

THE OCTAGON NEWS



Volume XLIX No. 10

August 2023



British Car Day Pictures
British Car Day Winners

Presidential Musings

Dave Johnson

I guess it is time to muse about *something*...

I have been putting this off, but I am running out of time. Pretty soon the editor is going to be banging on my desk. I do not have some fresh-faced wonder reporter named Lois to take the heat off me...

Well, we are moving into the car season that I really enjoy. British Car Day Dayton and the Dayton Concours D'Elegance. There are other car shows to go to, and in addition to British Biscuits & Tea, BCD and DCE are two "major" car shows at which I have the privilege to volunteer.

I have been able to be a class host at the Concours, and at the BCDD I am lucky enough to help Eddie set up the show field and corral the participants to their respective spot on the show field early in the morning of the show.



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 August 23rd

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And special thanks to Ron Parks for proofreading.

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Upcoming MGCC Events

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

Oct:

2 – National Name Your Car Day
25 – Meeting at Bennett's Pubical

See meeting minutes for other area activities!!

One thing that truly amazes me is the amount of work that takes place in the background to put these events on. What also amazes me is the small circle of people who have been heavily involved in both events for a long, long, time. These people have made many sacrifices over the years. Kudos to all involved!

What this line of thought goes to next is hard to say.

All these people are getting OLD. Who is going to take their place? I mean, I am getting old too, but they are going to get there before me. Seriously, some thought needs to take place here.

We have two major “institutions” that require a whole lot of effort and work to make things run smoothly. If these shows are going to continue into the future, we have to find a way to identify replacement individuals who can learn the ropes and be able to step in and take over when the time comes.

As President of this local MG Car Club, I am now the recipient of the monthly membership growth, or lack thereof, joke. The count is going down each year. Are the number of MG cars going down? Probably not as fast as the membership count. How do we find new interested

owners of our cars? I wonder if this is a “problem” for other clubs?

I do not have the answers here; I am just pointing out the potential future if we are not able to bring fresh blood into our community. I know for a fact that there are a bunch of people here watching out for fresh blood like some sort of bio-enhanced MG mosquito.

If you have not stepped up and volunteered for any of these events, the time is now to get in the game.

Pictures From 2023 British Car Day

Photos by Steve Markman





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Thanks to everyone who helped make this another great event!!

British Car Day Award Winners

Skip Peterson

MGT

- 1. Thomas Hall, '51 MG TD
- AE. Evan Ford
- AE. George Smith

MGA

- 1. Lee Spall '57 MGA
- AE. Art Barnes
- AE. Mike & Jennifer Wester

MGB pull handle

- 1. Tim Hooten '64 MGB

MGB chrome bumper

- 1. Dana Springer '67 MGB
- AE. Russ Collins
- AE. Ed Wolfe
- AE. Rick Shields
- AE. Ed Hill

MGB rubber bumper

- 1. Terry Looft MGB GT V8
- AE. Michael Parsons
- AE. Thomas Jones
- AE. Cynthia Wheeler

MGC

- 1. Carole Looft '68 MGC
- AE. Quin Leslie

Midget

- 1. Tim & Nancy Shaw '61 MG Midget
- AE. George Chase

TR 2 & 3

- 1. Mark Macy, '57 TR-3
- AE. David Messmer
- AE. John Goode
- AE. John Neiswinger

