

# THE OCTAGON NEWS

Volume XXXVII No.10

August 2003

## British Car Day Results MG Car Club In The Netherlands

### From the President

Ron Parks

A very successful Dayton BCD 2003 is now history. Thankfully, the rain held off for us. Early morning rain might have hurt our attendance somewhat. We did not hit the 300 mark, but we did have 242 cars on the show field and everyone there seemed to have a good time.

I know Skip is thanking all of you volunteers, in a separate article elsewhere in this newsletter and I want to do that too. Thank you! But I also want to thank Skip Peterson for his efforts in chairing this event for the clubs this year. As always, Skip had us all organized and things went very smoothly. He was everywhere on the show field when needed for a decision. I also want to thank Dave Estell for procuring a great sound system. I believe everyone, anywhere on the show field could hear the announcements. Thanks Dave! BCD 2003 was so much fun, what do you say we all get together and do it again next year, only more special since BCD 2004 will be the 20<sup>th</sup> edition

- Continued on Page 2 -



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 roster. 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 each month at the K of C Hall, downtown Dayton, on Bainbridge Street, at 8:00pm. The next meeting will be:

**Wed Aug 27, 2003**

### MG Car Club Officers

- President**..... **Ron Parks**  
phone.....937-322-0717  
email.....mgdriver@woh.rr.com
- Vice President**..... **Linda Wolfe**  
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- Secretary**..... **Sam Hodges**  
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- Treasurer**..... **Dave Estell**  
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- Member at Large**..... **Skip Peterson**  
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- President Emeritus**..... **Terry Looft**  
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- Activities Chair**..... **Tim Oricko**  
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**Librarian**..... **John Wolfe**  
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**MG News Hotline**.....434-1287  
**British Car BBS**.....434-1655  
**WebPage**..... www.mgcars.org.uk/mgccswo

Inside This Issue	
3	British Car Day Report
7	Ron's Reply on Authenticity
7	MGCC in the Netherlands!
8	All-Ohio Meet Results
11	Road Debris Alert

## Upcoming Events

### **AUG:**

27 - Meeting (K of C hall)

### **SEPT:**

14 - Concours d' Elegance

24 - Meeting (K of C hall)

### **OCT:**

22 - Meeting (K of C hall)

### **NOV:**

? - Meeting (K of C hall)

### **DEC:**

13 - Christmas Party (Parks)

Aunt Sally trophy with his three hits out of his six attempts. Congratulations Joe!

Concours d' Elegance is our next big event on September 14<sup>th</sup>. We will be working as class marshals again this year. I'm sure Skip Peterson will be asking for volunteers at the August meeting. This event will be special for us this year since MG is one of the featured marques.

Bill Hammond and I will be planning our October Observation rally during the month of September. Perhaps in discussion at the August meeting, we can come up with a couple of possible dates in October for holding our fall rally. I will then schedule this with Bill Naughton of the Studebaker museum. Our plan is to start and end the rally at the Studebaker museum.

I will not see you at the meeting on August 27<sup>th</sup>. I will be fishing in Canada. Linda Wolfe will get yet one more opportunity to earn that huge salary she gets as Vice President! Linda, thank you for filling in again!

## From the President (con't)

Let's try to come up with something special we can do to enhance BCD next year. Maybe a special 20<sup>th</sup> Anniversary design on our logo for the T-Shirts, awards and dash plaques; maybe a rally, but I'm not sure when we would do that, maybe on Sunday? We probably do not want to go into a two day event? Maybe we should do some MG Olympics? Maybe a free tour of the British Museum of Transportation? Surely we'll have a building by then, won't we Dick Smith? These are just some ideas off the top of my head. What we don't want to do is over-extend ourselves and ruin what has become the premier British Car event in Ohio and the tri-state area, but I think we need to do something special for BCD 2004. Think about it.

