

THE OCTAGON NEWS



Volume XLVII No. 3

January 2020



Holiday Party Pictures
MGA Coupe Restoration Update

From the Driver's Seat

Diana Hodges

Happy New Year! I hope you all enjoyed the holidays. I can't believe it's 2020 already. ***Bad pun warning*** This year makes me see everything clearer. *Groan.* Hey, I told you it was bad [*As her ghost editor/spellchecker, I can also warn you, she's TERRIBLE about bad puns. They'll come fast and furious, and be just as bad as the movies... ~Sam*].

I always start the New Year by putting things on my calendar. Don't know about you, but it's amazing how fast my calendar fills up, especially during the summer months. Here are a few you can put on your calendar now.

- Pub Run (TBD in February)
- Tune Up Clinic (TBD, but usually on a Saturday around the middle of April)
- NAMGAR GT-45, Colorado Springs, CO (June 1-5, registration is open)
- NAMGBR MG 2020, Calgary, Alberta (June 28-



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 **Bennett's Pubical Family Sports Grill**, 67 South Main St, Miamisburg 45342, at 7:30pm. The next meeting will be:

Wednesday, Jan 22, 2020

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Upcoming MGCC Events

Jan:

8 – National Bubble Bath Day (sorry, missed it)
22 – Meeting at Bennett's Pubical

Feb:

14 – Valentine's Day (hint, hint, guys)
26 – Meeting at Bennett's Pubical

Mar:

9 – National Nap Day
25 – Meeting at Bennett's Pubical

See meeting minutes for other area activities!!

July 1, registration is open)

- BCD (Saturday, August 1)
- Dayton Concours (Sunday, Sept. 20)

I know I left out quite a few activities, but I'm relying on Eddie to fill in the gaps.

I also want to thank the Gribblers for hosting our club Christmas party on December 6. Thank you, Dave and Lois for opening up your house and for a fun party!

How many of you make New Year's resolutions? I try to make a couple each year. One of mine this year is to get Sam to start the MGA restoration. (See what I did there? I made a resolution that's adding to Sam's to do list...) [Wait?!?What?!? *No wonder she told me to just spellcheck for her!*] We joined NAMGAR and found out that the car was Glacier Blue. Glacier Blue on a 1957 MGA is much more appropriate than the Lexus pearl white the prior owner painted it. Even the wheels are white! As some of you know, Sam has been sitting

on this car for quite some time. Two houses, several high school and college graduations later, he's finally ready to make it a priority. We're excited to get this going, so be prepared for lots of questions. Bring all your tech tips!



I'm also making a New Year's resolution for our club to increase our social activities. After all, we've often said we're a social group with a common interest in cars. This is where I need your help and suggestions. What do you want to see? How often? How can we get broader participation? We'll discuss it at upcoming meetings, but I encourage you to send me an email any time you have an idea.

My last New Year's resolution is to help our club's efforts at BCD. BCD is our club's annual fund-raiser. Sam and I haven't been able to attend BCD these last couple of years, but we're making it a priority and will be helping out wherever needed. We need your help, too. Consider supporting our club's fund-raiser by carving time out of your busy schedules. If you're planning on being there anyway, consider taking an hour or so to help our club. It will give your fellow club members time to walk the show field or even just sit in the shade for a bit.

Looking forward to a very MG New Year!

Welcome New Members

Carole Looft

What??? No new members?

MGA Coupe Restoration Update

Ron Parks

The MG Car Club Southwestern Ohio Centre is continuing work on restoring the 1959 MGA Coupe that was donated to the British Transportation Museum. Our focus is on the final product, when we can proudly place our club's name on the museum's display placard for this car, something that Pat and Reuben Wasserman would have appreciated!