TR 4 -250

- 1. Gordon Attridge, '68 TR 250
- AE. Ron Parks
- AE. Bruce & Ryan Miles

TR 6 chrome bumper

- 1. Terry Cybluski '71 TR 6
- AE. Greg Dongan
- AE. Steve Broeman

TR 6 rubber bumper

- 1. Scott Huey '74 TR 6
- AE. Vic Snively
- AE. Dennis Coons
- AE. Bo Wagner

TR 7 & 8

- 1. Tim Langreder, '76 TR 7
- AE. John & Patti Clifford

Spitfire chrome bumper

- 1. Ronald Wheeler '66 Spitfire
- AE. Bo Wagner

Spitfire rubber bumper

- 1. Austin Davis '76 Spitfire
- AE. Kevin Spiler

Jaguar XK

- 1. Richard Davis, '57 XK 150
- AE. Ron MacLean
- AE. Henry Maimon

Jaguar E-type

- 1. Paul Weaver, '67 E-type Coupe

Jaguar XJ/Sedans

- 1. Dana Springer, '88 XJ
- AE. Joe Vandehatert
- AE. Dane Petrie

Austin Healey 100-3000

- 1. Greg Sipe,
- AE. Marc Masquelier
- AE. David Roberts

Austin Healey Sprite

- 1. Joe D'Amico '60 Bugeye
- AE. Kim Bish

Classic Mini

- 1. Greg & Linda Graham
- AE. Greg Lepera
- AE. Tim Bosse

New Mini

- 1. Mary McKinley, '2021 MINI convertible

Sunbeam

- 1. Jan Servaites
- AE. Peter Bolmida
- AE. Robert Thompson
- AE. Hugh Guynes

Motorcycles

- 1. Bob Piper, '61 BSA

Open Class thru 1965

- 1. Keith Melville, '48 Triumph 1800 roadster

Open Class '66 and later

- 1. Ronald Ford, '70 Morris Minor
- AE. Leslie Miller
- AE. David Becker
- AE. David Evans

British Conversions

- 1. Chris VanDelinder
- AE. Mike Moor
- AE. Quin Leslie

European Open

- 1. Elisia Hellwig, 2003 Saab

Premier Class

- 1. Dennis Cetra, '54 MG TF 1500
- AE. Richard McKinley
- AE. Jack Pounds
- AE. Tony Shoviak

Diamond in the Rough

- 1. Richard Ludwig, '64 Spitfire

Best of Show

- Ronald Wheeler '66 Spitfire

British Transportation Museum Burns the Mortgage

Pete Stroble

It happens to most of us who've ever owned property...the day when the last mortgage payment is made and the property finally is ours. The British Transportation Museum (BTM), America's largest collection of British cars, busses, and motorcycles, made that last payment on July 1, 2023 and we celebrated at British Car Day by burning the mortgage.

The museum was founded in 1998 and incorporated as a non-profit corporation. It was the dream of British car enthusiasts Dick Smith, John Wolf, Mike Edgerton, and Mike Smith. After renting several different buildings over the years, mostly just for storage, the museum finally acquired its own building in 2015. Located at 321 Hopeland St. in Dayton, the building formerly housed Imperial Packaging and was built in 1913 as a Kroger warehouse.

The museum's collection consists of 63 vehicles. Some are in show condition, some a bit on the rough side. The MG Club and Triumph Club each have a project car that members are helping to restore. While little has been done to the building itself except for critical upkeep, no longer having a mortgage to pay will allow us to start renovations.

Museum hours are 10 to 4 on Saturdays and Mondays. Admission is free, but there is a box for donations. The only sources of income are your donations and memberships, so please consider joining to help make the British Transportation Museum another one of Dayton's "Gems." You can get more information by visiting our website at <https://www.britishtransportationmuseum.org/>, or calling 1-937-546-0039.



Pete Stroble, President of the British Transportation Museum, burning the mortgage at British Car Day on Aug 5.

Welcome New Members

Carole Looft

Michael & Alison Parsons
2819 Skylark Rd.
Springfield, OH 45502
(775) 742-0500
map3849@yahoo.com
1980 MGB

James Thornberry
1112 Croyden Dr.
Dayton, OH 45420
(937) 545-4700
jalort@aol.com
1973 Midget

Joel & Beth Williams
1090 Seapine Ct.
Maineville, OH 45039
(513) 227-9028
joelwilliams0123@gmail.com
1976 MGB

MG2023 in Calgary, Alberta, Canada

Carole Looft, Dave Gribler & Ron Parks

Some drove MGs and some flew. A group of MG Car Club Southwestern Ohio Centre members traveled together. Carole Looft driving her MGB and Terry Looft in his MGBGT Factory V8, were followed by Ron Parks in his MGB. Lois and Dave Gribler traveled separately in their MGCGT, making the trip over two and a half days, keeping in communication with the other group from time to time. The Shoviaks – Tony, Janet and Lian, as well as Linda Parks, flew into Calgary to take part in the events of the week.

Day 1 was strictly a travel day for the Looft/Parks group. The Looft's were a little late arriving at the first rest area west of Indianapolis on I-74 after negotiating construction related delays in Indianapolis. The rest of the day was uneventful with gas/rest stops along the way, arriving at the Drury Inn in Coralville, Iowa at a decent time. The evening meal included with the stay was very good.

