

THE OCTAGON NEWS

Volume XXXI No.8

August 1999

BCD '99' SUCCESS

BCD '99'

By Skip Peterson

The 15th edition of British Car Day is history, and while we didn't hit the magic 200 cars, we should certainly be happy with the event. 186 cars packed the show field under clear skies, and from most accounts, the participants were happy with the show.

The Courthouse Square preview show drew 25 cars on Friday during the lunch hour as we battled with the "roadies" and beer trucks that were preparing for a rock concert that evening. We packed the front part of the square and the lunch crowd had fun talking with the cars owners and admiring the cars.

A crack team of over 30 volunteers showed up at Eastwood Park Friday evening



BCD '99'

Photo by Skip Peterson

FALL COVERED BRIDGE TOUR

MG Car Club Officers

President.....	Ed Hill
phone.....	461-6688
email.....	EHILLMGB@AOL.COM
Vice-president.....	Skip Peterson
phone.....	293-2819
email.....	MGBSkip@aol.com
Secretary.....	Dick Smith
phone.....	434-1750
email.....	rsmithomo@aol.com
Treasurer.....	Betty Shaneyfelt
phone.....	293-2230
email.....	BFSHANEY@ERINET.COM
Member at Large.....	Tony Parascasau
phone.....	849-0132
Pres. Emeritus.....	Matt Schneider
phone.....	427-0074
email.....	mgschne@ibm.net
Activities Chair.....	Tim Orlicko
phone.....	434-5928
Membership Chair.....	Linda Wolfe
phone.....	429-0847
email.....	bcvl_wolfe@k12server.mveca.org
Octagon News Editor.....	Ron Parks
phone.....	322-0717
email.....	MGDRIVER@prodigy.net
Librarian.....	John Wolfe
phone.....	429-0847
Historian & DIXMYTH.....	Dick Smith
phone.....	434-1750
email.....	rsmithomo@aol.com
MG News Hotline.....	434-1287
British Car HBS.....	434-1655
WebPage.....	http://www.car-list.com/carclub/mgbskip.html



North American MGB Register

Southwestern Ohio Centre of the MG Car Club

Club Membership Information

Membership dues of the Southwestern Ohio Centre of the MG Car Club are eighteen (\$18.00) per year, payable during September and October. On January 1st. the names of delinquent members are removed from the mailing list. See Linda Wolfe for further membership information.

MG Car Club Monthly Meeting

The Southwestern Ohio Centre of the MG Car Club meets on the fourth Wednesday of every month at the K of C Hall, downtown Dayton, on bainbridge Street, at 8:00pm. The next meeting will be:

Wednesday August 25, 1999

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- 8 (RAF) E-Mail/July Minutes
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Upcoming Events

August

- 6 Court House Square Pre-BCD Car Show (11-1)
 7 British Car Day at Eastwood Park
 15 Summer Picnic at Goodman's
 18-22 MG Summer Party University Motors Grand Rapids
 Featured car will be MG "C"
 25 MGCC Meeting at K of C Hall

September

- 12 Concours d'Elegance Car Show/Museum of Discovery
 22 MGCC Meeting at K of C Hall

October

- 23-24 Fall Tour of Covered Bridges with Ron & Linda Parks
 27 MGCC Meeting at K of C Hall

November

- 5 Fish Fry 6:30 PM
 24 MGCC Meeting at K of C Hall

Jan TBA FISH FRY

June 2000

- 15-18 Cleveland Rocks, MG Roll
 9TH Annual NAMGB Register International Convention

25 MAR FISH FRY 6:30 PM

to lay out the show field and stuff the bags. The whole task was completed in less than 90 minutes.

