

THE OCTAGON NEWS



Volume XLIX No. 9

July 2023



It's Not Too Late – Register for BCD!!
Pollution Control Devices

Presidential Musings

Dave Johnson

As I mentioned before, one of my pastimes is to watch a few favorite restoration content channels on You-Tube. Cars, French convents and chateaus, all things history, and engineering stuff also are favorites. So, I was thinking.... (Sometimes that gets me into trouble) Maybe I can start a YouTube channel too. We do have all kinds of projects going on at our place. I don't know why, but maybe some people would want to watch or track the progress around here.

Now I have no delusions of becoming a world-famous YouTuber. But hey! Why not? All I need are a few friends and enemies to tell me that this is the best idea ever.... ! The first thing is to come up with a clever name for the channel. Some people are really creative with their channel names. There are a lot of people living in vans, buses, and off grid home



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 **twenty-five (\$25.00)** 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 **Bennett's Pubical Family Sports Grill**, 67 South Main St, Miamisburg 45342, at 7:30pm. The next meeting will be:

Next meeting July 26th

MG Car Club Officers

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And special thanks to Ron Parks for proofreading.

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Upcoming MGCC Events

Jul:

- 4 – Americana Festival Car Show
- 9 – National Sugar Cookie Day
- 26 – Meeting at Bennett’s Pubical

Aug:

- 5 – British Car Day
- 12 – Middle Child Day
- 23 – Meeting at Bennett’s Pubical
- 26 – 27 – Hocking Hills

Sep:

- 16-17 – Concours d’Elegance
- 19 – Talk Like a Pirate Day
- 27 – Meeting at Bennett’s Pubical

See meeting minutes for other area activities!!

places. Some with a fancy or pretentious hippy sounding name. Hey, I was born in the 50’s, I know about hippies. I’m not going to get that fancy with my channel’s name. I chose “Jacres” for the name of our place. Most of you should be able to figure that out....

Jacres Cabin and Cars! Kinda has a nice ring to it. We have all kinds of potential here. We have one beehive - so Jacres Bees. We have MGB’s - Jacres MGB’s.. and Honey. This stuff writes itself. Jacres Deer Farm. Jacres Firewood. Jacres Gardens. Jacres Chickens... well, the first attempt at chickens last year did not work out so well. We lost all 6 that we started with in the span of two nights to some chicken killing beast. All that was left was feathers and one foot! Remember to hug your chickens... you never know when it will be the last time.

There is actually a lot we would like to do with our 20 acres in the woods. There is ALWAYS a lot of work to do on 20 acres in the woods. It seems every time I get close to marking off a task or project, 5 new ones show up at the bottom of the list. Much of what we are doing, we are doing for the first time. That means we are not experts by any means. It does seem that many YouTubers want to or act like they are the experts. They alone have found some

mystical knowledge that they must share with the world.

I’m no expert at anything! I do recognize that the longer people record their daily lives or experiences, the better they become comfortable in front of a camera. Their channel grows and matures as the days and weeks turn to years. That is a huge commitment. It is a lot of work and takes a lot of time. People who watch the channel can comment on what you did in the episode. There are a lot of keyboard commandos who take joy in shooting down everything others do and say. You would need to develop some serious thick skin and not be discouraged by some of the comments. There are many more people who enjoy your videos and offer suggestions and encouragement.

I have tried to record some stuff just for my amusement a couple of times. Boy is that awkward. It’s painful to watch yourself stumble through a thought on your way to saying something. It would be nuts to think about planning ahead and scripting everything out beforehand. I am told you have to talk to the camera just like you would talk to a friend. But your friend is not talking back, and you have to fill the silence. That is where I get into trouble. Trying to get a sentence out while thinking ahead of what I want to say next.

So let me think about this a bit. You wake up and plan what you want to do all day long. Then to add to the work, you drag along a camera rig and all day long you keep stopping what you are doing, to start or stop the recording. Move the camera to another location to record another view. Back to work.... Move the camera... Back to work.... To top off this chain of events, at the end of the day you spend who knows how much time editing and publishing the final recording.

