

THE OCTAGON NEWS



Volume XLVII No. 3

January 2021



Happy New Year
Ammeter vs Voltmeter: Which is Better?

From Under My Car

Terry Looft

First off, I hope everyone had a good holiday and hoping it is a good new year for all of us.

One of the things I truly hate about being president is having to report sad news. As it is way too often, we have lost another very dear club member. Kay Maloney passed away this month after a very long battle with cancer. Mike and Kay took their MG enthusiasm to the next level always attending club events, drives, and shows. Anyone that knew her needs no explanation as to the kind and wonderful person she was, she will be missed. Our thoughts and prayers are with Mike and his family.



New Year same virus. I'm trying to find a temporary work around for club meetings while people are still a little concerned and sometimes



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:

Meetings temporarily suspended

MG Car Club Officers

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Upcoming MGCC Events

Jan:

19 – National Popcorn Day
27 – Meeting?

Feb:

9 – National Pizza Day
24 – Meeting?

Mar:

6 – National Day of Unplugging
24 – Meeting?

See meeting minutes for other area activities!!

whether we are even allowed to meet. Some of the other clubs are doing their meetings electronically. We have been playing around with the Zoom meeting on line, it has been working pretty well. We did a Zoom test meeting a few nights ago with some of the club officers and it seemed to work well, although there is still a bit of a learning curve. To learn all of the ins and outs of how it operates can be a challenge. But it seemed pretty simple to get it on the computer and actually log in to the meeting. By just following a link that will be E mailed out by John Scocozzo, it should be simple to log on. This will be sent out prior to the meeting night. So, keep meeting night open for the normal time and it will be kept rather short just to cover any club business. Let's all hope that this will be coming to an end soon and we can get back to normal operations.

On the home front we have retrieved Carole's MGC body from the paint shop and it is now home residing on a rotisserie. We are getting back into a daily routine of working on the car 3 or 4 hours or more and hope to get it

completed and in time to drive to the British V8 meet in Indiana in June. Then the following week we off to Atlantic City. Carole will be posting information about the meet and drive. It looks to be a good drive and already a few commitments of people going. Should be a nice caravan and a relaxing slow trip as there's going to be at least 3 or 4 MG 1100 speedsters in the caravan. No overdrive, no problem. Going to be a very relaxing two-day trip each way.



Try to join us for the Zoom meeting. Keep in mind it could be a total bust, we may not have it figured out as we think.

Safety Fast, emphasis on safety!

MG Memories

Kathy Abbott

My Dad, Charley McCamey, bought his '75 MGB in the fall of 1975 when I was 14. I don't remember a lot about when he bought the car. Being 14, I clearly had more important things to concern myself with. I do remember visiting his office as a teenager and on his desk sat an 8x10 of his car and a 5x7 of our family. Priorities, right?

In 1986, Dad heard about an MG Summer Party that John Twist hosted in Grand Rapids, Michigan. I'm sure he asked my Mom to go with him but she wasn't fond of traveling long distances in the MG. He mentioned it to me and I said "I'll go with you". I'm not sure who was more surprised at those words came out of my mouth-me or my Dad. Of course, he was thrilled to have a navigator and I thought what

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did I just get myself into? My Dad, being the planner that he is, started making a plan for our trip. I was living in NW Ohio. He mapped our route and made our reservations. He'd pick me up on the way and we'd continue north into Michigan.

I'm not sure who was more nervous about that first trip to Grand Rapids. My Dad was worried about the mechanics of the car and I was worried about what we were going to talk about stuck in a car alone together for that many hours. I was never a Daddy's girl. That just wasn't the dynamic of our relationship. It had been rocky at times. After I agreed to spend the weekend with him, just the two of us, I was apprehensive about what it would be like. Would we revert back to the father/teenage daughter contentious relationship? That wouldn't be a fun weekend.

What happened on that trip and the many MG adventures we went on over the next 9 years, was we had the chance to talk, to get to know each other on a different level than father/daughter. We became friends. I learned about my Dad's childhood, his college years and his distinguished military career. I learned about his hopes and dreams for what he wanted his retirement years to look like. I discovered his wit and fun sense of humor. I learned that if I were ever having a bad day, I could call my Dad and he'd be sure to cheer me up.

That first trip to Grand Rapids started a tradition of going to Grand Rapids together for the next 9 years. In those years, we also went to a few National MG meets in St. Louis, Indianapolis and Parsippany. Sometimes my siblings came long, sometimes my Mom and husband came with us, but it was always my Dad & me.

