

THE OCTAGON NEWS



Volume XLII No. 3

January 2015



We're Moving Again
Holiday Party Pictures

From the President

Terry Looft

Happy New Year to all of you and I hope it will be a good year for driving our cars to a lot of events throughout 2015!

In November we lost another club member; Frank Crabtree. Frank had long gotten rid of his MG, but remained a member of the club. He enjoyed our social gatherings and we could always see him at both the summer picnic and the holiday party. Our condolences to his family.

As the headlines should indicate on the newsletter, there once again has been a change of location for our club meetings. There were a number of reasons this move was forced upon us, but in the long run, I think it will be a good move. The Fox and Hound has welcomed us with open arms and there are no strings attached. They have a great menu and lots of good beer on tap. I think we will find the atmosphere more liking to a British Car Club. Please try to attend the



Southwestern Ohio Centre -- MG Car Club
P.O. Box 20032, Dabel Branch
Dayton, OH 45420-0032

Club Membership Information

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

MG Car Club Monthly Meeting

The Southwestern Ohio Centre of the MG Car Club meets on the fourth Wednesday of each month at the Fox & Hound, 2661 Fairfield Commons Boulevard, Beaver creek, OH 45431, at 7:30pm. The next meeting will be:

Wed, January 28, 2015

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Upcoming MGCC Events

Jan:

28 – Kazoo Day

28 – Meeting at Fox & Hound

Feb:

21 – Love Your Pet Day

25 – Meeting at Fox & Hound (if we don't get kicked out after the Jan meeting)

See meeting minutes for other area activities!!

meeting and thank the F&H staff for their hospitality.

With the holidays behind us now and getting back to some semblance of normalcy, it is time to think about our cars again. It's tough to get motivated now that winter is finally here. Those temperatures in the garage are not very inviting to head out and do car work. Who ever came up with the term "winter project" did not live in Ohio! A quick check of Carole's MGA in the body shop indicated it is moving up the queue to be worked on. In the mean time, my red 69 automatic needs, what I hope, is only some head work, as it has very low compression on cylinders 2 and 4. An odd combination not being adjacent cylinders to each other. It will be interesting to see what the head gasket looks like. The V8 will be heading to my workshop this week also for a little engine bay detailing and a radiator re-core for the coming hot weather. If anyone needs an upgraded radiator, we have a

great radiator shop here in Wilmington whose owner is a real craftsman at building larger and more efficient radiators. Often, depending on the car, he can make them thicker and a little deeper depending on the space available in your car. He has done 5 or 6 for us and we are very happy with the results.

On another tech subject club member Tony Shoviak and I are going to take John Twist's carb rebuild seminar later in February. This should prove interesting and, if it's as good as I think it will be. I will consider more of his seminars. Sharing a hotel room helps defray some of the cost, something for our members to think about doing.

Our new CNC router is just about set up for doing nametags, just a little more testing and final setup. All we need are nametags! The ordering of new nametags is something that needs to be settled soon, we have only 3 left.

One last thing, a few of us have been talking about how to both make our meetings a little more interesting as well as getting younger people interested in Little British Cars as a hobby. I have a few ideas but we need more input and involvement from the membership.

See you at the meeting!

New Meeting Location

Terry Looft

We're moving again!! Starting in January, we meet at the Fox & Hound near the Mall at Fairfield Commons, 2661 Fairfield Commons Boulevard, Beavercreek OH 45431. Basically we were asked to leave Buffalo Wild Wings. Seems at one of the last meetings we had a low turnout and despite many of our members eating dinner before or during the meeting, and others buying a drink, we did not buy enough food to make their minimum per hour charge to get the room. In fact most of us weren't even aware of the minimum charge. They also wanted to go back on allowing us to order from the full menu, which would make it even harder to meet their minimum. We

even had a fight to get the food items we wanted for the party. The people at the F&H seem willing to bend over backwards for us. I think in the long run a pub setting is also more proper for a British Club. See everyone at Fox & Hound for the January meeting.

