

THE OCTAGON NEWS

Volume XLVI No. 4

February 2019



BTM's MGA Coupe Restoration
History of the Automotive Battery

Starter Switch

Dave Gribler

Well, as predicted in my January column, the winter storms materialized with a couple of significant snow events and tax documents have been appearing in the mailbox. The weather has since moderated a bit and the days are getting longer. Time is marching on, right on schedule, so driving season can't be too far away!

I'd like to convey a big "Thank You" to Steve Veris for presiding over the January meeting in my absence. According to reports from various sources, the meeting was conducted with ruthless efficiency and without serious injury. I confess to failing to ask Steve to publicize the January Pub Run at the meeting and further, I neglected to send an email reminder to the membership. As a result we had a small, but nonetheless, enthusiastic turnout. The attendees agreed that the February Pub Run should be a repeat of the January event (this time with more publicity!). Mark your



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 Rusty Bucket, 2812 Miamisburg-Centerville Road, 45459, in front of the Dayton Mall, at 7:30pm. The next meeting will be:

Wednesday, February 27, 2019

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Upcoming MGCC Events

Feb:

- 2 – Ground Hog Day
- 24 – Pub Run at Carillon Brewing Co.
- 27 – Meeting at Rusty Bucket

Mar:

- 1 – Peanut Butter Lovers Day
- 15 – Ides of March (duh)
- 27 – Meeting at Rusty Bucket

Apr:

- 18 – National High Five Day
- 24 – Meeting at Rusty Bucket

See meeting minutes for other area activities!!

calendars for Sunday, February 24, 5:00pm at Carillon Brewing Co. The menu has a decidedly German influence but standard pub fare is available along with a wide range of house and local craft beers.

As long as we're marking calendars, registration is now open for all of the national MG register meets. The North American MGB Register is holding MG 2019 in Traverse City, MI June 23 through 27. The New England MGT Register GOF Central will be hosted by the MG Club of St. Louis June 27 through June 30. The American MGC Register Association CBA 39 is July 5 through 8 in conjunction with the annual Mad Dogs and Englishmen event at the Gilmore Car Museum in Kalamazoo. Finally, the North American MGA Register "Get Together" GT-44 will be in Dubuque, IA July 10 through 14. All of these events are within easy driving distance from Dayton so give some consideration to attending one or more of them.

Lastly many of you probably saw a recent article in *Moss Motoring News* entitled "British Car Myths", in which the author gave his take on several of the maladies we all seem to share with our LBC's. I generally agree with the author's points and wish to add a few of my own observations.

Because space is limited, I begin with Myth #1, Lucas is the "Prince of Darkness". Time (and basic chemistry) will eventually cause the metal parts of the wire connectors and switch contacts to oxidize (corrode). The resulting corrosion inhibits the flow of electricity which can lead to dim lights, overheating switches, failing relays, charging problems and a host of other electrical gremlins. The bullet connector tips notoriously oxidize and the barrel connectors, especially the double style, become brittle and break inside the rubber insulator sleeve. Dealing with these problems is fairly straightforward. Simply buy a bunch of new connectors and replace the old ones. This isn't always a fun or easy task since some of the connectors are conveniently buried under the dash, behind the grille or in the depths of the boot, but the job is possible with enough motivation or money (AKA other people's time). While replacing said connectors, it is worth investing in a tube of dielectric grease. Application of the grease helps keep the moisture out that probably initiated the insidious corrosion to begin with, something the factory never did. It also doesn't hurt to polish the bullets with a little emery cloth but generally just taking them apart will wipe away enough surface corrosion to get good electrical contact. The other cause of trouble is usually the DPO ("Doggone" Previous Owner) who attempted to improve the car by adding accessories or making ham-fisted repairs, but sometimes an auto body repair shop doing things the same bad way they've done them for years. I've seen all manner of butt splices, wire nuts and stripped/twisted/electrical tape sorts of repairs to wiring harness. None of these techniques work very well for very long. Get new solder type bullets, barrel connectors and shrink tubing to do the job. If you are adding accessories, try to tap into your chosen power circuit at an existing barrel connector by converting a single one to a double. I go to this trouble so I do not have to cut the original harness. Also, if I have to add new sections of wire, I try to use the same color wire as the circuit I am extending, just so there is no new confusion created. Wiring is confusing enough for most people so why make the puzzle unsolvable?