The All-Ohio MG Meet was a good time and was very well attended by our club. Thanks to Carole Looft's count, we had 18 MGs and 34 club members in attendance. The event would have been quite a bit smaller without our club's participation. It was a nice relaxing day. We gathered round in a circle in the shade to eat our picnic lunches and Joe Hooker brought home the

## WELCOME NEW MEMBERS

By Carole Looft

Some of you probably have had a chance to talk to Jim and Joanna Cooley at some of the club's recent activities. The Cooleys live in Springfield where Jim, a retired Air Force Colonel, works as a commercial loan broker.

Jim and Joanna acquired a 1948 TC in 2002. It belonged to a friend's father who had recently passed away. Jim was persistent and pursued this car for a long eighteen months before finally getting the chance to own it. It had been in storage for forty years so the car is currently undergoing a frame-off restoration. Like all restorations, Jim says it is taking a lot longer than he ever imagined and of course, costing a lot more too.

The Cooleys are the parents of three daughters and a son. Their son is currently doing a complete restoration on a 1957 Jaguar XK-140. We'll have to get a peek at that one!!! Sooo, while Jim and Joanna are waiting for the TC to be finished, they have come across a 1973 MGB that will be the 'driver' until the TC is on the road. Isn't it interesting how these cars multiply? Welcome to our club, Jim and Joanna.

# British Car Day 2003

By Skip Peterson

**T**he thunder, lighting and pouring rain at 3 am woke me up, and reminded me that no matter how hard you plan, Mother Nature does things her way. It was still drizzling when I left the house at 6:30 with the top up. I really wasn't too happy, but what can you do? Luckily, Mother Nature actually likes us, and things got better all day long. It didn't rain again, it wasn't too hot, and 249 cars found their way to Eastwood Metro Park. I also noticed that the crowd of spectators seemed to be larger this year than ever.

All of the volunteers from the Miami Valley Triumphs and the MG Car Club were ready, thanks for all of the work on Friday night with the stuffing and arranging of the show field, and a huge thanks for pulling Saturday off without any real problems.

The new PA system was excellent, cordless mike and all. We killed the music this year and had Phil Daye wandering the crowd talking with owners and Linda Wolfe calling out door prizes numbers. Most that I heard from really thought that was a good idea. Registration was smooth with Tonda Macy of the MVT club jumping in to sub for Randy Wakefield. Tonda and her crew did a great job, hats off.

The concession stand was well stocked, but yet again, those great burgers, brats and grilled chicken were gone by 2 p.m. But we had water, plenty of water, and we still have a lot for next year. If you happened to get a burger with two bun tops, talk with Bill Hammond. If you got one with two bottoms, talk with Bill also. The new red shirts and plaques seemed to be hit; we only had some 2xl shirts left.

Sgt. Pam Whiteman of the Five Rivers MetroPark Rangers made her way through the field on horseback again, picking her favorite car. Squadron leader Andy Buckland of the Royal Air Force made what is likely his last visit to BCD, he'll be transferred next year, but he also brought along a couple of other RAFiers to break them in.

We had enough motorcycles and British Conversions to create classes, and besides falling short of our goal of 300 cars, we had plenty of beautiful cars in all classes.

The vendors came out in large numbers, I think we had 10, and it seemed that parts and goodies were changing hands all day.

The awards ceremony went off on schedule, and the parade of winners was cool. Jeff Zorn of the Little

British Car Co. commented on it in his newsletter as being a classy touch for the event. We like to hear good things from Jeff, because we all know he sees more shows in a year than most of see in 10.

It was my pleasure to chair this event, but the real thanks go to all of you for helping out in many ways. Once again, we had enough volunteers to get all the work done, things went smooth, and we jumped in and fixed things on the fly.

What next? How about the 20<sup>th</sup> edition of BCD on August 7, 2004. I'm planning on being there, and hoping Mother Nature still likes us.