There were some exciting experiences along the way. All MG owners have pulled over to the side of the road to put their top up in a driving rain storm. Or the time we decided to leave on Friday and get to Grand Rapids a day early. My Dad booked us into a podunk motel off the highway in Michigan. Our room had a huge picture window that faced the parking lot. Our room was also near the bar at the motel which was hopping with activity that night. I slept with one eye open waiting for a drunk patron to come flying thru that window.

One of my favorite memories is the first lunch we ate together at a car show. He asked me if I was hungry. I said sure. Anyone who knows my Dad, knows he isn't a big eater. He never has been. He walked over to the hot dog cart, bought one hot dog and tore it in half and gave me half. I was so stunned and afraid to say anything. When we got home, I told my mom about how he bought me half a hot dog for lunch and she gave him hell. It became our joke "you ready for half a hot dog?"

The time has come that he isn't able to enjoy his MG like he used to. His spirit is still ready to take that leisurely drive thru the country side but his body isn't as cooperative as it used to. He has given his MG to me. I accept it proudly and will always cherish what that car meant to our personal relationship. He, however, will want to talk about the overdrive, the radio that doesn't work, the carburetor he replaced, etc. But that's ok. I'll probably be telling those stories someday too. Thanks for the great memories and I love you, Dad.

Memories of Past Holiday Parties

Carole Looft

As we ring in the New Year and say farewell to the last, we reminisce about those things that had to be cancelled for safety reasons in 2020. Our Holiday Party is one of those, and it has always been a fun get-together to celebrate our friendship with those who share our MG hobby.

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Because we were unable to get together this past year, I am taking you back to some memorable photos of years gone by.





Steve Markman's mid-winter rant...

Ammeter vs Voltmeter: Which is Better?

Steve Markman

For years, I always wondered why car manufacturers changed from an ammeter to a voltmeter. I always thought that an ammeter was better. The volt meter seemed to just sit at about twelve volts all the time, hardly moving, while the ammeter told me what current actually was flowing into or out of the battery. I thought it was good to know if the battery was either charging or discharging. As it turns out, I was wrong (it happens from time to time, and I'm always willing to fess up to it). The change came at about the same time cars switched from a generator to an alternator, and the two changes are connected.

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Most people are a bit intimidated by electronics, but we can make an analogy to an oil system (or any liquid, for that matter). Two measures of importance are pressure and flow rate. Obviously, it takes some amount of pressure to get the oil to flow through a pipe. If everything else remains unchanged, it takes more pressure to get a higher flow rate. Thus, the functions of the pressure gauge and flow rate gauge to help judge the system's operation should be obvious. By comparison, volts and amps are to an electrical system what pressure and a flow rate are to an oil system. A voltmeter measures electrical "pressure" in volts and an ammeter measures electrical "flow" in amps. While I'm no authority in electronics, the real experts state that by knowing the basics of how the electrical system works, volts (i.e. pressure) gives a more useful indication of overall health of the car's electrical system than amps (i.e. flow rate). I'll go into more detail on this later.

GENERATORS AND ALTERNATORS

Before I go any further, it might help to understand the basic differences between a generator and an alternator. Cars used to have DC generators, but these have been completely replaced by alternators in modern vehicles. Both produce electric power by the motion of a coil of wires moving through a magnetic field, a principle discovered in the early 1800s. Generators create direct current (DC) power and alternators create alternating current (AC), but the significant differences go far beyond that.

The basic physical difference between the two is which component spins and which is stationary. In the generator, a shaft containing wire windings spins inside a magnetic field to create the electrical current. This is reversed in an alternator; the windings are fixed and magnet is on the spinning shaft. The alternator is more efficient because the wire winding are the biggest and heaviest part of both devices, so in the alternator the magnet, which is the lightest part, is spinning. This means the alternator can work at a higher speed and also can produce more power at lower speeds (I don't quite understand why, but this is what the experts said). Alternators tend to be more reliable than generators, largely because of the difference in how each use rings and brushes. DC generators use split rings (i.e., two half rings), which cause the brushes to wear more quickly because they rub against the break in the ring. An alternator uses solid rings, so the brushes receive less wear and tear. Again, there's more to the design differences than I could figure out, but the generator produces little voltage at idle and low speed and can take about ten minutes of continuous driving at moderate or higher speed to recharge the battery after one start. Because of its greater efficiency and ability to produce output even at low speed, the alternator can charge the battery in only a few minutes even at idle.