I've pretty much overfilled my allotted newsletter space for the month so I will continue with another British Car Myth next month. I hope to see everyone at the Pub Run and the following Wednesday at the meeting!

Welcome New Members

Carole Looft

Charles & Stacy Hahn 13345 Luthman Rd. Minster, OH 45865 937-726-8234 shahn1@woh.rr.com 1971 Midget	Bob Hiser 2192 E St Rt 55 Troy, OH 45373 937-570-6629 bobhiser@hotmail.com 1974 ½ MGB
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British Transportation Museum's MGA Coupe Restoration Project

Ron Parks



Our work on the 1959 MGA Coupe at the British Transportation Museum was re-booted Saturday morning February 9, 2019, when six members of the MG Car Club Southwestern Ohio Centre met at the Museum. We established procedures for logging our volunteer hours for the Museum and documenting our work going forward. Coffee and donuts were enjoyed by the group.

Volunteers working on refurbishing and readying parts for assembly can show up on their own and document when a particular part is ready for installation in the car. The Museum normally is open for volunteers on Mondays and Thursdays by 10:00am, but from time to time it may schedule Saturday work days too, if necessary, to accomplish special tasks, such as lifting the body off the frame.

Our task in the near term is to clean/paint/refurbish the parts we have identified as useable and make them ready to install in the car. All the while, those parts that need to be



replaced will be procured by the British Transportation Museum. We're also exploring body work and paint options.

We'll present the work binder for this project at the February meeting for those who could not attend the work day on the 9th, but who intend to help with the project. Everyone is welcome to join us.

A Brief History of the Automotive Battery

Steve Markman

(compiled from various internet sources)

We usually don't give our car's battery much thought until we turn the key (or push or pull the starter knob, as appropriate) one morning and..... hear nothing. Despite various improvements, the basic design of your car's lead-acid battery has remained almost unchanged for over a century.

Your car's battery supplies electrical current to the starter and other electrical components. Once the engine is running, the alternator takes over to provide power for the car's electrical systems and to recharge the battery. If the car's battery loses its charge, which it will do eventually, you'll probably hear nothing when trying to start it. While there are many types of batteries for numerous applications, cars have almost universally stuck with lead-acid batteries.

Automotive batteries are designed to deliver maximum current for a short period of time, as compared to your cell phone's battery, which provides a trickle for a very long time. Typically, starting discharges less than three percent of the battery capacity, which the alternator quickly replaces once the engine is running. A full discharge can reduce the battery's lifespan, or be the "straw that broke the camel's back" if it already is weak.

Modern automobile batteries use six series-connected cells to provide a nominal 12 volt system (in most passenger vehicles and light trucks), or twelve cells for a 24 volt system in heavy trucks or earth-moving equipment. Despite being relatively large and heavy for their voltage output, lead-acid batteries are ideal for automotive use because they can provide a large amount of current for starting.

In addition to starting the engine, the battery supplies the extra power necessary when the vehicle's electrical requirements exceed the supply from the charging system (my TD typically will show the battery discharging when I drive with the headlights on). It also stabilizes the electrical flow, evening out potentially damaging voltage spikes. While the engine is running, the voltage regulator keeps the alternator's output between 13.5 and 14.5 V.

Early cars did not have batteries, as their electrical systems were minimal: a bell or manual horn was used instead of an electric horn, headlights were gas-powered, and the engine was started with a hand crank. The Hudson Motor Car Company was the first to use a standardized battery in 1918. Car batteries quickly caught on and by 1920 many cars were equipped with electric starters. The sealed battery, which did not require refilling, was introduced in 1971 (certainly you remember the gas station attendant raising your hood, popping the caps on your car's battery to check the electrolyte level, as well as your oil and coolant levels...all while pumping your gas for you...memories...ha ha).

