

THE OCTAGON NEWS



Volume XLIX No. 3

January 2023



Pictures from Holiday Party
Our Cars Tucked Away for the Winter

Presidential Musings

Dave Johnson

We have reached that time of year where all self-respecting individuals look back on the whole of the last 365 days, and take stock on what has transpired. Also, usually expressing new goals or the renewing of old resolutions not achieved. Personally, I try not to make too many New Year Resolutions. I just do not do well with putting that much pressure on myself. I get it though, we need to better ourselves, to achieve some level of success in what we do on a daily, weekly, monthly, and of course yearly basis.

My 2022 year has been a doozy. At the end of last year, I posted that hopefully you would not see as much of me by the end of the year. I did not elaborate, but one of my goals was to lose some weight. To date, I have lost 50 pounds from the start of 2022 to now. I did not set a specific goal, but I feel that I did myself good.

While on a personal theme, it has been a productive year at "J-Acres". Yeah, we named our spot in the woods.... I joined the MGA crowd, and bought a



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 January 25th

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And special thanks to Ron Parks for proofreading.

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Upcoming MGCC Events

Jan:

3 – Fruitcake Toss Day
25 – Meeting at Bennett's Pubical

Feb:

9 – Bagel and Lox Day
22 – Meeting at Bennett's Pubical

Mar:

8 – Proofreading Day
22 – Meeting at Bennett's Pubical

See meeting minutes for other area activities!!

car which was in the middle of being restored. It is a 1957 and the frame and suspension have been completed, along with most body work. It is not anywhere ready for paint, but at a great starting point.

I also have completed the following on the property. Added a machine shed a whole house Generac backup generator, removed all the Pergo flooring and installed hickory hard wood flooring. Tore out and replaced the kitchen cabinets, along with new granite counter tops. I "scarified" my 1/2 - mile- long driveway to deal with the potholes, and laid probably 350-400 tons of "slag" to level it out. I created a gravel patio for the firepit and outdoor dining set. I also built a gravel pad for our new hot tub.

We replaced the electric water heater with a propane instant water heater. This was "married" to a new FloorHeat hot water radiant system that I installed beneath the floor joists. New insulation was also installed in the floor joists to make sure the heat rises, and the cold stays below. As I write this, it is the end of the day on the 31st, and the last project of the year is finishing up the new wood stove hearth and rock wall.

With help from a few friends, we emptied the MGB storage at the British Transportation Museum, and relocated the 7 cars that were

there. Unfortunately, I do not have enough covered storage here, so those "field" cars are back out in the field. When I retire and am able to work on them, maybe I will have solved the covered storage concerns.

Hopefully 2023 will see some actual MG car work, and the building out of my shop building. I want to install a lift, a new compressor, all the air hose and electrical wiring runs. It has been my dream to be able to have the space and equipment to restore a car. I want that dream to come true this new year.

I hope your year was productive, and a lot less tiresome than mine.

Editor's note – Our new president, Dave Johnson, is so excited in his position, that he wrote an earlier column for this month that he must have forgotten about and then sent the above one. Thought I'd include it.

Belated Ho! Ho! Ho! Merry Christmas to All, and to all a good MG Drive! I hope everyone had the opportunity to visit with family and friends during the holidays. Please keep in mind that the reason for the season is not found at the local shopping malls. I do enjoy all the Christmas lights that are set up, and Rachel and I are still figuring out how to decorate our cabin in the woods. I really wanted to get one of those 30 foot tall blow up Santas and have him towering over the trees that line our driveway. Sure would be funny looking to see him sticking up out of the woods, when you can not see our house at all. Last year Rachel hung plastic ornaments from the bottom of the trees and bushes along the driveway. I think a couple of them are still out there. I am looking forward to our Club's Christmas Dinner. I hope everyone is able to attend. A great time, and usually the most awesome gift exchange takes place. Remember, the best gifts are cheap and funny! I will say that I still have a can or two of Old Speckled Hen in the fridge. Re-Gifting is a must learned skill that everyone should develop.

