

# THE OCTAGON NEWS

Volume XXXVII No.9

July 2003

MG 2003 St. Louis

Christmas Party on the Horizon

## From the President

Ron Parks

**M**G 2003 is now history and historic for reasons elaborated on in another article elsewhere in this newsletter. One of the greatest benefits of attending one of these conventions is gained from the many conversations one can have in the parking lot in the evenings and all day for that matter. I must say that in my opinion, Bill Hammond gained more of these benefits than anyone else at the convention. Many of you know that Bill Hammond was my traveling companion on this trip. One of the nice things about belonging to the MG Car Club is the willing help you get from fellow club members. For instance, throughout this trip, Bill was constantly asking me if he could help with this that or the other. "Can I give you a hand," he'd say. I had to wash the car every day. When we arrived it was dirty from the trip and the rain we experienced at the beginning. Then it was dirty from the Rally and had to be cleaned up for the car show the

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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 July 23, 2003**

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## Upcoming Events

### JUL:

- 23 - Meeting (K of C hall)
- 27 - All Ohio Meet – Columbus

### AUG:

- 2 - BCD – Dayton Metro Parks
- 10 - Picnic (D. Goodman's)
- 27 - Meeting (K of C hall)

### SEPT:

- 14 - Concours d' Elegance
- 20 - Air Force Marathon (to help...  
not to race your MG!)
- 24 - Meeting (K of C hall)

### OCT:

- 22 - Meeting (K of C hall)

relaxed and enjoyed the shows. At our BCD we all need to pitch in, as we have in the past, to help make sure the other participants are relaxing and having a good time, as we have at their shows. If we all do a little, then no single individual will have to do a lot. And, we'll have a good time ourselves, too! Maybe we'll surpass that magic 300 mark this year?

See you at the meeting on July 23<sup>rd</sup>.

## MG 2003 - St. Louis

Ron Parks

Several members of the MG Car Club Southwestern Ohio Centre (MGCC, SWOC) drove their MGs and one Volvo to St. Louis Missouri on Thursday June 19, 2003 to attend MG 2003, the annual convention of the MG owner and enthusiast organization the "North American MGB Register" (NAMGBR). Thanks go to Larry Youngblood for coming out to Meijer's in Englewood to see us off and take some pictures.

It rained on the group a little bit as we left Englewood, OH headed West on I-70. We only experienced one minor breakdown on the trip to St. Louis as Ian Cunningham's points needed replacement. Other possible culprits causing his car's rough running were checked and eliminated first. Ian urged us to go on, as he was going to remove the distributor to set new points, when Terry Looft offered to use of his pair of younger eyes to set the points without removing the distributor. It worked and we were all back on the road in short order. The only other mechanical problem we encountered occurred on the return trip and caused hardly any delay at all, when the piston in one of Terry Looft's carburetors stuck. Although it was hot, the weekend weather in St. Louis was beautiful for all the events, following the rain they had had on Wednesday.

Several MGCC, SWOC members returned with awards in hand. The most notable of these awards is the John Thornley MG Enthusiast award which is a roaming trophy. The trophy itself is not a trophy at all, but a nicely framed MG water color painting. At the end of a recipient's one year term, it goes to the next recipient and a

### From the President (con't)

next morning and on and on. Hoses were available in the parking lot for this purpose. Bill asked if he could give me a hand with washing the car that first night. I said sure. Well, as I washed the car, Bill was off gathering some of those benefits I spoke of earlier and conveniently showed up after the cleaning was done. Same thing the next night. Bill benefited greatly! I'm just poking a little fun here. Bill did help me with several tasks, such as unpacking my trunk for the car show, moving everything to Louis DePasquale's truck and then repacking afterwards. Bill helped with some of the driving on the return trip too, although I think he enjoyed that so much that it shouldn't count as helping? Seriously, we had a great time on the trip and fortunately, I could not hear Bill's snoring over my own.