## BCD Results

Skip Peterson

**H**ere's the results from BCD. 249 cars were registered as of 12:00 noon. If anyone can remember the name of the guy from Nebraska who won the Longest Drive, please let me know. Thanks to all of you for your help. Seemed like things went pretty well. Here are the award winners:

### ***MGT***

1. Dale Livingston  
AE. Phil Johnson, Rueben Wasserman, and Joe Hooker

### ***MGA***

1. Bill Gallihugh  
AE. Dar Planeaux, Greg Adams, and Chris Timpone

### ***MGB Chrome***

1. Ron Parks  
AE. Tom Davis, Skip Peterson, Fred & Betty Shaneyfelt, Clark Miller, David & Jane Mullen, Kenneth Lewis, and Steve Trego

### ***MGB Rubber***

1. Ed & Donna Schubert  
AE. Dan Griswold, Randy Hull, Mary Francis Rodriquez, and Charlie McCamey

### ***Midget/Sprite***

1. Paulette Lownsdale

## The Octagon News (August 2003)

AE. George Chase, Ryan Nystron, Timothy Oricko, and Larry Youngblood

### **TR 2 & 3**

1. Richard Windisch  
AE. Dick Eslinger, Roger Rutledge, and Mark and Tonda Macy

### **TR 4 & 250**

1. Tim Swartz  
AE. Tom Fremont

### **TR 6**

1. Harry Mague  
AE. Pat Pinkston, Brent Kelsey, Vic Snively, and John Moore

### **TR 7 & 8**

1. Bruce Clough  
AE. Lorna & Ellis Ball

### **Spitfire & GT 6**

1. Tim Benner  
AE. Roy Owens, Larry Elswick, British Museum of Transportation, and Louis Dispasquale

### **Jaguar XK**

1. Ron MacLean

### **Jaguar XKE**

1. Scott Fitzgerald  
AE. Dick Deering and Richard Compton

### **Jaguar XJ/Sedans**

1. Lane Myers  
AE. Richard Davis and Richard Williams

### **Austin Healey 3000**

1. John & Karen Steck  
AE. Jim Thomas and Joe Moering

### **Austin Healey 100**

1. Ron Francis

### **Sunbeams**

1. Jeff Finney  
AE. Garry Moore

### **Mini**

1. Amanda Stroble  
AE. Jackson McCulloch, Tim Bosse, and Beverly Stout

### **Open Class thru 1960**

1. Steve Howard

### **Open Class '61 and later**

1. Scott Rodriquez  
AE. Ron Fowler, Greg Whealey, and Steve Veris

### **Premier Class**

1. Louie DiPasquale  
AE. John Engle, John & Dana Benkovic, and Mike Ross

### **Diamond in the Rough**

1. Richard Ludwig  
AE. Andy Stroble

### **British Conversions**

1. Don Williams  
AE. Dale Ballinger and Mike Moor

### **Motorcycles**

1. Terry Looft

### **Longest Drive**

???? Evans, Nebraska... 792 miles  
(sorry...didn't get first name)

### **Rangers Choice**

John Steck, Austin Healey 3000

### **Royal Air Force Award**

Greg Adams, MGA

**Best of Show**

Ron Francis, Austin Healey 100 M  
(tie breaker by coin toss with John & Karen  
Steck, Austin Healey 3000)

## Ron's Reply!

Ron Parks

The article on "What is Authentic?" "What is Original?" "What is Over-Restored?" in last month's *Octagon News* was very interesting. After reading it, I'm now claiming that my MGB is, essentially, authentically rebuilt. I'm not a fanatic on originality, obviously, or I would have the original style 1974 MGB seats for instance. But, you will not find chrome under my hood where it was not originally, etc. I won't make modifications that would turn my MG into a hot rod. However, my answer to criticisms about my seats or the paint color and shine is: "Yes, MG made mistakes and now I've corrected those." I get comments like, "Nice, but not overdone." My MGB with its former patina won not a single award at the many car shows in which I had participated. Since losing the patina, my car has garnered enough votes to win three awards. As far as value, my insurance agent and I believe it is more valuable as a result of the authentic rebuild!