I know most people with old classic cars put away their cars for the winter. I get it if you have one of those cars that usually only get driven to car shows. People like me, who do not have award winners, might keep their car ready for a drive all year long. As long as there isn't any evil salt on the road, I get very tempted to get out and drive. Nothing like seeing other drivers, all warm and toasty in their cars, staring at the crazy guy in the convertible.

So, another year down, and one less till retirement for us. I am working hard to finish the upgrades to our cabin. This year has seen new hardwood floors downstairs, new kitchen cabinets and granite countertops, a hot tub and a compacted gravel side patio between the cabin and the woods. I am still working on under-floor radiant heat, along

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with converting from electric hot water to a propane tankless circulating system. Our radiant heat will be a closed loop system, utilizing a heat transfer manifold that will be inline with the tankless circulating system. Fingers crossed.... Our new wood stove should arrive before you read this, so we should be warm and toasty. Next year I will be adding a large deck off the back, building a garden shed, and a new chicken house. Our first experiment with chickens ended up feeding the local "wildlife". Was not a happy day. We are learning. Note - it is best to not name your chickens...

This year I plan to start building out the shop so I finally can start working on the cars that I have. 220 power was run last year, but I need to do all the wiring and add a decent sized compressor. A lift is in the plans, and before you know it, I will not have any excuses for not making progress. I wish you all His Peace! God Bless.

Welcome New Members

Carole Looft

Michael & Susan Smith
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'46 MGTC, '61 MGA, '79 MGB

Pictures From Holiday Party

Photos by Ron Parks





Our Cars Tucked Away for Winter



Dar Planeaux's 1958 MGA



Larry Youngblood's MGs, now owned by his grand daughter and her husband.



Ken Waeber's cars



Bill Hunter's MGs on chargers



Skip and Jennifer Peterson



Michael Maloney's 74 MGB GT V8



Graham Cooper's MGB



Art Barnes' 1962 MGA 1600 Mk II and wife
Cathy's 1957 Thunderbird



Sam and Diana Hodges



Steve Markman's TD



Ron Parks' MGB



John and Sue Scocozzo's 78 MGB

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Michael and Linda Combs



Dave Johnson's TD and project car



Looft's storage garage (numerous members' cars)



The Shoviak's TD,C-GT,B, and 1100



Ed Wolf's MGB



Steve Veris' 1960 MGA

A History of Seat Belts

Steve Markman

Few of us ever would think of getting into our car and not putting on our seat belt. Nowadays it's about as automatic as breathing. They've been required in all new cars for decades, and I think most of us have retrofitted our antique cars with them in a manner to look period-appropriate. It just makes good safety sense.

The seat belt is one of our best protections in a car crash. According to the Center for Disease Control and Prevention, seat belt use is the most effective way to save lives and reduce injuries in crashes. Three of five people killed in car accidents could have survived if they had been wearing seat belts. In short, seat belts save lives, but how did they end up in our cars in the first place?

Seat belts actually have been around for a while. In olden days, horse and cart drivers, traveling on uneven brick, stone, or dirt roads, noted the need to keep passengers (and themselves) in their seats. Sometimes riders even were thrown to the ground and trampled by a horse or run over by a wheel. Many drivers fabricated rope or leather straps to connect rider and seat. Note that safety in a crash wasn't a big concern since nothing moved faster than a horse could pull it; the concern was just keeping everyone in their seats on the bumpy roads.

The seat belt as we think of it today was invented by Sir George Cayley, an English engineer in the late 1800's. Cayley is credited with building the first successful manned glider back in 1853 and created the belt to help keep pilot secure. (Glanders were around a few decades before the Wright brothers. They just were unpowered, unstable, and minimally controllable, if at all.) However, a New York City man named Edward J. Claghorn patented the first vehicular seat belt in the United States in 1885. It looked more like a present-day climber's harness than a modern-day seat belt.