Early electrical systems were 6-volt and positive-ground, with the vehicle's chassis directly connected to

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the positive battery terminal. Today, all vehicles have a negative ground system, except for a few of our classic British cars, and maybe a few others. The changeover from 6 to 12 volts happened during the 1950s when bigger engines with higher compression ratios required more electrical power to start. Smaller cars, which required less power to start, stayed with 6-volt systems into the mid-1960s, such as the Volkswagen Beetle.

Each cell in the lead-acid battery provides 2.1 volts for a total of 12.6 volts at full charge. Each cell consists of alternate plates of lead (cathode) and lead coated with lead dioxide (anode) immersed in an electrolyte of sulfuric acid (anyone remember buying a battery at the store, and along with it came a container of sulfuric acid to pour *very carefully* into each cell?). The acid reacts with the plates, changing their surface to lead sulfate as the battery discharges. This chemical reaction releases electrons, allowing them to flow as electricity, but only when there is a place for the electrons to go (such as to the starter). Otherwise, the lead would be consumed quickly. When the battery is recharged, the chemical reaction reverses and the lead sulfate reforms back into lead dioxide. With the plates restored to their original condition, the process may be repeated over and over.

The primary reason the battery wears out is because not all the lead gets returned to the plates during recharging. The lost material from the lead plates accumulates at the bottom of the cells and eventually may short-circuit the plates. Excess heat is the other cause of battery failures, as it causes the electrolyte to evaporate, decreasing the surface area of the plates exposed to the electrolyte. Modern car batteries have reduced maintenance requirements, and may not even provide caps for the addition of water to the cells. Such batteries are made with extra electrolyte above the plates to allow for losses during the battery's life.

In the past, batteries required maintenance in the form of electrolyte refills. Modern batteries retain their fluid for the life of the battery. A weakness of these batteries is that they are very intolerant of a deep discharge, such as when the car battery is completely drained by leaving the lights on. This coats the electrodes with sulfate deposits and can reduce the battery's lifespan by a third or more. Corrosion at the battery terminals can prevent a car from starting due to electrical resistance, which can be prevented by the proper application of dielectric grease.

Here are a few things to keep in mind when purchasing a new battery:

- Batteries are grouped by physical size, type and placement of the terminals, and mounting style.
- Ampere-hours (A·h) is a unit related to the energy storage capacity of the battery.
- Cranking amperes (CA) is the amount of current a battery can provide at 32 °F (0 °C).
- Cold cranking amperes (CCA) is the amount of current a battery can provide at 0°F (−18°C). Modern cars with computer controlled fuel-injected engines take no more than a few seconds to start and CCA figures are less important than they were in the days of carburetors.
- Hot cranking amperes (HCA) is the amount of current a battery can provide at 80 F (27 C) for 30 seconds and maintain at least 1.2 volts per cell (7.2 volts for a 12-volt battery).
- Reserve capacity minutes (RCM) is a battery's ability to sustain a minimum stated electrical load; it is defined as the time (in minutes) that a lead-acid battery at 80 °F (27 C) will continuously deliver 25 amperes before its voltage drops below 10.5 volts.

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- Manufacturing date is when the battery was produced. When batteries are stored, they can start losing their charge. A battery made in October 2015 will have a numeric code of 10-5 or an alphanumeric code of K-5. "A" is for January, "B" is for February, and so on (the letter "I" is skipped).

Despite all these great things I've just told you about lead-acid batteries, and the growing popularity of battery-powered vehicles, note that it makes little sense to use batteries to propel trains, ocean-going ships and large airplanes. Batteries are simply too heavy. Competing against fossil fuel for these applications is a challenge, and scientists are working diligently to develop compact, light-weight batteries that can store massive amounts of energy.