The group's site seeing began on day 2, as Carole had included a stop at the Shrine of the Grotto of Redemption in West Bend Iowa. This is a very impressive structure made of petrified wood and all kinds of crystals and rock from all over the world. Building of this Catholic shrine began in 1912 by Father Paul Dobberstein. Over a hundred train-car loads of rock and stone were brought to Iowa from different parts of the country with most of the pieces washed and sorted by Father Dobberstein himself. Father Dobberstein worked tirelessly on this project for fifty-two years. Even today work is still being carried out on the Grotto through repairs and additions.

After touring the shrine and watching an informative video, we found lunch at Kirby's Café family restaurant, before traveling onward to the AmericInn in Hartford South Dakota, just 60 miles short of Mitchell, South Dakota and the Corn Palace.

Arriving at the Corn Palace around 9:00am on Wednesday morning with little traffic afforded the group the opportunity to pose their MGs with the Corn Palace backdrop. The mosaics on the outside and inside of the building are made of different colored corn. Of course, the birds eat the corn, and the mosaics are re-created in a different theme each year. This year's theme was "Circus." After touring the building's historical displays and getting a little corny, it was onward to the "Badlands" National Park Drive. Badlands Park is beautiful and desolate. Lots of photo-ops with MGs! Another 100 miles or so brought the group to Rapid City, South Dakota and a stay at the Quality Inn, located one block off Mt. Rushmore Road.

The three MG caravan got an early start the following morning and arrived at Mt. Rushmore well before most of the other tourists. Because two MGs were pulling trailers, they were directed to an area for trailer parking. From there, the view of Mt Rushmore was so good that there was no need to enter the viewing area. After leaving Mt. Rushmore a side road pull-off offered a profile view of George Washington. Photos taken, the trip progressed through Needles Eye tunnel road then on to the Crazy Horse monument and a tour of the work site. Seventy-two portraits of the survivors of the Battle of the Little Bighorn were on display in the visitors' center. These were painted by artist, David Humphreys Miller. While there, a small group was able to get a close-up tour that took them to the base of the Crazy Horse monument. There a volunteer gave a better insight into the workings and progress that goes on daily. Lunch was found in a saloon in Custer, before traveling 190 miles to Buffalo, Wyoming for the night.

Day five had the group heading to Great Falls, Montana. Along the way was a planned visit to The Battle of Little Big Horn National monument and cemetery. This is a vast area encompassing 765 acres. It was

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an interesting tour that included the national military cemetery on the site, where current veterans are still being buried. Scattered across the battlefield are 249 markers to show where Custer's men had fallen. Custer's remains were removed in 1877 and reburied at West Point. Moving on two hundred eighty miles more saw the group's last overnight stay on the road, in Great Falls Montana.

Great Falls Montana is where some trouble cropped up. Carole's MGB was overheating and leaking coolant from around the thermostat housing. Terry replaced one of the gaskets and thought it was repaired for the next day's journey, but it wasn't to be. Next morning, Carole's car was overheating and leaking still. While Terry removed the thermostat housing, Ron found an AutoZone, where he purchased gasket making material. While working on Carole's MGB, two guys stopped by to commiserate or offer help. One had just bought an MGBGT and the other had previously owned MGs. One of these men came to the hotel in Calgary and it turns out he was a pilot and is building an experimental plane. He and Terry chatted about flying as well as MGs. Successful repair put us back on the road toward the next mishap. Pulling into a gas station, Ron shut off his engine and when attempting to re-start to move to the gas pump, the starter did not engage. It spun and as Terry said, was "Making metal." The bolts holding the starter in place had come loose enough for the starter to disengage. Tightened the top bolt to get us on to Calgary. Meanwhile, Dave & Lois Gribler were experiencing their own challenges with a failed speedometer, a broken distributor, faulty fuel pump, non-functioning gauges and a leaky overdrive. Nonetheless, all arrived safely at the Deerfoot Inn in Calgary.