Race car drivers were among the first to wear seat belts, realizing they could help protect them against serious injuries. (But it wasn't until 1954 that the Sports Car Club of America required competing drivers to wear lap belts during competitions and in the following year, the Society of Automotive Engineers (SAE) appointed a Motor Vehicle Seat Belt Committee.) It is interesting to note at this point that the materials used in seat belts didn't change a whole lot over the years. What changed was how they were configured and installed, and the efforts to get people to accept and use them.

By the mid 1930's, several U.S. physicians who had studied automobile fatalities began urging manufacturers to provide seat belts in all cars. But, safety wasn't high on the list for American car purchasers, so seat belts were not an important item for early automobile manufacturers. Indeed, many manufacturers felt that including seatbelts in their cars would make customers view their product as less safe than other models. Aftermarket belts could be purchased and installed by those who wished. In 1949, Nash became the first manufacturer to offer factory-installed lap belts. However, many, or maybe most, customers felt they were a nuisance to use, could cause internal injuries in a crash, and could make it more difficult to escape a submerged or burning car. And, there was the "problem" of twisted or tangled belts, belts falling through the seats onto the floor, dangling out the door, etc. Most belts wound up being tucked under the seats. Some customers even removed them or cut them off. Of the 48,000 Nash cars bought with seat belts that year, only 1,000 owners reported using them routinely. In 1950 the option was removed. Ford offered seat belts as an option in 1955, but they were not popular, with only 2% of Ford buyers purchasing them. But, increasing scientific research in the 1940s and 1950s affirmed their value in saving lives.

Up until this point, seat belts in cars were two-point lap belts that strapped across the body with the buckle placed over the abdomen. While a start, heads still could smash against the steering wheel or the dash board, and belts only were for the front seat (I assume they figured that rear seat passengers would be thrown against the front seat and thus would not be seriously injured). Early shoulder harnesses made seat belts even more cumbersome, as two belts had to be buckled, and if not used, the shoulder belt dangled from the door post. Some manufacturers offered shoulder belts that attached to the top of the door itself so that it would position itself automatically. All the driver had to do was adjust the length and buckle the lap belt.

The Second World War proved the value of keeping the pilot securely in his aircraft, but drivers didn't want to be made uncomfortable even for a short while. Lap belts then in use had to be made snug, since there were no inertia reels to enable free movement.

The real breakthrough with modern seat belts came in 1958 when Swedish engineer Nils Bohlin, working for Volvo, invented the three-point seatbelt that better protected the driver and passenger in an accident. Using his experience with designing aircraft ejection seats, his three point design secured both the upper and lower body and used a single, continuous belt that only needed to be latched into place at a single point. Volvo introduced this belt in 1959 as standard equipment. Because it was simple, comfortable, and effective, other car manufacturers copied the design. When Bohlin passed away in 2002, Volvo estimated that the seat belt had saved more than one million lives in the four decades since it was introduced.

Following passage of The National Traffic and Motor Vehicle Safety Act of 1966, new cars were required to have seat belts installed. The National Ad Council ran countless ads for 25 plus years encouraging drivers to “Buckle Up.” The first law requiring the wearing of seat belts wasn't enacted until 1970, and it wasn't in the U.S., but in Victoria, Australia. But, with seat belts now required by law to be in cars, states gradually starting implementing their own laws requiring their use, and by 1995, every state except New Hampshire had “Click it or Ticket” laws (but they eventually passed one, also). As the idea of the seat belt's safety benefits slowly caught on in the U.S., resistance started to drop.

In a perhaps poorly thought out effort to increase seat belt use, the National Highway Traffic Safety Administration in 1973 required all new cars to install a seat belt interlock mechanism. The device would prevent a car from starting until the driver's seat belt was buckled. The public had issue with this, feeling the government was overreaching with an intrusive mandate. Automakers, meanwhile, weren't keen on adding to their costs. Congress responded by repealing the law the following year. I couldn't find evidence of this device making it into any production cars.