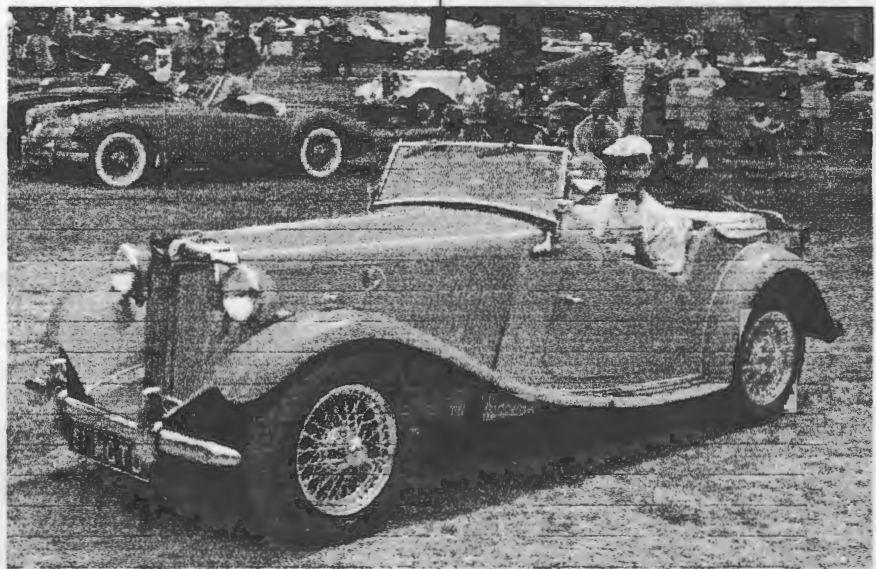
Saturday morning was cool and things were well under control as the eight vendors arrived to set up and cars began arriving by 8:15. The concession stand crew turned a shelter into a "walk thru" in no time. The grills were going strong all day and we knew we had a winner when we ran out of bottled water and diet Coke and had to make another run to the store. "Chef" Dan and Barbara Inlow and the concession stand crew deserve a huge thank you from all of us.

The variety of cars and the car count once again was different than anticipated. We certainly expected the 22 chrome bumper "B's", but who would have

expected 13 Big Healey's, 13 Spitfires, 15 Midgets/Sprites and 15 in the Open class? In addition, Gerald Strange brought an exquisite 1935 Morris and the Halbauer's brought their '37 Jaguar XX SS. Two truly remarkable automobiles!

Marty Schwartz of Orlando, Florida nailed down the Longest Drive Award with his 1060 mile trip. "I'm moving to Mason and I needed to get the car up here anyway, so we drove up to the show," he said. Sgt. Mark Arendt of the Five Rivers MetroParks wandered the show field, only to announce that John Engle's 67 Sunbeam Tiger was the Ranger's Choice winner. He said that was the one car he wished he could own.

Royal Air Force Squadron Leader Richard Friend, with the

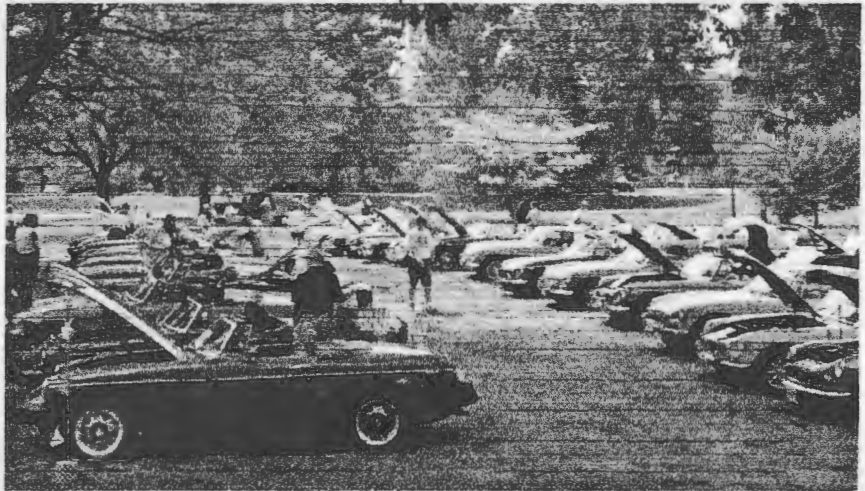


Phil Johnson in his Best of Show '51' MG TD

Photo by Skip Peterson

help of his wife, two children, and sister-in-law, spent well over an hour searching for the RAF Award winner. "I didn't know it was going to be this difficult! I had it narrowed down to about 8 or 9, then I cut it to three cars, and then I really had to work hard to decide which car was my absolute favorite," he said. Phil Johnson's immaculate '51 MG TD was the eventual winner of the RAF Award. Squadron Leader Friend said he had a great time and hoped he will be invited back next year. He still has two years of duty at Wright Patterson AFB and we certainly hope he'll join us next year.