I told you thinking about something will get you into trouble. Sounds like too much work to me...

Club Members at NAMGAR GT-48

This year's annual MGA gathering was held June 12 – 16 in Memphis, Tenn. Club members attending included Linda and Dave McCann, Carole and Terry Looft, and Lois and Dave Gribler.



Club Members at Calgary

The Loofts, Parks, Griblers, and all the Shoviaks traveled to Calgary, Alberta, for this summer's MGB gathering. Word has it they all arrived safe and are having a grand time.



Barn Find

Larry Youngblood

I was helping a friend weld a broken boom on a backhoe. We found these cars tucked away in the corner of the customer's workshop/barn. They appear to be a '34 (?) Ford 2dr sedan with 1974 plates and a chrome bumper MGB. No plates visible. They belong to the backhoe owner's wife. Of course, both vehicles covered in decades of dust, bird poop and who knows what both outside and inside or under the hood. Neither car is for sale, so don't get your hopes up!

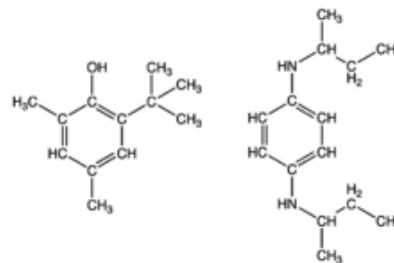


Your Car's Pollution Control Devices

Steve Markman

Having grown up in Cleveland, Ohio during the 50s and 60s, one of my childhood memories was taking the rapid transit downtown and stepping out into the middle of a bustling city-center. Jump ahead to 1993 when I made my first visit to Moscow, Russia. On the first day of my visit, our conference sponsors took us into downtown Moscow for some sightseeing. As I got off the bus, that smell hit me like a frying pan on the head...that choking smell of automobile exhaust that I'd long-since forgotten over the previous thirty years. It was the same downtown Cleveland smell from years ago. American cities no longer smelled like that, and we have numerous pollution control devices on our cars and trucks to thank for much of it.

Gasoline is a chemical compound, called a hydrocarbon, made up of hydrogen and carbon atoms. In theory, the only byproducts of combustion should be water and carbon dioxide. Unfortunately, it's not that simple. Gasoline contains as many as 150 additives. I won't bother to mention their unpronounceable names, but they consist of oxygenates to reduce carbon monoxide, antioxidants to stabilize the fuel and prevent oxidation, antiknock agents, dyes, corrosion inhibitors, and metal deactivators to inhibit the formation of gummy residues. These all burn and add who knows what sort of chemical compounds to the exhaust. And, during the combustion stroke, fuel near the cylinder walls does not burn completely, giving off some intermediate combustion products. Not to mention, some fuel doesn't even get burned. So, there is an



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incalculable abundance of harmful carbon monoxide, hydrocarbons, and nitrogen oxides exiting the engine. It is the job of the emission control devices to remove as many of them as possible.

There are five different devices commonly used to reduce pollution coming from the engine. Maybe there are more, but here's what I found.

PCV Valve: The purpose of the positive crankcase ventilation (PCV) system is to take the vapors that have leaked into the crankcase during the combustion process and redirect them into the air/fuel intake system to be burned during combustion. These vapors dilute the air/fuel mixture so they have to be controlled carefully and metered or they may affect engine performance. At idle, when the air/fuel mixture is very critical, very little of the vapors are allowed into the intake system. At high speed when the mixture is less critical, more of the vapors are allowed in. When the valve or the system is clogged, vapors will back up into the air filter housing and can push past seals and create engine oil leaks. If the wrong valve is used or the system has air leaks, the engine will idle rough, or at worst, engine oil could be sucked out of the engine.

EGR Valve: The exhaust gas recirculation valve (EGR) allows a small amount of exhaust gas into the intake system to dilute the air/fuel mixture. This may sound counter-intuitive, but here's the reason. Nearly 80 percent of the air is nitrogen, which at low temperatures, is nearly inert. But, the high combustion chamber temperatures create dangerous oxides of nitrogen, which are major pollutants. The EGR valve allows a precise quantity of exhaust gas to re-enter the intake system, changing the makeup of the fuel/air mixture entering the engine. With less oxygen, the now diluted mixture burns slower, lowering temperatures in the combustion chamber by almost 150°C, and reducing the production of oxides of nitrogen. The vehicle computer carefully controls this valve, since EGR action reduces performance by diluting the air /fuel mixture.