In the old days when cars used generators, ammeters typically were used to monitor the electrical system. But generators had their limit, as they couldn't hold up to prolonged battery recharging (think cranking your antique car for a few minutes on a cold day after not having driven it for a month or more). Recall that generators had a set of heavy windings that spun inside the magnetic field. These windings were soldered onto the segments of the armature where the brushes picked up the power from the spinning armature. Generators working at high power over an extended time period constantly charging a weak battery tended to overheat, melting the rotating armature's soldered connections. The fast rotation then threw the solder from the armature, resulting in generator failure. In other words, trying to recharge a weak or dead battery could lead to a dead generator.

The generator also had an internal voltage and current limiter to help prevent overheating, as well as a cut-out relay that disconnected the generator when the engine was shut down. If the current limiter malfunctioned and allowed too high of an output, once again the generator's armature overheated and threw the solder. If the cut-out relay were to stick when shutting down the engine, it would short circuit the battery, causing it to discharge (and possibly overheat and start a fire).

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In addition, generators provided little, if any output at idle and low rpm, as mentioned earlier. As a result current flowed into and out of the battery on a regular basis. The ammeter often swung from one side to another as it measured the amount of current and in which direction flowed. If the ammeter showed a prolonged discharge at driving speeds, that indicated a charging system problem because current was flowing out of the battery when the generator should be replacing it.

Compared to the generator, an alternator has less tendency to overheat, and having stationary windings permit it to work harder over an extended time. A large amount of air is drawn in by the alternator's fan and circulated over the windings, plus (since the heavy windings do not rotate) melted solder wouldn't be thrown about even if the alternator were to overheat. Again, I don't quite understand why, but alternators don't need a current limiter to control the amount of current output, but only need a voltage limiter. Since alternators are able to provide output at idle and low rpms, thus better able to keep the battery fully charged, the constant flow of current into and out of the battery is greatly reduced, minimizing the information that current flow alone told the driver about the electrical system's health.

USING THE VOLTMETER TO MONITOR ELECTRICAL SYSTEM HEALTH

To interpret what the voltmeter is telling us, let's take a closer look at the car's electrical system. Recall that the battery is needed to start the engine, operate accessories while parked, filter any spikes in the system, and provide limited electrical power should the charging system fail. Also, recall from my article a few years ago about lead-acid automotive batteries, that they're good at producing the high amperage needed for start, but need to be recharged before getting too depleted, or they won't recover completely. Automotive batteries contain six cells, capable of delivering 2.1 volts apiece when fully charged (This is a function of the chemical properties of lead and sulphuric acid.). Although we call it a twelve volt battery, it actually produces 12.6 volts. With the engine off, a healthy battery should read 12.6 volts. (Note that for each 0.1-volt drop, the battery loses about 20% of its ability to provide the high current needed for starting, so if it's reading only 12.0 volts, its ability to start the engine is pretty-much gone.) During engine start, voltage will drop momentarily to around 11 volts which is normal because of the huge load placed on the battery. With the engine running, system voltage should be one to two volts higher than the engine-off reading, depending on the car's design.

So, here's what you need to know based on what the voltmeter tells you. In order to keep the battery charged, the generator or alternator needs to produce about 14 volts, which is what the voltmeter normally should read while driving. Close monitoring of the volt meter will show some variations, which are normal. It might drop to around 13 volts while idling with lights and other electrical devices in use, or in the case of a discharged battery being recharged. Voltage might rise to close to 15 volts at higher engine speed with minimal lights or accessories in use. (Do you recall from the old-old days that people used to turn on their headlights while driving on the freeway to keep the battery from being over-charged?) But here's what you especially need to watch for: lower than 12.6 volts while driving indicates the alternator is failing to keep up with electrical usage, or, it has failed and the battery is supplying electricity to the ignition system, which it only can do for a few hours (I can verify this from personal experience). Also, higher than 15 volts indicates a fault in the charging system's voltage regulator or related circuits. If it's substantially excessive, this can cause damage to the battery or elsewhere in the electrical system. Overcharging can generate hydrogen sulfide gas (it smells like sulfur) and cause the battery to bulge and even explode. Driving with a dead battery and relying solely on an ammeter, you'll probably see a positive reading and think everything is fine as there is current flowing into the battery.

