club members once we arrive there.

Again please keep Louie and his family in your thoughts and prayers. He will be missed by every one of us.



Remembering Louis DiPasquale

Skip Peterson

I don't really know when I first met Louie, but I'm pretty sure it was at British Car Day and Louie was driving a bright orange Triumph Spitfire. His infectious smile, his Tasmanian devil like energy, and that ornery twinkle in his eye could capture the attention of everyone in sight. Louie was one of a kind, and it was all good.

We forgave Louie about the Triumph when he acquired the green MGA that he cherished. And I do mean cherished, Louie loved that car. "It's just so much fun to drive," he told me more than once. He sat tall in the saddle behind the wheel of the MGA, and everyone who came across the car liked it. At GT-37 in Dayton, one of the photos I shot of his car ended up on the cover of MGA! Louie called, like a kid in a candy store, that his car was now a cover model!

I remember Louie trailering the A to Cleveland for the NAMGBR meet MG-2000. He had the car covered on the trailer, and the cover left little scratches all over the front. Louie spent the entire next day polishing the front to get the scratches out, and promptly snagged First Place in Other British!

Louie DiPasquale Top Ten List¹⁰. Partner in DiPasquale Produce Co.⁹. Owned Giovanni's Restaurant in Fairborn for many years⁸. Wright State Raiders basketball season ticket holder⁷. His MGA won Best of Class at the 2011 Dayton Concours d'Elegance⁶. Regularly attended Americana, Holiday at Home and



British Car Day car shows as well as many others⁵. His license plate was LD 1, his other car was a Cadillac⁴. Member of Sons of Italy, Knights of Columbus, American Legion and VFW³. Longtime usher at St. Albert The Great Church². Last MG Car Club member that was a veteran of World War III. Spent the last few years caring for his wife of 65 years, Mary.

Louie did confide after a long highway road trip that the A was a little scary on the freeway, and maybe a B would be a better touring car. Pretty soon there was a purple/maroon MGB in the garage too. We toured up to Mid-Ohio for the

vintage races many years ago, on a day that was hotter than anyone could imagine. We had motel rooms reserved but Louie and a few others decided we'd just head back home.

Louie put the top up on his B, wrapped a cold towel around his neck and headed back to Dayton with us, sweating like crazy. On Monday he went to see Steve Miller, wanting to put a top on the car with a zip out rear window. Steve said he could order one, but then glanced at the car again and then showed Louie that the car already had one! Louie burst out laughing!

While we teased him about the Triumph, truth is, the Spitfire was an award-winning car, and frequently Louie would have a buddy bring the Triumph to the British shows, but he always drove the A. The B was around for a few years, then Louie sold it, sold the Spitfire, but the A still had the prime sparking spot in his garage, an area that Louie had built just for it.

Louie took all the teasing about the Triumph with a great sense of humor; he knew we loved him. He hasn't been a regular at the meetings for a while, but joined us at the Rusty Bucket in May. Sat right next me and had a cheeseburger... how I'd love to ask him about the Spitfire, just once more!

Louie DiPasquale Top Ten List

10. Partner in DiPasquale Produce Co.
9. Owned Giovanni's Restaurant in Fairborn for many years
8. Wright State Raiders basketball season ticket holder
7. His MGA won Best of Class at the 2011 Dayton Concours d'Elegance
6. Regularly attended Americana, Holiday at Home and British Car Day car shows as well as many others
5. His license plate was LD 1, his other car was a Cadillac
4. Member of Sons of Italy, Knights of Columbus, American Legion and VFW
3. Longtime usher at St. Albert The Great Church
2. Last MG Car Club member that was a veteran of World War II
1. Spent the last few years caring for his wife of 65 years, Mary.

Pictures from 2nd Street Market Car Show

Photos by Ron Parks





Pictures from MG 2015 at Niagara Falls

Photos by Ron Parks





Pakistan Vintage Car Collectors Preserve a Part of History

Associated Press

For an elite but passionate group of vintage car collectors in Pakistan, restoring antique rides is like travelling back in time — and money seems to be no obstacle when the prize is a Lincoln convertible that belonged to an Afghan king or a Rolls-Royce once used by India's last viceroy.

Mohsin Ikraam, president of the Vintage and Classic Car Club of Pakistan, says the collectors help preserve a portion of the region's history of the past century. Among rich Pakistanis, he says, the desire to own classic automobiles has been growing and the club's membership has now topped 10,000.