For vehicles manufactured prior to the requirement for seat belts, Federal laws do not require them to be retrofitted. The same is true for most states. While some drivers appreciate the freedom and period fidelity associated with driving without a seat belt, others just don't feel comfortable or safe without them. Car show organizers are unlikely to deduct points if period-appropriate seat belts in a vintage car are installed to be effective and displayed neatly.

<https://www.defensivedriving.com/blog/a-history-of-seat-belts/#:~:text=The%20seat%20belt%20was%20invented,taxis%20>



My 1950 MGTD with non-authentic seatbelts. With chrome buckles, they sure look appropriate.

0in%20New%20York%20City.

<http://www.secondchancegarage.com/public/seat-belt-history.cfm>

<https://magazine.northeast.aaa.com/daily/life/cars-trucks/auto-history/a-seat-belt-history-timeline/>

https://en.wikipedia.org/wiki/Seat_belt

<https://www.wpr.org/surprisingly-controversial-history-seat-belts>

Can Automatic Car Washes Damage Your Car?

<https://www.autoblog.com/2010/06/30/automatic-car-wash-tips/>

Automatic/drive-thru car washes save time and hassle. But are automatic car washes safe for your car? In fact, in many instances, they are the *safest* course of action for many car owners who want to keep their car clean.

Often, do-it-yourselfers don't use enough water to safely remove dirt; or they wash the car in direct sunlight, which softens the paint and leads to water spots. Or they use the wrong type of soap (such as dishwashing detergent), which removes protective wax and leaves a chalky residue on the finish. Or any one of several common mistakes can end up doing more harm than good.

Keeping your car clean and the finish looking good can also mean higher resale value when it's time to replace it.

So how often should you have your vehicle washed? That depends on how quickly it gets dirty – and how dirty it gets. For some cars, once a month or so is sufficient, especially if the car is lightly used and parked in a garage. But some cars will need a bath more often; those that are parked outdoors and exposed to bird droppings or tree sap, or driven in areas with long, severe winters, where the roads are salted to remove snow and/or ice.

Brushless is best

Some older car washes still use abrasive brushes (instead of cloth), which can leave small scratches in a car's finish. On older cars with single stage paint (i.e., no clear coat above the color coat), light scratches could usually be buffed out. Another safe(r) bet is the touchless car wash, using only high-pressure water jets and detergents to clean the car – without physically touching the car. With this system there is virtually no chance of your vehicle suffering any cosmetic damage. Also, some areas have self-service coin-operated hand washes, which are great for spraying away heavy dirt buildup. You'll usually need to bring your own bucket, wash cloth/sponge and dry towels, though.

Watch out for the after-wash wipe-down.

Most drive-thru washes use a strong jet of heated air to force excess water off after the car goes through the wash. Many full-service car washes will then have you drive the car (or drive it for you) away from the wash area to be hand-wiped by attendants. This is usually OK – provided the attendants are using fresh, clean (and soft) towels to do so. Be alert on busy days, however, when a number of other cars have gone ahead of you. If you see the attendants using obviously dirty rags to wipe the car down, you should say "thanks, but no thanks" – and drive away in a wet car. Dirt and other abrasives in the rags can scratch the finish just like sandpaper. Simply driving away from the wash and letting air flow over the car to dry any remaining water won't hurt anything, and is the best guarantee of a no-damage experience. Any lingering streaks can easily be cleaned up at home yourself using readily available spray cleaners

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designed for just this purpose. Honda Pro Spray Cleaner & Polish is excellent for this; it also provides UV protection and easily and safely cleans off bugs, tar and road grime, etc. without water.

Hold off on the extras.

A works car wash can cost twice as much as the basic wash, but you may not be getting twice the wash for your money. Undercarriage rustproofing, for example, is of dubious value. Effective rustproofing is applied to brand-new metal, in order to seal it from contact with external corrosives such as road salt. Most new cars are extensively rustproofed at the factory during the assembly process; further treatment is superfluous -- and a money-waster.

