

British Car & Cycle Days

George Igel, President of the Miami Valley Triumphs, came to the August meeting to discuss the results of the British Car & Cycle Days that our Clubs had co-sponsored. The show grossed a little over \$2000.00 and after all the bills were paid the Clubs split nearly \$600.00 profit. The show had 120 vehicles registered which included 19 different marques of cars and 3 marques for the cycles. Considering that the day of the show started out a bit shaky due to overcast skies and threatening rain, the outcome was a true success.

A big THANK YOU needs to be given to George Igel, Larry Callahan and all the folks of the MVT and MGCC who helped put the show together. (See BCCD article for more details)

Autumn Hayride

Discussion concerning a Hayride in October continued during the August meeting. It was generally decided to have it again at Fulton Farms. We will try to lock in on either the 10th or 17th of October for the event.

Annual Picnic

Paula Wehner reported that she has a confirmed date of September 20 for the use of Greenmont Park.

Amendments

The vote on the proposed By-Law changes will be held during the September meeting rather than at the August meeting as previously reported. Members planning to vote on these issues must have their membership paid prior to the vote.

Membership Dues

September is the beginning of a new Club year and that means dues are due. So don't forget to bring your \$\$\$\$ if you have not paid yet.

Election

The September meeting will be election night for new officers. Only paid members may run for office or vote. If you are interested or know of someone who is interested in an officers position please attend the meeting to make that nomination. We will also be looking for people interested in a variety of committee positions as well.

Remember that the Club will only grow and prosper if we, as members, take an active interest and do our fair share.

Gumball Rally

Winner: Karen Callahan

MEMBER MEMOIRS - In the (Alphabet) Soup from E to C

It's September (finally the weather somewhat resembles the season) and another busy summer is behind us. For us, the highlights of this summer were the annual NAMGAR GT in Kansas City, the British Car and Cycle Day at the DAI and the University Motors Summer Party in Grand Rapids, MI. I'm not quite sure where we found the time to participate in these gatherings, especially after all that's happened in the past year.

As mentioned in a previous column, we aquired (stole?) a '73 MGB roadster last summer. The poor thing was in generally good condition but needed a clutch. This project was deferred until inclimate weather set in in November. Of course, just as the major disassembly was completed, an opportunity to aquire yet another car presented itself.

For the past three or four years we've had a desire (read obsession) to obtain a Jaguar; not your common ordinary almost everyday XJ sedan but a real honest-to-goodness-butt-plastered-to-the-seat-go-fast E-Type. Every day for the last two years the morning ritual has been to grab the newspaper off the front porch and dive for the classified section. E-Types just aren't exactly crawling out of the woodwork these days, maybe two appear in the Dayton Daily each year. Having been unable to negotiate a deal on one and missing the boat on another two we had learned to be Johnny-on-the-spot when one comes on the market.

Other motor cars of British origin also appear in the classifieds which of course do not go unnoticed. Actually this is how we came upon the previously mentioned MGB. One Saturday afternoon last fall, between a U of Cincinnati football and basketball game the obsession caused us to scan the Cincinnati newspaper classified ads. There in bold black letters was an opportunity to own another piece of British motoring heritage:

MGCGT 69 priced to sell. 555-3535.

We couldn't resist the compulsion to at least call. The owner admitted that he actually had two MGC's, both GT's and was interested in selling both. One was in good condition but had been completely disassembled a number of years ago. The other was roadworthy but rough. We had about two hours before the basketball game so we made quick arrangements to meet with the owner and inspect the cars. As advertised, the car that was drivable was rough and not

worth the asking price. With the exception of the engine and transmission, the other car was stored in an apartment building garage a few blocks from the owner's home. The owner told us that the transmission was fine but the engine would overheat. Still interested, we proceeded to the storage garage.

The garage door was raised and the light switched on. There it was - pushed into the back corner of the garage, surrounded with and covered by various bits of automobile visceral matter. On closer inspection, the car had been stripped and primed, doors removed and deskinned. There were a few small rust pinholes in the rockers but in general the body was solid. The sight of this forlorn forgotten hulk really tugged at our hearts.

While attempting to demonstrate that he had everything needed to reassemble the car, the owner raised the door of the adjacent garage. In addition to another treasure trove of experienced car parts was his just finished BMH rebodied MGB roadster and guess what - a Jaguar E-Type coupe! Inquiring about the E-Type we learned that it too was for sale for a price that was not too unreasonable (at least for an E-Type).

Needless to say, the remainder of the evening and the next morning were spent agonizing over and rationalizing the probable purchase of one car over the other. We really wanted an E-Type but hadn't really considered a coupe. On the other hand, the MGCGT looked like it really needed a proper home to resurrect it to its former glory. After all, MGC's don't exactly crawl out of the woodwork either. Only 8,999 were built and only half of those made it to this side of the pond. Then again, we already owned three MG's, three domestics and a two car garage. Why in the world did we need/want another car, especially one in kit form?

Finally a mutual decision was made to go for the MGCGT. We figured that if we had the money tied up in the E-Type coupe we would never be able to afford the roadster we really wanted. An offer for the MGC was finally made and accepted.

Great, now we have seven cars, a two car garage, a broken Corvair, boxes of MGC parts and a MGB with it's drive train strewn all over the garage floor. Having absolutely zero garage space, the logical move was to find a temporary home away from home for the MGC. The C spent the next several weeks in the body shop getting new rockers, door skins and paint.

As it seemed that things couldn't get worse, they did. A classified ad for an E-Type roadster appeared in the newspaper. We bought it. We had to, after all we're obsessed. Now we're really in the soup - the C was ready to come out of the shop and the B was about ready to move under it's own power. The only solution is a bigger garage.

Well finally, after parting with a few more hard-earned bucks we're set for life. Four MG's, an E-Type and a six car (seven if you squeeze really hard) garage. Post-construction landscaping is still a concept. The B is basically running. MGC parts are being inventoried to see just what's missing. The Corvair is still broken. The newspaper still arrives on the door step every morning. "Honey, why don't you call about that \$400 Midget that's in the paper today?" Fortunately, I like soup!

CLASSIFIEDS

1975 MGB GT Asking \$ 5000, OBO. Bright Blue, Good Interior, Good Top, Inc. Tonneau. New Brakes, Wire Wheels, Garaged last 4 years. Reed Smith, (513) 278 4015

1974 MGB GT Best offer over \$ 2000. Burgandy "Damask Red", Original Interior (no tears). New Engine, New Wiring Harness, New Fuel Pump. Never wrecked but needs work in usual places. T. Kesterson, (513) 778 8880

1976 Midget \$ 275 Parts Car no engine. All or part out. Gene Kelley, (513) 890 1926

1960 Midget \$ 2500 VGC. 100% Rust Free, Small Dent Front Fender. All Chrome In Good Condition. Runs Great, 60K Miles. Will Send Photos and Details. Rex Allen Self, (714) 688 6551 Fax (714) 352 3975 4696 Mitchell Ave. Riverside, Ca.