*Editor's comment* – I've had lots of discussions on this topic with many MGers. 40 – 50 year-old patina will never win an award, especially against a car that has been clear-coated. Using modern, more durable paints, but done in the original style should be adequate to win awards, but it probably won't happen. I'm not sure I agree that we're correcting MG's mistakes, or should be. That's part of the charm (or is it the challenge) of driving a classic British roadster. I've made some minor changes to my TD, such as adding a temperature gauge. Since the early models didn't have one, I mounted it on the bottom edge of the dash, so I can remove quickly if it would improve my chance of winning. I also added seat belts, but they match the interior and look completely appropriate for the vintage. I'd love to have a tar-top battery instead of an auto-store special, but would rather put the couple-hundred dollar difference elsewhere into the car. When the red

carpet goes, I'll probably replace it with black, which was original in all TDs (probably put in a better quality, also, even if it is better than what MG used). Bottom line, I guess it is up to each of us to decide how authentic we want our car to be, and then enjoy the pleasure it gives us. Anyone have more comments?

## MG Car Club SWOC Goes International!

Phil Johnson

Our Club made the "centerfold" of the July issue of *MG-News* (sic News), the monthly magazine of the MG Car Club of Holland (see photos). How, you might ask, did that happen? It's a long, but interesting story. It was a dark and stormy night when my computer alerted me to an incoming e-mail from [sybe.streekstra@wxs.nl](mailto:sybe.streekstra@wxs.nl). Throwing caution to the wind, I opened this message and found that it came from a fellow MG'er from Holland (AKA The Netherlands). **Sybe Streekstra** had found our "old" MG Car Club website and wrote to say that he was planning a visit to Cincinnati in a couple of weeks to attend his son's wedding. He expressed a desire to "attend our club" while in the area. I sent him back a brief message saying that our club meets just once a month and that his arrival would be about a week late - making such a visit impossible. I went on to tell him, however, that I would be happy to meet him and show him around the Dayton area - if he could arrange a suitable day for that visit. He wrote back that he would call me sometime during his stay in Cincinnati to set up such a visit.

About three weeks later I found a message on my voice mail from a man with a bit of a German accent indicating that he had just arrived in Cincinnati from Holland and wanted to "pay me a visit." I called him back and gave him directions to Miamisburg and an agreed upon time (1:00 PM). At precisely 1:00pm he showed up at my door accompanied by his wife (first name escapes me). We sat around the kitchen table for about an hour drinking coffee and talking about our MG Car Club and his Club in Holland. Rather than having regional MG Car Clubs like we have here, there is only one (national) car club of Holland.

Sybe made a number of notes as we talked and indicated that he had something to do with his club's newsletter.

At his request, we adjourned to the garage so that he could have a look at my 'TD.' (He liked it - and took a number of photos of the car and even one or two with me behind the wheel). We then jumped in our Buick and drove to downtown Dayton to visit the Packard Museum. Sybe was somewhat familiar with that marque and truly enjoyed his visit to this beautiful car museum. (Note: If you've not visited the Packard Museum on St. Claire Street in Downtown Dayton, you really ought to make it a point to do so. Hmm, perhaps it could be a destination or a wayside stop on one of our tours?) Following our tour we returned to Miamisburg and after exchanging gifts and good-byes, our guests were off in their rental car for the return trip to Cincinnati.

About a week later I received another e-mail from Sybe indicating they were "back home" in Holland. He enclosed photos he had taken of my car and me. In return, I forwarded to him a number of photos that Terry (or was it Ron?) had taken on our prior "Pub Crawl" that ended up at TJ Chumps Sports Bar here in "The Burg".

Just prior to our BCD Day 2003, I received a package in the mail containing the current issue of the *MG-News* with a note from Sybe to "see page 24-25". I was amazed to find on the centerfold of this very nice magazine, a collection of the photos that he had taken while in our home - along with a number of pictures from our Club's tour and dinner at TJ Chumps. I don't read Dutch very well, but could determine that the "Tekst en Fotografie" were by **Sybe Streekstra**. In looking over the "COLOFON" (ie Credits) at the front of the magazine, it appears that my new friend Sybe is part of the staff ("Radactieteam") of the magazine! Small World, isn't it? I'll keep in touch with Sybe, and perhaps on his next visit, he will make time to participate in one of our Club's activities.