So, while the voltmeter may not appear to move much, those small variations actually tell us much about your electrical system's health. Usually, it is safe to assume that if the voltage is between 13.8 and 14.2

(for a 12 volt electrical system) while the car is in motion, then the battery is fully charged and the electrical system is working properly. This may be the reason most manufacturers eventually replaced the voltmeter with an idiot light that illuminates when the system voltage falls outside the range of 13.8 to 14.2 volts, since most drivers probably ignore a gauge that seldom moves.

If I rambled too much in the previous paragraphs, here's a brief summary for interpreting the voltmeter:

- 12.6 volts with accessory switch on but engine not running: good
- Less than 12.6 volts while cranking engine: normal
- Less than 12.6 volts while engine running: problem
- 13.8 to 14.2 volts while engine running: normal
- As low as 13 volts while idling: normal
- Over 15 volts while engine running: serious problem

Auto manufacturers continued to install ammeters in the dash for some years after switching to alternators because the car-buying public was accustomed to seeing an ammeter in the instrument panel. If you own an old car and want the improved monitoring capabilities and the added safety margin afforded by a voltmeter while retaining the original looks of your classic instrument panel, gauge repair and restoration shops such as Williamson's Instrument Service (www.williamsons.com) and Redline Gauge Works (www.redlinegaugeworks.com) can convert your ammeter into a voltmeter while keeping its original appearance. In the event you are adding a lot of constant high-output accessories such as electric fans, an electric fuel pump, or a high-amp stereo, you might want to consider upgrading the wiring as well. Such upgrades might be available from MAD Enterprises at www.madelectrical.com.

Based on articles by Marlan Davis at Hot Rod Magazine, Rob Siegel at hagerty.com, Mike Southern at sciencing.com, Randy Rundle at fifthavenuegarage.blogspot.com and an online post by Brad Bergholdt of Evergreen Valley College in San Jose CA.

Registration Opens for 2021 Put-in-Bay Vintage Sports Car Races

Featured Marques Include Volvo, VW, Saab, Turner and H-Modified Cars

Put-in-Bay, OH 1/1/21 – Registration is now open for the 2021 edition of modern-day vintage racing at Ohio's historic Put-in-Bay. Following the cancelation of the 2020 event due to the Covid-19 Pandemic, a large percentage of entrants carried over their registration to 2021. Since then excitement has continued to mount for this fun-filled and relaxed event.



Beginning with a small “reunion” in 2009, today’s racing- and non-racing entrants at Put-in-Bay enjoy several days of sports-car enjoyment in a relaxed and nostalgic setting where small-bore sports cars raced through the streets of this island enclave from ‘52 to ‘59 and once more in 1963.

For this year’s event (September 21-24 with racing at the Put-in-Bay airport on September 22 and 23) race organizers have built on the enthusiasm for 2019’s “Tin-Top” celebration to invite drivers of vintage Volkswagens, VWs and Saabs to come share the fun as official featured marques. Also, the more-or-less annual

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Turner Reunion returns their event to “The Bay” as part of the featured marque group. And finally, over the past year it seems the H-Modified crowd has caught wind of the goings-on at Put-in-Bay, so a contingent of Crosley/similarly- powered specials including several Berkeleys are expected to be on hand for the 2021 event. All entrants with featured marque status are eligible for discounted entry fees and special races. And, as always, there will be the usual array of entrants racing in multiple classes in four groups plus exhibition.

In addition to the on-track race entries there are also non-racing participant categories for *Heritage Street Cars* (qualified pre-'64 cars) and *Guest Street Cars* (generally post-'63 to '72).

The event is also the third leg of the 2019 “Great Lakes Vintage Challenge” whereby entrants in several production classes and in Formula Vee accumulate race-finishing points at the Waterford Hills Vintage Races, VSCDA’s Au Grattan event and at Put-in-Bay.

In addition to two full days of racing, the Put-in-Bay Sports Car Races event includes: tours of the original island course, several social events, a car show, rocker cover races, guest stories, and more.

Spectating at the races and many of the other activities is open and free to the public.

For registration and more information visit: www.pibroaddrace.com and feel free to click on the Facebook link to join us there where more than 1,400 enthusiasts keep current on all the latest Put-in-Bay Vintage Sports Car Races buzz.