The club sponsors many promotions and events where owners roll out their antiques for annual car shows or take them on rallies spanning hundreds of kilometers (miles) across Pakistan — something that might raise eyebrows among those aware of just how volatile this country can be. To outsiders, Pakistan is

more known for militant havens in its northwestern tribal areas and Taliban insurgents who have fought for over a decade to overthrow the government and impose a harsh version of Islamic law, killing tens of thousands of people in the war.



In this photo taken May 10, 2015, people drive their classic cars, on a street in Karachi, Pakistan (AP Photo/Shakil Adil)

But Pakistan's gearheads are a testament to the universal appeal of fixing up and maintaining vintage cars, more commonly associated with America, Britain and Western countries from where popular shows like "Top Gear" or "Fast N' Loud" have reached Pakistani cable channels.

Take businessman Raja Mujahid Zafar, for one. He has nearly 40 classic cars — the oldest among them a 1914 Ford

Model T — at his palatial Islamabad home. A special section of the house and grounds is dedicated to his hobby, including a big concrete garage and two outdoor shelters. "You can't stop time," he said, gently touching the Ford's copper-plated insignia, "but you can drive back into the past." He imagines the car whizzing about on roads back when the region was still a British colony, scenes reminiscent of old movies. "That's the historical ride you enjoy," he says.

The Ford, known as Tin Lizzie or just T, was the result of Henry Ford's desire to produce a car affordable to the middle class in the early 20th century. It was credited for putting America on wheels at a time when automobiles were considered an extreme luxury by people mostly used to riding horse carriages.

Zafar's said his "first love" was a maroon, six-cylinder Wolseley 1936 model — a "wreck" when he found it in 1988. It took him several years and trips abroad to hunt down parts to restore it to original condition, he said.

Getting spare parts is the most challenging aspect of the hobby, the collectors say, and parts are often shipped from the U.S. or Europe. Advertisements are put in foreign newspapers — even friends traveling abroad are recruited for help. In response to an ad in 2004, a London broker got a Karachi-based businessman Karim Chhapra an original clock he desperately wanted for his 1924 Rolls-Royce Silver Ghost model. It cost 400 pounds — or about \$725 at the time.

The Rolls-Royce won first place at an international Concours D'Elegance car show in Kuwait in 2012, Chhapra said, and his American 1929 Hupmobile came in second. The Rolls was originally owned by a prince, Nawab Sadiq Muhammad Khan Abbasi, in the then-India's Bahawalpur state, which later became part of Pakistan. Lord Mountbatten, the last viceroy of India, and Pakistan's father of the nation, Muhammad Ali Jinnah, rode in it together during the 1947 ceremony marking the birth of Pakistan.

It had remained garaged for decades, said Chhapra, who made his son promise never to sell the car but keep it in the family. When he occasionally takes the 300,000 pounds (about \$462,000) Rolls-Royce for a spin, people on the streets stop him for a selfie. The prince had about 100 cars, most of which were auctioned off, said his grandson, Sulaiman Abbasi, also a member of the classic cars club.

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Abbasi said he has worked for years on another car he inherited from his grandfather, a 1948 1 ½ liter-engine Jaguar, photographing each sequence as he restored the sleek black saloon with so-called "suicide doors" — the kind that are hinged at the rear rather than the front.

Vintage cars are not just about passion but also patience, says car mechanic Ali Hussain, who has been restoring antique cars since 1972 at his workshop in the garrison city of Rawalpindi, just outside Islamabad. Hussain is currently working on a 1934 Wolseley and a 1944 Chevrolet, and says he sometimes feels like a doctor, "injecting life" into the old and broken-down.

The hobby is expensive, admits Ikraam, the club president, who has a 1947 Lincoln Continental Convertible V12, which he said Afghanistan's last king, Zahir Shah, used to drive in the early 1970s. For example, a 12-cylinder 1963 Ferrari that was taken from Pakistan to America was auctioned for \$2 million. Pakistan's emerging classic cars industry is worth nearly \$11 million, Ikraam said — a staggering sum in a country of 180 million people where the majority live below the poverty line of \$2 a day.

