# THE OCTAGON NEWS

**Volume XLVIII No. 3 January 2022**

Remembering Jim Carson
Pictures from Holiday Party

## Fast Idle

Ed Wolf

And so there you have it. Another trip around the Sun ends and a new one begins. Happy 2022!

Hopefully you are all staying warm, enjoying these indoor months and maybe working on some fun winter automotive project? Or, planning for events later this year when the weather warms up. Or maybe you are in Florida and just laughing as you read this.

I've been spending my free time at the British Transportation Museum finding small jobs there that need doing, and even some that don't need doing. At least it's indoors. And, being surrounded by such interesting cars, car enthusiasts, and an abundance of tools and equipment makes it an enjoyable place to hang out. I've been working on clearing off some usable workspace on a few of the workbenches there. This is akin to pushing back the tide as every time a space gets cleared off, something new

North American MGB Register

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

**Next meeting January 26th**

## MG Car Club Officers

**President**……..……...**Ed Wolf**
phone……..…..…....937- 668-1298
email……ed_wolf@trimble.com
**Vice President**…....**John Scocozzo**
Phone……..…..…....937-231-9188
email……..jscocozzo@hotmail.com
**Secretary**…....**Sam Hodges**
phone……..…....937-581-4767
email.....sammgb@earthlink.net
**Treasurer**…… **Cheri Farrell**
phone…….....…..….. 937-272-8911
email…….. chersews@yahoo.com
**Member at Large**.....**Cheri Farrell**
phone…….....…..….. 937-272-8911
email…….. chersews@yahoo.com
**President Emeritus**…...**Terry Looft**
phone…..…..…....….937-382-1520
email……..….tlooft@earthlink.net
**Web Master**.....**John Scocozzo**
phone……..……..…...937-231-9188
email.....jscocozzo@hotmail.com
**Activities Chair**.....**Ed Hill**
phone.....937- 461-6688
email…….... ehillmgb@aol.com
**Membership Chair**.....**Carole Looft**
phone.....……937-382-1520
email.....…....carole@looft.net
**Historian**....……..……...**Open**
phone.....…….
email…….....…
**WebPage**….www.mgcarclubswohio.

**Your Octagon News Editor and Production Staff**

Steve Markman 937-886-9566 srmarkman@att.net
Terry Looft 937-382-1520 terry@looft.net

And special thanks to Ron Parks for proofreading.

## Inside This Issue

# Upcoming MGCC Events

**Jan:**
3 – National Chocolate Covered Cherry Day
26 – Meeting at Bennett's Publical

**Feb**:
3 – Feed the Birds Day
23 – Meeting at Bennett's Publical

**Mar**:
18 – National Biodiesel Day
23 – Meeting at Bennett's Publical

***See meeting minutes for other area activities!!***

invariably seems to show up without delay in that very spot. It's as if some force of Nature causes a clean workbench to attract clutter. Next will be organizing various socket sets and wrenches by size.

Occasionally a puzzling problem arises at the Museum that requires some figuring out. Ok, so more than occasionally. Pretty much all the time. The latest puzzling problem, which actually got solved by the way, involved a Jaguar sedan with a dead battery. Not a problem, you say. Except that the battery in this particular model is located in the trunk. And, the trunk release is electric. What to do, what to do? We do what everyone has done since the beginning of recorded time. We go to the internet. And, we find the elegant solution to this problem that does not require sawing any holes in the trunk lid, nor removing the back seat. OK, so I did remove the back seat before consulting the internet. That turned out to be a mistake. But, at least now I know how to remove and re-install the back seat of a 1996 Jaguar XJR. I'll keep the answer to this puzzle to myself for now. I'm sure many of you know the answer. And for those who don't, have fun thinking about it.

Hope to see you at the next event.

# Remembering Jim Carson

December 23, 1942 - December 12, 2021

We were saddened by the recent loss of another club member, Albert James ("Jim") Carson. Jim traveled up here from his home in Maineville for many of our events. Weather permitting, he drove up here in his 1973 MGB that he restored. He also belonged to the British Car Club of Greater Cincinnati. He also was a licensed private pilot and flew light aircraft and gliders, and belonged to the Caesar Creek Soaring Club.