Coordinator, Media Contact: Manley Ford manley776@yahoo.com 734 502 2435

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MG 2021 International - Atlantic City

Carole Looft

The sixth all-MG Register meet is going to be held in Atlantic City this year on June 14 – June 17. The host hotel will be Harrah’s in Atlantic City. A large block of rooms have been reserved to accommodate this large gathering. We are planning a leisurely two day drive to Atlantic City leaving on Friday June 11th and arriving on the 12th. Several in our group will be taking MG 1100’s, so we will not be traveling on interstates, but slower, countryside highways. Here’s the link for more information: www.mg2021.org. Take a look and consider driving along with us for an enjoyable time in Atlantic City.

Tech Tip

Ron Parks

Are you afraid of getting dings in the doors of your British pride and joy? Here is a good use of swimming pool noodles to prevent those door dings. Just thread a small rope through the noodle and hang it from the door handle, mirror and/or luggage rack; so that it hangs part way down the side of



the car. The noodle will absorb any over-aggressive openings of the door(s) of the adjacent vehicle.

Classifieds

For Sale: 1979 MGB. New Stayfast Acrylic top, new top frame, new tires (as of summer 2020), working AC, new wiring harness, trailer hitch with wiring, twin Su's, Fiero seats. Asking \$7500. Call Larry Youngblood at 937-689-6995. (1/21).

For Sale: Hayden Electric Fan, used, excellent shape. Listed in the current Moss catalog, MGT-154 on p. A27. \$35 includes shipping. Dan Mortensen, agsdanny@aol.com or 859-384-7821. (1/21)

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, dry, and security system. Electric for battery maintainers. Terry Looft 937-527-7353 or tlooft@earthlink.net. (10/20).

For Sale: 1977 MG Midget. Excellent condition, regular tune-ups & oil changes, Weber carb, runs great, no rust, fresh paint (BRG). 54,500 miles. \$3500. OBO. Call Clay at 937-558-2589 or e-mail hclaywhite@usa.net. (7/20).

For Sale: 1978 MG Midget. New top, interior, exhaust, master cylinder, rear bushing, steering wheel, radiator, and a box full of about \$350 worth of other new parts. Garaged. Asking \$3,000. Call Bob at 937-253-9935 after 4 PM. (7/20).

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. srmarmarkman@att.net or 937-886-9566.

Minutes from November Club Meeting

Diana Hodges

The Novempriluary (*I've lost track of the months*) 2020 meeting of the MG Car Club was called to order precisely at 7:29 by new President Terry Looft. President Looft, "I'd like to welcome everyone to the November meeting. I know that the months have all blended together but I'm hopeful that in 2021 we will be able to return to some semblance of normalcy."

President Looft then regaled us with a story of how he recently took a trip from the kitchen to the garage and how he actually put on pants that time. (*Not that anyone would be surprised that he might have made that trip in the past without pants.*) President Looft, "Having found the beer in the garage fridge that I was looking for, I returned to the couch. All in all, a good day."

Vice President's Report was next. Vice President Jim "New Blood" Carson. (*Since Jim's new around here, I'll keep the slander to a minimum... for now.*) V.P. Jim, "This past month I decided to buy myself a new toy. Here's a picture of my new Triumph TR7." Jim then showed the gathered assemblage a picture of his new Triumph. The MGCC was very complimentary and not a single derogatory remark was made.

Minutes were next on the agenda. President Terry made a motion to accept the Minutes as reported. President Emeritus Diana Hodges had a few "changes" that she'd like to see made. First off, she

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objected, rather strongly, to the inferences that were made that she had three martinis after the last meeting. It was actually four, she's no lightweight. Secondly, while she has been routinely changing the WiFi password, it's well founded. Amazon set up a distribution hub in our front yard just to cut the delivery time with the Prime membership for all the stuff Sam's been buying. Thirdly, she doesn't care how many websites have said it's okay, she is NOT a fan of rebuilding carburetors on the dining room table. Or the counter. Fourth, (*Geez, I thought it was only a couple of changes!?!?*) Diana wants everyone to know that despite what you might have read, Sam really does have a safe space at home and he is in no way in danger of going missing... today. Having made her suggested changes, Secretary Sam Hodges yawned and said, "Meh..." Diana Hodges, "Number five..." The MGCC voted. Minutes approved as reported.