## SECOND ALL OHIO MEET

By Carole Looft

The second annual All Ohio Meet was held on Sunday, July 27th in Columbus. A good number of our club members caravanned up State Route 42 and arrived at the park around 11 AM. We had time to stroll through the parking lot admiring the cars before pulling out the lawn chairs to enjoy our picnic lunches.

Soon after eating we set up the Aunt Sally competition. We had good representation from the other clubs; however, none had the skills to outdo the accurate pitch of our own, Joe Hooker. Yes, thanks to Joe, the MG Car Club SW Ohio Centre was able to 'bring home the trophy'. All in all, our club had a strong presence at the meet. We had 32 club members there driving 18 MGs.

## AUNT SALLY TROPHY

We would like to give recognition and thanks for the hard work in getting the Aunt Sally trophy to its final completion. The trophy itself was designed and primarily constructed by Terry Happensack. He far exceeded any of our expectations in conceiving this final piece of work. We would also like to thank Rich Cutright for seeing to the final placement of the spokes in the wheel portion of the trophy. Through these efforts, we now have our Aunt Sally trophy that we can all be proud of. Thanks again.

## NEW MEMBERS

Larry & Dianne Baygents  
1166 Timber Hawk Tr  
Centerville, Oh 45458  
(937) 885-3090  
1964 MGB

## The Octagon News (August 2003)

John & Carol Carter  
10582 West St. Rt. 571  
Laura, Oh 45337  
(937) 947-1647  
1953 TD

Clay White  
734 Grafton Ave.  
Dayton, Oh 45406  
(937) 279-0248  
1977 Midget

Fredrich & Gilda Winkler  
8648 Compton Rd.  
Waynesville, Oh 45068  
(513) 256-6890  
1969 MGB, 1971 MGB GT, 1974 MGB

## Miata Club Rally – All Roadsters Invited!

**C**alling All Roadsters! Come join the Miami Valley Miata Club, fellow Open-Air Enthusiasts, and mingle with all makes and models of roadsters in Dayton's second All-Roadster Rally !! This FREE event is open to any 2-seat convertible sports car – not just Miatas. Come join us in your Alfa Romeo, Thunderbird, Porsche Boxster, Corvette, MR2, S2000, Triumph, MG, Metropolitan, BMW Z-3, Viper, Jaguar, Fiat, Austin Healey ...

This is an observation-style fun rally designed to allow you to enjoy beautiful weather, great roads, nice scenery, and good company. No experience necessary! Simply follow the written route instructions, look for answers to questions along the drive, and compete with your fellow rallyists for bragging rights (and prizes). Plan on an afternoon of driving and discovery followed by an awards ceremony and an opportunity for a casual dinner or snack at the end of the rally. This event is Rain or Shine.

WHEN: 12:30 pm on Sunday, August 24, 2003.

First car out at 1:00 pm.

WHERE: Marion's Piazza (937-832-0333), 404 West National Road (Rt 40), Englewood, OH.. Meet in the parking lot near McDonald's.

BRING: Pencil, clipboard, copilot to help with navigation, and a sense of adventure and humor !

COST: FREE !!!!!!!

RSVP: By August 20, 2003, to Rally Masters Drake & Cinda Daum, via e-mail <drake@miata.net> or <cinda\_daum@reyrey.com> or call 937-427-8466.

We look forward to seeing you and your beautiful car on August 24<sup>th</sup> at Marion's Piazza in Englewood!!

WHAT IS AN OBSERVATION-STYLE FUN RALLY ?

A road rally is not a race or a speed contest, but rather a test of driving and navigating skill. Each team, composed of a driver and a navigator, follows written instructions that indicate what roads to follow and where to turn to stay on course. All normal traffic laws must be obeyed. An Observation-style Fun Rally is NOT a race or speed contest. Please obey all Ohio traffic laws. A Fun Rally is just what the name implies -- FUN ! This is a very relaxed, laid-back event designed to enjoy driving your car with friends. You will experience beautiful, scenic back roads in a leisurely fashion without a high degree of rally-induced stress. (Please do not kill your partner -- the prizes really aren't worth that !)