Evaporative Controls: Gasoline evaporates quite easily. In the past, these vapors were vented into the atmosphere. 20% of all hydro carbon emissions from the automobile were from the gas tank. Legislation passed in 1970 prohibited venting of gas tank fumes into the atmosphere. An evaporative control system was developed to eliminate this source of pollution. The fuel evaporative control system uses a charcoal canister to trap and store these gas vapors from the gas tank and carburetor. The fuel vapors adhere to the charcoal. When the engine starts, the engine vacuum draws them into the engine, so that they can be burned along with the fuel/air mixture. This system requires the use of a sealed gas tank filler cap. This cap is important to the operation of the system so it should be checked periodically. A cap that no longer seals properly can cause the Check Engine light to illuminate. The design of the gas tank also had to be changed to make space for the vapors to collect so that they can be directed to the charcoal canister. A purge valve, operated by engine vacuum, is used to control the vapor flow into the engine. One common problem with this system is that if the purge valve goes bad, the engine vacuum will draw fuel directly into the intake system. This enriches the fuel mixture and will foul the spark plugs. Most charcoal canisters have a filter that should be replaced periodically. This system can be the culprit when there is an unexplained mileage drop.

Air Injection: Since no internal combustion engine is 100% efficient, there always will be some unburned fuel in the exhaust, increasing hydrocarbon emissions. To eliminate this source of emissions, an air injection system is used. Combustion requires fuel, oxygen and heat. All three are required for combustion to occur. Inside the exhaust manifold there is sufficient heat to support combustion: if we introduce some oxygen, it will be hot enough to burn any remaining fuel. This combustion will not produce any power, but also has no negative effect of engine performance, since it happens downstream of the engine. Unlike in the combustion chamber, this combustion is uncontrolled, and if the fuel content of the exhaust is excessive, explosions can occur. This can happen under normal conditions, such as deceleration, when the fuel content is excessive. Under these conditions the air should not be pumped

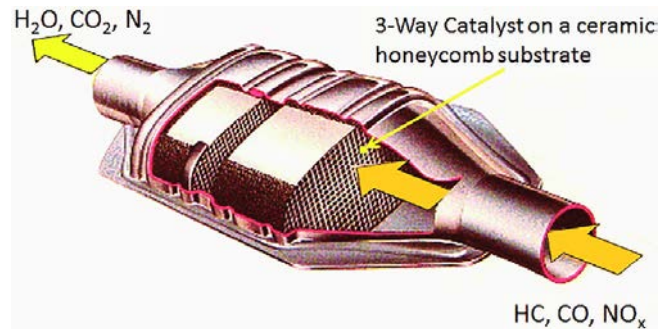
into the exhaust manifold. This is accomplished by a diverter valve, which instead of shutting off the air pump, diverts the air away from the exhaust manifold. The only periodic maintenance that is required is a careful inspection of the air pump drive belt.

Catalytic Converter: I saved the best for last. Nearly every car manufactured after 1975 has a catalytic converter. It looks like a second muffler and is located in the exhaust pipe ahead of the muffler. Essentially, a catalytic converter removes harmful byproducts still in the exhaust gases. Inside, it has a ceramic honeycomb structure coated with a metal catalyst, usually a combination of platinum, rhodium, and palladium. A catalyst is a material that enables a chemical reaction, but does not get consumed in the chemical reaction itself. The honeycomb structure provides a large surface area to help capture and convert as many of the pollutants as possible. Some sources claim they are up to 99% effective in removing pollutants.

When exhaust gases pass through a heated catalytic converter, two catalytic chemical reactions take place. First, the metal catalysts reduce harmful nitrogen oxides by separating the molecules into nitrogen and oxygen (Remember...the air we breathe already is about 80% nitrogen). Then the catalyst causes any unburned hydro carbons and carbon monoxide to react with any remaining oxygen, reducing them to carbon dioxide and water.