Phil Johnson made it a sweep on the day when he also garnered the Best of Show Award. Johnson's TD received more votes from the participants than any other car on the show field. "One year



ago today I joined the MG Club, and didn't even own an MG. I guess I'm on the fast track," Johnson said after picking up the first British Museum of Transportation Best of Show Award.

The success of the event is directly related to the many members of the MG Car Club and the Miami Valley Triumphs who volunteer hundreds of man hours to make it a success.

MGBs at BCD photo by Skip Peterson

Without all of you working so hard, all of those British car enthusiasts wouldn't be coming back to Dayton each year. Thanks for a job well done.

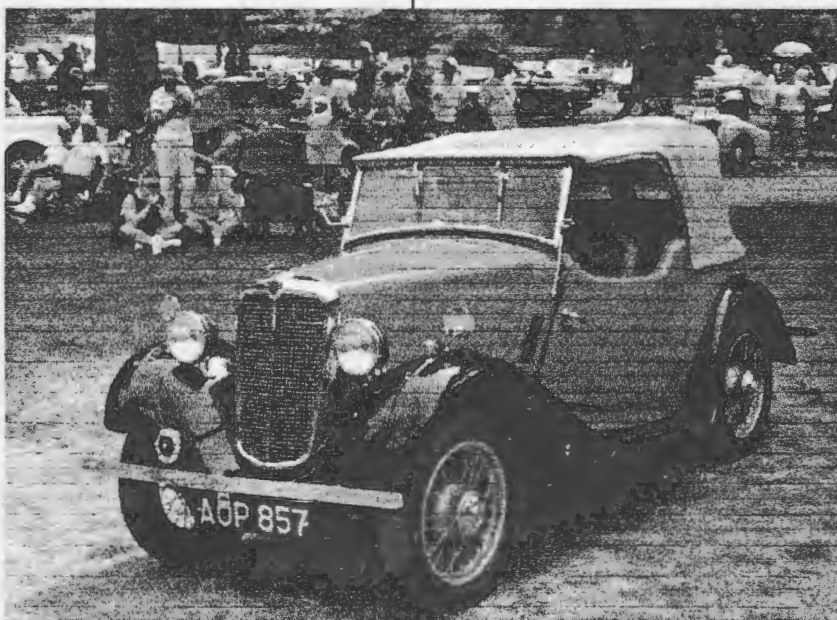
Photo lower left is Gerald Strange's 1935 Morris. Photo by Skip Peterson

Covered Bridge Tour

By Ron Parks

As of Wednesday August 18th, there were just three rooms left (two singles and one double) for Saturday October 23, 1999 at the Motel Forrest in Rockville Indiana. The Motel Forrest will hold the rooms until September 30, 1999.

Joe Hooker and I plan to make our dry run over there next Monday. So, we should have



updated news regarding the meeting place and route, etc; to share with you at the meeting on Wednesday.

No pets are allowed in the Motel Forrest. The price is \$40 plus tax for a single room (1 double bed, double occupancy); \$50 plus tax for a double room (2 double beds, double occupancy); and \$55 plus tax for four (4) people staying in a double room. It is up to each of us to call and make our own reservations and provide for payment or guarantee with a credit card. Tell them you're with the MG Car Club and you want to reserve one of the rooms set aside by Ron Parks for Saturday October 23, 1999. The phone number for the Motel Forrest is: (765) 569-5250.

Tahoe (Continued)

By Jo Ann Zeno

June 10, 1999 (Thur)

Left at 7:30am heading for Estes Park. Arrived at Granby Colorado at 11:15am. It was raining and we were told that there is snow in Estes and the roads were closed the evening before, but were now opened. We wanted to drive the MGs through Rocky



John Lucente with dance hall girls. Photo by John Zeno

Mountain National Park, but the weather didn't look that promising. We drove the other vehicles up to Alpine, which is half way to Estes. We had no rain, but it was cold at the top—they had snow just before we got there. We didn't go to Estes as it was 25 more miles. Miles we would have to back track to return to Granby. We saw many Elk along the way. The elevation at Alpine was 11,796 feet, beautiful country and truly an MG kind of road.