The winning team will be determined by a formula involving the highest number of accumulated points based on rally course mileage, overall time, and correct answers to the rally questions (there is no penalty for guessing). There will be a generous amount of time allowed to complete the rally. But the official rally time is a secret and finishing too early will be penalized much more severely than coming in late (read: NO speeding). In the case of a tie in total points, the car closest to the correct course mileage will be declared the winner. Decision of the Rally Master is final. No whining allowed.

## POPULAR BRITISH SPORTS CAR PRODUCTION

Submitted by Phil Johnson

Ranking Quantity	Make	Model	Years Produced	Production
1	MG	B	62-80	665,000
2	Triumph	Spitfire	70-80	165,850
3	Triumph	TR7	75-81	112,368
4	MG	Midget	71-79	110,000
5	MG	MGA	55-62	101,081
6	Triumph	TR6	69-76	94,619
7	Triumph	Spitfire	62-67	82,982
8	Austin Henley/MG	Sprite/Midget	61-71	80,363
9	Sunbeam	Alpine	59-68	69,251
10	Triumph	Spitfire	67-70	65,320
11	Triumph	TR3A	58-62	58,236
12	Jaguar	E-Type	61-71	57,230
13	Austin Healey	Sprite	53-61	48,999
14	Austin Healey	3000	59-68	42,925
15	MG	TD	50-53	29,664
16	Jaguar	XKB	97-00	18,401
17	Austin Henley	100	53-56	14,612
18	Austin Healey	100-6	56-59	14,396
19	MG	C	67-69	13,448
20	Triumph	TR3	55-57	13,377
21	Jaguar	XK120	48-54	12,706
22	MG	TE	53-55	12,400
23	3en sen	Healey	72-77	10,453
24	MG	TC	45-49	10,000
25	Jaguar	E-Type	71-75	9382
26	Jaguar	XK140	54-57	8884

### New Name for *Classic Autosport*

In case you didn't notice an old friend looking just a little different, note that the title of *Classic Autosport* magazine has changed a bit and is now called *Classic Motorsports*. When providing input to them, please don't forget to include contact info, such as phone number and/or e-mail, along with a mailing address, when requesting event support materials. The editors send their thanks for our continued support of *Classic Motorsports*.

### Road Debris Alert

Steve Markman

With the development of modern tires, flats, especially blowouts, have become much less frequent than in previous decades. A punctured tire can take weeks until it goes completely flat, and a soft tire often is noticeable by a reasonably-aware driver before it becomes flat. In the last two months, I've had two of these slow leaks, and learned something interesting from my friend, Ed Mosher, at Kettering Automotive.



## The Octagon News (August 2003)

Ed noticed a significant increase in the number of tire punctures in the last year or so. The cause..? Remember the hail-storm that hit the south suburbs two years ago? That storm damaged many roofs, resulting in roofs being replaced at a significantly greater rate than normal. In my block alone, over half the roofs were replaced that summer. Lots of debris, including nails, wound up in the streets, eventually finding its way to the curb. Many of those nails still are there.

As a good driver, you're careful and keep plenty of clearance from the curb, right? Guess again. Ed told me that a disproportionate number of the damaged tires he sees are from the right rear. You'd expect the front tire to hit the nail first, right? Ed attributes this to turns. Think about the turns you make. Left turns usually are from an inside lane to an inside lane. You're relatively further away from the curb and debris such as nails. Now, lets look at a right turn. You're probably careful not to oversteer, keeping the front tire away from the curb. But, even a careful driver feels the right rear scrape the curb from time to time. That's because the rear tire tends to drift further to the right than the front tire. (Next winter, when you're the first one to drive down your street after a snowfall, make a turn, then go look at your tire tracks.) You're probably not aware of how many times the right rear barely misses the curb because you never hear or feel the tire scraping!