Here's a bit of history of lead-acid batteries, if you're interested. The lead-acid battery was invented in 1859 by French physicist Gaston Planté and is the oldest type of rechargeable battery. Prior to this development, batteries could not be recharged, meaning they were discarded after the chemicals in them were consumed (think flashlight batteries).

But, the first battery may have been about 2,500 years old! It supposedly was discovered at a Mesopotamian archaeological dig near Baghdad, Iraq in 1936. The 6-inch-tall clay pot was sealed with bitumen (a tar-like substance) and contained an iron rod surrounded by a copper cylinder. A number of similar specimens have been found. Experiments demonstrated that when filled with a liquid electrolyte such as lemon juice or vinegar, the vessel could act as an electrochemical cell, producing as much as 2 volts!

Since they didn't have cell phones back then, or even flash lights, why did they need batteries? Archaeologists disagree, but it has been speculated that the cells might have been used to electroplate metal, a process in which a thin layer of gold or other precious metal is coated onto the surface of another material. The Egyptians are said to have electroplated antimony onto copper over 4,300 years ago, and the Parthians, who ruled Baghdad (ca. 250 BCE), may have used batteries to electroplate silver.

Prince Philip, 97, Gives Up Driver's License After Crash

The Associated Press
(Used without permission – hope they don't mind)

Prince Philip has decided to stop driving at the age of 97, less than a month after he was involved in a collision that left two women injured, Buckingham Palace said Saturday.

Prosecutors said they would consider the decision as they decide whether to charge the husband of Queen Elizabeth II over the Jan. 17 crash. "After careful consideration the Duke of Edinburgh has taken the decision to voluntarily surrender his driving license," the palace said in a statement.

Philip was behind the wheel of a Land Rover near the royal family's Sandringham estate in eastern England when he smashed into another car



on Jan. 17. Philip had to be helped out of his overturned vehicle but wasn't injured. Two women in the other car were injured, though not seriously, and a 9-month-old baby boy was unhurt. Police said Philip and the other driver were both given breath tests for alcohol and passed.

Philip was photographed driving again two days later, without a seatbelt. Police said they offered him "suitable words of advice" after that. Norfolk Police confirmed Saturday that the prince had "voluntarily surrendered his license to officers." It said an investigation file on the case had been handed to prosecutors, who will decide whether to press charges. The Crown Prosecution Service said in a statement that "we review each file carefully before a decision is made and will take this development into account."

In a letter of apology to one of the injured women, Philip said he was dazzled by the sun when he pulled onto a main road near the royal retreat, 100 miles (160 kilometers) north of London. He told Emma Fairweather, who suffered a broken wrist in the crash, that "I can only imagine that I failed to see the car coming, and I am very contrite about the consequences." The letter was published by a newspaper.

There is no upper age limit for licensing drivers in Britain, although drivers over 70 are required to renew their licenses every three years and tell authorities about any medical conditions that might raise safety issues.

British Royal Titles Explained

Lex Goodman
purewow.com/news/royal-titles-explained

While most of us commoners are familiar with terms like queen or king, princess or prince, there are a handful of other titles used in the British royal family that are *slightly* less familiar (like Viscountess, for instance). Here, a full primer on every title in the English peerage system so you can avoid any royal faux pas should you ever run into Her Majesty.

QUEEN OR KING

Example: Queen Elizabeth

Also known as Her (or His) Majesty, this person is the rightful leader of the British Commonwealth (aka the head honcho) and is the only one with the ability to grant any and all titles. The king or queen comes into this cushy yet challenging job when the standing monarch abdicates the throne, retires or passes away. It's then that the late monarch's right to rule is passed to his or her heir, their eldest child.



CONSORT OF THE QUEEN

Example: Prince Philip

A consort is the husband or wife of the reigning monarch. Although Prince Philip is royal by blood, he is not the king and is referred to as the consort of the queen or prince consort. When Prince Charles ascends the throne, Camilla, Duchess of Cornwall will be known as the queen consort or consort of the king.