Everyone unpacked and settled into their rooms. The car wash station was set up on Sunday and we went into bug removal mode. The man who had bought Bill Hammond's red '63' MGB, was washing his car next to Ron's, when conversation revealed the connection. He had sold the car to someone in Chicago. Besides cleaning, Ron jacked up his MGB, secured it with the one jack stand he brought, and tightened the bottom starter bolt. Terry and Carole did some shopping and laundry. Ron took a test drive to the airport in the afternoon to check out the traffic patterns for picking up Linda. Her flight was late, but she arrived safely. The Shoviaks arrival rounded out our club's attendance at MG 2023.

Monday was a day of rest for Linda, while Ron and others visited registration and hung out in the parking lot. Club members all gathered for dinner in the hotel restaurant in the evening.

Tuesday saw Linda taking the guided bus tour of Calgary that included shopping and lunch. She saw the site of the famous "Calgary Stampede" and other equestrian facilities. Overviews of the city and a gourmet lunch at a sheep farm were highlights. Ron and others attended various tech sessions.

Wednesday saw Linda & Ron drive the sixty miles or so to the ski town of Banff, which is inside the Banff National Park. Surprisingly, they did not see another MG all day. After a good lunch at an Irish Pub, they figured out the bus pass thing and visited the Cascades of Time Garden. It was beautiful and the views of the Rockies in every direction in Banff were spectacular. Visiting the Fairmont Banff Springs hotel, AKA the Castle hotel, they were impressed with the architecture and the grand entryways. Meanwhile, Lois and Dave Gribler were touring farther south at Highwood Pass. They enjoyed seeing some big mountains up close that otherwise were shrouded in smoke and haze. Like Linda and Ron, they did not see another MG all day.

Thursday was the car show at Heritage Park, a park not unlike Carillon Historical Park in Dayton, Ohio, with historic buildings, an auto museum, boat rides and a locomotive train that circles the park. Linda and the Shoviaks rode the train, while the rest were voting and visiting with other MG owners. After the voting was done some found lunch at the historic hotel restaurant. It was a nice, sit-down meal, the best food ever, at a car show! After lunch Lian Shoviak participated in the Valve Cover Race. She had fun, even though she was eliminated in the first round. Most everyone visited the car museum, where gas pumps from the many oil companies from back in the day in Canada were on display. There was an

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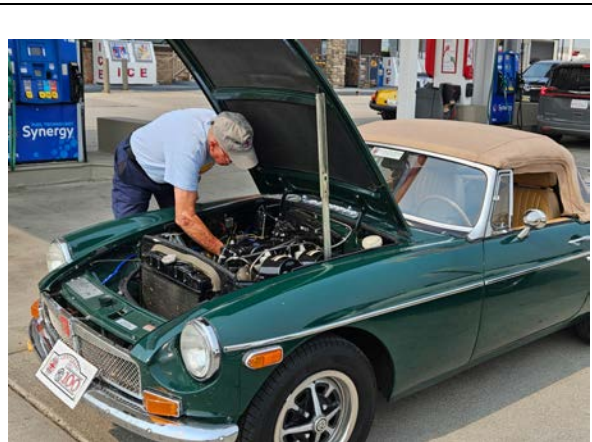
International truck on display, which may have been manufactured in Springfield, Ohio. A 1956 Plymouth and many old 20s & 30s cars were there, along with one British car, a 1935 Austin Seven “Nippy.” There was also a 1918 Maxwell fuel tanker truck, the body panels of which were likely fabricated at one of three Dayton plants. Maxwell will be one of the featured marques at the 2023 Dayton Concours.

The banquet buffet food was good, and after dining the ceremonies began. The local club president and chairman of the event thanked many individuals who were responsible for putting on the great show. A highlight was the Shoviak family passing on NAMGBR’s Thornley Award, a print of a racing MGB GT, to the next recipient, and receiving their permanent one mounted on a wooden plaque.

When the awards were handed out, all four cars entered from the MG Car Club Southwestern Ohio Centre won first in their class (See photo of the group). It was a good showing for our club!

The trips home for everyone were, thankfully, uneventful. Aside from re-adjusting mixture for altitude, no other actions were needed. The Looft/Parks group decided to travel through Montana on the return trip, instead of heading east to Regina, Saskatchewan. They traveled together as far as Fargo, North Dakota, where Ron stayed over two days to visit friends. Carole & Terry drove to Ames, Iowa to visit their son Torey. Lois and Dave Gribler arrived home after dealing with some points problems.