June 11, 1999, Friday

We left Granby at 7:30am heading for Salt Lake City on Route 40. It was cold with ice on the cars, but the skies were clear and sunny. We drove

across high prairie seeing many antelope and prairie dogs along the way. Country became mostly wasteland. We pressed on to I-80 outside of Salt Lake City, arriving at 4:00pm. A detour on I-80 going through the city caused a terrible backup of bumper to bumper traffic—locals trying to get Friday) and travelers (like us) not knowing where to go. The detour was not very well marked either. We finally found I 80W and followed it out of Salt Lake City to the West where we stopped at a nice motel in a small town. John Lucente tasted the water and said it was indeed salty!

June 12, 1999, Saturday

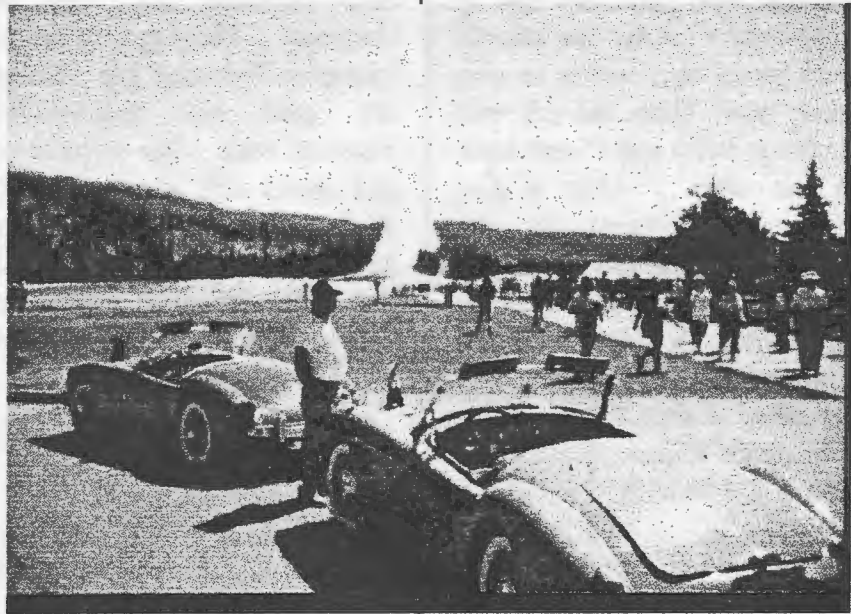
We left the Salt Lake City Utah area at 7:45am after deciding not to return to the city to view the Mormon church, etc. We arrived at Reno Nevada around 5:00pm after crossing mostly waste land country. Finally, we found a motel. They fill up fast on Saturday night. We drove downtown to try our luck at the Circus. No such thing as luck!

June 13, 1999, Sunday

We stayed in the same place. The guys dropped Patty and I off to lose more money while they went to a car museum that had lots of old cars.

June 14, 1999, Monday

We were on the road at 8:00am heading for Lake Tahoe arriving at the Cal Neva Hotel on the Lake at 10:00am. Couldn't get into the rooms as their check out time is 10:00am. The guys went out to the cars and guess what Patty and I did? We got in the rooms around 1:00pm and how lovely they were! We had first floor rooms next to each other, with a beautiful view over looking the Lake. Dave and Joanne Gribler arrived at 1:00am.



Old Faithful

Photo by Joann Zeno

June 15, 1999, Tuesday

We got up early to go to the car show in a meadow about seven miles from the hotel. There were lots of beautiful MGs, possibly around 200. They even had a show for non-members (any other MG). We could vote for them, but they couldn't vote for us. After the car show, we drove up to the Ponderosa where the TV show Bonanza was filmed. It was nice, but another tourist trap.

