

THE OCTAGON NEWS



Volume XLVIII No. 1

October 2021



Pictures from Concours d'Elegance
New Club Officers Elected

Fast Idle

Ed Wolf

Well...I sure didn't see *that* coming! When I walked in to the September club meeting I had no idea I'd walk out as your club president. I'd always been told to be there for elections or I might find myself being elected to something in absentia when I'm not there to decline. So much for that myth.

Anyway, I'm looking forward to serving as your club president, appreciate the trust you placed in me, and hope I live up to the high standard expected of this position. Not that it's the toughest or most important job in the world, but anything one takes on always should be done with full enthusiasm and to the best of one's ability.

Within only a few days of being elected, we all were saddened with the death of club member Bob Farrell. Bob was a good friend to all, and we'll miss his humor and camaraderie. Our sympathy and wishes go out to his wife, Cherie, his daughters,



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 **twenty-five (\$25.00)** 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:

Next meeting October 27th

MG Car Club Officers

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And special thanks to Ron Parks for proofreading.

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Upcoming MGCC Events

Oct:

27 – Meeting at Bennett’s Pubical
31 – National Knock-Knock Jokes Day

Nov:

11 – Veterans Day
17 – Meeting at Bennett’s Pubical
25 – Thanksgiving

Dec:

4 – National Cookie Day
4 – Holiday Party at Bennett’s Pubical
No December Meeting – Happy Holidays

See meeting minutes for other area activities!!

and all their children, whom Bob loved dearly.

With the world pandemic easing up just a bit, and using proper protocols that have been shown to be at least somewhat effective, it’s great to see the club coming back to life. After virtually nothing in 2020, this year we had a great British Car Day and Concours d’Elegance, and several Biscuits and Tea gatherings. We’ve also abandoned the Zoom club meetings in favor of in-person meetings at Bennett’s, held our annual summer picnic, and are planning our holiday gathering.

We’ve always known that the most fun place in the world is on lonely country roads behind the wheel of our MGs with the tops down. It’s interesting that it’s also the best place to be free from the covid virus! So, on these nice fall days get behind the wheel and have a safe and healthy drive. While you’re at it, find a mom and pop stand along the way and pick up a pumpkin or two. Just be careful you don’t exceed your MG’s load carrying capability!

Don’t forget to thank a veteran on their day, November 11, and I hope to see everyone at the next meeting on October 27th.

Membership Renewals for Upcoming Year

Carole Looft

As a reminder, your membership renewal was due in September. Dues are \$25.00 for club members who will be receiving the newsletter by email and \$35 for those wishing to receive a paper copy of the newsletter (to offset printing and postage).

NOTE: The pro-rated monthly amount is for **NEW** members only.

We appreciate your continued support of the MG Car Club Southwest Ohio Centre.

New Officers Elected

Following our tradition of fake promises, mud slinging, and denial of qualifications, the following new officers were elected at the September meeting:

President:	Ed Wolf
Vice President:	John Scocozzo
Secretary:	Sam Hodges
Treasurer:	Bob Farrell
Member at Large:	Cherri Farrell

Congratulations to all our new officers. All other non-elected positions remain the same. These include newsletter editors, website manager, activities, membership, and sunshine.

Pictures from Concours d'Elegance 2021

Photos by Skip Peterson, Ron Parks, and Sam Hodges

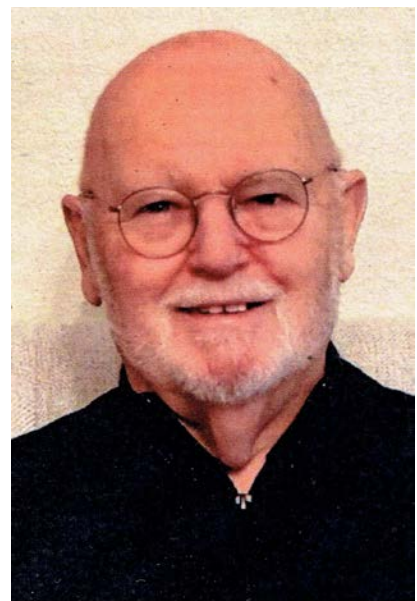




Remembering Bob Farrell

Long-time club member Bob Farrell passed away on September 26th in a tragic car accident while driving his VW Beetle home from the VW Porsche and Audi Reunion in Cincinnati. Bob and his wife Cheri were regulars at almost every club event...meetings, picnics, shows, and road trips. Over the years, Bob served as our president and treasurer.