PRINCE OR PRINCESS

Examples: Prince George and Princess Charlotte

A monarch's kids are dubbed princes and princesses at birth (think Prince Charles), but they aren't the only ones who enjoy the title. Children born to a prince (like Prince William) also get the moniker, while those born to a princess do not (like Zara Tindall).



PRINCESS ROYAL

Example: Princess Anne

This title is reserved for the eldest daughter of the monarch (aka Princess Anne), and it's up to the king or queen when the title is granted. Traditionally, a princess is given the prestigious title after marriage because an old tradition says that anyone who gets intimate with the princess royal before saying "I do" shall be sentenced to death. Interestingly enough, there are no further perks associated with being dubbed the princess royal. Even stranger is the fact that there's no such thing as the prince royal.



DUKE OR DUCHESS

Examples: The Duke and Duchess of Sussex

The highest degree of the British peerage system, a duke or duchess title is traditionally granted to a prince and his spouse upon marriage. Take the newly married Duke and Duchess of Sussex, aka Prince Harry and Meghan Markle, for instance. Wondering what the significance of the title's location is? Well, back in feudal times, being the Duke of Sussex meant that Harry would be granted all of the land in Sussex. However, now the title is more honorary than anything and a dukedom does not come with land or power. There doesn't appear to be any rhyme or reason to the dukedom Queen Elizabeth chooses for the men in her family other than availability.



MARQUESS OR MARCHIONESS

Example: Simon Rufus Isaacs, 4th Marquess of Reading

This basically extinct hereditary title was originally created for the leaders of English border territories in order to clarify that they ruled outside of interior provinces (like England). Currently, Rufus Isaacs (second from the right) is one of the few with this distinction. A new marquess hasn't been named since the Marquess of Willingdon in 1936 and anyone else with a marquess or marchioness title inherited it from their father. Like other titles in the peerage system, it doesn't come with specific privileges.



Like other titles in the peerage system, it doesn't come with specific privileges.

EARL OR COUNTESS

Examples: Prince Edward, Earl of Wessex and Sophie, Countess of Wessex

Slightly less swanky than a dukeship, earl titles are passed down from father to son and countess titles are acquired through marriage. Prince Edward, Earl of Wessex is the only prince with an earl title, and he'll take on his father, Prince Philip, Duke of Edinburgh's station after his passing. Fun fact: Earl is the oldest title in the whole damn peerage system, but it doesn't come with royal perks other than the name.



VISCOUNT OR VISCOUNTESS

Example: James, Viscount Severn

Viscounts are often the children of an earl, like Prince Edward's son James, but it's also a title that can be given.

LORD OR LADY

Example: Lady Kitty Spencer

Marquesses, earls, viscounts and their female counterparts can all be referred to as lord or lady instead of their big fancy titles. Their children also acquire a lord or lady title. The preternaturally gorgeous Lady Kitty Spencer, whose parents are Charles Spencer, 9th Earl of Spencer and Victoria Aitken, is a prime example.



BARON OR BARONESS

Example: Prince Andrew, Duke of York and Baron Killyleagh

A baron or baroness title can be passed down or bestowed. The rank was initially created to denote a tenant-in-chief to the monarch (someone who owned land and used it for feudal land tenure) and was allowed to attend Parliament, but now it doesn't come with those bells and whistles. There are more barons than any other title in the peerage system.

LIFE PEER

Example: Dame Helen Mirren

This is an honor given to someone via the monarch who has shown excellence in some way, like Dame Helen Mirren's acting ability. This title cannot be passed down to children.