Skip Peterson Inducted into Hall of Fame

Ron Parks

MG Car Club Southwestern Ohio Centre member, Skip Peterson was honored by the Dayton Auto Racing Fan Club (DARF), at their seventh Hall of Fame induction ceremony held on November 25, 2014 at the Celebrations Banquet Center in Vandalia, OH. The DARF Hall of Fame was started with the idea to honor all individuals who have helped in pioneering Auto Racing in our area. Nominations are accepted in the following five groups: Drivers, Car Owners / Team Personnel, Media, Contributors to the Sport of Auto Racing and DARF Contributor.



A half-dozen people were inducted into the Dayton Auto Racing Fan Club (DARF) Hall of Fame on Nov. 25 at the Celebrations Banquet Hall in Vandalia. Drivers Harold Smith and Eddie Hounshell; car owner Bob Korn; Lang's Chevrolet, for its contributions to the sport of auto racing; photojournalist Skip Peterson; and DARF contributor Jana Sparks were inducted for their contributions to the 500-member club and their support of track racing.

Congratulations to Skip Peterson!

Follow link below to read the entire article that appeared in the Wheels section of the Dayton Daily News on Saturday December 20, 2015:

<http://www.daytondailynews.com/news/classifieds/cars/dayton-area-racing-fans-hold-seventh-hall-of-fame-/njShH/>

E-Mail or Paper?

Steve Markman

At the November meeting, I brought up the possibility of having our newsletter go paperless, except for one member who doesn't do e-mail (who'll remain anonymous). The main reason was the cost of printing (\$.06/page) and mailing (about \$.60 for a twelve-page newsletter, more if it's bigger). I don't think there are any of us who can't afford to print twelve pages each month (or six pages if you can do double-sided). This can result in a significant cost savings to the club, since the newsletter is our single biggest expense. The club isn't financially strapped, but if nothing else, we can increase our charitable giving that we do every November. If you'd like to show that you're living at least in the latter part of the 20th century, please contact Terry or Carole and drop your printed copy. We'll still mail them to those who request it, as well as leaving copies at MG Automotive for other British Car enthusiasts to enjoy.

Pictures from Holiday Party

Photos by Ron Parks



Founding Father Award

John Wolfe

Linda & I would like to thank the club for the Founding Father Award that was given to us and Steve Powell at our Holiday Party. Dick Smith wasn't there so he didn't get his yet! Actually we are not a Founding Father since we joined later in the first year of the club. Our entrance into the wonderful world of MG's was an event that really changed our lives.

I had a new Alfa Romeo Giulia when we got married and Linda had a Pontiac Tempest Lemans, 4 cycle, transaxle, and swinging rear axles. How Ralph Nader missed that one I'll never know. Well, it wasn't too long before Linda was pregnant. Nine months passed by and by and one morning about 2 A.M. it was time to go to the hospital. Well, my beautiful Alfa would not start. Fortunately, the ugly Tempest did. I guess the moral of the story is sometimes an old washer woman is more reliable than an exotic dancer.

Now I needed a family car so I traded the Alfa for a new Corvair Monza Coupe. I still wanted a sports car so I traded the Pontiac for a '60 MGA.

A friend at work suggested that we join the MG Car Club and the rest is history. We have seen the club membership go from less than ten to over one hundred members. We have many happy memories of our time in the club and look forward to many more! Safety Fast!

Almost Everything You Wanted to Know About Two-Cycle Engines

Steve Markman

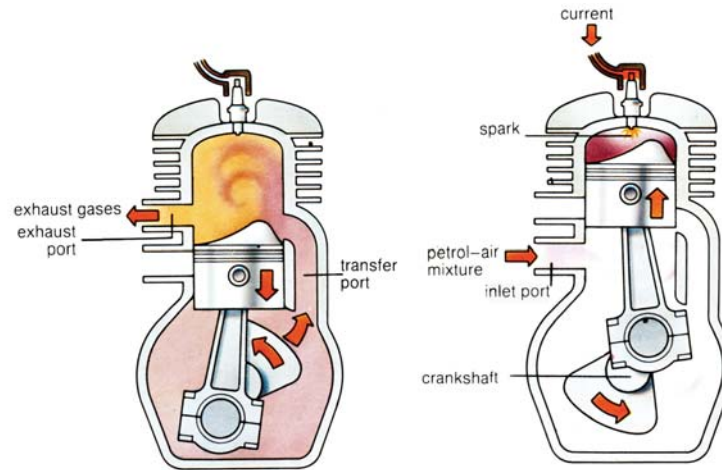
Over the years we've beaten the subject of four-cycle engines to death. Knowing that it takes four processes, and one stroke for each, to make an internal combustion engine work, I always wondered how a two-cycle engine could do it in half the motions. I also always wondered why oil has to be mixed with gas. Here's what I found out.