On the other hand, if the wash offers an undercarriage bath, it may be worth the additional cost. Jets of water sprayed directly underneath the car can break loose accumulated crud that would be difficult (and unpleasant) to try to remove yourself using a garden hose. It's also important that underbody drainage holes not be obstructed by mud and other buildup; accumulated moisture can accelerate rust or (in the case of the air conditioning system) lead to the formation of mold in the system. The undercarriage bath should help keep those drain holes clear.

Do, however, think twice about spray-on wax. This typically adds at least a couple bucks to the cost of the wash and while it doesn't hurt anything, it's no substitute for hand-applied polish/wax. Spray-on "wax" may provide a short-term gloss enhancement, but doesn't protect against UV sun damage the way hand-applied wax does. Ditto the cost of having an attendant spray Armor All (or a similar protectant) on your tires to make them shiny. The cost for this extra can be equivalent to the cost of buying an entire bottle of the stuff on your own.

Wheel and tire cleaning is an exception; the heavy-duty cleaners used by the car wash do a great job of removing baked-on brake dust, etc., that can otherwise be a real chore to clean on your own, using over-the-counter cleaners, a hand brush and a hose. It's especially important to keep aluminum alloy wheels clean; brake dust can permanently stain wheels if it's not regularly cleaned away.

And finally, make sure your car is OK before you leave.

While many car washes will have a disclaimer posted that they are "not responsible for any damages that may occur" as a result of running your car through their wash, that doesn't mean you should automatically absolve them of any damage their equipment or personnel may have caused. If you notice something, ask to see the manager and point it out to him; whether legally liable or not, he may offer to fix the problem in the interest of customer relations. And even if he does not, you can still pursue the matter at a higher level (such as the company headquarters, if the carwash is a franchise). If you have a cell phone with a camera, use it to take a photo of the damage in order to support your claim.

And while it should go without saying, you should never leave your purse or other valuables in the car if you use a wash where an attendant will have access to the vehicle's interior.

Classifieds

For Sale: Miata seats, about 2002 vintage, recovered to put in my MG Midget, but I found it too hard climbing into the car. However, these will fit nicely into a MGB. Each has a red MG in an octagon logo embroidered into the headrest. Asking \$300, and I'm taking a big loss on them. Contact Brian Hellwig at toni-brian@ameritech.net. (11/22)

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. (10/22)

For Sale: 1968 MGB. Beautifully restored and maintained. Salsa red (VW color). Starts, runs, drives, and stops as a new MG should. Driven less than 10,000 miles since 2010 restoration. New factory-style tubeless wire wheels and new tires, both approximately two years old. Multi-year winner Best in Class, British Car Day, Dayton, Ohio. Must see to appreciate. Asking \$18,500. stephen.ramsey68@gmail.com. (10/22)

For Sale: 1950 MG TD. Right-hand drive, cream white. Currently partially disassembled, but all original bits and pieces have been accounted for, and many new parts are included (new gas tank among many others). It is a very solid, complete (except for the interior), all original numbers-matching car. Asking \$7000. stephen.ramsey68@gmail.com. (10/22)

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. If you wish to continue the ad for an additional three months, contact srmarmkman@att.net or 937-886-9566.

Minutes from November Club Meeting

Diana Hodges

The November 2022 meeting of the MGCC SWOC was called to order precisely at 7:31 by President Dave Johnson. President Dave, "It's time. Lets get this over with." Ron Parks, "If you don't start, you can't get it over with." Dave continued, "We have a new member so we'll start with him." New member Pete, "Hi, I'm Pete. I own a 1971 MG Midget." President Johnson, "I unfortunately have to start off with some bad news. Michael Harmon's wife passed away a couple weeks ago. He always helped out with Biscuits & Tea."