Also a lover of trains, Jim began working as an entertainment conductor for the Cincinnati Railway Company on the Cincinnati Dinner Train and the Lebanon, Mason & Monroe Railroad. If that wasn't enough, he was a certified locomotive engineer and ran steam trains for several summers at Kings Island, a job any one of us would have loved. Our sympathy goes out to Jims wife, Margo, and daughters Laura and Leslie.

# Pictures From the Holiday Party

Photos by Ron Parks

# Welcome New Member

Carole Looft

Steven Torre
998 Independence Dr.
Kettering, OH 45429
937-474-6505
sftorre@hotmail.com
1974 MGB GT

# MGA Coupe Progress

Ron Parks

November and December saw some progress on the British Transportation Museum's MGA Coupe chassis. The transmission tunnel was installed with the handbrake assembly attached and functioning. The wooden floorboards also were installed. Some work has been done on the doors. The radiator and fuel tank have been removed in preparation for the body to be installed after painting is completed.

We have no more work-days scheduled pending the body being painted. Parts and fasteners are being staged for mounting the body on the chassis, when it comes back from the body shop. Headliner and door parts are being located/ordered.

# The Evolution of Automotive Brakes

Steve Markman

We press on the gas pedal to make our car go, then step on the brake pedal to make it slow down or stop. Besides that, we probably don't give much thought to our brakes as long as they are working properly. You probably give even less thought to the many incremental steps that were taken and technologies developed to make brakes so nice that we hardly give their complexity a thought any more.

As the car accelerates, the chemical energy stored in the gasoline (or battery for you EV enthusiasts) is converted into kinetic energy, the type of energy associated with a mass in motion. To slow down or stop, that energy has to be dissipated. That's what the brakes do; they convert the kinetic energy of the car in motion into heat energy, which then is dissipated into the air or other adjacent metal parts. As cars grew in weight and typical driving speeds increased, the kinetic energy that the brakes had to dissipate also increased, putting more and more of a demand on them.

Here are the various braking systems, in approximate chronological order, that have evolved over the many years since the invention of the wheel.

Wooden block brakes – The earliest brake system consisted of nothing more than a simple lever that moved a block of wood against the steel-rimed wheel. This worked well for who knows how many years, as nothing moved much faster than a horse-drawn carriage or wagon. This even worked for early automobiles, which really were nothing more than motorized carriages, as they only hit speeds of 10-20 mph and in sparse traffic. But when rubber tires were introduced by the late 1890s, the steel-rimmed wheels became obsolete, as well as the wooden block brakes, as the rubber was worn away quickly.

External mechanical drum brakes – Drum brakes work by a shoe generating friction as it rubs against the surface of a brake drum attached to the wheel. Early brakes used a metal band surrounding the drum. The earliest mechanical drum brake was proposed by Gottlieb Daimler in 1899. It consisted of a cable wrapped around a metal drum attached to the wheel. In 1901, Wilhelm Maybach designed the first Mercedes with such a system on the rear wheels and it was operated by a hand lever. Sometimes, when drivers would go upward on hills, the brakes tended to slip. Also, because these brakes were exposed to dust and water, they would wear quickly and had to be replaced often. Early external drum brakes didn't last long and the technology was obsolete almost as soon as it went into service.

Expanding internal shoe brakes –Louis Renault was credited, in 1902, with inventing the drum brake as we know it today, placing expanding shoes inside the drum so that dust, water, and other elements would be kept out, or at least minimized. He used woven asbestos for the drum lining, as it dissipated heat well. Early drum brakes typically lasted for about 1,000 miles.