Two-stroke engines have three important advantages over four-stroke engines:

- Two-stroke engines do not have valves, which simplifies their construction and lowers their weight and cost.
- Two-stroke engines fire once every revolution, while four-stroke engines fire once every other revolution. This gives two-stroke engines a significant power advantage over a four-cycle engine of the same weight.
- Two-stroke engines can work in any orientation, which can be important in something like a chainsaw. A standard four-stroke engine may have problems with oil flow unless it is upright, and solving this problem can add complexity to the engine.

Two-cycle engines are less expensive to build compared to four-cycle engines. They are lighter in weight and they also can produce a higher power-to-weight ratio. For these reasons, two-cycle engines are very useful in applications such as chainsaws, string trimmers, outboards, lawnmowers and motorcycles, to name just a few. Two-cycle engines are also easier to start in cold temperatures. Part of this may be due to their design and the lack of an oil sump. This is a reason why these engines also are commonly used in snowmobiles.

This is a cross section of a typical two-stroke engine:



To understand the cycle, start with the point where the spark plug fires. Fuel and air in the cylinder have been compressed, and when the spark plug fires the mixture ignites. The resulting explosion drives the piston downward. As the piston moves downward, it compresses the air/fuel mixture in the crankcase. Then, as the piston approaches the bottom of its stroke, the exhaust port is uncovered (as opposed to a valve opening in a four-cycle engine). The pressure in the combustion chamber drives most of the exhaust gases out, as shown above. Also at this point, the transfer port opens so that the compressed mixture in the crankcase can flow into the combustion chamber and help force out the exhaust. Note that in many two-stroke engines, the piston is shaped so that the incoming fuel mixture is deflected upward, so it doesn't simply flow right over the top of the piston and out the exhaust port.

Now the momentum in the crankshaft starts driving the piston back toward the spark plug for the compression stroke. While the air/fuel mixture in the combustion chamber is compressed, a partial vacuum is created in the crankcase. This vacuum sucks air/fuel in from the carburetor through the inlet port to be used for the next power stroke. Once the piston makes it to the end of the compression stroke, the spark plug fires again to repeat the cycle..

As you can see, the piston really is doing three different things in a two-stroke engine:

- On one side of the piston is the combustion chamber, where the piston is compressing the air/fuel mixture and capturing the energy released by the ignition of the fuel.
- On the other side of the piston is the crankcase, where the piston is creating a vacuum to suck in air/fuel from the carburetor and then pressurizing the crankcase so that air/fuel subsequently can be forced into the combustion chamber.
- Meanwhile, the sides of the piston are acting like valves, covering and uncovering the intake, exhaust, and transfer ports formed into the side of the cylinder wall.

This double function of the piston and crankcase is what makes two-stroke engines so simple and lightweight.

So, why is a two-cycle, engine more powerful? The simple answer is that it completes a power cycle in only one crankshaft revolution, or one up and one down movement, as compared to a four-stroke engine, which uses four strokes, or two revolutions. This is accomplished by the end of the combustion stroke and the beginning of the compression stroke happening simultaneously and performing the intake and

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exhaust functions at the same time. The key to making this work is using the volume below the piston (where the oil reservoir usually resides) as a charging pump to compress air for the next combustion stroke. All this makes for the two-stroke engine to have a greatly reduced number of moving parts, be more compact and significantly lighter. Two-stroke engines can provide a high power-to-weight ratio, but usually in a narrow range of rotational speeds.

You don't normally see two-stroke engines in cars, however. That's because two-stroke engines have some significant disadvantages.

If you have ever used a two-stroke engine, you know that you have to mix special two-stroke oil with the gasoline. In a four-stroke engine, the crankcase is completely separate from the combustion chamber, so it is filled with oil to lubricate all moving parts. In a two-stroke engine, with the crankcase serving as a pressurization chamber to force air/fuel into the cylinder, there is no place for an oil reservoir. Instead, oil must be mixed with the gas to lubricate the crankshaft, connecting rod and cylinder walls.