Skip Peterson's favorite recollection of Bob sums up his easy-going attitude: My favorite memory of Bob will not be his favorite, but it was a distinctive series of moments heading for MG 2016 in Louisville. Cruising down one of the two lane roads we took, Bob blew a right rear tire on his B. We all pulled over and Bob was in a farm lane and he quickly changed the tire with more help than needed. Back on the road, not a half hour later, the left rear blew. Bob's comment was, "I'm out of spares," but Dave Estell quickly



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offered the spare in his trunk, mounted on a wire wheel. Problem solved and back on the road. We were getting pretty quick at changing tires by now. At the hotel, Bob commented later that night that he was getting up early to find a tire shop. Sometime around Noon, Bob rolled back into the parking lot sporting four brand new tires, mounted and balanced on his car's wire wheels. He said in his usual dry fashion, "Well, that was \$800 I didn't plan on." RIP Bob

Ron Parks also remembers a fun time with Bob: When returning to the hotel at French Lick, Indiana, at the end of a self-guided tour, Bob and Cheri were following us in their MG. After slowing down for the speed bump that had claimed Skip Peterson's exhaust a day or so before, I looked in the rear view mirror to see Bob speeding towards the bump. Next thing we saw was their MG going airborne and Bob and Cheri up in the air, hats flying. It was funny and looked almost like a cartoon. And, Bob just kept on moving. His exhaust was OK, since the car was too high as it flew over the speed bump. It still makes me laugh when I think about it. Bob always had a good time on our trips. We'll miss him!

Pictures From Fall Drive

Photos by Terry (or Carole) Loft



Automotive Air Conditioning

Steve Markman

As a little kid growing up in the 50s, I guess I figured everyone just suffered in the summer heat. Well, maybe we did, but that didn't mean that anyone enjoyed it. The desire to keep cool during the hot summer months goes back thousands of years. Probably the oldest form of "air conditioning" was a simple hand-held fan. I suppose if you were wealthy enough, one could hire someone to wave a larger fan to blow hot, ambient air at you and let the evaporation of sweat from your skin cool you off just a bit.

For millennia (probably), people harvested ice in the winter from frozen lakes and stored it underground to preserve food for as long as possible until the last of the ice melted. When someone was suffering from a high fever, that ice could be packed around them to help lower their temperature and bring them some relief. But it had its problems as people crowded into ever-growing cities: the harvested ice often came from lakes and rivers that were contaminated with sewage, causing health concerns. That was the extent of getting relief from the heat until the early 1900s.

A Scottish scientist named William Cullen discovered the principle of artificial refrigeration in the 1740s. He heated a liquid into a gas, and then observing that as the gas condensed back into its liquid form, it was cold. Cullen never turned his theory into any sort of working device, but many others picked up on his idea. This is the principle behind refrigeration that we still use today. Benjamin Franklin even conducted experiments in 1758 by evaporating alcohol to attain freezing temperatures, but this process certainly would have been highly inefficient, as first one would have to make the alcohol.

In 1834, American inventor Jacob Perkins, living in London at the time, built the world's first working vapor-compression refrigeration system, using ether in a closed cycle. His prototype system worked and was the first step to modern refrigerators, but it didn't succeed commercially.