Treasurer's Report was next. (*These are actual numbers as Cheri sent me the ACTUAL report! What was she thinking?!?*)

The MGCC had gains of: Membership Dues (\$415.00) in income for a total gain to the MGCC of \$415.00 We had total expenses of: October Gumball (\$10.00) + Postage (\$20.60) for a total expense to the MGCC of \$30.60. Monthly total losses when subtracted from gains means a gain of \$384.40 to the MGCC. When added to our beginning balance of \$4,048.37 leaves the MGCC with an ending balance of \$4,432.77 in the primary checking account. The Savings account now has \$381.55. With Cash-on-Hand, total ending balance of all accounts was \$4,864.32. Lois Gribler motioned to accept the Treasurer's Report as presented. Eddie Hill seconded. MGCC voted and approved of having money.

Birthdays were next. Oddly, this too is also legitimate (*I'm losing my touch*). November (*The BEST month for birthdays*): Richard Miller, Sam Hodges, Steve Markman, Eddie Cole, Cathy Barnes, Dave Smittle, Marilyn Kraft, Sandra Looft, and Kay Maloney. December Birthdays: Larry Youngblood, Art Barnes, William Pinnell, Janet Shoviak, Joy Veris, Jim Carson and Diana Cooper. Carole Looft would like to apologize if your birthday was missed because Sam's list might or might not be up to date and it's her fault that my list might be old.

Speaking of Carole, Membership was next. Carole reported, "We have members. I'll send out reminders and start dropping members who don't renew January 1st."

Sunshine committee (*Again, legitimate*) For those of you not aware, we recently lost Kay Maloney on December 28th. Her fight with cancer was a long one and we are saddened to get this news.

Newsletter was next. Steve Markman, "Having grown tired of feeding and caring for the Koi, Helen and I had a delicious fish dinner for Christmas. They were really more fish sticks than fillets, but still, I'm done with the fish. On a positive note, we're turning the Koi pond into one heck of a hot tub." *Editor's note – Did I really say this? I can't turn the koi pond into a hot tub because it'd kill the fish. The kids did use it for a skating rink a few winters, way back in the mid-90s when the earth was a bit cooler, but not recently.*

Webmaster John Scocozzo. John, "After some initial difficulty, I've successfully managed to get the MG website to demagnetized the magnetic strips on all of your credit cards. Good luck getting gas or groceries next time you go to the store (*he said with an evil laugh*)!"

Activities with Eddie were Next. Eddie Hill, "On November 3rd, I'm going to go to the kitchen and grab a couple beers. On November 4th, I'm going to go to the kitchen and grab three beers. On November 5th, I'm going to go to the bathroom and then to the kitchen to get two more beers. On November 7th I'm going to Kroger's to get more beer. Otherwise, I got nuthin."

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Speaking of beer, Beer Brake was next. Break called 7:59.
Back from Break a week from Tuesday and a LOT of beer later.

Old Business was next. President Looft, “Not really sure who’s the oldest one of you reading this, so I’ll just go with Charley until proven wrong. Otherwise, there doesn’t appear to be any real old business.”

New Business. President Looft, “I’ve been hearing something on the news about something called Coronavirus. I might have paid attention sooner if it had been Old Speckled Hen-virus, but since I don’t drink Corona, I really didn’t care. Anyone know what’s up?” Skip Peterson, “From what I’ve heard, drinking too much Corona is what’s causing the hoarding of toilet paper.”

Next up was an update from the British Museum of Transportation. In an unexpected twist, apparently the British Museum’s building has been declared an EPA Super-Fund site. Details right now are thin, but apparently, having that many British cars in one spot, all leaking oil has caused a massive ground water pollution issue. Terry Looft, “If that’s the case, I’m rich. I should contact BP or Shell and see if they want to drill under the barn.”

Tech Tips were next. Sam Hodges, “Mine’s more of a life tip than Tech. Unless your couch is REALLY comfortable, or you know where the sheets are for the guest room, don’t use your wife in your miscellaneous ramblings. Also, does anyone know a good, cheap WiFi provider? Diana keeps cutting me off.

For Sale. I got nuthin. I’m spent. *(Oh, no ya don’t... Di here. I have a husband for sale. Might need housebreaking...)*

Gumball Rallye was next. Gumball was won, well what do you know. Sam Hodges! Sam, “I haven’t won since we were at the Lithuanian Club.”

Meeting adjourned 8:50 *(it really is 8:50 right now. No, wait, 8:51)*

MiniMania

MG AUTOMOTIVE

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MG, Triumph, Austin Healey and
Related Autos



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