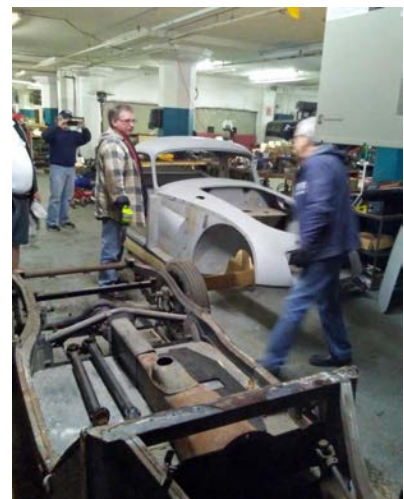
You'll recall that Deborah Wasserman, Pat and Reuben's daughter, donated \$1000 to the BTM MGA Coupe "Restore Me" Fund in memory of her parents. Reuben and Pat were members of both the British Transportation Museum and the MG Car Club, Southwestern Ohio Centre. The donation will keep their memory alive in the 1959 MGA Coupe restoration. With good weather, Pat and Reuben were often on drives in either their 1953 MG TD or 1968 MGC. Reuben was very

meticulous about his cars and kept them spotless and well maintained. The Club's expertise, now guided by Reuben's and Pat's spirit and funded by Deborah's donation, drives this restoration, as we endeavor to create something, of which they would have been proud.



The frame and suspension parts are back in the museum after having been blasted, primed and painted by Dayton Metal Prep, Inc. We have begun putting parts back onto the frame. Our intention is to create a running chassis prior to setting the body on the frame. Work on prepping the body parts is continuing as well. Once this is complete to our satisfaction, we will have the body shop come and inspect. When we pass inspection and the body is ready for paint, we will move it to the body shop for painting.

There is much left to do, in refurbishing parts, assessing their viability and reassembling. Your help in this effort is much appreciated!



Pictures From MGCC Holiday Party

Photos by Ron Parks





Thanks to Lois and Dave Gribler for hosting this year's holiday party.

Your Editor's Mid-Winter Rant...

What Is Human Factors and What Does It Have to Do With MGs?

Steve Markman

I've had this article in the back of my mind for several years, but something happened a few months ago that finally motivated me to write it, and I'll get to that later (it had nothing to do with my MGTD).

First of all, what is "human factors?" Human factors (HF) is the study of how people use and interact with technology. It is the relationship of human abilities and limitations with any mechanical object or system, and how to design the system so that the operator can use it more effectively. Human Factors isn't an exact science, since it involves people, who's actions vary, may be hard to predict precisely, and

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hard to model mathematically. However, there are general patterns that people tend to follow with some consistency. As a result, engineers and designers consider HF (or should, anyway) to determine how well a user can use a product and to modify the product as needed before it goes on the market. For example, if a machine requires super-human strength to operate (like my snow thrower), then the average person will find the machine unusable. Users might even think themselves failures, since they can't get the machine to work the way it should, or at best it is very difficult to use (again, like my snow thrower), when in reality, the problem is with the machine.

I'm not an expert in the subject, but have a long history with it. I worked with many human factors experts when I managed flight research programs for the Air Force Research Lab. I even took a human factors engineering course in college, taught by one of the best-known researchers in the field. It was one of the most practical courses I ever took! Seldom does a day go by that I don't use, or at least think about, one of the things I learned in that class or from other experts (example – why does your wrist sometimes get sore when carrying one of those little baby carriers, but not when carrying a heavy suitcase?).

One of the objectives of using human factors is to put all controls and instruments in logical arrangements that are easy to remember and use. Another is to make a machine comfortable to use. I'll give you a few examples. First is the heater and a/c controls on my 1997 Olds Silhouette mini-van. There were three dials on the dash, one each for fan speed, temperature, and heat & a/c modes. They were labeled clearly; I could see them with my peripheral vision, and I could grasp each one easily and operate each by feel while keeping my eyes on the road. Due to the shape of the knob I could tell just by feel where it was set. This is called "tactile feedback." Have you noticed that most controls on newer cars are buried in a maze of push buttons with the settings displayed on a video screen? So, you have to look down to put your finger on the proper button, then look at the video screen to see how you've adjusted the setting. Think about it...with no tactile feedback to help, you had to take your eyes off the road while you were doing this! And...can you push the buttons while wearing gloves? I'd take the three dials from my Silhouette any day over the clean look of all the push buttons.