As he drove another one of his oldies, a 1967 Ford Mustang that could cost \$50,000 these days in the United States, Zafar, the businessman, said there is no limit to the cars he would love to have. In his bedroom, decorated with hundreds of small models of old car, the wall clock, the side lamp, the ash tray and the music player are all in the shape of models still missing from his collection.

"These are mostly the cars I dream to own," he said.

What the Heck is a Mazda

Hint...I'm not talking about a car

Steve Markman

Last month, I reported on the restoration of my 1916 Wurlitzer player piano. I trust you enjoyed reading the story, even though it wasn't about a car. This month I'll talk about a Mazda, but it's not a car, and my search to find out what it is, and why it's in a 1952 song.

One of the paper piano rolls I bought on eBay is the Glow Worm song. It's always been one of my favorites; the tempo, words, and rhyme seem to flow effortlessly, despite the lyrics' continuing references to light and electricity not making a whole lot of sense. The song was written by lyricist and singer Johnny Mercer (1909-1976). While Johnny and others recorded it, the best known recording was by the Mills Brothers. However, Mercer actually adapted the melody from a German song called "Das Glühwürmchen", a song from Paul Lincke's 1902 operetta *Lysistrata*. The original lyrics talked about worms that light a path in the forest for young lovers to follow. Mercer kept only the melody from the chorus, and made it about fireflies rather than worms. But enough about the background of the song.

In the last verse are two lines that state:

You have a cute vest-pocket Mazda
That you can make both slow and "fazda."

I'd heard the song many times over the years but payed little attention to the lyrics. But, singing along with the printed words on the piano roll, the word "Mazda" caught my attention. What were they talking

about? Even if Mazdas were around in 1952, they weren't being sold in the United States so who ever would have heard the name? I looked up the word in the dictionary and found it had something in the Buddhist religion to do with enlightenment. Made some sense, but what is a "vest-pocket Mazda," and why was it capitalized?

I then turned to the all-knowing source of information, Google, and typed in "vest pocket Mazda." The mystery slowly began to unravel.

First, I found out it was a light bulb. Mazda was a trademarked name registered by General Electric in 1909 for incandescent light bulbs. The name was created for bulbs made with a tungsten filament. Up until this point, light bulbs used carbon filaments. They were inconsistent in brightness and burned out quickly. Tungsten filaments gave consistent brightness and long life. GE licensed the Mazda name, socket sizes, and tungsten filament technology to other manufacturers to establish a standard for lighting. Bulbs were soon sold by many manufacturers with the Mazda name licensed from GE, including British Thomson-Houston in the United Kingdom, Toshiba in Japan, and even to GE's chief competitor, Westinghouse. Tungsten bulbs of the Mazda type initially were more costly than carbon filament bulbs, but were far superior.

GE's patents on the tungsten filament lamp expired in the late 1930s and they stopped using the name by 1945. They also stopped licensing the trademark to other manufacturers, although it continued to renew the trademark registration up until 1990. BTW - ask anyone about ninety or so if they ever heard of a light bulb referred to as a Mazda lamp. If they remember, they'll probably say something like "I haven't heard of them called that since I was a kid."

So, I've firmly established what a Mazda is, but what is a vest-pocket Mazda and why would it go slow or fast instead of dim or bright? In my Google research, I stumbled upon a website called oldchristmastreelights.com. An e-mail to them got an explanation of the vest-pocket part:

80 years ago, when somebody made something about the size of a pocket watch or cigarette lighter, they said it was "vest-pocket" sized. Eveready, who made Mazda lamps, once advertised a "vest pocket flashlight."

Next, I stumbled on the Johnny Mercer Music Program, located at Braille Institute, and founded in the 1960s by Johnny and his wife Ginger, to help blind and visually impaired children and adults learn to sing and perform. They couldn't explain the lyrics, but referred me to Kevin Fleming, the Popular Music and Culture Archivist at the Georgia State University Library. Perhaps they would have some of Mercer's notes about the song. Kevin explained most of the remaining mystery:

You are correct, the vest pocket Mazda refers to the GE brand lightbulbs. The draft lyrics for the song has "fasta" in the next line, but the published sheet music has it as "fazda." The draft lyrics do not indicate what this means. However, the word "fazda" in the published sheet music has



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quotes around it, which I believe is an indication to the performer that this word is deliberately made-up/misspelled.