Classifieds

For Sale: 1953 MG-TD \$4,000 to \$8,000. Located in West Liberty. Left-hand drive. Car No. 28359, Engine No. 28941, original to the car, still turns by the original crank but hasn't been started since the car was put on blocks 35 years ago. Current owner bought the car 37 years ago, installed new brake lines and tires, then put it on blocks for the winter ... and it's been in a heated garage for 35 years! Brakes, tires and shocks likely have dried out and all need replacing. Dashboard gauges and interior are complete and original. No tears in the leather upholstery but shows wear. The horsehair stuffing may have survived 65 years but foam probably has deteriorated. The wooden floorboards are rotted, but two floor replacements are included. Car body is virtually rust-free, including undercarriage. Minor dent on the left-front fender. Original side-curtain frames are intact but plexiglass needs replacing. Similarly, the vinyl convertible top looks serviceable. Phone Bob Harrison at (937) 844-8549. (2/19)

For Sale: 1978 MG Midget. New top and interior. Box of other new parts included. Asking \$3,000. Call Bob at 937-253-9935 and leave a message. (1/19)

For Sale: Rust free 1979 MGB for sale. Brought from the West coast several years ago. It has a factory installed overdrive unit with 98,000 miles. Color is Inca Yellow. I have been storing the car for the owners and they now want/need to sell it. \$7500/OBO. tlooft@earthlink.net. (11/18)

For Rent: Car storage in Wilmington, Ohio. \$30/mo for one car, \$50/mo for two cars for club members. Non-club members \$35/mo per car. Indoor heated and dry. Electric for battery maintainers. Terry Looft 937-527-7353 tlooft@earthlink.net (11/18)

For Sale: 1980 MGB. Green with tan interior and it is a driver and has always been garaged. Tires are 12 years old bought new, rust is very minimal on the undercarriage, top seems to be in pretty good shape and new battery. We have owned it since 2005. Interior has a slight tear on the driver's seat (previous owner had a screwdriver in his back pocket and forgot about it when he sat down). We are the 4th owner that we know of. I can mail color pictures on request. 49,000+ miles. \$7500. Tom Hawkins, (937) 239-4574 (Cell#) evenings only, or thawkins2@woh.rr.com. (10/18)

***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. srmarkman@att.net or 937-886-9566.*

Minutes from January Club Meeting

Sam or Diana Hodges
One or the other

The January 2019 meeting of the MGCC was called to order in a very presidential fashion by Vice President Steve Veris promptly at 7:31. V.P. Steve, "I'm just unclogging this salt shaker. Never mind. President Dave Gribler's on vacation but he left the meeting in my capable hands. As Dave's not here, there is no President's report."

The Vice President's report was next. Steve, "I was torn. I thought about making something up just to have something to say, but in the time honored tradition, I got nothing."

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V.P. Steve Continued, "The Holiday party was hosted by Ron & Linda Parks. Thank you." A round of applause from the club. Ron Parks "If you missed the party, we've still got DVDs available for the small sum of \$19.95 plus shipping."

Secretary's Report was next. Art Barnes motioned to accept the Secretary's Report as published. Jeannie Smith seconded. MGCC voted. Report approved as published. Eddie of course opposed.

Treasurer's Report. Treasurer Cheri Farrell, "The MGCC had total gains of: Membership Dues (\$103.00). We had total expenses of: November Gumball (\$10.00) + Holiday Party (\$683.52) + Food Bank Donation (\$250.00) for a total expense to the MGCC of \$898.52. Monthly total gains when subtracted from losses means a loss of \$795.52 to the MGCC. When subtracted from our beginning balance of \$3,693.34 leaves the MGCC with an ending balance of \$2,897.82 in the primary checking account. The Savings account currently has \$380.36. Total ending balance of all accounts was \$3,348.18. Ron Parks motioned to accept the Treasurer's Report. John Scocozzo seconded. MGCC voted and approve the Treasurer's Report. Eddie, "I won't ever oppose because it's money." Terry Looft, "Ill step up and take over."

Carole Looft was next with the Membership Report. Carole, "Currently, we're at 65 members. We had 35 in attendance at the Christmas party. While we're at it, under Sunshine Committee news, Kathy Goodman just had a hip replacement surgery." The MGCC winced in unison.

Birthdays in December were: Larry Youngblood, Art Barnes, Joy Veris, Steve Miller and Diana Cooper. January birthdays were: Ed Wolf, Rick Shields and Lois Gribler.