Well, Dayton BCD 2003 is coming soon. I'm sure we'll have sign-up sheets for various duties at the next meeting. Please volunteer for everything you can. We have gone to other car shows as well as the All-Ohio MG meet and sat in our lawn chairs, walked around and generally

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smaller version mounted on a plaque is given outgoing recipient to keep. This year's award was presented to the very deserving Looft family, Terry, Carole and their two sons Ryan and Torey. As you most likely know already, the Looft's own 60 or more MGs and are very much MG enthusiasts by anyone's definition. Each of the four of them drove an MG to St. Louis. They are more than willing to help fellow MGers with projects or problems with their cars. They give of their time and energy freely to further the car club's interests, help individual club members' with their cars and learn more about maintaining MGs themselves. That's the kind of enthusiasts they are! Congratulations to Terry, Carole, Ryan and Torey Looft! This is truly an honor for the Looft's and the MGCC, SWOC.

MG Car Club Southwestern Ohio Centre members won four first place awards and two second place awards in the popular vote car show as shown in the box below.

An honorary award was given to Mike Maloney and Dan Wade, informally. Mike owns an MGB GT with a turbo-charged V6 engine installed. The engine conversion was done by Dan Wade. Mike was showing his car to an individual in the parking lot at the convention one evening. He had noticed this person speaking with a British accent, but hadn't given it much thought. After talking for a while and receiving several compliments on what a nice job they had done on his V6 engine conversion, Mike introduced himself and was stunned to learn that the individual to whom he had been speaking was Ken Costello. Ken Costello began his own company to put V8 engines in MGs and later worked on the MG RV8, in the MG factory in England. The

bottom line is that Ken Costello is a legend in MG engine conversion circles. Ken was so kind as to sign a plate in Mike's engine compartment, complimenting Mike and Dan on a job well done. Congratulations Mike!

Ryan and Torey Looft received an honorable mention at the awards banquet for their score on the "Mother Road" Route 66 Rally. Ron Parks with Bill Hammond as navigator and Charlie McCamey with his daughter Cathy serving as navigator, also participated in the rally and had a good time. The rally was fun, although we felt it was about 30 miles too long. To begin the rally, the cars were started off about one minute apart. We did not have to calculate time and distance, but instead had to find things such as "a Marx Brother," which was a store in a strip mall named "Harpo's;" numbers from bridges, names from mailboxes and signs; things like that. We recorded our answers on a sheet that was turned in and graded with the results being disclosed at the awards banquet. It was fun! We are considering doing a rally similar to this for our fall tour?

Even without the awards, those who attended MG 2003 were winners. We all had a great time gathered around the beer trailer in the evenings. The beer trailer got a lot of attention as did Ian Cunningham's matching trailer that looks like a miniature version of his cream colored 63 MGB. Several club members besides those who caravanned were in attendance. The conversations that took place in the parking lot each evening, meeting old friends from all over the country and making new ones; that's what these events are all about. I've heard something like this said many times before, but I'll say it again "It's the cars that bring us together, but it's the people and the camaraderie that keeps us

<u>Name</u>	<u>Make/Model</u>	<u>Class</u>	<u>Award</u>
Ian Cunningham	"63" MGB	MGB MK I 62-67	1 <sup>st</sup> Place
Louis DiPasquale	"61" MGA	MGA 1600 & MK IIs	1 <sup>st</sup> Place
Ryan Looft	"77" MGB	MGB MK IV Early 77-78	1 <sup>st</sup> Place
Jeff Zorn	"59" MGA	MGA 1500s 55-59	1 <sup>st</sup> Place
Charlie McCamey	"75" MGB	MGB MK III 74.5-76	2 <sup>nd</sup> Place
Ron Parks	"74" MGB	MGB MK II H/C Grill 73-74	2 <sup>nd</sup> Place

coming back and makes it a truly rewarding hobby.”