So, I would agree that “slow or fazda” is an alternative for dim or bright, and was used because of the rhyming scheme. Additionally, it fits with the car references in the same verse (e.g. “turn the key” and “taillight”).

Car reference? Suddenly a light bulb glowed (a Mazda bulb, of course). I’d totally overlooked the preceding two lines:

Glow little glow-worm, turn the key on
You are equipped with taillight neon.

Johnny Mercer must have been a car enthusiast!! He made a reference to cars and was just continuing the comparison!

So, at this point, I’m satisfied with the meaning of the lyrics, although they’re a bit nonsensical. But, three questions still remain.

1. Was Johnny Mercer a gearhead?
2. When were the key ignition switch and neon light invented?
3. What symbol did cartoonists use to show a brilliant idea before light bulbs were invented?

I’ll worry about these some other time.

If, by this point, I haven’t gotten you totally turned off to the topic, you can go to Utube and find recordings of the Mills Brothers and Johnny Mercer singing the Glow Worm song, and even a recording of Das Glühwürmchen.

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: 1951 MG TD. Complete engine rebuild two years ago. New leather interior, newer top, ivory exterior with green leather interior. RH drive. Excellent curtains. \$15,800. Bob, 937-286-2501. (Mar 15)

For Sale: 1977 MGB. New paint and body work completed in 2014. British racing green. Original spoked wheels. New replacement chrome bumpers. Newer interior and carpet. Replaced windshield. This car has been garaged and hasn’t seen inclement weather since purchased in 1998! We’re moving and looking for a good home for this beauty. 29,300 miles. \$15,000, but negotiable. Contact Christopher Gulliford, chrisgulliford@woh.rr.com, or 937-554-7801. (Mar 15)

MG Car Club Minutes, May 27 Meeting

Sam Hodges

Meeting was called to order at 7:30... then again at 7:31...

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President Terry Looft, "Who was at Second Street?" Ron Parks, "We had about 8-10 people win awards. Louie, Dave Gribler, Charlie, Mike Maloney, all won. Look for pics next month." Terry, "So you could have taken anything there and won?"

President Looft continued, "MGA update. Skip?" Skip Peterson, "It's still white." TERRY, "Gribblers? What was that burned valve that I saw?" Dave G., "That was the MGB, not the A." Terry, "Ah, that makes sense. If you've seen one valve, you've seen them all. There's nothing to report on the MGA since we've been working on the V-8. We got the engine stuffed back in but Niagara Falls with that car is looking questionable. The wheels are a problem right now. The machine shop's having trouble drilling the rims to match them up to the hub. Basically I've been throwing a bunch of parts at it."

Vice President's Report. V.P. Sam Hodges. "Last month I reported on the fact that my '77 MGB was trying to start itself. After a lot of advice, most of it was to start with the relay, I replaced the relay. That might have defeated the 'auto-start' feature, but it didn't solve the 'wont-start' problem. So, then I just started throwing parts at it. I replaced the starter solenoid. No luck. Then I replaced the starter. THAT took care of it. Apparently my old starter wasn't just bad, but it was REALLY bad. When I started the car for the first time with the new high-torque starter, the B looked like a low-rider trying to flip itself over. I about spun the engine out of the engine bay. Problem solved."

Minutes were next. Dar Planeaux moved to accept the Minutes as reported. Kathy Goodman seconded. Minutes approved. Eddie of course opposed. All's right with the universe.

Treasurer's Report was next. Back from his vacation in Key West, Treasurer Dave McCann has the update. "The MGCC had total expenses of: Westendorf Printing (\$381.00) + Post Office Box Rental Fee (\$62.00) + Mother Club Dues (\$82.19) equals a total loss to the MGCC of \$525.19. The MGCC had Interest gains (\$0.02) for a total gain to the MGCC of (\$0.02). Total loss to the MGCC was \$525.17 that when subtracted from our beginning balance of \$3,810.12 leaves the MGCC with an ending balance of \$3,284.95 in the primary checking account. Gumball cash-on-hand was \$50.00 after payment of the May Gumball Rallye. The Savings account currently has \$379.00. Linda Wolfe motioned to accept the Treasurer's Report. John Wolfe seconded. Treasurer's Report approved. (Yeah, I really didn't know who did it, so if this looks suspiciously like last month's par, well...)