Ed's recommendation? Give yourself a little extra distance from the curb when starting a right turn, then make your turn a little wider than normal to keep your rear tire well-away from the curb. In addition, he advised that those of us using 1950's-style bias ply tires for authenticity should pay special heed, since these tires aren't nearly as nail-tolerant as modern tires.

## July Minutes Report

MG Car Club Southwest Ohio Centre. July 23, 2003 Meeting,

Sam Hodges

8:01 Meeting called to order (*he tried to start the meeting on time this month, but my watch had 8:01, and since I'm the one libeling and slandering all of you, 8:01 it is...*)

**President's Report:** Pres. Parks was in attendance this month. Based on the article in the June edition of the Octagon News on "original v. authentic," he can now safely report that his MGB can best be described as "authentic." Pres. Parks reported that at the recent Harrigan's Cruise-in, there were 56 people from the MGCC who drifted in and out during the event. Furthermore, the club received mail from the Shenandoah Valley Triumph Club as well as Heritage Buff & Polish in Lancaster Ohio.

8:09 - Terry Looft announced, "It's raining outside..."

8:10 - Pres. Parks et. al. bolted for the parking lot. Seems quite a few members had not only driven their MG's to the meeting, but they also left their tops down in the parking lot. Some one called for beer break as the crowd scurried towards their cars, but since no one seconded, voted on or passed the motion, it was just a false alarm.

8:15 - Everyone's back, and the meeting was called back to order. At the Cincinnati BCD, there were 23 people who attended (or at least were seen on the premises) and 9 cars from the MGCC present.

**Vice President's Report** was next. VP Wolfe stated that she thinks that it's great that we all chip in and support each other the way that we do.

**Minutes** of the last meeting were next. There were apparently some corrections that needed to be made to last month's minutes. Last month it was reported that Pres. Park's wife's parents were having issues that kept Pres. Parks from attending the meeting. In all actuality it was her grandparents, not her parents. Also previously reported was that Pres. Parks had received a 1<sup>st</sup> place award at the **Perrysburg /Ft. Meigs** show. According to Pres. Parks, the award won was an Award of Excellence, not the 1<sup>st</sup> place award. Louie DiPasquele motioned to accept the minutes as read, Gary Kinney seconded. Motion carried, Minutes were approved.

**Treasurers' report** was next. There was \$395 in total income (\$384 of which was from t-shirt sales). There were total expenditures of \$0. This left the Club with a balance of \$1486.26 for the month of July. Jennifer Peterson made a motion to accept the Treasurers report, Tim Oricko

## The Octagon News (August 2003)

seconded. The motion carried, Treasurers report was approved.

**Membership** report was next. There are currently 87 members on the roster. There were three new members at the July meeting. Larry Baygents of Centerville, owner of a 1964 MGB. Upon learning that he is also the owner of a Triumph Spitfire, a small but determined rebel faction started a movement to kick him out of the club. It did not succeed. At the meeting, he stated that he had been trying to join the club for some time now but had not been successful in his prior attempts (*Ya think maybe that Triumph might have something to do with that?!?*) Also new to the club are Jim and Joanna Cooley of Springfield, owners of a 1948 MGTC. Welcome to the club! (*Did we mention that new members have to buy at Beer Break? You can make it up next meeting...*)

**Sunshine Committee** was next to report. Jennifer Peterson, (to be said with your best Sgt. Schultz impersonation) "I know nothing!" JoAnn Zeno has finished her chemotherapy and is regaining her strength. Carole Looft: "John you look like you've lost weight." John Zeno: "Why thank you dear." Dave Estelle: "Don't worry John, I found it!" (*you and me both!*) Gary Kinney was scheduled for some sort of heart operation, but apparently was placed on medication and was doing fine at the meeting. We wish JoAnn and all of those feeling under the weather well in their continued recovery.

**Activities** were next. Since ALL of the activities mentioned at the meeting have already happened, and you've missed them, I'm not going to tell you anything about them. I will say that you missed a lot of good ones including the All-Ohio MG meet on July 27<sup>th</sup>, BCD on Aug. 2 (*unfortunately I was in Oshkosh Wisconsin that week, so I'm one of the ones who missed that event*) and the MGCC Picnic on Aug. 10.