It was a good trip and a fun show! To see all the pictures, go to <http://mgcarclubswohio.com/> and click on “Past Events.” It’s on the top of the list.





Rooms Still Available for Hocking Hills Tour

Ron Parks

Four (4) rooms still are available at the Sleep Inn in Logan Ohio for our group stay on Saturday August 26, 2023. There is one King room available and three (3) double queen rooms.

As previously planned, the 100-mile tour, honoring 100 years of MG, will end in Logan Ohio at the Sleep Inn Motel. You may choose to make this an overnight tour. It's up to you. The motel still is holding a block of four (4) rooms for our group. If you choose to stay overnight, please call the Sleep Inn motel (740) 216-5300, to make your reservation. State that you are with the **MG Car Club group** to get our group rate of \$149 plus tax. Breakfast is included.

Tour information will be sent in an email message shortly before the tour on August 26th. This will include turn-by-turn instructions, restaurant information, and a map of the Hocking Hills area.

Membership Renewals for September

Carole Looft

As a reminder, when September rolls around it will be time again to renew your MG Car Club membership. Membership is \$25.00 for club members who will be receiving the newsletter by email. Those members wishing to continue with a paper copy of the newsletter will need to add an additional \$10.00 to offset printing and postage making their total \$35.00. **NOTE:** The pro-rated amount is for **NEW** members only. We appreciate your continued support of the MG Car Club Southwest Ohio Centre.

100 Years of MG

Scott Hardy *(used without permission from the Houston MG Club)*

Since its creation in the early 1920's, MG cars have been a favorite of sports car enthusiasts. The past one hundred years have seen a history filled with styles of MGs from touring to single-seater racing types.

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Although the MG brand was shelved by British Leyland in 1980 when MGB production came to an end and the MGB was no longer imported to the US, the famous octagonal badge still exists in the England, and there is even a very well received electric version that is in great demand.

Morris Garages/MG Car Co. (1923 to 1935)

William Morris started building bicycles in Longwall Street, Birmingham. By 1911, Morris had turned his attention to motor cars and was selling and repairing various makes from the rebuilt premises, now renamed Morris Garages. In 1922 William Morris appointed his head salesman, a young Cecil Kimber, as general manager. The MG name, based on the initials of the garage, first appeared in 1923 on a Kimber bodied bull nosed Morris Cowley special in which Kimber won gold in the Land's End Trial. Although this winning car is claimed to be the prototype MG, the model recognized today as the first ever MG, or Old Number One, is a preserved pointed-tail two-seater.

In 1930, the year MG went racing, the MG Car Company Ltd was incorporated. Although William Morris personally owned the company, he eventually sold his holdings in MG to Morris Motors in 1935, the lead company in the Morris Organization.

Morris Motors Ltd (1935 to 1952)

The MG Car Company had produced a string of successful models that included several Midgets, K-Type Magnette plus the L and M-Type Magna. One of the first models to be built after MG came under the control of Morris Motors was the 1936 TA Midget, the first of the company's T-Series sports cars. The saloons, as the British called the family cars were produced included the SA, VA and WA models.

During WWII, MG auto production was shifted to tanks and airplane wings. At the end of the war, the now famous MG TC started production. The returning GIs brought back this model and it started a revolution and is many times accredited as "The Sports Car America First Loved". In 1950 the MG TD and the four passenger YA and YT were imported, and a US dealership organization was formed.

British Motor Corporation (1952 to 1968)

In 1953 the TF and TF 1500 were introduced and in 1956 the streamlined MGA, with a new 1500 cc engine, was produced. The MGA sold over 100,000 cars until it was replaced by the MGB in 1962. The MGB GT was added to the model line in 1965. During the period from 1954 to 1958, the ZA/ZB Magnette, the first model constructed with an all welded unit body, became the vanguard of a stream of post war MG saloons. Some shared body styles with other marques.

British Leyland (1968 to 1986)

Consolidation of the British motor industry resulted in the merger of Leyland Motors and BMC under the British Leyland banner. The MGB soldiered on and saw a brief burst of rejuvenation when the MGB GT V8 was produced from 1973 to 1976. Sadly, this high-performance model was never exported and its introduction coincided with an energy crises. On October 22, 1980, now known as Black Friday, British Leyland closed the famed Abingdon MG plant, a move that would result with the MG Car Company name as we knew it finally being consigned to the history books.