Vice President's report was next. V.P. Ron Parks, "I got nothing." Dave, "I challenge you to come up with something." Ron P., "I did upload some pictures to the website." John Scocozzo, "Wait a minute, I was supposed to talk about that." Terry Looft, "Just like a Vice President. Overstepping his bounds."

Minutes. We're next. Eddie Hill motioned to accept the Minutes as reported. Terry Looft seconded. MGCC voted. Minutes were approved as reported.

Treasurer's Report was next. Treasurer Sue Scocozzo, "The MGCC had gains of: Membership Dues (\$225.00). Total gain to the MGCC was \$225.00. We had total expenses of: Gumball Rallye cash (\$40.00) for a total expense to the MGCC of \$40.00. Monthly total losses when subtracted from the gains means a net gain to the MGCC of \$185.00. When added to our beginning balance of \$5,046.79, leaves the MGCC with an ending balance of \$5,231.79 in the primary checking account. The savings account now has \$382.04, with cash-on-hand of \$60.00. Total ending balance of all accounts was \$5,673.83." Eddie Hill motioned to accept the Treasurer's Report as presented. Dave McCann, Jr. seconded the motion to accept the report. MGCC voted. Treasurer's Report approved.

Membership was next. Membership Chair Carole Looft, "We had 4 renewals for the last month. That takes us to 53 which is normal for this time of year. I've got some people in red that if they don't renew by the end of the year, I'll remove them." Eddie Hill, "Terminate them now!" Ed Wolf, "Have them expunged!"

Birthdays in November were Sam Hodges, Steve Markman, Kathy Barnes, Dave Smittle.

President Dave, "I was musing about finding new members." Skip, and Pete walked in. Terry, "I move that we put him in charge of new members." (A conversation followed that was essentially a

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brainstorming as to how to bring in new members.) Dave J. “One thing I was thinking about with Biscuits & Tea was to come up with business cards. I was wondering if the club has anything like that we could hand out?” Carole Looft, “I’ve got some.” (Carole gave Dave a stack) Ed Wolf, “I think it’d work better if they were printed on \$10 bills.” Skip Peterson, “I think that we need to start looking at finding more new, younger people who are into British cars. Ed (Wolf) and Pete are the future of this club.” Dave J., “I think that we need to get our cars out where people can see them.” Dave McCann, “Do we target past members?” Jennifer Peterson, “Most of them have passed away.” Steve Markman, “Maybe we could just get together and just park at a mall, near a busy entrance, and talk...people always seem interested and ask questions.” Eddie Hill, “Maybe we could go to the mall and set up shop. The SCCA used to do it.” Ed Wolf, “Could we set up right outside the Tesla dealership?” Skip, “We’d be better setting up at the Greene. They’ve got a lot more pedestrian traffic.” Ed Hill, “Did you ever think about doing Biscuits & Tea at the Green?” President Dave, “I might be open to that.”

Steve Markman, “Maybe we could get together with the Triumph club and go around to the tech schools and show them that you can work on these cars without needing tens of thousands of dollars of computerized analysis equipment.” Skip, “I wonder if the Career Technical Center on Hoke Rd., Sinclair or Fairmont High School have any students who are interested in cars like ours?” Pete, “You might want to consider that you don’t take the nicest cars. You don’t want to show them that they’re trailer queens. Show them that you can drive a car and actually use it.” Ed Wolf, “I think that we can use email more effectively for contacting people. Maybe we want to keep an email list from even the non-members and collect emails that remind them that the meeting is Wed. night?” Carole Looft, “More communication is the bottom line.”

Activities with Eddie was next. Ed Hill, “The Holiday party is the only thing on the agenda for the rest of the year. Do we have anything lined up for it?” Ed Wolf, “Yes we do.” Eddie Hill, “Save that for new business. Otherwise I’ve got nothing.”

Sunshine Committee was next. Carole Looft, “I’m a little worried about Mary Planeaux. Dar should have been here.”