June 16, 1999, Wednesday

"We were up early for the scenic drive and rally to Reno with questions along the way. We just enjoyed the scenes. A trip through the same car museum the guys had been through three days ago was included. Had a barbecue lunch of hamburgers, chicken, pasta,

pork and beans. Then it was back to Lake Tahoe in our MGs going over the second highest pass in America (9,000 feet) **THOSE MGs MADE IT!** That night was auction and raffle night. Food was Italian. We're sorry to say, the food was not very good during our stay here. The banquet, however, was quite good.

June 17, 1999, Thursday

This was a day to rest. The two Johns did the funkana in the A.M. They did terrible and it was all John's (?) fault. In the afternoon they drove half way around the lake. Patty and I rested and played the slots some. The banquet dinner and food was good for a change: Filet mignon, baked potato, veggie and chocolate mousse with a cinnamon stick. This

was the best meal we had in Lake Tahoe. After the awards were given out; which as you know now, Ohio did not win anything; Patty and I went back to the slots. After a few minutes, I (Joann) hit the jackpot on one 25 cent slot machine. I won 5,000 quarters or \$1,250. I didn't need the quarters, so I took big bills. I didn't play much longer. Afraid I'd lose it all. To bed.

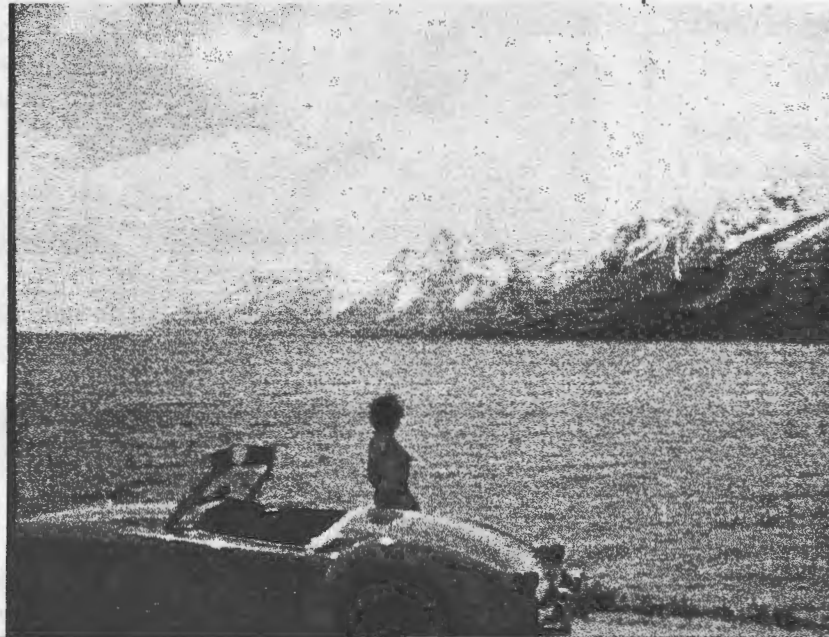
June 18, 1999,
Friday

After a continental breakfast, we packed up and the guys hooked up the tows to the vehicles. We took off at 9:00am, going through the desert (boring) to Elko. All the motels were charging \$99 and more because of a gold mining convention. Fifty miles further, we found a nice motel in Wells. Dinner was Mexican and very good.

June 19, 1999, Saturday

After breakfast, Patty and I played the slots for a little while for the last time as we would be in Idaho soon. Leaving a 9:00am, it was mostly high desert to Twin Falls Idaho. Here we found lush farm

land—potatoes and lots of irrigation. Then it was on to Madison Wyoming just outside the gate to Yellowstone National Park. We stopped at one motel and it was closed. At the next one, the owner was so obnoxious that we walked out. We stayed in the motel across the street. It was not the



Joann Zeno at Jackson Lake

Photo by John Lucente

best of motels, but we slept well because of tiredness. We had pizzas that were pretty bad. Can't win them all.

June 20, 1999, Sunday

At 9:00am, we left for Yellowstone Park. We found rooms at the Snow lodge for \$129. Wow! After lunch we watched Old Faithful erupt. The weather was great and warm enough that we took the MGs to West Thumb and the loop road in Yellowstone. It

was a very scenic drive that took us by many mud pots and geysers.

June 21, 1999, Monday

We departed the snow lodge at 10:30am arriving at Grant Village at 1:00pm. We're still in Yellowstone National Park at the same price as above. We

couldn't get into the rooms until 5:00pm, so we drove the MGs south to the Tetons.