Two oxygen sensors, one upstream and one downstream from the catalytic converter, measure the fuel/air ratio. If the downstream one doesn't show a certain decrease in the amount of unburned fuel, it is an indication that the catalytic converter isn't working properly.

The Check Engine light will illuminate and the computer will generate a code indicating a problem with the converter.



Assuming the engine is well-maintained, the catalytic converter should last the life of the car. Two causes of converter failure are misfiring spark plugs and contaminants in the fuel such as leaking oil or antifreeze. Leaded fuel will destroy the catalyst metals, though lead additives rarely are found in the United States. A major symptom of a failing catalytic converter is a smell of sulfur or rotten eggs and black smoke exiting the tail pipe. Catalytic converter failure best can be prevented by making sure all other pollution control devices are working and the engine is tuned properly.

Note that catalytic converters only work when the metals in them are hot, which takes two or three minutes after starting a cold engine, so try to eliminate short drives after starting a cold engine.

The precious metals in the catalytic converters are what make it so expensive to replace. There is a thriving market for stolen converters, not to be used as replacements, but for processing to recover these precious metals. Thieves can remove them quickly using tools that make little noise. I had one stolen from one of my cars. Because of its age, an OEM replacement wasn't available, and I was advised that after market units often were made with less catalytic material, causing the oxygen sensor to trigger a code and illuminate the Check Engine light, indicating that the converter wasn't removing the proper amount of pollutants. I checked a few scrap yards and found that they remove the converters for recycling as soon as a car comes in and never have any on hand for sale. So, I had to go with an aftermarket one. I'd heard all sorts of stories of their sky-high cost, often a thousand dollars or more, but found one on-line specifically for my car for just under \$400, which included the pipes with mounting flanges and gaskets. Installation was another \$400, so I didn't get off too badly. The shop even was able to re-use the oxygen sensor located just aft of the converter (often damaged when the converter is cut

off). Insurance would have covered the repair cost, but I no longer had comprehensive coverage because of the car's age.

One last bit of advice if you ever find yourself having to shop for a replacement catalytic converter. Ask if it is a “two way” or a “three way.” This has nothing to do with Gold Star Chili. Due to the type and amount of precious metals used, a “two way” only will oxidize the carbon monoxide and unburned hydrocarbons, and may cause the Check Engine light to illuminate. The “three way” will break up the nitrogen oxides in addition. “Two way” converters first appeared in the 1970s, and the “three way” ones started in 1981. My car was a 2004, and the unit was made specifically for that car, so it should have been a “three way.” The sales people I spoke with had no idea what I was talking about, so I held my breath when I ordered it. Apparently it was the “three way” since the Check Engine light hasn't come on.

Sources:

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I stumbled on the following article on the BBC website. With most of us attending several car shows and other outdoor gatherings every summer. I thought it would be good to understand what causes heat exhaustion and heat stroke, what to do if it happens, and how to prevent it.

What Do Heat Waves Do To The Body and Who Is Most At Risk?

James Gallagher

Heat can affect anyone, but some vulnerable groups, like older people and babies, run a greater risk of serious harm. Here's what you need to know about the effects of heat on the body and how to stay cool.

What does extreme heat do to our bodies?

As the body gets hotter, blood vessels open up. This leads to lower blood pressure and makes the heart work harder to push the blood around the body. This can cause mild symptoms such as an itchy heat rash or swollen feet as blood vessels become leaky. At the same time, sweating leads to the loss of fluids and

salt and, crucially, the balance between them in the body changes. This, combined with the lowered blood pressure, can lead to heat exhaustion. Symptoms include:

- dizziness
- nausea
- fainting
- muscle cramps
- headaches
- heavy sweating
- tiredness
- cold, pale and clammy skin
-

If blood pressure drops too far, the risk of heart attacks rises.

Why do our bodies react this way?