My other example is the sand blaster I used when I volunteered at the restoration shop at the Air Force Museum. We had a vintage machine, probably made during the 40s or 50s. It was a big steel cube about four feet on each edge, mounted on a truss stand, with a window to see in and openings into which the user inserted his hands into heavy rubber gloves. It worked great, blasting rust and old paint off of metal parts. However, on larger parts, when I'd be standing at the machine for more than fifteen minutes or so, I'd step back and my shoulders and back would hurt. I assumed that that was the way it was, and the user just had to put up with it. Then, we got a second machine, a new one. The first time I used it I felt none of the discomfort of the older one. As a naturally-curious engineer, I stood back and compared the two. On the old machine, the side where the operator stood was vertical and the operator had to stand straight as a board. On the new machine, the operator's position was slanted inward just a bit, starting at the operator's waist, so that the operator was leaning slightly forward. With that barely-noticeable change, I could blast away for an hour without getting sore! The operator no longer had to put up with a poor design, as the newer design took into account the structure and limits of the human operator, thus making the operator a more effective user of the machine.

Another factor that is considered is called "population stereotype." Basically, these are things that are done a certain way, but for no special reason other than that's the way they've always been done. Did you ever think about the colors on the traffic signal? Is there something intrinsic in the use of green, yellow, and red meaning what they mean? Not really. What about the hot water handles always being on the left and cold water on the right? And what about light switches...why is 'up' on and 'down' off? And clockwise to tighten a bolt or drive a screw? And, something I'd bet money you never

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noticed...look on your push-button phone and note that the numbers 1, 2 and 3 are on the top row and rows of subsequent numbers are below. Now, look at your calculator. The numbers 1, 2, and 3 are on the bottom and the rows of subsequent numbers are above. You went and looked, didn't you, and I'll bet you never noticed it before!!

In the aviation business, not only do we expect more and more from the pilot, but for him or her to be able to do things quicker and with fewer chances of making errors. If you look at the throttle and control stick or wheel on a modern military or commercial aircraft, you'll notice buttons and dials all over them. This concept was named HOTAS, which stands for Hands on Stick and Throttle. This placement of controls allowed the pilot to control all of the aircraft's critical systems without having to reach for anything. Of course, all buttons had to be carefully placed to be easy to use while maintaining a comfortable grip. Then, they developed the HUD, or Head Up Display, so that the pilot could see all essential information for the task at hand through the front windscreen, without having to look down at the instrument panel. The latest evolution of this is the helmet-mounted display, which projects critical information onto the pilot's visor, so that the pilot still can see essential information when looking off to the side.

Sometime back in the mid 70s we were doing a lot of research into new cockpit designs to make the pilots' job easier (or, to allow them to do more work without being overloaded). One day we hosted a tour for a group of automotive engineers who wanted to learn how we were using human factors to design better aircraft cockpits. Naturally, they were very impressed, but one of them pointed out the problem with implementing any similar concepts in cars. In aviation, we can sit pilots in a classroom to teach them how to use the systems, and then put them in a simulator to gain experience. Finally, they can fly with an instructor in the cockpit to make sure they know how to use everything. They explained that this won't work for cars, as most car buyers would never sit through a class or even watch a video, and will just hop into their new car and drive off without even looking at the owner's manual. Therefore, anything in a new car has to be 100% intuitive with the driver receiving no instruction. The industry feared lawsuits by an injured driver who didn't use some new feature properly and a crash resulted.

Fortunately, automotive engineers have figured out how to incorporate many safety features that basically are passive from the driver's point of view. Starting thirty or so years ago, some controls, such as those for cruise control, windshield wipers, lighting, and audio system started moving from the dash board to the steering wheel and/or turn signal lever, helping the driver to keep both hands on the wheel and their eyes on the road. More recently, self-driving car research has given us spin-offs such as blind spot and lane drift warning, adaptive speed control, and auto braking. These all were inspired by decades-old cockpit research, and require no special training for the driver.

So, what was the event that finally prompted me to write all this? My car was in the shop a few months ago and I rented a car for a few days. Being frugal, I requested a small car, but they were out and gave me a Cadillac XTS. Don't get me wrong...it was a very comfortable car, but the dash was all push buttons and a touch-sensitive screen, and that's not the half of it. What looked like buttons weren't buttons at all; I couldn't get any of them to work as expected until I finally realized they were touch sensitive – don't push, just tap each one lightly to activate. To make matters worse, all were labeled with pictures: a few were obvious, but most just looked like an arrangement of randomly-placed lines, circles, and arcs. After a half hour or so of driving, I finally figured out how to set the radio and temperature. Fortunately I never had to use the windshield wipers. I never could figure out the cruise control, even though there was a button whose hieroglyph looked like something that represented speed. I can't imagine a Cadillac not having cruise control, so I know it had to be hidden there, somewhere. I'd have looked in the owner's manual, but it wasn't in the car.