Stopped at Colbert Bay for lunch. We drove south a few miles. We turned around and headed back to our rooms, when the weather ahead looked like a thunder storm.

Had to wait

another hour for our rooms. There is no television in Yellowstone, so after an evening meal you party and go to bed early.

June 22, 1999, Tuesday

It was raining when we arose. After breakfast it stopped, so we packed and hooked the cars up. By then it was 9:30am and the sun was breaking through. We saw beautiful scenery and rock formations going toward

Cody, now becoming high desert. Over one of the passes, road construction stopped traffic for 20 to 30 minutes. We found a motel in Rancheater, Wyoming.

June 23, 1999, Wednesday

Left at 8:00am heading for Custer's battlefield at Little Big Horn in Montana. We saw a movie in the visitors center regarding the battle. Patty walked up the hill to view the monument dedicated to Custer. We found Custer was not buried there, but at West Point. We drove over high meadows to Belle Fourche, South Dakota and stayed at a motel there.

June 24, 1999, Thursday

At 8:30am, we proceeded to Mt. Rushmore. The four faces of Washington, Jefferson, T. Roosevelt and Lincoln are so impressive. Saw the movie in

the museum and after lunch went on to Crazy Horse Mountain. They only have his face done at this time. The road down there was so torn up, the cars were so dirty, we were ashamed to tow them. Stayed at Wall, South Dakota where they have the block long drug store that sells everything.

June 25, 1999, Friday

Washed the MGs before leaving for Sioux Falls. We drove through the Bad Lands on the way.

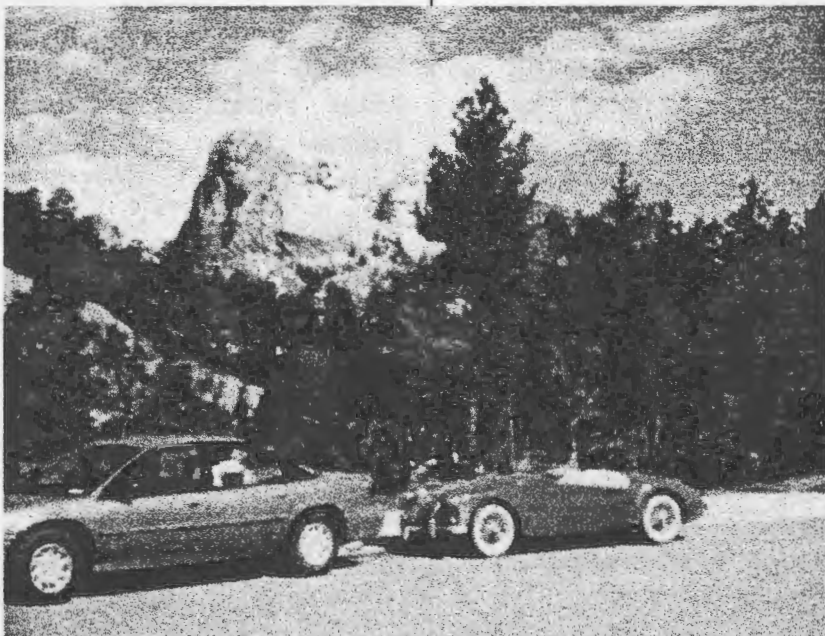
June 26, 1999, Saturday

Drove from Sioux Falls to Amana Colonies near Iowa City. We went through each of the seven villages looking for a motel. Finding none, we drove on toward the city and found one right off I-80. Because all the shops in the villages were closed, we decided to see them

the next day. They were made up by members of a religious sect in the early 1800's, mostly Germans. The village is noted for Amana Refrigerator, Inc. They also made their furniture, woolens, and grew their own food plus meats. Anyway, as we were pulling in to the motel, Zeno noticed that Lucente's tow bar was loose. They found a crack in the metal above where it was previously welded. We called all over to find a welder, but to no avail; not on Saturday evening. They decided to wrap a chain around the tow bar to relieve some of the stress.