Here are more disadvantages:

- Two-stroke engines don't last nearly as long as four-stroke engines. The lack of a dedicated lubrication system means that the parts of a two-stroke engine wear faster.
- Two-stroke oil is expensive, and it takes about 4 ounces of per gallon of gas. In automotive use, a two-cycle engine would burn about a gallon of oil every 1,000 miles.
- Two-stroke engines do not use fuel efficiently and would deliver fewer miles per gallon.
- Two-stroke engines produce more pollution, which comes from two sources. The first is the combustion of the oil. The oil makes all two-stroke engines smoky to some extent, and a badly worn two-stroke engine can emit huge clouds of oily smoke. For the second reason, look again at the figure above. Each time a new charge of air/fuel is loaded into the combustion chamber, part of it leaks out through the exhaust port, which is still partially open. That's why you often see a sheen of oil around any two-stroke engine.

Because two-cycle engines double the number of power strokes per unit time when compared to four-cycle engines, power output is increased. However, it does not increase by a factor of two, as might be expected. The outputs of two-cycle engines range from only 20 to 60 percent above those of equivalent-size four-cycle units. This is because up to 30 percent of the unburned fuel/oil mixture escapes through the exhaust port before it closes. In addition, the exhaust gas isn't completely purged and a portion remains in the combustion chamber during the subsequent compression cycle.

As already discussed, lubricating traditional two-cycle engines is done by mixing the oil with the fuel. As expected, the oil is burned upon combustion of the air/fuel mixture. Direct Injection two-cycle engines, making a comeback in motorcycles and snowmobiles, are different because the fuel is injected directly into the combustion chamber while the oil is injected directly into the crankcase. This process is efficient because the fuel is injected after the exhaust port closes, and therefore more complete fuel combustion occurs and more power is developed. Direct injection engines have a higher power-to-weight ratio than traditional two-cycle engines. Because the oil is directly injected into the crankcase, less oil is necessary and lower oil consumption results.

Thanks to the following sources for the above wealth on information:

<http://science.howstuffworks.com/transport/engines-equipment/two-stroke7.htm>

http://www.amsoil.com/articlespr/article_2cycleapplications.aspx

http://en.wikipedia.org/wiki/Two-stroke_engine

Thermal Efficiency

Where Does Our Petrol Really Go

Peter Bland
British Cars of New Hampshire

FORWARD: Owning an LBC is a privilege and (usually) a pleasure. They are our pampered pets and we love them, even though the happiest owner would probably admit they are not practical for year round driving. That's why we have our modern, up-to-date vehicles. We like them because they have power steering, A/C, heaters and lots of space to carry stuff. However, under the bonnet, all our cars share one common problem.

WHAT IS IT? Our engines are not very efficient. That doesn't mean they don't run well or give enough power. It just means they can use only a small proportion of the gasoline we buy to actually move the car. It's not the engines fault. It doesn't matter whether it's British, German, Japanese or American, overhead cam or side valve; they're all governed by the same thermal law that applies to heat engines. It's one more of Nature's ways to keep us honest.

WHAT HAPPENS? First of all, our engines have to burn a mixture of fuel and air in the cylinders to create the high gas pressure that drives the pistons down. But, before all that pressure can be fully utilized, a large amount of it gets blown out of the exhaust pipe, and a lot of heat goes out with it. At the same time, more heat is escaping through the cylinder walls into the coolant, which then gets pumped to the radiator to prevent engine overheating. When these two major losses are accounted for we find that only about a quarter of the fuel energy used in the engine actually reaches the flywheel. But, from the flywheel we still have to get the power to the road. On the way more energy is lost to friction in the gearbox, more in the drive shaft bearings and differential, and still more in the tires as they squish against the road. That's why our tires get warm during a run. Altogether, it's a sad fact that only about 16% of the fuel energy our cars consume actually gets used to move the car. In other words, our engines first convert all the fuel into heat, then throw 84% of it away and use what's left to push the car along.