After the closing of the factory at Abingdon, there have been several successors to the MG name. Rover for several years tried to revive the marque with the MG RV8 in the 1990s and the mid-engine MG TF at the end of the decade. More recently, the MG is being produced in England but unfortunately not for the US market. The MG brand today is Chinese owned, but is alive, selling well, bringing out an electric sports car, and has a fantastic following throughout the world.

Classifieds

For Sale: MGB/GT. Rusty, possibly salvageable for parts. This GT has spent many a moon in a barn. It's been sitting outside for a while so the rain and weather actually have cleaned it up a bit. It has a lot of rust, and even the rust holes have rust holes. If you are brave enough to get your nose a little too close to where there used to be a passenger window, you will get a whiff of something horrible; it smells of either dead/rotting bodies or the human waste burn barrels I learned to dislike from my Vietnam experience. The car might be restorable by someone who has more money than brains! Hey, the sign says "For Sale...make offer!" Go for it! It might make a heck of a project for someone. I hate to see any British car towed to the junkyard for crushing. Maybe it'd make a good home for some wild critters on your back 40. Phone number on the For Sale sign says "937-972-2633 MAKE OFFER!", or you can call Larry Youngblood for more of his opinion, but he will have absolutely no part in the actual sale of this car, If you call, don't even mention that you heard about it from Larry. (8/23) *(Editor's note: I toned this down from what Larry sent me.)*

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 srmarkman @att.net or 937-886-9566.

Minutes from July Club Meeting

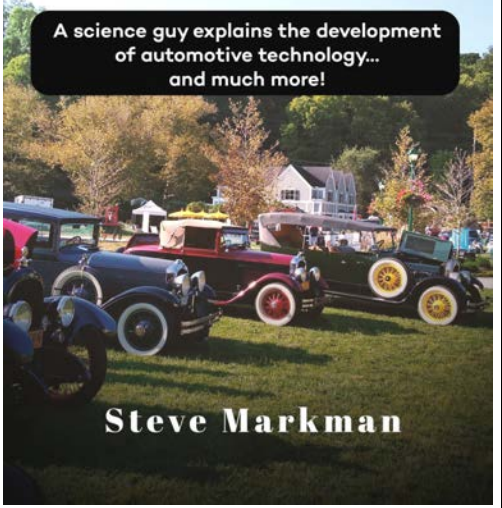
Diana Hodges

(These minutes were crafted from notes of the meeting as I was actually in Oshkosh, Wisconsin at the EAA Airventure Fly-In. Names have been changed to make the charges of slander harder to prove.)

The July 2023 meeting of the MGCC SWOC was not called to order promptly, but at 7:35 by President Dave Johnson. First up was the Calgary trip. The Gribler's had fun as always. Dave Gribler, "The hosts were really good. Kudos to the host club! As for prizes, MGCC SWOC

The Long and The Short

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



Steve Markman

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

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members took 5 out of the 25 given (didn't give details). "There were about 170(ish) cars in attendance. President Dave J., "Were there were any problems with the cars?" (*Laughter.... catch breath... more laughter...*).

Vice President's report was next. Ron Parks, "I've been having a starter problem (that's all the notes say "Ron talked about his starter problem. (*No idea what that problem was, but lets assume it wasn't solvable by a light tap from the handle end of a hammer*). Terry Looft, talked about the fuel mixture at altitude. Said a healthy spark plug is light grey. Hmmm...

Ron gave kudos to Carol Looft for her planning. Ron Parks, "We stopped at a church that used petrified wood for the stations of the cross. Pictures don't do it justice. Then we went to Corn Palace, the Bad Lands, Mt. Rushmore, Crazy Horse, and the Battle of Little Big Horn." Lois Gribler, "We didn't have a problem with the fuel mixture, but we used 6 quarts of oil and lost speedometer/odometer, fuel gauge, temp gauge, tachometer, over drive... and got a stone chip in the windshield! Can't wait to do it again." Terry mentioned that there were lots of comments at rest areas.