## Plans for All-Ohio MG Meet

Ron Parks

Those of you who want to caravan to the All-Ohio MG meet on Sunday July 27, 2003, should plan to meet in the parking lot at the K-Mart on Business SR35 in downtown Xenia at 8:45am and depart there no later than 9:00am. Linda Wolfe has agreed to provide the three club radios, even if it turns out that they cannot go to the meet. We plan to travel on Ohio SR42 from Xenia to the junction with US 23 just south of Delaware, OH. We would then turn right or South on US 23 and proceed to HIGHBANKS METROPARK, which would be on the right. Bring your picnic lunch and plan to have a good time and meet MG folks from all around the state.

## Welcome Our Newest Member!

Carole Looft

If you were at the club meeting in June you have already been introduced to our new member, Dieter Echel. Dieter lives in Milford and works in the Batavia area as an Application Engineer. He owns a blue 1979 MGB that he acquired from one of his colleagues at work. When I asked my standard question of why he bought an MG, he answered with ‘it is good fun at a moderate cost’. He also went on to say a friend of his was always praising his own MGB. Although Dieter has owned his MG for less than a year, he enjoys driving on back roads and is looking forward to fixing it up somewhat. He also has a weakness for British bikes and old watches. He hopes someday to acquire an MGB Mk II and also an XK 150. We welcome you, Dieter!

## Christmas Party Not Too Far Off!

Ron Parks

My wife Linda and I have looked at the calendar and decided on Saturday December 13, 2003 as the date that would work best for us to hold the MGCC, SWOC Christmas party at our home. We look forward to seeing everyone and celebrating the season!

## Dozens Show Up for June Pub Run!

Skip Peterson

The Pub Run on June 29 at Herrigan's in Kettering was a huge success. We don't have a count of MGCC members that attended, but there were a lot of us, and a lot of other British car owners. Harrigan's owner Mike Haley asked me to send along his apologies. He didn't realize there were so many of us. He also said that he would love to do another cruise in if we wanted. Maybe sometime in the fall and he also guaranteed more help on the floor and in the kitchen. He was thrilled with the turnout, and it seemed everyone had a good time. We had a nice variety of cars and it was just what we planned, a nice relaxed afternoon/evening.

## Members Attend Cincinnati BCD

Ten club members attended the Cincinnati British Car Day held on Sunday July 13, 2003 at Edgewater Sports Park. Ian Cunningham received the second place award in the MGB Chrome bumper class with his cream colored ‘63’ MGB’ with matching trailer. Ron Parks got the third place award in the same class and Larry Youngblood got second place in the MG Midget class. It was a beautiful day, just like we're going to have for British Car Day in Dayton on August 2, 2003.

Overheard on the MG Bulletin Board...

What is Authentic?

What is Original?

What is Over-  
Restoration?

Edited by Steve Markman

The question:

This topic has probably run long many time before, but I'm interested in some opinions. I've watched the antique road show on PBS quite a bit and they are pretty hard over on not "over-restoring" collectibles, and in some cases not touching them at all. So, the question is: how much restoration is appropriate? I have an acquaintance who has a mega point restored MG TD, but the only original part on it is the chassis and most body metal. So, is it restored, or rebuilt? I think there is a difference. In any case, as I look at my 1952 TD with it's original seats, with some tears, and it's original fabric covered dash, faded, and other original pitted pieces of chrome, I have to ask myself, isn't that part of the patina of age that makes this car what it is? Why not just keep it running, preserve what is there, forget any "body off" restoration and enjoy that patina of 50 years of past ownership. Indeed, why might that not make such a "preserved" car, just as valuable, or even more valuable than one which has been "re-manufactured" from modern materials etc. I'm inclined toward the idea of "preservation" with the only exception being that which is needed to maintain driveability, and safety, rather than "restoration/remanufacture". What say you all??

The replies:

I have carried on a love affair with cars ever since I sat on my parents' front porch and watched the then new Packards roll by with their twin side-mount spare tires. I've had some wonderful cars-- Model As, Jaguars, Buicks, VWs and now my 1953 TD. All of these cars have come with major defects caused mainly by prior owners who failed in the TLC arena. I like original, but everything must work properly for me, and they must look good. By good I mean no dents, quality paint, interiors that do not shame the owner, and engines that work and look like the owner is a

responsible caretaker of the vehicle.