Four-wheel brakes – As vehicle speeds increased, manufacturers began to look for improvements in brakes. One of the earliest innovations was in 1903 when four-wheel brakes were fitted to a Dutch Spyker 60/80 hp model. A patent for the brake was granted in 1910 to Giustino Cattaneo of Isotta Fraschini, an early Italian auto manufacturer. Another development arose in the US in 1915 when Duesenberg created cars that applied internal brakes to both front and rear wheels, as their cars could reach 80 mph on a straightaway. In 1919, the Spanish automobile company Hispano-Suiza used a single foot pedal to operate four-wheel brakes in its H6B model. Before that, it was common to operate a separate hand and foot brake simultaneously. At the New York Auto Show in 1923, only Duesenberg and Rickenbacker had cars with four-wheel brakes, but by the following year, the number had increased to 26.

Hydraulic brakes – In 1918, Malcolm Loughead (who later changed the spelling of his name to Lockheed in 1926) proposed a concept of a four-wheel brake system using hydraulics. Using cylinders and tubes, Lockheed used fluids to transfer force to the brake shoe when the driver pressed a pedal. It required much less effort for the driver to apply brakes. The hydraulic brake system was first fitted into all four wheels of a Duesenberg Model A in 1921. The system suffered from fluid leakage problems, but engineers from the Maxwell Motor Corporation developed rubber cup seals to help solve it. In 1923, the improved Lougheed brakes were offered as an optional upgrade on the Maxwell-Chalmers car for $75. This new brake design was also used in Chrysler cars from 1924 to 1962. Other car manufacturers eventually followed Chrysler. By 1931, US manufacturers such as Dodge, DeSoto, REO, Franklin Graham and Plymouth switched to hydraulic brakes. But Ford and General Motors stuck with mechanical brakes for a while. By the mid-1930s, GM incorporated Bendix hydraulic brakes. Bendix eventually purchased Lockheed's hydraulic brake company, and GM began to use hydraulic brakes on all of their cars. Ford was the last manufacturer to adopt hydraulics. They used a mechanical brake applied to a drum inside the transmission and stuck with this concept until 1938.

Disc brakes – Disc brakes are superior to drum brakes because of their greater stopping capability and ability to dissipate heat better. The disc brake was invented decades before it became popular. In 1898, Elmer Ambrose Sperry designed an electric car with front-wheel disc brakes built by the Cleveland Machine Screw Co. Disc brakes work like bicycle brakes, wherein a caliper with brake pads pinches a

disc or rotor. However, it was William Lanchester, an English engineer, who patented the idea in 1902. The biggest downside to his invention though was the horrible screeching noise it produced, which was caused by copper brake linings moving against a metal disc. After five years, another Brit named Herbert Frood solved the noise problem by lining the pads with asbestos, which continued to be used in car brakes until the 1980s. Still, disc brakes were not yet popular. It only began to be widely used in Europe during the 1950s when vehicle weight and speeds were increasing, causing drum brakes to become less efficient because they didn't dissipate heat as well. In 1949, Crosley Motors became the first American manufacturer to use disc brakes. They were fitted to Crosley's Hotshot model but discontinued in 1950. These brakes, built by Auto Specialists Manufacturing Company (Ausco), used twin discs that spread apart and rubbed against the interior of a cast-iron drum. Less pedal pressure was required than with caliper discs, and they provided more friction surface than drum brakes. In 1962, Bendix four-wheel disc brakes were standard on the high-performance Studebaker Advanti and as optional extras for Hawk and V8 Lark models. It took only a few years for other manufacturers to adopt disc brakes since drum brakes were proving inadequate for the increasing speed and size of cars being built. During the 1960s, many auto manufacturers worldwide started switching to disc brakes. Some of the companies that were the first to do so in their countries were Italy's Lancia in 1960, Germany's Mercedes-Benz in 1961, France's Renault in 1962, Japan's Nissan in 1965 and Sweden's Volvo in 1966.