At this point, let me explain briefly how the principle of air conditioning works. There are two main components, the compressor (sometimes called a condenser) and the evaporator. When a gas is compressed, it gets hot. This is because energy is being forced into it. When compressed to the point that it liquefies, it gets very hot. Then, the hot liquefied gas is run through metal coils and air is blown over them to dissipate the heat and thus cool the liquid (feel the air blowing off the compressor unit outside your house, and you'll notice it is warm). Once the hot liquid cools off, it is pumped into the house and allowed to expand in the evaporator (located inside your furnace) back into a gas. In doing this, the gas now gets very cold. Blow warm inside air over the metal tubes containing the cold gas and the air now gets cold. As an interesting side note, take a thick rubber band and stretch it out as tight as you can, then touch it to your chin or cheek. You'll notice it is hot. Hold it tight for a moment to let it cool off, then let it relax completely and feel it again. It's cold! Same principle, but I doubt a rubber band based air conditioning system ever could be developed into an operable system.



The first modern air conditioner was invented in 1902 by Willis Carrier, but he wasn't really looking for a way to cool air per se, but to dehumidify it. A skilled engineer, Carrier was looking for ways to control humidity at a printing plant in Brooklyn, NY. Using the concepts of mechanical refrigeration established years earlier, Carrier's system sent air through coils filled with cold water, removing moisture to control room humidity, while at the same time cooling the air. Humidity control actually is a by-product of cooling the air. The

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warmer the air, the more moisture it can hold. Cold air can hold less moisture. Thus, when humid air is cooled, excess water vapor condenses out in the form of liquid water. Carrier obviously realized the potential for using his device primarily to cool air, and eventually formed his own company in 1933, the Carrier Air Conditioning Company of America. This became the model in the growing U.S. marketplace for air-cooling systems.

While air conditioning became popular in the 1930s, it was expensive and most often found in large stores and theaters. Storefronts often advertised that they were air conditioned to attract shoppers. Home units were available but they were expensive.

At this point, I'll divert from home/industrial/commercial air conditioning and look at its development for automobiles. By now, the technology that allowed air conditioning was well-developed. Aside from being adapted for use in cars, it pretty-much was the same.

There was no need for air conditioning the first automobile when it was patented in 1886, as it was little more than a motorized tricycle. An umbrella could be attached to the frame to give some relief from the sun. The Kool Kooshion seat cover was introduced in 1919. This device used small springs to hold drivers about a half-inch above the car seat, allowing air to circulate behind and beneath them. It essentially allowed sweat to evaporate to help the driver keep cool. Kool Kooshions are still sold today at many major retailers!

By 1921, most cars were enclosed. The Knapp Limo-Sedan Fan was a small electric fan that could be mounted inside of a car to make driving in the heat a little more tolerable. Nine years later, in 1930, the "Thermador Car Cooler" came along. It used the evaporation of water (rather than one's own sweat) to cool air. The cooler air then was blown into the car through the open passenger-side window. Although it was the first device to actually lower the auto cabin air temperature, it only worked in areas with very low humidity, besides being a bit awkward looking. Anyone who



has lived in a desert climate certainly is familiar with the "swamp cooler." This essentially was an automotive version of it. Vintage fans and coolers still can be found on internet auction sites.

In 1939, Packard became the first car manufacturer to offer air conditioning as an option, but it was a bit awkward to use. These rear-trunk unit required the user to install or remove the drive belt from the compressor to turn the system on or off. And, those were the only two settings: on and off. The option cost a whopping \$274 at a time when the average yearly income was \$1,368. Between 1940 and 1942, Packard equipped 1,500 automobiles with air conditioning. Most of the units were installed on

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expensive luxury cars sold in the Southwest. The price, combined with the start of World War II, caused the option to be impractical and short-lived.

By 1947, independent manufacturers began offering after-market air conditioners that could be installed on just about any make of car, creating a large business. By 1953, auto manufacturers again began offering air conditioning. Again, it was an option, all of them being rear-mounted systems, not much different from what Packard first offered in 1939.