8:30 – BEER BREAK - The Cutrights brought their MG Mquette to the meeting, so we of course all had to have a look...

8:51 – Meeting called back to order...

**Old Business** was next. Pictures from the St. Louis trip and the Route 66 Rallye as well as all

of the 2003 Newsletters are now available on the MGCC website at ([www.mgcars.org.uk/mgcccswoc](http://www.mgcars.org.uk/mgcccswoc)). Bob Charles and Jim Cooley praised the website operations staff for all of their fine work in making such a user friendly website.

T-Shirts were next. Skip Peterson reported that almost all of the initial order of t-shirts had been sold. All that's left are 2-small and 2-med. (*If Louie wants them he'll be set for life as far as MGCC t-shirts go.*) Linda Wolfe questioned should the club order more. The thought was bandied about for a few minutes when someone brought up the idea of maybe ordering long-sleeve t-shirts and/or sweatshirts next time since it can get quite "nippy" on those fall tours. Since they were the most "vocal" on the issue, Skip P. motioned that Jennifer P. and Carole Looft be responsible for the t-shirts next time. Tim Oricko seconded the motion. Jen and Carole are now your officially drafted t-shirt representatives (*have you people learned nothing about being "vocal" at these meetings?!?*). A serious motion was made to discuss this matter further after BCD, so if you have any thoughts on the matter, bring them to the next meeting.

(*Although, if you're having serious thought on the merits of long-sleeve v. short-sleeve t-shirts, then you've got WAY too much time on you hands.*)

The Asset Inventory was next. Dave Estelle and the Director of the aforementioned website operations staff, Jeff Opt, were going to compile a list of all of the club's equipment/assets and place that list on the website and keep copies with the Treasurer's information for future IRS filings. So, in conjunction with this, if you are currently in possession of any MGCC merchandise, e.g., engine hoist, tent, hand tools, spare roll of duct tape, the coat hanger (last seen heading south on I-75 holding a muffler onto an MG) please contact Dave Estelle or Jeff Opt with the information pertaining to that item.

It was at this point that the rain REALLY started to come down outside. Skip noticed that there were only 4 cars floating in the parking lot, but since they were all drifting towards the building, it's really a break for those 4 owners who won't have as far to walk in the rain... Terry Looft reported that the new tires are on the beer trailer and it's all ready to go. The previously mentioned

## The Octagon News (August 2003)

(see June Minutes report) Studebaker Museum in Fairborn is being considered as the starting/stopping point for a fall tour/treasure hunt. More discussion and details to come.

BCD was next. Ed Hill: "I need 100ft tape measurers to lay out the show grounds." Dave Estelle: "I've got a 50ft tape." Ed H: "That's a piss in a bucket!" Ron Parks: "Do we need to bring our own bucket?" BCD has come and gone, but I had to get that exchange into the minutes...

**New Business** was next. Bill Hammond brought up the idea of ordering new grill badges for MGCC members, maybe using the new logo. Charlie McCamey mentioned that the badge that he got from the NAMGAR was a good quality badge. As with all things MGCC, Bill Hammond and Charlie McCamey were appointed to investigate prices, availability and manufactures and to report back to the club later on this issue.

**Tech Tips** were next. Jennifer Peterson: "don't drive your MGB in the rain."

**Gumball Rallye** - Jim Conrad (*didn't he star in Black Sheep Squadron*) won the gumball.

9:45 p.m. Fred Shaneyfelt made motion to adjourn meeting. Joe Hooker seconded. Meeting adjourned.

Graham: "A great time was had by all!"

## Classifieds

(they're back!)

1967 MGB GT HARDTOP, new dark green paint, new upholstery, new brakes, new front end, \$6500, call Joe Antrim, 937-277-4798.

Looking for AMCO style luggage rack for MGTD. Call Ron Froess, 814-899-5076, or write at 2313 Saltman Rd., Erie PA 16510.