June 27, 1999, Sunday

John and Patty decided not to go back to the colonies because of the tow bar problem, for which we didn't blame them one bit. We arrived home around 5:30pm or 6:00pm. John Lucente had no more problems towing. We unloaded the cars and when I looked at the pile of dirty laundry, I went to bed. It was a long boring drive home after having seen so much beautiful country and having had such beautiful weather with lovely friends. Home is always welcome!



Zeno's cars at Mt. Rushmore

Photo by John Lucente

RAF E-Mail

By Skip Peterson

Message from me to
M RAF Squadron
 leader Richard
 Friend, sent on
 Wednesday August 11, 1999:

Dear Richard,

I hope you enjoyed your day at British Car Day, and that you will accept this invitation to join us again next year. All of us certainly enjoyed you being there, and as it turns out, you have excellent taste in cars. Phil Johnson's car that you chose, was also named Best of Show. Mr. Johnson was thrilled.

Again, please accept my thanks for adding another dimension to the show, one that we hope will become an annual tradition.

Sincerely,

Skip Peterson, BCD Chairman

Squadron Leader Friend's
 Response sent on Sunday
 August 15, 1999:

Thank you the pleasure was all mine. I thoroughly enjoyed the day, it was truly amazing seeing and judging so many excellent examples of British sports cars and many now classic sports cars. The patience and care of

the owners was outstanding and showed in the many concourse examples that painted the park. The detail in the finish and presentation mesmerized me right down to the work-shop manuals and matching picnic baskets. It was brilliant. I would be honored to do the same again for you next year, and this time I will remember my camera!

Regards,

Richard

Minutes of July Meeting

By Dick Smith

The meeting was called to order at 8:00pm on Wednesday July 28, 1999 by Vice President Skip Peterson.

The Treasurers report, given by Betty Shanyfeld revealed a Starting balance of \$1,345.60, Income of \$24.29, no expenses leaving a balance of \$1369.89.

There was no secretary's report, because no minutes were recorded at the Frazee Pavilion meeting.

Membership report: by Linda Wolfe introduced a new member, Greg Hamlin, who owns a '72' MGB and corvairs, (too many by his account).

Editors Report: Ron Parks needs articles and a member's car to feature next month. He is planning a Graduation party on September 19th.

Activities report: Tim Oricko

The club turn out at the vintage Races at Mid-Ohio Race course was good. Members got to tour the track with their cars on Saturday, the day of the car show. Lots of good racing on the weekend.

The club summer picnic will be held at Dick Goodman's house on Sunday August 15th. It will start at 2:00pm and we will eat at 5:00pm. The club will provide buns, plates, meat and drinks. Members bring a side dish to share.

The Fall tour will be October 23rd & 24th. It will be about a 4 hour drive one way to get to the covered bridge area. Lunch will be in Danville at the Mayberry restaurant. Tour members will be staying in the Motel Forrest in Rockville, Indiana. Phone: (765) 569-5250.

British Car Day '99' is on August 7th.

Mail Bag: Nothing much to report this month.

Old Business:

BCD:

Concession stand will be handled by Barb and Dan Inlow and Jennifer Peterson.

There is a need for helpers to park cars from 9:00am to about 11:00am.

On Friday night (August 6th) meet at park at 6:30pm to lay out the field and stuff goodie bags.

The award plaques and shirts are done.

All licenses are done including the food service permit.

There are 50 cars entered as of today.

The show is covered in Hemmings News.

Meet at Court House Square on Friday August 6th 11:00am to 1:00pm.

Have heard nothing yet from the RAF.

Bring a cooler with ice in it for use at the food booth.

Other Old Business:

Windshield cards: there are none here at the meeting, but they will be available at the next meeting. Pick some up for distribution.

There are still some MG mugs available for sale at \$10 each.

The club Letterhead is being worked on and should be available soon.

Window stickers for the inside of the windshield: We can have 200 made up for less than \$147. They will be 3" X 3" or smaller.

New Business: MG Car Club members will work the Concours d'Elegance from 7:00am to 4:00pm. Members can meet on August 28th at 9:00am to view the site. Shirts may be blue this year/

There is a MG Midget for sale in a car lot on Fairfield Road.

Gumball rally won by Skip Peterson. Meeting adjourned.