Sunshine Committee continued. Ron Parks, "Steve Miller had a stroke. it happened the day of the Holiday Party. He was getting ready go and started feeling that something wasn't right. It was on his right side, but luckily he's left handed. He's back to work at the shop."

Newsletter Editor Steve Markman was absent because his wife's mother passed away and the funeral was this afternoon (the day of the January meeting).

Website Editor John Scocozzo, "New photos are up on the website. Steve is still looking for high school graduation pictures for next month's newsletter." Carole Looft, "Are they going on the website?" John Scocozzo, "Sure..." Carole, "Then definitely not!" Steve Veris, "I had my 50th high school reunion and when I got there I saw 250 old people." (*Editor's note – mine too, a bunch of old, fat, bald men.*)

Activities with Eddie. Fast Eddie Hill, "Nothing, unless we're in Florida."

Beer break called 7:42:24

A brief discussion about plowing through was had...

Back from 7:42:58

Old Business. "Who's the oldest person here? Steve Powell?"

Registration is Now open for NAMGAR 2019.

New Business. V.P. Steve, "We've got some very important New Business. Here to give us the details is Ron Parks. Ron Parks, "This is about a very important topic. The Beer trailer. Technically, the 'Supplies' trailer. Last time we used the 'supplies' trailer we noticed that it needed some work. We're going to need another 60-spoke, MGA 15-inch wheel and we need to replace the keg line valves inside the trunk. We'd like a motion to approve the expenditure of funds to update the trailer." Terry Looft, "I priced out the parts. Walmart Has tires for \$93 for both 165/15." Tim Dunham, "Are those appropriately speed rated?" Terry, "That's not a problem since Ron's going to be driving it most of the time anyway. If he uses the

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Triumph, it doesn't even have to roll." Terry continued, "I can get the beer works, shutoff valves, hoses, etc. for about \$20." Steve Veris, "So we'll have enough left over for beer?" Terry, "If you want to call Miller, beer." Terry, "\$175 is probably the top of what it'll take." John Scocozzo motions that the MGCC approve \$180 for Supplies trailer renovation. Art Barnes seconded. MGCC voted unanimously. Eddie, "Hmmm, okay, money and beer are the TWO things I won't veto."

Steve Veris, "Any other new business? I'm desperate here."

British Museum of Transportation. Jeannie Smith "Things are moving slow and confusing. We were contacted by a local curling club that wants to rent space from us." V.P. Steve, "I grew up curling. If that happens, you'll see me out there."

BCD. Skip's not here, but it's probably on autopilot as usual. John Scocozzo, "We're opening up registrations soon. We switched billing away from PayPal." Eddie Hill, "Have you seen some registration prices for some of these snowbird shows in Florida? \$30, \$35, \$50." Steve, "Maybe they'll flock to ours because of the bargain."

For Sale. Art Barnes has a friend who has a 1953 TD for sale. Art & Steve P went and looked at it. Steve Powell, "It's been owned for 35-years. The engine's freed up. It's a late TD 28,9XX. The last one was 29,924(ish). This has the original engine. It's been sitting for a long time. This is a good candidate for a driver restoration. All the parts are there and it's in good shape. The woods good. It's located up north of Tipp City." Contact Art Barnes for details if you're interested in a TD project.

Tech Tips. Ron Parks, "I helped Skip bleed brakes & clutch. We used a mustard bottle to add fluid without making a mess and it worked rather well. Another tip, when I put the MG back together, the trip odometer wouldn't reset. I thought it was a kinked cable. I replaced the cable only to find out that once you put one in, you can't just pull it back out without damaging the cable plastic end." Steve Powell, "You could also use a pen and paper to write down your mileage."

Jeannie Smith, "If you're going to let an 8-point buck, t-bone your car, make sure it has insurance." Terry Looft, "So it was a hit & run? Make sure it's comprehensive."

Gumball Rallye. Jeannie Smith won Gumball.

Bob Farrell motioned to ad-journ. Terry Looft seconded.

Meeting adjourn-ed at 8:08.

Great job. Carole. That's truly presidential.

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