Mike picked up a new (*to him*) 1956 Morris Minor 4 door. "It was a garage / barn find! It doesn't run." Lois Gribler, "You should enter it into the Diamond-in-the-Rough category at BCD." Mike, " It has its original patina and is right hand drive. Has European license plates. Already found a place to convert the drum to disc brakes. Only a few spots of rust on the very corners of the fenders." Dave Johnson, "I went with Mike to pick it up. It was almost in W. Va. I guess the guy also had a '69 Camaro and a 57 'Chevy. Mike didn't think he was much of a British car guy (*I was thinking the same thing!*). I guess there are some engine issues. Mike rebuilt a Spitfire engine, so he has some experience rebuilding small engines. This engine makes the Spitfire engine look big." Carol Looft, "Are you done with it yet?" Mike, "Sure (*Insert eye roll.*)

Minutes were next on the agenda. MGCC voted. Minutes approved. (*Missed who made motion and who seconded - like it even actually matters. Lets just say Dave and Dave. Pick your favorite two.*)

Treasurer's Report was next. Treasurer stand-in John Scocozzo delivered the report. "The MGCC had gains of: Membership Dues (\$4.00). Total gain to the MGCC was \$4.00 (*This smacks of someone trying to bolster their numbers, last minute*). We had total expenses of: Gumball Rallye Cash (\$40.00) for a total expense to the MGCC of \$40.00. Monthly total gains when subtracted from the losses means a loss to the MGCC of \$36.00. When subtracted from our beginning balance of \$4,163.44, leaves the MGCC with an ending balance of \$4,127.44 in the primary checking account. (*This seems a little three-card-monte(ish) in nature. We take the cash out for the Gumball Rallye cash and then we report on the Gumball Rallye cash in a different category?*) The savings account now has \$382.19, with cash-on-hand of \$40.00 (*SEE!*). Total ending balance of all accounts was \$4,549.63." Terry Looft motioned to accept the Treasurer's Report as presented. Dave McCann, Sr. seconded the motion to accept the report. MGCC voted. Treasurer's Report approved.

New members Joel and Beth Williams from Maineville were in attendance. They want advice on maintaining car and socializing opportunities.

Birthdays in July: Skip Peterson, Joanne Gribler, Helen Markman, John Scocozzo, and Dave Johnson.

Activities With Eddie. "BCD is in 10 days. There's a sign up sheet to help park cars. We need everyone's participation. Not that I'm threatening knee capping you if you don't sign up, but you might get knee-capped if you don't sign up. Be kind, courteous and helpful. Center the cars between the flags. They don't have to be perfect." Lois Gribler, "Oh no, they do in my row!" Pres. Dave noted that there is a lot

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of pre-planning. Ed needs help. Ed continued, “August: 18-19 is the University Motors reunion. The Tour to Hocking Hills is also coming up August 27. Ron will send an email (Ron is tour master). We’re going to stop at the caves, then have a picnic lunch at Cedar Falls. Then stop at Lake Logan for pictures. Then dinner at a BBQ place.” Ed continued, “The Concours is coming up Sunday, Sept. 17.” Terry Looft, “Also on the calendar is the annual British Invasion of Stowe, Vermont, Sept. 15-17th.” Lois Gribler, “I’d like to do signs for sponsors at the entrance.” Since the signs are for BCD, talked about who should pay.

Sunshine Committee. Tim Dunham’s wife Linda broke her knee cap in 3 places.

Newsletter: Steve was AWOL.

Webmaster John Scocozzo (In his traditional role), “Please upload any pictures that you have to the website.”

This is where the Beer Brake should have been, but as we were motoring through, we didn’t even slow down. No Beer Break.

Apparently, Steve Powell was Old Business this month.

New Business, Dave Johnson, “Do we have any volunteers for a fall picnic?” Crickets chirped.

Tech Tips? Ron Parks, “Tighten your starter bolts (*Aha! A clue!*). Terry Looft, “I got a credit card hacked for a second time. After the first hack, I scraped off the security code. This kept the skimmer from getting the number. The card got canceled and thieves didn’t get any items.”

John Zeno’s grandson asked for help on the fixing the ignition switch. Moss is a good place to start. Todd Clarke of Clarke Spares passed away. Tom Zofchak bought the inventory. He runs “British Mile.” he plans to put parts up for sale. If you have an MGA, keep an eye out for those items. Abington Spares was also sold.

Dar Planeaux won the Gumball Rallye.

Motion to adjourn seconded (*I guess this means there was a motion?*). Meeting ended at 8:26

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