WHERE DOES IT GO? The wasted 84% has been turned into exhaust gas or hot air which gets thrown out and is quickly absorbed into the atmosphere. The last 16% is mostly used by our LBC to push air out of the way as we happily speed along. This air, swirling around and under the car is turbulent with energy supplied by the engine. As soon as the car has passed this turbulence dissipates, converting itself into more heat, which is also absorbed into the surrounding air. So, after we get home from a drive and our car has cooled off in the driveway, all the energy from the fuel we used on the journey has been turned into heat and released into the atmosphere.

WHAT CAN WE DO? Not much. It's one of the basic laws of thermodynamics and we have to live with it. The world still needs motorized transport and we still need our LBCs. Modern auto companies have tried hard to improve things, like making cars lighter and more aerodynamic. Also by using electronic fuel injection and ignition to improve combustion and timing, but still they can only push the laws of physics, not break them. Others claim their clean gas/electric hybrids get increased mileage, but conveniently forget about the electricity sometimes needed to recharge them. They don't mention they are really switching some of the energy we consume away from our gas tanks to a power station many miles away, which can then add to our bill.

WHAT ABOUT THE OTHER GUYS? If we think our cars are wasteful, how about the old railroad steam locomotives. The best ones, on a good day could utilize just about 8% of the heat from their coal or oil. The worst ones, when run down and leaky, only managed 4 to 5%. It may be a surprise then to know that rail transport is considered the second most efficient method of transporting heavy loads.

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That's because railroad cars have solid steel wheels running on high strength steel tracks. At the point of contact there is almost no distortion of the rails or wheels and that leads to very low rolling resistance. It's what enabled those old steam locomotives to pull loads more than a hundred times their own weight at speeds up to seventy miles per hour. These days modern railway locomotives use high (20:1) compression diesel engines and have thermal efficiencies up to 30%, which explains why all the old steamers have disappeared into scrap yards or museums.

AND THE EFFICIENCY WINNER IS: Believe it or not, it's the canal barge. In the old days Britain had a good network of canals and they all had a towpath running alongside. It used to be a common sight to see a heavily loaded barge gliding through the water at about two or three miles per hour with a long tow rope attached. Ahead, plodding along the towpath with the rope fastened to their harness were a couple of Old Dobbins pulling it all behind them. Some of those barges were carrying up to forty tons of goods and it was all being moved by just one or two horsepower. Slow maybe, but extremely efficient if you weren't in a hurry. All Dobbins got at the end of the day was a bag of oats and a bucket of warm water. Of course he wasn't in the Teamsters and he couldn't complain about the working conditions. These days it's still an amazing sight to see the long barge trains on the Mississippi river, all tightly cabled together and being pushed from behind by a single powerful tug. They are carrying tens of thousands tons of cargo and being moved along by just one tugboat. In a way it's the same Old Dobbins reincarnated into the modern age.

AND NOW THE BIG BOYS. A Boeing 747 jumbo jet cruising almost seven miles high at 540 miles per hour burns about one gallon of fuel every second, which calculates to 0.15 miles per gallon. However, as it is carrying about three hundred passengers, this is equivalent to forty-five passenger-miles per gallon. That's impressive gas mileage to carry a lot of people across the Atlantic in just a few hours. Our large SUVs could just about match it if they carried five or more people all the time, and maybe we would have a bit more leg room than we get on United..

THE ULTIMATE FUEL HOG. Many of us still remember watching the big Saturn rocket booster lift the Apollo space vehicle off the pad on its way to the moon in the late 1960s. At the moment of launch and for almost the next three minutes, to lift the 3,000 ton vehicle off the pad and accelerate it to 5,000 mph, the Saturn booster was consuming fuel and liquid oxygen at the rate of **FIFTEEN TONS PER SECOND**. To supply this amount of fuel/oxygen to the engines, the turbine driven fuel pumps were using about 55,000 horsepower. Extravagant as it sounds, that was only the first stage of what it took to send three men to the moon and bring them back. And don't even think about what it would take to get them to Mars. The Apollo V first stage not only set a new record for fuel consumption, it also broke records for sheer noise. Measurements made near the launch pad at liftoff showed it made the loudest man-made noise short of a nuclear explosion. Spectators over two miles away said the noise was so intense that they felt physical pain. That's not surprising, because the Saturn rocket's noise spectrum was most intense in the lower frequencies where it could cause resonances in some of the larger bones in our bodies. It was, literally, bone shaking.