Power-assisted brakes – The power brake, which reduces the amount of force the driver needs to apply to the brake pedal, is a standard feature of most cars today. But, it actually was one of the earliest innovations with brakes – Chicago-based automobile maker Tincher first made brake assist available in 1903, using a small air pump to assist in stopping the car. In 1928, the Pierce-Arrow featured a vacuum-operated power booster for brakes. This vacuum-assisted brake booster was designed originally for aircraft. The intake manifold supplied the vacuum needed to reduce the amount of effort needed to apply the brakes. The vacuum booster brake system we know today has its origins in 1927 when Belgian engineer Albert Dewandre invented the servo-brake or brake booster system he called "Dewandre." In the same year, Chandler cars came with a Westinghouse Vacuum Booster. By the 1930s, vacuum-assisted drum brakes were fitted into Cadillac, Lincoln, Mercedes, Duesenberg, and Stutz cars. While the vacuum boost power brakes were the most popular type of power-assisted brakes, there were other power brake systems that began to appear. The Hydrovac system started to be available in the 1940s. As the driver applied pressure to the brake pedal, the fluid pressure was increased by a slave cylinder in addition to the primary wheel cylinders. In the 1950s, Bendix introduced the Treadle Vac and was available on all GM cars during the 50s. It soon also was available on Lincoln, Mercedes, Hudson, Nash, Mercury and Edsel models. However, the Treadle-Vac was a single line system, meaning a failure on any hose or joint could impair the entire system.

Self-adjusting brakes – As the brake components gradually wore away, the gap between the surfaces needed to be adjusted to minimize the amount of pedal travel. In 1925, Cole Motor introduced one of the earliest self-adjusting brakes. They fitted it on the Series 890 Cole, during their last year of production. Simultaneously, Jowett Cars also installed their self-adjusting brakes to all four wheels of their Sedan, Brougham and Touring models as an option. After the demise of these two brands, self-adjusting brakes did not appear again until 1946 when Studebaker used a Wagner Electric mechanism. In its self-adjusting feature, as the linings wore down, a simple mechanism kept them at the same distance from the drums. This type of brake was included in the 1957 Mercury, in the 1958 Edsel, and AMC cars in the mid-1960s.

Anti-lock brakes – No doubt you were startled a bit the first time you ever experienced the clanging sound of anti-lock brakes kicking in. The anti-lock (sometimes called anti-skid) brake system, or ABS, was created to keep the driver in control while braking hard, by keeping the brakes from locking up. Anti-lock brakes were introduced by French engineer and aeronautical pioneer Gabriel Voisin in 1929 for use in airplanes. The system uses speed sensors on each wheel and constantly compares the speed of

the four tires. One that is about to lock up will turn slower than the others since it is slipping on slick pavement. The system then activates hydraulic valves to reduce the pressure of brake fluid on that single wheel, keeping it rolling, and helping the car to continue traveling straight and reducing the chance of the car skidding or spinning. While stopping distance may increase, there is an overall safety advantage in that the driver can remain in control and still steer the car. (You do maintain extra stopping distance while driving on wet or icy pavement, don't you?) In 1958, the Road Research Laboratory (RRL) and Dunlop developed a practical, mechanical ABS for a car and tested it on a Jaguar Mark VII fitted with disc brakes. In 1966, it was fitted in a production car, the Jensen FF sports sedan in Great Britain. Meanwhile, in the US, Ford offered an anti-skid system as an option for the 1964 Lincoln Continental Mark II. However, it was very expensive to produce, and soon was withdrawn. In 1968, Ford introduced the "Sure-Track" analog anti-lock brake system which operated only on rear wheels. Production costs still were too high, so it was initially offered as an option for the Thunderbird until it became standard on the 1970 Mark III. Other companies soon followed suit on most cars.

Automatic brakes – While self-driving cars probably still are a way off, many of the technologies developed for them have found their way into production cars. In 2006, Mercedes introduced the Brake Distronic Plus system, which uses radar to sense the distance and closing rate to a vehicle ahead and can bring a car to a stop even if the driver does not touch the brake pedal to prevent a collision. This technology is rapidly advancing and can be found as standard on many higher-end models and as an option on many lower end models. As the push continues towards self driving cars, intelligent automatic braking surely will become a common technology.