And that snow thrower that requires super-human skills? I could have bought the next bigger model that had ratcheting wheels to make turning much easier. But it was about \$300 more and two inches wider, so wouldn't fit between my cars in the garage. So, I just put up with it. I utter a few inappropriate words when I use it, but first make sure no children are within hearing distance. And don't get me started with my gripe with baby strollers. Ask me at the next club meeting if you want to hear the details.

Editor's note – the following article is included for educational purposes only. Your newsletter editor and our club officers do not recommend anyone try this themselves, especially in an MG, nor do they endorse the effort.

'Cannonball Run' Record Broken With 27 Hour, 25 Minute Cross Country Drive

Gary Gastelu Fox News

It's a record that doesn't officially exist, and legally can't be broken, but a team has obliterated the legendary "[Cannonball Run](#)" mark by driving across the USA in 27 hours and 25 minutes.

[Road & Track](#) first broke the news that cross country racers Arne Toman and Doug Tabutt, along with spotter Berkely Chadwick, left New York City's Red Ball Garage just after midnight on Nov. 10 in a modified Mercedes-Benz sedan and drove to the Portofino Inn in Redondo Beach, Calif. -- the same start and finish points used during the first "Cannonball Baker Sea-To-Shining-Sea Memorial Trophy Dash" in 1971.



They weren't taking part in a competition, although both drivers had before. Toman tells Fox News Autos that he's made the run five times during illicit transcontinental events, but this time it was a solo effort specifically designed to break a [record set in 2013, when Ed Bolian](#), Dave Black and Dan Huang completed the route in 28 hours 50 minutes, which was over two hours faster than the previous best time.

Toman has a background in the performance car business and now runs an Illinois CNC machine shop and a clothing company called Crook County. He chose a silver 2015 Mercedes-Benz E63 AMG for the trip that he removed the badges from and strategically covered with tape to make it look as non-descript as possible, while tuning it to 700 hp and installing a fuel cell in the tank for extended range between fill-ups.

Toman also added an array of electronic law enforcement countermeasures – radar detectors, laser jammers, police scanner, etc. – that included a thermal imaging camera mounted to a gimbal on the roof that was used to look for police cars parked on the side of the road. Waze and an "underground" speed trap app provided crowdsourced intelligence, while 18 scout vehicles rendezvoused with them at points along the way to drive up ahead and check for speed traps, traffic and other obstacles.

They followed the so-called northern route along I-80, I-76, I-70 and I-15 at an average speed of 103 mph, and hit a top speed of 193 mph at an undisclosed location.

Toman said it was an uneventful 2,825-mile drive without any close calls, as far as accidents are concerned. “Anyone who’s done it realizes how safely it can be done,” Toman said. “We’re not passing on

the shoulder. You try not to negatively effect anybody on the road. Drawing attention just gets you called into the police.” The only time they almost got caught was when a patrol car traveling in the opposite direction painted them with an instant-on radar, but they weren’t pursued.

Toman said he’s not too worried about any law enforcement agency gathering the evidence needed to issue any violations postmortem. Just in case, he’ll be waiting a year to release any potentially incriminating video of the feat.

Which will be his last. The 44-year-old married father of two said he’s retiring from this sort of thing.



Classifieds

For Sale: 1979 Triumph TR7. Car has 70k actual miles. Rust-free body will need a new slave cylinder installed which I do have and also will need the starter replaced or rebuilt. I did have it running and I do have a video. All of the electronics work. Asking \$1,200 or best offer. Josh Gierke jgierke87@gmail.com. (1/20)

For Sale: 1980 MGB. Green with tan interior and it is a driver that always has been garaged. Tires are 13 years old, 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, but willing to negotiate. Not driven in a year due to medical issues. Tom Hawkins, (937) 239-4574 (Cell#) evenings only, or thawkins2@woh.rr.com. (10/19)

For Sale: MGB Biscuit color, Vinyl seats. These seats are in good shape with less than normal wear as, the foams, webbing, covers & head rests all replaced in 2002, when car was restored. A good buy at \$300, if you’re looking for nice biscuit colored seats for your MGB. Contact Ron Parks with your offer, by phone at 937-207-9009 or email MGdriver@woh.rr.com. (10/19)