AFTERWORDS: The first person to investigate the efficiency of heat engines was Sadi Carnot, a French scientist in 1819. He was a patriotic mathematician and he didn't like Brits. At the age of eighteen, during the French Revolution, he joined Napoleon's army, got wounded, and quickly went back to his science studies. While in the army, he'd seen a large British steam engine working and became curious about its thermal efficiency. After some brilliant analysis he concluded that the maximum theoretical efficiency was determined only by the temperature difference between the hot inlet steam and the cooler exhaust steam. The greater the temperature difference, the higher the efficiency. Just that simple. Even though the nature of heat was not fully understood then, his reasoning was so sound that the theory still holds true today. It applies to every type of heat engine, including gasoline engines, diesels, jet engines

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and even nuclear power stations (the steam turbine section). Carnot resented the Brits because they were getting rich selling their steam engines to the French without being curious about their efficiency. The French engineers of his day couldn't help him, they were forty years behind. They'd spent most of their talents making elaborate clocks and toys to amuse King Louis XVI and his friends. After Louis lost his head on the guillotine they got the message and switched to designing more accurate cannon balls for Napoleon. And after all that, the efficiency of the big British steam engine turned out to be not quite 2%.

Editor's Note – It also takes energy to produce noise, run air conditioning, lights, etc. That energy has to come from the fuel that is burned. And, there are inefficiencies within the engine. While most of the exhaust is water vapor and carbon dioxide, other pollutants are the result of incomplete combustion. This takes place near the cylinder walls, which are cooler and thus inhibit complete combustion of the fuel and air. A professor of mine back in college designed an engine that injected air through the cylinder walls to keep the fuel in the middle of the cylinder and thus produce a more complete combustion. The theory was sound, but he never could sell the idea to the auto industry. Another potential design is the ceramic engine. Because ceramics do not melt and barely expand with temperature change, they don't need to be cooled. Operating at higher temperatures could produce greater thermal efficiency, but how would it be lubricated and how do you keep the paint from blistering on the bonnet? And my thoughts on hybrids. I think they get much of their efficiency through regenerative braking. Normal brakes slow the car using friction to convert the energy of the moving car into heat, which dissipates into the air. Much of the braking on a hybrid results from the alternator being engaged to convert the energy in the moving car into electricity to charge the battery as the car slows. Thus, some of the energy from the moving car is captured rather than being lost as heat.

Classifieds

Free classified policy: We are happy to run your auto-related ad for three months free of charge, but may cut older and non-MG related ads as space requires. Please contact the editor when your item sells or if you wish to continue the ad for an additional three months.

Still nothing??

MG Car Club Minutes, November Meeting

Sam Hodges

MGCC November Meeting 2014

The meeting was called to order at 7:31... but we'll say 7:30 just to keep the streak alive and because others in the club are complaining that it's really only 7:29... even though my clock says 7:31...

President Terry Looft. "Car updates. There's nothing to report on the MGA. My V8 has arrived and it's officially licensed and titled in the US and OH under the plate MGB V8." Carole, "It's got a heater." Terry, "It's got gobs of power." Eddie Hill, "I bet its' got gobs of power." Dave Estell, "It sure does." Terry, "Dave took a ride in it. I would have driven it tonight, but now that there's salt on the roads, it'll be Spring before it's out again". Jennifer, "He likes big things..."

Vice President Sam Hodges, "I've got squat." Moving on...

Minutes were next. Ron Parks motioned to accept the Minutes as reported. Skip seconded. Minutes approved as reported.

Treasurer's Report was next. Dave McCann. "I was trying to come up with something cute to say but I've got nothing. So, just the facts... We had Total Income to the MGCC consisting of: Membership Renewals (\$262.00) + BCD proceeds (\$1,800) for a Total Income of \$2,062.00. Total Expenses: Gumball Rallye (\$10.00) + Donation to Hospice in Bill Hammond's name (\$75.00) + Drink round to toast Bill at last MGCC meeting (\$72.28) + New checks (\$24.65) + Postage (\$33.60) for a Total Expense of \$215.53. Total income to the MGCC was \$1,846.47, that when added to our existing Treasury balance of \$4,209.72 (+\$90.00 cash on hand) equals a new Treasury Balance of \$6,146.19. The separate savings account contains \$379.28 for a grand total in both accounts of \$6,525.47. Dave Estell motioned to accept the Treasurer's Report as delivered. Skip Peterson seconded. The MGCC again questioned the legitimacy of the former Treasurer motioning to approve the report for the account that he was the custodian of. Terry, "We're 'this' far from beer break."