I think driving an old car is a rush. But, I could not abide driving my car if it had a torn seat or ratty carpeting, a cracked windscreen or dented bumpers and hubcaps. While I would never go so far as to return my TD to concourse condition--even if I could afford it--I would also never let it become so deteriorated as to be ashamed to take it to an antique car show at the local mall. And like so many antique car lovers, I, too, will drool over the perfect restoration or rebuild.

Several comments: A few years ago in The Sacred Octagon, Dick Knudson had an excellent article about restorations/replicas/copies- and delved into the deal of what is or isn't the original car. Much depends on your definition and tolerance of patina. The truly original car is so rare- by now so much has been changed (tires, wiring harness, fuel lines, mechanicals). My own car has mid-70s patina which I hate (not so good paint, and a nice black vinyl Amco interior! It is mechanically perfect, chrome mostly redone, and I drive the heck out of it. Regardless, I think the most important thing is to use and drive these great cars as they were meant to be. A couple years ago there was an article/caption in TSO that was about a perfectly restored car being trailered to a show, and the caption said something about "MG Lives". Should have been "MG has died"!

I like to refer to 2 descriptions: original and authentic. No one's car is original any more...as soon as the oil is changed, it is no longer original. So, lets go for authentic. It can be brought back to an authentic condition. True, some of the parts we get are below our expectation, but if it were not for the availability, we would not be enjoying our cars at all!. Authentic to me is a better term. Maybe we should promote the judging of 'original' cars regardless of their state.

My TD was a basket case that someone had mutilated to fit a larger motor, it had threadbare top and upholstery, so I had no choice but to restore it as near as possible to original. However there is someone in our locality who for years has been driving a MGA twincam with faded, badly crazed paint, a messy dash, and worn-out upholstery. I would love to have it and restore it to a thing of beauty instead of a worn out old car that it now is.

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Sometime in its earlier life, my 50 TD threw a rod through the oil pan. The owner welded a patch over the hole. It's still there, and I wouldn't think of replacing the oil pan with an undamaged one. It's part of the car's history. Of course, you have to crawl under the car to see it, and the rest of the car looks great!

For my two cents, a car with good original paint and interior with a good patina (wear of paint and leather, etc.) is by far the best. Unfortunately, those cars are few and far between. When reality hits, paint is chipped and flaking, interior torn, carpets ratty, mechanicals need help, etc., then replacement or repair to the original specifications is the best alternative. I'd much rather see a car that is worn and used, than a better than new concours car that is never driven.

Put me down for "Authentic" with a dash of "period" and a side order of "re-engineered"! I have been somewhat unhappy at times with "re-production" parts and as such many of them have gone back to the dealers that sold them to me. My "new repro" door hinges were just awful, back they went. I reused the old one's after I bead-blasted them to brass and enlisted the help of a friend that polishes old guns for a living and re-pinned with stainless steel pins. Looks great to me....is it correct...NO...they should be "body colour" (and with paint chipping)...but it IS something someone could have done in the 50's. Just one example of "points off" for concours....but to me points "on" for something that show's some of the "Hidden Patina" of the car! Brass was "cheap & tacky" then so they hid it with paint. Re-engineered, sure...what's wrong with some "extra fusing" if it keeps the car from burning down because a headlamp was shorted? My rear reflectors on the tub (TF1500) are now turn signals...if it keeps the SUV behind me "in line", worth the effort....nobody else notices! I could go on & on but you get the picture...she looks good and she is functional with the accent on "FUN"!

As far as restoration is concerned, I don't mind looking at trailer queens at car shows but I would never have a car that I can't drive and enjoy. This includes gravel roads albeit slowly. Life's too short not to drive these cars.