Our bodies strive to keep a core temperature of about 98F (37C) whether we're in a snowstorm or a heatwave. It is the temperature our bodies have evolved to work at. But as the weather gets hotter, the body has to work harder to keep its core temperature down. It opens more blood vessels near the skin to lose heat to our surroundings and starts sweating. As the sweat evaporates, it dramatically increases the heat lost from the skin.

How can I stay safe in the heat?

The Centers for Disease Control and Prevention (CDC) has some tips:

- Wear appropriate clothing that is lightweight and loose-fitting
- Stay in an air-conditioned place as much as possible. If your home does not have air conditioning, go to the shopping mall or the public library
- You can also call your local health department to see if any heat-relief shelters are open in the area
- Limit outdoor activity or reschedule to when the temperature is cooler
- Drink plenty of fluids and don't drink too much alcohol
- Keep in the shade, use sunscreen with a high SPF and UVA rating, and wear a wide-brimmed hat
- Look out for those who may struggle to keep cool, such as older people, those with underlying conditions and those who live alone
- Don't leave anyone, especially babies, young children and animals, in a locked vehicle
-

What should I do if I see someone with heat exhaustion?

If they can be cooled down within half an hour, then heat exhaustion is not normally serious. CDC advice says:

- Move them to a cool place.
- Cool their skin by spraying them with water
- Get them to drink plenty of water

However, if they do not recover within 30 minutes, then what follows is heat stroke. It is a medical emergency and you should call 911. People with heat stroke may stop sweating even though they are too hot. Their temperature could go over 104F (40C) and they might have seizures or lose consciousness.

Who is more at risk?

Old age or some long-term conditions, such as heart disease, can leave people less able to cope with the strain heat puts on the body. Diabetes can make the body lose water more quickly and some complications of the disease can alter blood vessels and the ability to sweat. Children and those who are less mobile may also be more vulnerable. Brain diseases, such as dementia, can also leave people

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unaware of the heat or unable to do anything about it. People who are homeless will also be more exposed to the sun. Those living in top-floor flats will also face higher temperatures.

Do some drugs increase the risk?

Yes - but people should keep taking their medication as normal and need to make more effort to stay cool and hydrated. Diuretics - sometimes called "water pills" - increase the amount of water the body expels. They are taken widely, including for heart failure. In high temperatures, they increase the dangers of dehydration and imbalances in key minerals in the body. Antihypertensives - which lower blood pressure - can combine with the blood vessels that are dilating to cope with the heat and cause dangerous drops in blood pressure. Some drugs for epilepsy and Parkinson's can block sweating and make it harder for the body to cool itself. And other drugs such as lithium or statins can become more concentrated and problematic in the blood if there is too much fluid loss.

Classifieds

For Sale: Numerous MG-related items. MOSS MGB Roll around engine stand fits '62 - '80 MGB engines. Used, but in very good condition. \$65. Numerous framed MG posters, pictures and metal signs that need new homes. Wall hanging made from MGB wire wheel cut in half, washer welded to back side in order to hang on wall. \$65. 1/18 scale, factory-built '47 MGTC by Road Signature. Yellow with green interior and black removable top. No box. \$30. Several MGT & MGA books signed by author...\$30 - \$35 ea. Larry Youngblood, 937-689-6995. Leave message if I don't answer. (6/23)

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. If you wish to continue the ad for an additional three months, contact srmarmkman @att.net or 937-886-9566.

Minutes from June Club Meeting

Diana Hodges

President Dave Johnson called the June 2023 meeting of the MGCC SWOC to order precisely at 7:36. Dave Johnson, "One of the challenges to being the President is that you have to write that little article." Skip Peterson, "And you do a good job." President Dave continued, "I was thinking about it last night hoping that I covered all of it." Ed Wolf, "Just copy and paste." Ron Parks, "Use A.I. ChatGPT." President Dave, "I have a friend that used A.I. to write a paragraph. I need to figure out a way to get it to do my job at work."