In 1954, Pontiac and Nash become the first two companies to fit the air conditioning system in the front of their cars instead of in the trunk. The Nash system combined the heater and air conditioner into one in-dash system, establishing the standard that most cars have followed to this day. But, there still were a lot of issues to be refined as manufacturers experimented with improvements like air circulation, placement of air outlets and issues regarding drainage for condensation. With the evaporator mounted inside the passenger compartment, sometimes the condensed water dripped over the rear seat passengers. This problem persisted into the 1950s as exemplified by a highly publicized incident when Mamie Eisenhower's dress was stained by the dripping condensation in an air conditioned Cadillac. In 1957, the Cadillac Eldorado Brougham became the first model to include air conditioning as a standard item.



Typical after-market air conditioner installed in an early Ford Mustang.

The number of air conditioned cars nearly tripled from 1961 until 1964, and air conditioning started to be offered for trucks. With the big three's introduction of compact cars in the 1960 model year, air conditioning was not offered even as an option, but Corvair introduced air conditioning to the compact class on its 1961 models. In 1963, Corvette became the first sports car to feature air conditioning. In 1964, Cadillac introduced "Comfort Control." Drivers now could set a preferred temperature, and the system would automatically adjust the air conditioning or heater output to keep the car interior at that constant temperature.

Today, it is hard to find a car in the United States without factory-installed air conditioning. There are a few, but not many. Except for replacing R-12 refrigerant with R-134a by 1994 because of environmental concerns, automotive air conditioning systems haven't changed much except for system tweaks to improve efficiency, decrease weight, and make them quieter and more reliable. And now, even R-134a has been found to have some negative environmental impacts and is being replaced with R-1234yf, which has shown to have a minimal impact on the environment (*Editor's note...ya, right*). Maybe there is potential for a rubber band based air conditioner.

Thanks to the following sources:

<https://www.materials.sandvik/en/campaigns/fridge-of-the-future/the-history-of-the-refrigerator/>

<https://www.asme.org/topics-resources/content/global-cooling-the-history-of-air-conditioning>

<https://fjcinc.com/the-history-of-automotive-air-conditioning/>

<https://www.curbsideclassic.com/automotive-histories/cold-comfort-history-of-automotive-air-conditioning-part-1-pre-world-war-ii/>

https://www.airah.org.au/Content_Files/HVACRNation/2008/June2008/HVACRNation_2008-06-F02.pdf

Classifieds

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 . (10/21)

For Sale: 1968 MGB project car. \$2,000 including a windshield still in the box and new carpet mats. Needs rescue after being garaged for 4 years. Chrome bumpers in good repair, no body damage. Headlights, taillights, mirrors and gauges are intact, no breakage. Contact Ron Reynolds in Vandalia (704) 606-6402 or <pastorreynolds@gmail.com>

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. ish to continue the ad for an additional three months. srmarkman@att.net or 937-886-9566.

Minutes from September Club Meeting

Diana Hodges

President Terry Looft called his last (for now) meeting to order at 7:32, late due to some renewal business being conducted by Carole.

Terry, "I'm so short that I've got to undo my shoelaces to see where I'm going. Are you doing a good business?" Carole, "You know Ed..." Ed Hill, "Don't record me paying until after the meeting."

Terry, "We can start out with our trip to Stowe, VT. One of the best trips we've had. Zero breakdowns, zero rain. Temps were mostly windows up comfortable." Ed, "So this was the complete opposite of Atlantic City where everything broke?" Terry, "Absolutely! Cars ran great. The automatic MGC was just a sweetheart. A couple of mixture tweaks, some spark plug adjustments, but otherwise a good trip."

Terry continued, "A nice show, maybe 600 cars. We didn't have the Canadians so we were down a couple hundred cars from normal. Everyone got a 1st or 2nd place award at the show." Ron Parks, "When I travel, I always send postcards to family and friends. When I got home, I had 4 postcards from friends and all of them had covered bridges on them."