Regenerative Brakes – As I mentioned earlier, a moving car has kinetic energy that was provided either by the burning of a fuel or depletion of a battery, and the brakes dissipate that energy to bring the car to a stop. On gasoline powered vehicles, that energy is converted to heat by the friction of mechanical parts rubbing together and released into the air. But, on hybrid or electric vehicles, much of that energy can be recovered. A motor and generator are basically the same device: a motor converts electrical into mechanical energy, while a generator converts mechanical to electrical energy. With regenerative braking, as the driver steps on the brake, the motor works in reverse. Instead of using friction to slow the car, the hybrid or electric vehicle uses its motor as a generator, using the electricity generated to partially recharge the battery. I would assume that at some point the mechanical brakes are applied, depending on how hard of a stop the driver commands, but much of the braking still is done with the regenerative capability. Energy recovery can range from 16 – 70 %, dependent largely on the drivers' driving habits.

And coming some day…maybe…

Electric brake force distribution – EBD is a recent improvement to anti-lock brake systems. Current brake systems generate pretty-much the same braking force from each wheel. Manufacturers understand that not every wheel needs to work as hard to stop a vehicle, since the weight inside the vehicle is seldom distributed evenly. Some wheels might support a heavier passengers or cargo load than other wheels, which requires more brake force to keep the vehicle under control. EBD technology has the ability to measure the amount of weight each wheel supports and determine the proper amount of braking force each brake needs to apply.

Sources:

https://didyouknowcars.com/the-history-of-brakes/
http://www.edubilla.com/invention/drum-brake/
https://driving.ca/column/how-it-works/how-it-works-regenerative-braking
https://4lifetimelines.com/blogs/knowledge-garage/the-history-of-automotive-brake-systems
http://greeninginc.com/blog/uncategorized/a-cumulative-history-of-brake-technology/

# The Mystery of the Home Where the Queen Was Born

Sean Coughlan
BBC News Royal Correspondent

The Queen was born on 21 April 1926 at 17 Bruton Street in Mayfair, London. Not a palace or a big estate or even a hospital, but a townhouse on a busy London street. Where exactly was the site of the house where the Queen was born? Have visitors been looking in the wrong place? And are the claims that the house was damaged in the Blitz correct? Bear in mind, the Queen was not born to be Queen. As the daughter of the King's younger son, she was not expected to take the throne (Recall the story of how her uncle, the king, abdicated to marry an American divorcee, so Elizabeth's father became king?). Her parents had moved into the house, belonging to her Scottish grandparents, the Earl and Countess of Strathmore, only a few weeks before her birth. The future Queen and her parents moved later that year to a bigger house in Piccadilly.

The Queen's first home no longer stands, and there are persistent claims online it was a casualty of air raids during World War Two. "The house was damaged in the Blitz and later demolished," says Wikipedia, as one example of many. But armfuls of documents in the British Library and other archives show that the 18th Century house was gone before the war had even started. It was property developers, much more relentless than air raids, that finished off the Queen's first home.

In 1937, the demolition of 17 Bruton Street and many of its neighbouring buildings stretching around the corner into Berkeley Square began. There had been plans to build a hotel for the Canadian Pacific Railway, but the site was eventually cleared for a big office and retail complex. These were unsentimental times about architectural heritage. Without a glimmer of regret, demolition gangs flattened what was described by one report at the time as "20 of the most historic houses in London".

A drawing by the war artist Sir Muirhead Bone recorded workmen pulling down the facades of the elegant old buildings. If there was any further doubt, a surveyor's note from May 1939, in the London Metropolitan Archive, closed the file on the original 17, Bruton Street with a confirmation that the old house had been demolished and "its site forms part of that upon which Berkeley Square House has been built".

But there's another frequently repeated claim about the Queen's birthplace - that the site is now a Chinese restaurant. This, again, is not the full story. The Hakkasan restaurant has the same 17 Bruton Street address. But so does a stretch of boarded-up offices in the same block. There's also a glass-fronted, corporate entrance and reception area next door. All of this extended business block is built over what, in the 1920s, would have been a row of individual, private houses.