Newsletter Editor Steve Markman, “I thought it might be nice to run pictures of our cars tucked away for the winter. Snap a picture and email it to me.” Ed W. “I’ll have to clean up the dining room.” Steve continued, “If someone can get pics of the Holiday Party, then thanks. I won’t be there.”

Webmaster John Scocozzo, “I wanted to thank Ron for uploading all the pictures. We have some past events for 2022.”

Beer Brake called at 8:06. Back from Break at 8:20

Old Business. Ron, “I’m old, I admit it.” Dave Johnson, “Anyone have anything?” Eddie, “Last month we mentioned that next year is MG’s 100th Anniversary. Anyone have any idea about what we want to do to celebrate this?” Dave Gribler, “It’s a year-long celebration so we have all year to celebrate.” Ed Wolf, “I think we should commission a local artist to do some artwork worth 100 burned out distributors.” Jennifer, “Let’s get through Christmas first.” President Dave, “Maybe we could get 100 pictures of Club cars?” Skip, “The Loofts would be 58 of those photos.” ____ (*I missed who*) suggested maybe doing a MGCC calendar. Skip, “I need to caution you on the cost of calendars. Unless you do a lot of them, they get pricey. If you’re inclined to drive to Connecticut, Lime Rock park is doing MGs over Labor Day weekend.” Sam Hodges, “We’ve done it in the past, maybe it’s time to trot it out again. We could do a London to Brighton run and then maybe dinner.” Carole, “We could also dress as traditional British?” Skip, “And how is that? A double breasted jacket? A kilt? I’m not wearing a kilt. It gets a little breezy down there.”

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Eddie Hill, “How about a series of 100-mile driving events? We all seem to want to drive our cars more.” Skip, “The 100-mile drive is interesting. 50 out, 50 back. Maybe do a couple of those.” Ron Parks, “Maybe in the January newsletter I could do a questionnaire about what kind of tour the members would be willing to do?” Dave J. “Maybe we could participate in the Kurt Niemeyer events down in Cincinnati?” Terry. “If we were big enough to do it, have 100 drivers drive 100 miles a day.” Ed Wolf, “Is there some sort of bench that we could support like the benches at the Air Force museum? Maybe at the British Museum or some other place?”

BCD. Dave Gribler, “I gave the Treasurer a check for \$1K.”

Lois Gribler, “Skip & I talked about this. For 2024 the MGC Registry is interested in coming to BCD in Dayton. Dave & I will cover 90% of the work that needs to be done. It’s a laid back group but we’d like other MGC members to chip in. Ron has agreed to cough up some tours for us to use, we just need a little extra help.”

Annual Holiday Donations: Ron Parks, “I make a motion to donate \$200 each to Salvation Army, Food Bank and British Museum.” Skip & Lois disagreed with the motion and refused support. Skip, “I would want to donate no more than \$500 total.” Treasurer Sue Scocozzo, “Last year we donated \$100 to each of the three.” Ron, “I amend my motion to \$100 each. Ed Hill and Lois Gribler seconded that amended motion. The MGCC voted and agreed to the donation amount of \$100 each to the three organizations.

Holiday Party is Dec. 17th here at Bennett’s Pubical. 6:00pm, food provided and first drink on the MGCC. Bring a gag gift for the white elephant exchange and a carry in a dessert. Sue & Carole, “If I remember correctly, the second drink is on the past president.” Ed, W. “I don’t remember any of that from last year.” Carole, that’s because you were on your 4th drink by then.”

Tech Tips. Dave Gribler, “All the trouble that I was having with distributors turned out to be bad condensers. I put in a new condenser and the problem came right back. I figured it was something else, turned out the new condensers went bad almost immediately.

For Sale. Nothing. Ed Wolf Is looking for a 10-15 year old reliable(ish) car for a friend. Pete is looking for a factory style luggage rack for a Midget.

Gumball Rallye was won by Steve Veris.

Meeting adjourned, but I don’t recall when.



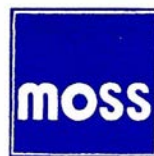
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