Dar Planeaux, "The roads were good. We didn't run into too much construction and we're looking forward to next year. We've already got our rooms reserved for next year." Ron Parks, "The car that won my Triumph's class was actually a TR5. They never officially imported the TR5 to the US. This one was a TR5-P.I. (Petrol Injection)."

Terry, "There was a guy named James Danielson. He had a triple carbed MGC. He was 3 cars down from Carole at the show. Somehow on the way home he was killed in an accident. The car, a roadster, ended up upside down in the median on the interstate."

Ed Hill, "So what was more fun, covered bridges or the granite museum?" Terry, "Definitely the granite."

Jim Carson, Vice President report. Terry, "Has anyone heard from him? He's been silent. We need to call him." Skip Peterson, "He was entered in the Concours and he didn't show up."

Minutes were next on the agenda. Dar Planeaux motioned to accept the Minutes as reported. Ron Parks seconded. MGCC voted. Minutes approved. Dave Gribler, "It's futile to oppose." (*True*)

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Treasurer's Report. *(This was hard to write. Bob passed away on 9/26, only a few days after the meeting.)* Treasurer Bob Farrell, "Well, I made it here this month. The MGCC had gains of: BCD Related income of (\$217.00) for a total gain to the MGCC of \$217.00. We had total expenses of: August Gumball (\$10.00) for a total expense to the MGCC of \$10.00. Monthly total losses when subtracted from the gains means a gain of \$207.00 to the MGCC. When added to our beginning balance of \$3,631.18, leaves the MGCC with an ending balance of \$3,838.18 in the primary checking account. The savings account now has \$381.85, with cash-on-hand of \$40. Total ending balance of all accounts was \$4,259.85." Skip Peterson motioned to accept the Treasurer's Report as presented. Lois Gribler seconded the motion to accept the report. MGCC voted. Treasurer's Report approved.

Membership was next. Terry Looft, "My sweetie over there Carole..." Carole Looft, "Your final total for the year, 74 members." Terry, "I didn't have time to get to Walmart." *(Editor's note – In past terms as president, Terry had a history of signing up random people during the last month and paying their one-month dues in a ruse to show how membership increased during his term.)*

Birthdays this month: Dave McCann, Jr., Dave Gribler, Ed Hill, Ryan Looft, Bill Hunter, John Smith, Terry Happensack, Sue Shields. Carole, "We haven't heard from Terry Happensack for a while. Need to check on him as well."

Activities with Eddie. Eddie Hill, "I think we're done with this month. October the British Museum of Transportation is having their annual Chili Cook-Off & Cruise-in, Oct. 16th from 4-7pm. The BMT is also the charity for the Sunday brunch at the Fifth Street Brewpub. They'll be guest bar tending Sunday Oct 10th from 11-4." Skip, "According to their Facebook page, drive your British car and park across the street."

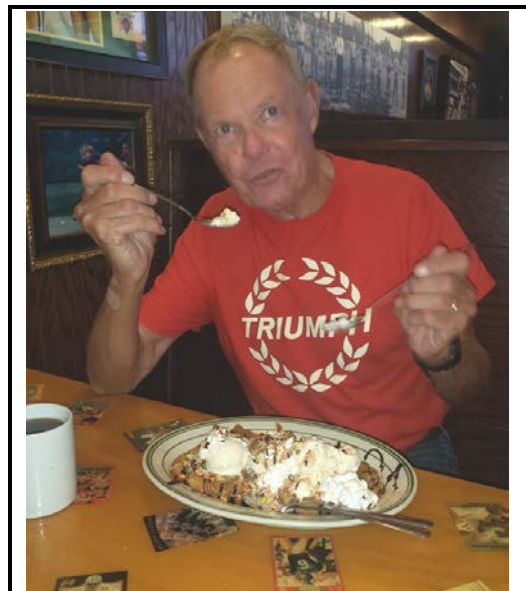
Fall Tour is potentially slated for October 9th (October 16th the actual date). Ron Parks, "I don't know how many of you know Marc Masquelier but he has an idea for a Fall Tour that will have us starting at Ritters, and heading to 4 covered bridges in Clifton, Yellow Springs and eventually end up at the Lavender Farm near Yellow Springs. Starting around 3pm with a rain date Oct 16th.