This is confirmed by Westminster City Council whose planners say this can be plotted against the boundary lines of original properties on the other side of the street. One end of the restaurant would have overlapped with the original house, and Hakkasan general manager Sharon Wightman says the royal

connection is a "brilliantly interesting talking point, which goes down well with our guests". But much of the Queen's old home is now replaced by the corporate glass of the entrance next door. There are two plaques on an adjacent wall marking the birthplace, including one from Westminster Council. These have been moved as the buildings have been altered and are at one end of the original site.

In the London Metropolitan Archive in Clerkenwell, there are bundles of old files and architects' drawings, with art deco lettering, showing the layout of the original house. They show the lost house would have been around this entrance area, with the frontage stretching down towards what is now a car showroom selling Bugattis and Bentleys.

There's no official blue plaque because a spokeswoman for English Heritage says they have to be on original buildings - and, also, they don't put up plaques for living people. Toby Cuthbertson, from West-minster's planning department, says this would have been a high-class, "first-rate" London property, five bays wide - but the very wealthy would have been another step up, in the type of houses that had names, rather than numbers**.** ***Editor's note – Blue plaques (about 950 of them) commemorate still-standing buildings with famous people associated with them.***

But the house was later demolished and remains a curiously low-key site for such an historic place. There can't have been many private houses in London which were the family home for a future King and two Queens, yet it's barely on the tourist trail. "I think it reflects the general modesty of the Queen," says historian Robert Lacey. "She doesn't blow her own trumpet."

The site is still part of a royal estate, but, these days, it belongs to the estate of the royal family of Abu Dhabi - part of a portfolio of property in this part of London.

# Classifieds

**For Sale:** 1973 MGB, yellow, currently not running but all there…$2000. Contact Dave Schwager, 937-751-4872 (11/21)

**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 and dry. Electric for battery maintainers. Terry Looft 937-527-7353 or tlooft@earthlink.net . (10/21)

***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 November Club Meeting

Sam Hodges

President Ed Wolf called the early-due-to-Thanksgiving November 2021 meeting to order promptly at 7:32.

Dave McCann Jr., "You'll have to come back next week for all the rest to show up." There were 11 members in attendance. President Ed Wolf, "I don't have anything so, Vice President's report?" Terry Looft, "This IS going to be a short meeting."

Vice President John Scocozzo, "Other than being happy that you're here, I've got nothing."

Minutes were next on the agenda. Ron Parks motioned to accept the Minutes as reported. Ed Hill seconded. The members present voted and minutes were approved.

Treasurers Report was next. Carole Looft, "I received a copy of the Treasurer's Report from Cheri Farrell and I gave it to Sam." Secretary Sam, "I've got the Treasurer's Report. The MGCC had gains of: Membership Dues ($447.00) for a total gain to the MGCC of $447.000. We had total expenses of: October Gumball ($10.00) + Postage and Flowers ($129.80) for a total expense to the MGCC of $139.80. Monthly total losses when subtracted from the gains means a gain of $307.20, to the MGCC. When added to our beginning balance of $5,050.28, leaves the MGCC with an ending balance of $5,357.48 in the primary checking account. The savings account now has $381.93, with cash-on-hand of $50. Total ending balance of all accounts was $5,789.41." Ed Hill motioned to accept the Treasurer's Report as presented. Art Barnes seconded the motion to accept the report. MGCC voted. Treasurer's Report approved. President Ed, "Until Cheri asks otherwise, we're going to press forward with the status quo."

John Scocozzo, "Should we nominate a new member at large if Cheri is picking up the Treasurer's duties?" After some debate, and by debate I mean we asked Art, the MGCC nominated Art Barnes to be the new Member-at-Large. Ed Wolf, "What exactly does the Member-at-Large do?" Ron Parks, "Votes to break a tie in the event of a Board meeting." Sam, "Which we haven't had in 12-years, at least."