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 or tlooft@earthlink.net. (10/19)

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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. (10/19)

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 November Club Meeting

Sam Hodges

President Diana Hodges called the November meeting to order promptly at 7:30. Dave Gribler, “What’s this starting on time business?” Art, “You get no respect.” President Diana continued, “We went to see Ford vs Ferrari. If you haven’t seen it, it’s well worth the time spent.” Sam Hodges, “If you can ignore the obvious factual errors (Ken Miles was at LeMans in 1965) the movie is really the Ken Miles story. Very entertaining.” Diana continued, “There was a line early in the movie where Carroll Shelby talks about Miles winning a championship in a ‘...(crappy) little MG’. We were offended. When we got home, we did some research into said MG. Turns out that the car was a parts-bin special that had a lot of MG TD in it and it was named the Flying Shingle.” Look it up, its an interesting story.

Skip Peterson, “Cheers to Ron Parks for planning a great drive for our Fall Tour. It was nice doing an overnight again. The choice of dinner location was outstanding. The Ale House was nice.” Lois Gribler, “We were out standing for a long time.” Good job Ron, but you didn’t tell us that there were 17 covered bridges! Very nice drive.

Vice President Terry Looft, “I got nothing. We did 900 miles a day out to San Diego, CA to pick up an MG 1100.” Eddie Hill, “There and back in one day?” Skip P., “So it was a Gribler run?” Dave Gribler, “We could have done it in a day...” Carole Looft, “It was 85° in San Diego.”

Minutes were next. Dave Gribler motioned to accept the Minutes as reported. Eddie Hill seconded. MGCC voted and the Minutes were proved as reported.

Treasurer’s Report was next. Treasurer Bob Farrell, “The MGCC had gains of: Membership Dues (\$220.50) for a total gain to the MGCC of \$220.50. We had total expenses of: October Gumball (\$10.00) + Postage/Flowers (\$120.30) for a total expense to the MGCC of \$130.30. Monthly total losses when subtracted from gains means a gain of \$100.20 to the MGCC. When added to our beginning balance of \$4,282.81 leaves the MGCC with an ending balance of \$4,383.01 in the primary checking account. The Savings account currently has \$380.65 with cash on hand of \$70.00. Total ending balance of all accounts was \$4,823.66. Ron Parks motioned to accept the Treasurer’s Report. Skip Peterson seconded. MGCC voted. Treasurer’s Report approved as reported.

Membership was next. Carole Looft, “We currently have 53 members who have renewed or are new members. There are 24 members from last year who have not renewed yet. George Fee out of Cincinnati has rejoined and is here tonight. He owns a 1962 MGA 1600 MKII and a 1969 MGC.

Birthdays this month (November - The BEST month!): Richard Miller, Sam Hodges, Steve Markman, Eddie Cole, Cathy Barnes, Sandra Looft, Marilyn Kraft, Kay Maloney.

December birthdays were: Larry Youngblood, Marcia Irvin, Art Barnes, Janet Shoviak, Joy Verdi’s, Diana Cooper.

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Sunshine Committee with Jennifer Peterson. Diana H., “Sam, is there something you wanted to say?” *Groaning* Me, “It’s me again. I had a setback with the detached retina that caused me to have to go back in for another procedure on October 30th. Currently I’ve had three operations on the left eye this year and now I’m to the silicone oil level of vitrectomy treatment. Here’s hoping 3rd time’s the charm.” Otherwise, everyone else is either healthy, or they don’t have a wife that likes throwing them under buses.

Newsletter Editor Steve Markman was not in attendance, but he’s still on the job because he’s been threatening me to get him my Minutes.

Website Editor John Scocozzo. “I finally got the photos from all the past events from 2019 and they’re uploaded.”

Activities with Eddie. Eddie Hill, “All I have right now is the Christmas party at the Gribler’s.” Lois Gribler, “Bring a covered dish. Starts at 6:30, Friday Dec. 6th. Heavy appetizers or desserts. If there’s anything that you need as a mixer, let them know. (You missed that by a long shot if you weren’t there!) Eddie, “Otherwise, there’s nothing until January.

Beer Brake called at 7:48.

Back from Break around 7:57(ish).

Old Business. Charlie McCamey, “None tonight.” Steve Miller, “Gotta be something man.”