Terry Loft, "The Club Holiday party is set for Saturday, Dec. 4th here at Bennett's. We've been told that we'll be in the downstairs room."

Sunshine Committee. Terry, "I think we've covered everybody."

Newsletter Editor Steve Markman, "I didn't make the Concours this year, so if anyone has photos, please send them to me." Skip, "I've got photos. I'll them sent to you." Steve continued, "I hope my article about antifreeze answered Bob's question." Bob, "What, I had a question? I didn't realize that I made the newsletter. I didn't even see the newsletter."

Terry, On the topic of the newsletter, we did get a printer. We so enjoyed not driving to Beavercreek to print 13 newsletters." Eddie, "Next you need a postage meter." Terry, "We set it up in the office and can print to it wirelessly."



On the trip to Stowe, VT, Ron Parks couldn't figure out why no one would sit with him.

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Webmaster, John Scocozzo, “Ron sent me some Stowe, VT pics. I’ll get them on the website ASAP.”
Terry, “There’s a whole category of cars on the website now.”

Beer Brake called 7:59.
Back from Break 8:12

Terry, “Let’s get this thing going. We’ve got to get to the fun part. It is confirmed that the Holiday Party is downstairs at 6:30 at Bennett’s.”

President Looft, “Old Business. Dar,…” Club groans. Skip, “I can’t believe he did that.”
Lois Gribler, “I sold my 1969 Pontiac tempest to a guy who has a ‘69 GTO and he’s going to fix it up for his wife. I do have visitation privileges.” Terry, “While we’re on old business, hows the Jag restoration going?” Dave Gribler, “I gave Tom the paint code last week. That’s progress.” Jennifer, “Skip’s MGA is done.”

Terry, “How about an update on BCD with Skip.” Skip Peterson, “After Biscuits & Tea, the Triumph club wanted to talk about improvements. We had 293 cars registered, 268 actually on the show field. Financially each club gets \$1,500. We still have not collected Brock Masterson’s amount, but we will. I know where he lives.” Dave Gribler, “Make sure it looks like a kitchen fire.” Skip, “Someone already tried that around here. She’s now doing 3-5 for arson and insurance fraud. Much like with the Concours this year, we got a late planning start with BCD due to the Covid situation.”

Skip continued, “We need to step up our involvement with volunteering. Without the concession stand, there was a lot less involvement. My belief is that we’re just getting too old to do this. The Triumph club is in the same situation, their feeling is that they’re fine with having a concessionaire do it. It’s almost become overwhelming. Whatever the club wants to do, is what we will do.” Terry, “We sure enjoyed coming to the show and just attending the show. We didn’t have to bring a truck with the grill.” Skip, “The pre-registrations were the second highest ever. Does anyone else want to chime in?” Mary Planeaux, “I don’t mind not working.” Terry, “It’s a deal lugging that grill and then cleaning the grill afterwards. You know how much grease is in those burgers?” Skip, “I’ve seen the flames.”

Skip “I would move to take the tabled motion (that the MGCC stops running the concessions and goes with concessionaires going forward) off the table. Bob Farrell seconded the untableing (*totally not a word*). Ron Parks clarifies the motion to vote on having a vendor take over concession. MGCC voted. Approved the motion. Terry, “I can retire now.” Lois Gribler, “Do we need to vote on selling the grille?” Skip, “It’s jointly owned with the Triumph club. We need to figure that out with them. Does anyone need a 6-foot grill?” Eddie, “Is there any need for the MGCC to buy it?” Skip, “It’s way too big for anything we’d need it for. Does the Fifth Street Brewpub need a grill?”