Membership

Dues

Linda Wolfe

Remember that next month our fiscal year starts and that means it is once again time to pay your membership dues.

It is \$18 a year for all of us who live locally and \$12 a year for those of you who live more than 50 miles from Dayton.

You can mail in your membership or bring it to the next meeting or event.

Remember that you can't run for office or vote for officers if your dues aren't paid at our September meeting!

BCD Winners

Skip Peterson

MGT

1. Phil Johnson
2. AE. Barb Makepeace

MGA

1. Chris Timpone
- AE. Louis D'Pasquale

MGB Chrome

1. Ken & Debbie Meine
- AE. Earl Falter

AE. Bob Lachmiller

AE. Tom Davis

AE. Dana Springer

AE. Dexter Douglas

MGB Rubber

1. John Drafts

AE. James Fisher

AE. Ryan Looft

AE. Carol Smith

AE. Tony Pareseau

Midget/Sprite

1. Scott Rodabaugh

AE. Ian Cunningham

AE. Ed Williams

AE. Larry Youngblood

AE. Mike Doyle

TR 2 & 3

1. Ron Wynne

AE. Connie Brocius

AE. Scott Stout

TR 4 & 250

1. Alice Owen-Clough

TR 6

1. Mike McKitrick

FLI 9-17-99

\$25 Crophin-

Annex Return Raffle.

\$1,500 Raffle.

9100 \$50

From the Editor

Ron Parks

It's time to reorder covers for the newsletter. One correction needs to be made since our meetings are held on the fourth Wednesday of the month. Please look it over and if you see anything else that needs changed, now is the time. Please bring it to our attention at the meeting.

OK, you got off the hook this month, we had plenty of news without a member featured car, but we'll need one next month.

Remember any and all contributions to the newsletter are always welcome. You can mail them to me at 4101 Grossepoint Street, Springfield, OH 45502. Or if you prefer the information super highway, my E-Mail address is: MGDRIVER@prodigy.net.

Either of those methods will work fine or you can call me at home (322-0717) or at work (445-4623) and we can arrange to meet and transfer materials or conduct an interview.

* Classified *

'53' MGTD-IIIm, 1250cc, pale cream with tan top and tonneau, red original interior. Dad was original owner.

It was a PA car until 1969, a Cincinnati car since then. It has always been garaged and is in excellent condition.

Many spare parts, tools and maintenance supplies. \$15,000 or best offer.

Alice Welch

411 Kentucky Drive

Fort Wright, KY 41011

(606) 426-8881

E-mail: attnalice@aol.com

E-Mail Addr

Charlie Avery

charliea2@juno.com

Randy Balogh

MGBay@aol.com

Ian Cunningham

ian.cunningham@hopewell.net

Tom Davis

tkdavis@glasscity.net

Dave Gribler

djgribler@aestaley.com

Bill Hammond

hazelbill@erinet.com

Ed Hill

EHILLMGB@AOL.COM

Jon Hobbs

HOBBSLAKE@aol.com

Sam Hodges

hodgessb@flyernet.udayton.edu

Barbara Hurt

bhurt@engr.udayton.edu

Terry Looft

looft@EriNet.com

John Lucente

Pbj194@aol.com

Mike Maloney

octagons@gte.net

Charley McCamey

CDMMGB@aol.com

Dave McCann

DMCCANN@bdm.com

Bob Mullins or Jenet

6mullins@erinet.com

Tony Pareaseau

BrooklynTony@Juno.com

Ron Parks

MGDRIVER@prodigy.net

Skip Peterson

MGBSkip@aol.com

Matt Schneider

mgschne@ibm.net

Fred & Betty Shaneyfelt

BFSHANEY@ERINET.COM

Dick Smith

rsmithomo@aol.com

Ellen Sparklin

star3705@aol.org

Karl Sparklin

sparklik@dma.org

Ben Sparks

bhsparks@concentric.net

Paul & Paula Wehner

wehnerenterprise@juno.com

Linda Wolfe (during school year)

bcvl_lwolfe@k12server.mveca.org ^{Org.} ~~change~~

John Zeno

MGFAST@aol.com

Rick Feedback
Grit Speed