Membership was next. Carole Looft, "We've got 65 paid members. They're slowly coming in."

Activities with Eddie. "The Holiday party will be here, December 13th. Bring your favorite 'cake' to share."

Sunshine Committee. Jennifer Peterson, "I've got nothing." Steve Markman, "I've got something. I talked to Reuben. He was going to come to the meeting tonight but he fell and broke a bone in his foot." Terry, "Thanks for ruining our Sunshine committee report."

Newsletter Editor Steve Markman, "I've got nothing. But, can we bring up the idea of not publishing the newsletter. It's not cheap. There's only one person that I know doesn't have email. (Louie)." Carole, "...and Bob Nuessgen." Terry, "It's not cheap and neither is the gas." Carole Looft, "It's costing us roughly \$0.06/page to print each copy." Skip, "I think that we should keep mailing them. At some point we just become a virtual club and we just meet online. I'm going to act like an old guy since I'm becoming one." Ron, "Maybe we should put another article in the newsletter offering people the option to opt out of the paper copy."

Webmaster John Scocozzo, "It's still out there." Terry, "Are we up to date on Ft. Meigs and the National meet?"

Skip, "Am I out of order?" Dave Estell, "You're always out of order..." Sunday, December 14th, there's an Automotive Fine art Sale at the Carillon Brewing Co. These are limited edition prints, many signed by the drivers in lots of them NASCAR, IMSA, F1, CART, etc... We've even got one signed by Dale Earnhardt Sr. that has a certificate of authenticity." Terry, "I didn't know he was sick." Skip, "It's not an

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auction, it's a sale. Everything has a price. Come check out the brewery and see the art." Eddie, "As a counter point, that's the Browns v. Bengals rematch."

Beer Break called 7:49.

Back from Brake 8:10

Okay, Old Business (complete with the requisite Louie jokes). Window decals. Skip, "Rally Productions quoted us on 3x3 vinyl cling decals at \$1.10/per unless we buy 250. Then they're \$.94/each." Eddie, what's the REAL cost?" Skip, "That would be \$.09/each. \$235 to buy 250. I think that the Membership chair should make this decision." Charlie, "Are these the same stickers as what we have now?" Terry, "Yes." Carole Estell, "Well the Loofts need 50." Terry, "I already have 50. Where do you think they all went?" Linda Wolfe motions to buy 250. Dave Estell seconds the motion to buy 250. MGCC approves. Eddie was awakened. Terry, "We'll still accept the old ones, you can still leave them on..." Eddie, "What's the price break on 500?"

Grille badges. Skip, "The last ones we bought were from the Arnie Brown group and they were \$25 each with a \$250 setup cost." Terry, "We're not hurting on those yet. Let's just keep searching prices and see what we can come up with."

Speaking of the Holiday party, Ron, "The food is ordered. We're in good shape."

Linda Wolfe, "This is the month we usually do a charity donation." Skip, "Salvation Army & The Food Bank are who we normally donate to. They're both local and spend 90+% to the actual people who need it. I move that we donate \$1000/ \$500 to each." Eddie, "I'm going to second that." Terry, What are you going to do? You can't oppose if you second."

Terry, "BTW, we got a note from Hospice thanking us for our last donation."

Dave McCann and VP Sam have a conversation about making life members at 85. After the MGCC takes off with a raft of old age jokes, (Carole, "We're all going to get there and then no one will be paying dues...") it's decided that, while a good idea, we're probably better off not."

Tech Tips. No one has anything.

For Sale. Steve Powell, "A man stopped by our house selling a 1973 MGB. \$5K."

Carole, "I found an MGA coupe in Tipp City for 'make-an-offer'. It was gone by the time I tried."

The next meeting will be January 28th. December party operates as our Dec. Mtg.

Dave Johnson won Gumball Rallye.

Meeting adjourned.

MiniMania



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