In all it still comes down to the objective of the owner of the car. Why do you have it? To drive? To preserve to marque? to do both? However, I

believe that driving your car around town with rusty (but yet original) hubcaps does not do the marque any justice.

## Meeting Minutes, MG Car Club Southwest Ohio Centre, June 25, 2003

Sam Hodges

*(As Secretary I'd like to thank newsletter editor Steve Markman for putting up with my late submission of this month's minutes. Truth be told, they're late half the time, but this month they were really late, but Steve was great about the delay. Thanks Steve. Editors note - I work for the government, so I'm used to it...srm)*

8:02 Meeting called to order. **President's Report:** Pres. Parks did not call the meeting to order. He was missing in action again for this meeting since he was off helping his wife's parents, one of which had recently suffered a seizure. V.P. Wolfe was informed that she would be the M.C. again this month.

Since our Vice President was the acting President, there was no **Vice President's Report** this month.

A report on the **Mid-Ohio, Sprint Vintage GP trip** was next. Skip Peterson gave that report. Skip and Jennifer, Ed Hill and Tom Davis were in attendance (*as was your humble Secretary, but I didn't take an MG...*). According to the SVRA website, Tom finished 21<sup>st</sup> in the Group 3 feature race. Congratulations Tom!

The **St. Louis trip** report was next. Apparently, the club members who made the trip did very well in St. Louis. According to the report given at the meeting (*i.e. if there are any mistakes, don't blame me, I'm just the messenger...*): Jeff Zorn won 1<sup>st</sup> place MGA 1500 for a 1959 MGA (*I didn't know he had an MGA*) Ron Parks took 2<sup>nd</sup> place in MGB Mk II H/C Grill 1973-74 with his 1974 MGB

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Charlie McCamey took 2<sup>nd</sup> place in the 1974 - 1976 class with his original, 153,000 mile 1975 MGB

Ryan Looft won 1<sup>st</sup> place in MGB Mk IV Early 1977-78 with his 1977 MGB

Louie DiPasquele won 1<sup>st</sup> place in MGA 1600 Mk II with his 1961 MGA

Ian Cunningham won 1<sup>st</sup> place in MGB Mk I 1962-67 with his MGB

And finally, the Looft family won the N.A.M.G.B.R. Enthusiast of the year award. They received a very nice painting depicting MG's as their trophy, which they get to keep for the next year.

Congratulations to all those who attended and won awards. According to Terry Looft, the only mechanical incident to happen during the trip was a set of points went bad.

Bill Hammond stated that, no matter where you go, 24 hours a day, 7 days a week, ask if, "...they know Louie..." Someone apparently mistook Louie for Ken Costello, to which Louie's reported reply was, "...I will be if you want me to be..."

But that wasn't all that the MGCC members were doing. Apparently, Pres. Parks secreted away to the **Perrysburg /Ft. Meigs** show and won a 1<sup>st</sup> place award with his 1974 MGB. Way to go Ron!

**Minutes** of the last meeting were next. Jennifer Peterson motioned to accept the minutes as read. Charlie McCamey seconded. Minutes were approved as published. There was some disturbing scuttlebutt about making Sam Hodges (*oh, yeah, right, that's me again*) Secretary for life. The last time this happened I just shook it off, but this time, they seemed quite serious. There was some discussion about how to change the charter to allow me to keep the post for more than one year. (*Those notes seem to have been lost...*) Oh well...

**Treasurers' report** was next. There was \$35.50 in total income. There was \$274.93 in expenditures (\$178.00 for tee-shirts, \$96.00 in printing and postage costs for the Octagon News). This leaves the Club with a balance of \$1208.51 for the month of June. There were no other expenditures for the month. Joe Hooker made a motion to accept the Treasurers report. Dick Smith seconded. The motion carried, Treasurers report was approved. There was

another \$320 of income from the sale of tee-shirts at the meeting that should be reflected in next months report.