Eddie, “Do we want to think about maybe selling coffee & donuts in the morning?” Skip, “Why bother getting the \$40 food permit just for that.” Terry Looft, “Let’s make a clean cut.” Jennifer, “I’ll bring Eddie a bag of donuts.” (*Eddie: It’s in the Minutes. She’s committed now. She owes you donuts at BCD.*) Skip, “I can bring a couple thermos of coffee.”

British Museum of Transportation update. Ron Parks, The MGA restoration is still on sabbatical waiting on Dale to finish painting.”

Skip, “We have a handful of club members that went up to the Put-in-Bay vintage races. They were temporarily stuck on the island since the ferries got shutdown due to the weather. 45 mph winds and 20-ft swells on Lake Erie.”

President Looft, “Is there any more discussion on the Gathering of Faithful and their 2022 event? They

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really just need a go-to helping hand.” Skip, “We did a lot of work for GT-37 so we’ve got a lot of stuff that’s already planned and on paper, not to give away your stuff Ron.” Ron, “It’s all available for a price.” Carole, “How many people do we need? 2, 3, or 4?” Terry, “They just need contacts. They don’t know the area.” Skip, “I can contact Ron Eifert from the Convention Bureau and he’ll be all over that.” Carole, “With that in mind, we need to come up with a date, September, October?” The GoF has stated that the date is up to us in terms of what works best for us.

Secretary Sam, “I just wanted to let everyone know that our tax filings are taken care of for this year. Our annual Form-990 has been filed. We’re still a Club.” Dave Gribler, “We also had a small tax problem with our Stripe account that Sam cleared up.” Sam (*Me*), “It only took me 5-minutes.” Dave, “It took you 5-minutes but it would have been a year in jail for me.”

Tech Tips? Terry, “I’ve got some 3D printed locks that will hold open the vent windows on a GT if you’re interested. At Stowe, we went to move the cars for some pictures, and it wouldn’t start. I checked the relay, solenoid and looked a a bunch of things. Pulled the negative terminal off, cleaned it and put it back on and didn’t have any other issues the rest of the trip. So the tech tip, check you battery terminals once every 7-8 years.” Sam, “I just recently had the exact same issue after the car sat for about 12-months.”

For Sale? Nothing?

ELECTIONS:

Terry, “Let’s start this show at the top? Who wants my job? Please!” Ron Parks, “I nominate Dave Johnson.” Dave, “I’m not retired, don’t have the time.” Dave Gribler, “You don’t have to be to do that job.” Ron, “I nominate Ed Wolf.” Terry, “At least half the people like you.” Ed, “Who are they? I want names. I’ll raise the dues if you do this.” After some ‘convincing’ that it’s not that hard of a job, nominations were closed. The MGCC voted. Ed Wolf is the Prez.

The Office of Vice President was next. Eddie Hill, “I nominate John Scocozzo.” Lois seconded. Eddie them motioned to close nominations. Skip Seconded. Having taken 0:04 seconds for all of this to occur, John had no other choice but to accept his election as Vice President.

Secretary was next. Sam, “I’ll figure out who’s currently and the Secretary (*it’s technically Diana right now so for next year, technically it’s Sam*) will reflect the whoever is legally not doing it now.”

Treasurer was next up. Terry, “After consulting the bylaws, we did change the term of office to be ‘up to 3-years’. This will be Bob’s third year and he has agreed to continue.” Bob Farrell is the ongoing Treasurer.

Member-at-Large. Bob Farrell. “I nominate Cheri Farrell.” Skip seconded. Cheri Farrell is the Member-at-Large. Bob, “Ha! Take that!”

Next meeting is October 27th here at Bennett’s at 7:30.

Gumball Rallye. The free membership was won by Ryan Looft. Carole, “Great, I pay his dues, so give me the money.” Dave Johnson wins \$10.

8:51 meeting adjourned.

MiniMania

MG AUTOMOTIVE

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



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