Treasurer McCann Continued. "The actual Erie Insurance bill came this month. Last month's letter wasn't the bill. It was just a statement that we're good for BCD and MetroParks as far as insurance is concerned."

Membership was next. Carole Looft, "We have a new member with us. Allen Moore has a 1973 MGB GT." Allen, "It was built by someone in Michigan. It has a Buick 215 V-8. It's a bunch of fun." Carole, "That brings us to 91 member. Mike Hirsch renewed." Terry needs to start rounding up people if he wants to break his own record... Oh... wait...

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Activities with Eddie. Eddie Hill, "There's was a huge car show across from the Greene after last night. (...reference to the tornado that tossed cars around for those of you not here...)

Eddie continued, "There's a Cars & Coffee June 6th and another June 20th..."

Cruise In & Suitcase Model Train show at Sycamore Glen retirement center.

Next week is drive your MG to work next week, for those of you who are still employed. The rest of you, I guess the day of the week's not important.

June 7th is Ft. Meigs in Perrysburg. After that is Niagara Falls.

NAMGAR GT-40 is June 15-19 in Frankenmuth Michigan.

July 4th is the Americana Festival in Centerville.

BCD is Aug. 1."

President Looft, "Niagara Falls. How many are going?" - Not a lot of hands go up...

Sunshine Committee. Jennifer Peterson, "I haven't heard anything bad."

Newsletter Editor Steve Markman, "Nothing special to report..." Terry, "Except Piano stuff..." Steve, "There might be a follow-up to that."

Webmaster John Scocozzo, "Everything's working fine."

Beer Break called at 7:58.

Back from Brake at 8:17

Old Business. "...Louie's not here..."

Terry, "Any BCD news? Grille badges?" Skip Peterson, "Nothing new to report on grille badges and BCD is on track. It will be happening. Go online to britishcardaydayton.com to register online. I can send Steve a copy of the entry form to include in the newsletter..." Steve, "...Please do." Skip, "We have a new marketing committee. We make this stuff up as we go and then we sell it to the club."

Terry, "New business, how about a Pub Run?" Eddie, "So Good (SG-75) GastroPub 75, N. Main in Springboro contacted us to invite us to have a pub run there. May 29th is a Bourbon tasting contest. Skip, "Do we want to meet here and do a short self guided drive that ends up there at 5:00." Terry, "Good idea." Dave G., "The last time, you got us lost." (It has since been confirmed by Mike Edgerton that the SG-75 GastrMGCC Pub Run will host a Pub Run. Arrive sometime between 4:30 & 5:00 p.m. on Sunday, June 28th. It has been suggested that the Pub Runners meet at 3:30 p.m. at the new British Transportation Museum bldg. (321 Hopeland, Dayton) for a tour of the facility & then follow a designated scenic route to the pub.)

Gumball Rallye - Steve Powell won the cup. Bob Orr won the \$10.00.

Motion to adjourn at 10:45. Meeting adjourned. (I have no idea what time we actually left... So, if you gotta guess, guess big!)

MiniMania



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The 31st edition of the Midwest's best British car & motorcycle show featuring Sunbeam!
Saturday, August 1, 2015 9am - 4pm
Eastwood MetroPark, 1385 Harshman Rd. Dayton, Oh.

This year we welcome the national gathering of Tigers East/Alpines East and will also have our participants choice car show, vendors & swap meet, full service concession stand, dash plaques to first 325 entrants, and as always, spectators are admitted for free.

Registration: \$15 in advance includes free BCD t-shirt *if received before July 11, 2015*; \$15 day of show, Vendors; \$25 or door prize of equal value. Registration open 9 am until Noon. Show runs rain or shine!

Special Awards: 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, Aston-Martin, Land Rover, Lotus, Sunbeam Alpine, Sunbeam Tiger. Motorcycles, British Conversions (V8 engines- custom bodies-etc.), Open Class thru 1965, Open Class-1966 & later, Premier Class (2014 class winners), Diamond in the Rough and European Open Class.

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

Visit our website and register online!
www.britishcardaydayton.com



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British Car Day 2015 Registration

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Yr./Make/Model _____ Class _____

Club affiliation _____

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

Deadline: Must be received by July 11, 2015

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

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

S ___ M ___ L ___ XL ___ XXL ___

Vendor registration \$25.00 _____

Total _____

Make checks payable to: British Car Day 2015

Mail to: BCD 2015, 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 _____