Diana Hodges, “One thing we should address tonight is the proposed change to the bylaws. To sum up, the amendment published back in September was to change the bylaws so that we can accurately prorate the dues.” Diana then read the proposed amendment. It was here that ‘Roberts Rules of Order’ took a turn more into ‘Bob’s Suggestions’. After some chit-chat, Dave Gribler motioned to accept the amendment as published and to amend the bylaws. Bob Farrell Seconded the motion. Eddie Hill opposed. Diana, “Eddie, you do know this has to do with money?” Eddie, “Um, can I rescind my vote?” After voting, the MGCC approved the amendment to the bylaws.

Art Barnes, “I make a motion to raise the dues.” Ron Parks, “I’d like to amend Art’s motion to make it \$24.” After some discussion in the MGCC as to whether \$24 or \$25 would be the better amount, \$25 was settled on as the correct figure for the new dues. The main reason \$24 was in the running was for the monthly proration. At \$25, it’s wrong but Carole Looft says she will make it work.” After the appropriate Bob’s Suggestions modifications, the MGCC agreed on a final proposed motion of raising the dues to \$25 after amending Art Barnes original motion. Skip seconded. The new dues for the MGCC will be \$25.

New Business. Eddie Hill, “I forgot to mention. Bring a gag gift to the Holiday Party.” There was a more lengthy discussion as to the nature of ‘gag’ than we put into the amount of money to set the new dues at!?! Lois G., “Where are the items that we used to recirculate? The thong? The Apron? The hats? etc?”

Actual New Business. President Hodges, “We need to discuss our annual donations to our charity of choice. I think Skip has done some research into the Food Bank.” Skip P., “They distribute 96.1% of the money they collect. Salvation Army is in the 90% range as well. I think we should talk about the amount of money that we want to donate. Our membership isn’t as flush as it used to be.” Terry Looft: I had 175 members and when I’m President we will once again.” Eddie Hill, “That can be arranged.” Cherri Farrell, “Last year we gave \$250 to Food Bank. So what are we giving this year?” After some discussion about

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the amounts, Skip Peterson, “I think \$200 each to Salvation Army and Food Bank is what we should give. Lois seconded Skip’s motion. The MGCC voted. \$200 to each the Salvation Army and the Food Bank.

Terry Looft, “We need to realize that the most of this money is coming from BCD and there’s only a small group of us that are actually doing the work. We need to have more people to step up and help at BCD since that is the source of the money.” Diana, “Do you think there’s a way to get people to step up and volunteer?” Dave Gribler, “Besides guilt?” There’s an abundance of guilt here tonight. Skip, “We need more warm bodies to actually help out during the show. Friday night setup can actually be harder than the show itself.” Consider volunteering for this year’s BCD. August 1, 2020. Mark your calendar.

Then someone said: “Dale Oaks of Euro Classics agreed to paint the MGA as long as we do the prep work. John did a lot of work and helped build a dolly. The rear suspension is also being addressed” (I had a name associated with this note, but apparently my fingers stopped working as it was a jumble of unintelligible letters). “There’ll be another workday this Saturday 10-noon(ish).” John Scocozzo, “We built a dolly and we bolted the fenders and doors onto the dolly. They want to get the body to Dale by end of January to fit it into his schedule.”

Tech Tips. Nada

For Sale? Ron, “Do I have a buyer for this 3416 filter that I bought erroneously?” Lois, Gribler, “Sold. That filter will fit my Toyota and my Midget.” Skip, “Why are you ordering filters from Moss?” Diana, “So the tech tip is don’t buy filters from Moss. Good.”

T-Shirt drawing. Dave McCann Jr., Lois G., Ron, Skip all won and we gave one to new member George Fee. Gumball money goes to Dave Johnson.

Motion to adjourn at 8:26 (That’s a lot of typing for 54-minutes of meeting!?!?)

The logo for MiniMania, featuring the word "MiniMania" in a stylized, bold, black font. The "M" and "n" are particularly large and have a jagged, blocky appearance.The logo for MG AUTOMOTIVE, featuring the words "MG AUTOMOTIVE" in a bold, blue, sans-serif font. The "MG" is larger and more prominent than "AUTOMOTIVE".

Parts, Service and Restoration for
MG, Triumph, Austin Healey and
Related Autos



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