Vice President's Report. V.P. Ron Parks, "I'm trying to get the MG ready for the upcoming trip. I repacked the wheel bearings, I bought some water-wetter." Dave J., "What's water wetter?" Terry Looft, "I've used it for years." Skip P., "It causes cosmic things to happen in the radiator." Steve M "Read the chapter in my book about cooling systems. I talk about it. I have copies for sale with me." Dave McCann, Jr., "Its a surface reactant. It lowers engine coolant temperatures by reducing or eliminating bubbles or vapor barrier that form." (*Okay, Dave didn't actual say all of that, I went to Redline's website for that 'quote'.*)

Minutes were next. Eddie Hill motioned to accept the tissue of lies as reported. Dave McCann, Sr. seconded. MGCC voted. Minutes approved as reported.

Treasurer's Report was next. Treasurer Sue Scocozzo, "Are you ready for this? The MGCC had gains of: Zero, squat, nil, diddly-squat, bubkis. (\$0.00). Total gain to the MGCC was \$0.00 (for the third month in a row). We had total expenses of: Postage (\$34.80) for a total expense to the MGCC of \$34.80. Monthly total gains when subtracted from the losses means a loss to the MGCC of \$34.80. When subtracted from our beginning balance of \$4,198.24, leaves the MGCC with an ending balance of \$4,163.44 in the primary checking account. The savings account now has \$382.17, with cash-on-hand of \$10.00. Total ending balance of all accounts was \$4,555.61." Skip Peterson motioned to accept the Treasurer's Report as presented. Ron Parks seconded the motion to accept the report. MGCC voted. Treasurer's Report approved.

Membership was next. Chair Carole Looft, "Dave, you're still at 64 members. Gained nothing, lost nothing. Otherwise, all is good." Ron, "At least we didn't lose any."

Birthdays in June: Tony Shoviak, Steve Veris, Eileen Wolf, Anna Schneider, Diana Hodges, and Kathy Goodman.

Activities with Eddie. Ed Hill, "July 4th there's Steve and the Americana Festival." Steve Markman, "Register online." Ed continued, "July 5-8 the Commemorative Air Force has a group coming to Springfield, Ohio airport."

Sam H., "They're supposed to bring a B-25, P-40, T-6 and some others planes." Ed, "July 15th there's a Concours at Keeneland race track in Kentucky. The MGBs are in Calgary the following week. July 24th is the start of AirVenture at Oshkosh for any of the Calgary travelers who might want to swing back through Wisconsin. Aug 5th is of course BCD. Aug 26-27 is the rescheduled London - Brighton - Hocking Hills event. Also Aug. 18-19th is the University Motors reunion with John Twist." Terry Looft, "We have our reservations but we're going anyway."

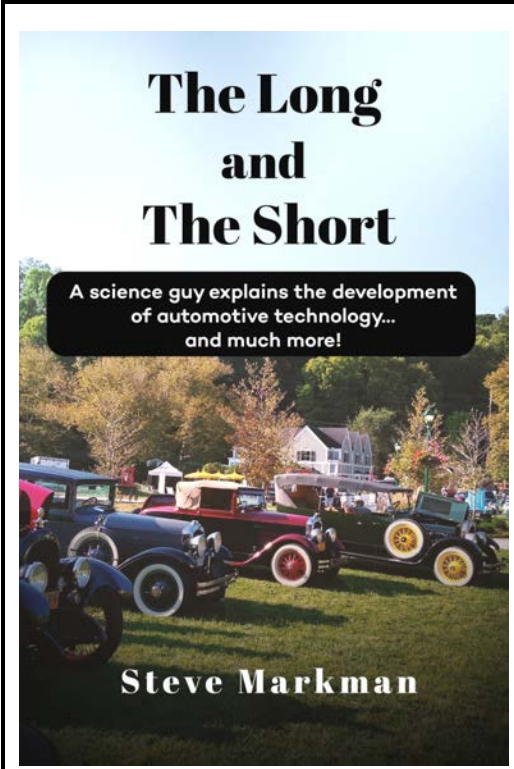
Sunshine Committee, Carole Looft, "Glad to see Mary Planeaux is back." Mary P., "Thanks you for your cards and thoughts." Jennifer P., "I've got diddly squat. Everyone's fine."

Newsletter Editor Steve Markman, "I hope you all enjoyed my last article on diesel engines. If you have any Biscuits and Tea pics let me know, I missed the last one. My Saturday's have been busy." "And...I have copies of my book with me for sale."