Membership was next. Carole Looft, "A couple new renewals came in. We're up to 52 members. That's not bad for this time of year. We ended with 79 members last year so we've got a few more to rope in to reach those numbers."

Birthdays this month (November): Rich Miller, Sam Hodges, Eddie Cole, Kathy Barnes, (who was tomorrow from the meeting date and Art didn't need the reminder), and Dave Smittle. ***Editor's note: Hey, what about me?***

Activities with Eddie. Eddie Hill, "The Holiday Party is coming up in December and will be here at Bennett's Publical. Bring a dessert to share a gag gift if you want to participate." Terry Looft, "The gag gift is more important than the dessert." Ed Wolf, "Can it be both? There are some fruitcakes that would qualify." Terry, "Oh, no, we'll take a fruit cake." Carole, "We like fruit cake."

Sunshine Committee. Carole, "I have an update on Jim Carson. We went down 2-weeks ago to pick up his car and take it to storage. He's not doing well." Terry, "The top was down on the car when we picked it up. I drove it back that way." (Since the last meeting, unfortunately, Jim passed away.) Carole continued, "We got a renewal from Charlie McCamey. He's looking forward to the newsletter." Ed, "If that's all he's reading…" Terry, "At our age, we could read it over and over and it'll be new each time."

Newsletter: Editor Steve Markman was nowhere to be seen, but keep sending newsletter items to him as he's threatening to restart the "Pet of the Month" pictures again.

Webmaster John Scocozzo, "I changed the emails to a gmail account since our old service provider wanted to start charging for email. Otherwise, the internet is still there doing its thing." Ron Parks, "Did you do all that along with your V.P. duties too?" Sue Scocozzo, "An extra cup of coffee gets him through."

Beer Brake broke. We decided to push through since we were making record time. Pres. Ed, "You can drink and listen at the same time." Terry, "Did you say something?"

Ron Parks is voted old business this month.

Museum News. Ron, "We went in Saturday to try to put the wood floors in. We now know what they require so hopefully next Saturday we will be able to actually get them in."

New Business. President Wolf, "It's annual donation time." Carole Looft, "We usually give to the Food Bank and the Salvation Army." Ed, "Didn't we reduce the amount that we had been contributing?" After some discussion as to the amount that would be appropriate given the financial situation and the current virus state, Carole proposes, $100 each to the Salvation Army, the Food Bank, and the British Museum of Transportation. Ed Hill motioned to accept the donations. Terry Looft seconded. Everyone present voted. Donation motion approved.

Tech Tips were next. Dave McCann, Jr. "  Recently had to figure out how to stamp concrete. I wanted to stamp an MG logo into the 4 corners of the apron of the new garage floor I was having poured. Turns out that you've got a small window to do it. We tried one time and it was too wet and 2-hours later it was too dry. The mason came back and used a patching material that helped us out. This is the 3D printed stencil that I used to stamp the concrete (passing around a 3D printed stencil).

Ed Wolf, "It's that time of the year to check your tire pressure." Terry, "We store the summer air, put in the winter air." Carole, "You know, all that hot air." Terry, "I tried to bring some back from Texas but it all leaked out." Ed Wolf, "That brings me to the spare, what's the point of hauling around a spare that doesn't have any air?"

Ed Wolf, trying valiantly to get us out of here, "Also, smoke alarm batteries like to die at 3:22 AM." Terry, "That's why you always have a shotgun by the bed.' Dave McCann. Jr., "Have you ever tried to repair a ceiling full of buckshot?" Terry, "Yes."

For Sale. Ron Parks, "I have a TR4 grille." Ed Wolf, "Wrong crowd Ron. Read the room."

Next meeting is January 26th, 2022.

Gumball Rallye. Carole Looft, "We've got a special prize for an 'MG Only' parking sign. Rick Shields won that. Dave McCann Jr won the $10. Terry, "So all those extra tickets you put in still didn't work?"

Meeting adjourned at 8:02 and we're all still waiting on our checks.