**Sunshine Committee** was next to report. Tim Oricko's mother, Mary Oricko, had a cornea transplant due to problems that she was having as a result of earlier cataract surgery. Here's hoping all is well. Tim Oricko, who underwent surgery for Carpel Tunnel is doing better. He's still having mobility problems with his hand. As of the date of the meeting, JoAnn Zeno was almost finished with her chemotherapy. We wish her and all the rest well in their continued recovery. According to John, it's about to drive him into the ground. *Skip*, "...well you'd better be since we're paying for it!" *Dave Estell*, "It's here on the books! 'Drive John into the ground.'" Everyone else appears to be doing fine.

**Activities** were next. Tim Oricko and Joe Hooker are the contacts for more information on these events. Some of the highlights are: July 27 - the All Ohio meet, October 3-5 Lotus of the Valley in Waynesboro, Virginia. **The MGCC Picnic** is scheduled for Sunday, August 10, at Dick Goodman's. Mark your calendars. Beer, brats and burgers will be provided, so bring your best covered dish to share along with your appetite. Show up about 5:00 (*if you're too early, you'll be put to work...*). September 14, 2003 is the Concours de Elegance. This year's feature mark is MG. If you know of any cars that should be nominated, see Skip for more information.

Pres. Parks sent a message through V.P. Wolfe who brought up the idea of having a future club meeting, or possible pub run centered around the Studebaker Museum as a possible meeting place. Something to think about for future meetings...

8:32 – BEER BREAK

8:47 – Meeting called back to order...

**Membership** report was next. There are currently 85 paid members on the roster. Last months visitor, Dieter Eckel, is now a member. Ian Cunningham was actually in attendance (*we'll forgive him for owning a Triumph, much in the same way we forgive Louie*). Ian did report that since acquiring his GT6 he has a newfound appreciation for MGs (*...we suspect though that he makes a similar statement about MGs at the Triumph meetings*).

**Old Business** was next. Forms for BCD are available on the website at ([www.mgcars.org.uk/mgccswoe](http://www.mgcars.org.uk/mgccswoe)). As of the date of the meeting, there were 55 cars registered, a 1.8% increase over last year the same time (*who comes up with these figures!?!*) Friday August 1, 6:30 p.m. at Eastwood Metro Park will be the pre-event layout and stuffing party, so plan accordingly. As for BCD itself, we still need volunteers, especially kitchen help! Also, if you can, bring a cooler of ice. The more ice the better!

Zeno, "...do we still need a quarter barrel?" Skip, "...to quote Carole, 'why wouldn't we?'"

**New Business** was next. Phil Johnson won the Peoples Choice Award at the Cincinnati Concours de Elegance at Ault Park with his MG TD.

Terry Looft motioned that the MGCC pay for new tires for the Beer Trailer. Estimated cost would be about \$250.00. Bill Hammond seconded. The club voted, motion passed.

**For Sale:** According to Dick Smith, former club member Matt Schneider is hinting at selling his MGB GT. See either Dick or Matt if you might be interested. Rumor mill also reported that the Dick Inlowe collection might be up for sale. Apparently the Inlowe's have recently purchased an RV and plan on traveling, so the MGs (2 MGBs and a Midget) *MIGHT* be for sale (*remember, this news is being brought to you by the Rumor Mill, your number one source for unreliable information.*)

Gary Kinney made a speech that he was proud to be a member of the club and that the MGCC club members were some of the finest people he knows. (*We suspect that he doesn't get out much...*) But thank you nonetheless from the club. V.P Wolfe reported that she had been a member for almost 35 years and that she's had a blast... (*I think we all need a group hug here...*)

**Gumball Rallye** - Linda Wolfe won the gumball

9:23 p.m. Fred Shaneyfelt made motion to adjourn meeting. Dave Gribler seconded. Meeting adjourned.

## - Classified -

1971 MG Midget, engine rebuilt at 80,000 miles, 180 miles on rebuilt engine. New top, no rust, complete going over in 2002. Good rubber, good interior, possible trans problem (2nd gear), \$4,000 OBO, (419) 683-1726. Ask for Joe.