Webmaster John Scocozzo, "I still need to upload some photos and will be doing so over the next week or so. Otherwise, the internet is still there."

Dave Johnson, "We're up to the part that says beer break."
Beer Brake called 7:52.

Back from Break 8:03. President Dave, "All private conversations are over."



**The Long
and
The Short**

A science guy explains the development
of automotive technology...
and much more!

Steve Markman

Available at the July club meeting.
Price \$17 (beats the publisher's price,
and no shipping charge!). Check or
correct change appreciated!!

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Old Business. Skip, “Someday it’s going to be you Ron.”

BCD. Skip P., “The new account person seems to be much more friendly.” Dave Gribler, “Do we have Ranger Rick covered Friday night?” Skip, “Everything’s in place, we’re getting registrations coming in. Saturday morning we’ll need help parking and directing traffic. Awards have been ordered. We’ve got sponsorship. Greg Relue has done a great job getting us sponsors.” Dave McCann, Sr., “If you’ve got something nice that you’re willing to donate, that’s not a broken Toro transmission, then bring it along and we can use it as door prize.” Carole, “Can you have the show field layout to us Friday night so that we can have it first thing Saturday when we get there?” Terry Looft, “There was an issue with the classes last year. There wasn’t a class for ‘95-96 MGFs.” Skip, “That’s the ‘other’ class. It’s in the parking lot.” Eddie, “You have your choice of two classes. ‘1966 Open and Later’ or ‘European Other’.” Skip, “We need to do the in-memoriam for Charlie and everyone else we’ve lost this year.”

The MGA project was next. President. Dave, “Are you ever going to get it done?” Ron Parks, “I talked to Ron Ramer and his bother-in-law is the painter. He’s having some personal issues. He’s having surgery so this Friday we’re having a meeting to decide what the next step will be. We’re thinking about having it dipped. He just kept finding more rust with everything he did.”

New Business. Dave J., “Our Fall Picnic.” Ron, “Isn’t that what the Hocking Hills trip is for?” Skip, “Pack a lunch!”

Tech Tip. Eddie Hill, “How long is your battery life?” Dave McCann, Jr., “If you have a heated garage it’ll make it 6-7 years.” Ron, “If you have a battery tender on it, they tend to last longer.” Sam H., “I’ve got battery tenders on all of my cars and 7-8 years is not uncommon.”

For Sale: Ron, “I put LEDs in my Triumph that replace these H4 halogens. I’ve got two Halogen H4 with the relays for sale.”

Gumball Rallye was won by Steve Markman. *(Editor’s note...the last time I won the Gumball Rallye was back in 2000 or 2001 when I attended my very first club meeting. Could that drawing have been fixed?)*

Meeting adjourned 8:26.

  <p>www.BritishTransportationMuseum.org 321 Hopeland St., Dayton, OH 45417</p> <p>Giuseppe Automotive Restoration (818) 269-3240</p> <p>Your antique/classic maintenance and restoration expert</p>	  <p>Parts, Service and Restoration for MG, Triumph, Austin Healey and Related Autos</p>  <p>Steve Miller 3733 Wilmington Pike Kettering, Ohio 45429 (937) 294-7623 e-mail: MgAutomotive1@aol.com</p>
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Don't forget to register for British Car Day. Use this form to register via snail mail. Better yet... go to www.britishcardaydayton.com to register online (it's painless...really!).

British Car Day 2023 Registration

Name _____

Address _____

City _____ State _____ Zip _____ Phone _____

e-mail _____ Miles Driven to BCD _____

Yr./Make/Model _____ Class _____

Require trailer parking Yes _____ No _____

Advance registration (includes free t-shirt) \$25.00 _____

Deadline: Must be received by July 22, 2023

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

Additional t-shirts (day of show \$20) \$18.00 _____

S ___ M ___ L ___ XL ___ XXL ___

Vendor registration \$30.00 _____

Total _____

Make checks payable to: British Car Day 2023

Mail to: BCD 2023, 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 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 _____