

# THE OCTAGON NEWS



Volume XLIX No. 5

March 2023

100<sup>th</sup> Anniversary Driving Event  
All About Mufflers



## Presidential Musings

Dave Johnson

At the February meeting, Steve Markman asked for a memory of your dad with a car theme. This prompted me to ponder on what I could share. My dad was not a car enthusiast. Our cars were the necessity and not for fun. He relied on the local mechanic for any issues beyond topping off the oil and water. He showed me some things, but I learned much of my basics on my own. My dad wore a beard for a few years when I was young. He was an Aeronautical Engineer, working at WPAFB. You may remember the type... short sleeves with a tie, polyester pants, pocket protectors and slide rules. (Editor's note – Dave...I also was an aeronautical engineer at WPAFB. Started in 1972. You described me exactly,



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 March 22<sup>nd</sup>**

## MG Car Club Officers

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And special thanks to Ron Parks for proofreading.

### Inside This Issue

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## Upcoming MGCC Events

### Mar:

- 8 – Proofreeding Day
- 22 – Meeting at Bennett’s Pubical

### Apr:

- 5 – Read a Roadmap Day
- 22 – Tune Up Clinic at MG Automotive
- 26 – Meeting at Bennett’s Pubical

### May:

- 21 – Talk Like Yoda Day
- 26 – Meeting at Bennett’s Pubical

*See meeting minutes for other area activities!!*

*except I didn’t have a beard.)*

One day he and I were in the garage with our heads under the hood of our grocery getter, when he stood up, and walked into the house without a word. I did not think much of it and kept at whatever I was doing. A few minutes later he came back out, but without the beard. He had gone inside and shaved it off. I don’t know to this day what prompted this, but I remember the double take I took when I first saw him.

The first time I was allowed to take the family car on a date is memorable. The car was a late model Ford LTD, yellow with a black vinyl top. Just the very thing you wanted to drive on a date. He made sure to have me check the oil, radiator, power steering fluid. All the important stuff. I finished the task, and with his permission headed off on my first drive alone. I lived in Huber Heights and the girl I was dating lived in Moraine. I pulled into her driveway, hopped out

and headed for the front door. When she answered the door and started to let me enter, my car started to make a noise. We both turned our heads with a snap and just stared at the car.

It sounded like it was throwing up. Gurgling and puking coolant all over the driveway. I had left off the radiator cap; leaving it on the cowl. It was still there, but I needed water. I grabbed their hose, turned on the water and headed for the car. The hose caught on something, yanking the hose almost out of my hand. Unfortunately for me, I completely soaked my pants in the worst possible location! Everyone had a good laugh... except for me. I have been emotionally scarred ever since.

As I am writing this, it is the first week of Formula 1! Qualifying is taking place this Saturday morning. Rachel and I are fans and try to watch every race. For many years, Nascar and Indy cars were our interests, but Formula 1 is king! It would have been a lot of fun to drive one of those cars. I have no loss of reality, but I enjoy driving a sporty car, and there are times that I pretend when diving into the corner on a lonely road.

Surely, I am not the only one....

Spring is just around the corner, time to head to the garage and start getting my cars ready for the driving season. I can’t wait!



# 100<sup>th</sup> Anniversary of MG

Dave McCann & Ron Parks

**O**ne hundred years of MG cars! We plan to celebrate by taking a nearly 100 mile drive to the beautiful Hocking Hills area of Ohio.

The plan is to meet at the courthouse on Main Street in **London Ohio** at **9:00am** on **Saturday May 20, 2023**. We've been here before. Check out the photo of our MGs lined up in front of the courthouse in London for our Fall Tour in 2020. We're going to do it again, at least London to Brighton part of that tour. You should have received an email message with all the details and here they are again, in case you missed it. You can make this an overnight tour if you so choose. (See photos of the motel and restaurant).

From London Ohio we will tour to Hocking Hills State Park, after a short London to Brighton run. The plan is to picnic at Cedar Falls, so, bring a picnic lunch.

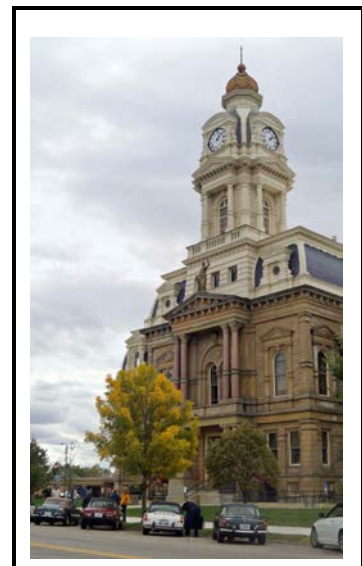
We will depart on the tour no later than 9:30am. After pictures and restroom break at McDonalds across the street, we will make our London to Brighton run (all of 8 miles), and then tour down US 56 to Hocking Hills State Park. Our first stop in the park will be Ash Cave. After exploring Ash Cave, we will move on to Cedar Falls where we have the picnic shelter reserved. You'll be free to hike the path to the falls and picnic in the shelter at your leisure. One more stop in the park will be at Old Man's Cave.

The 100-mile tour, honoring 100 years of MG cars, will end in Logan Ohio at the Sleep Inn Motel. You may choose to make this an overnight tour. The motel is holding a block of 10 rooms for our group until April 20, 2023. If you choose to stay overnight, please call the Sleep Inn motel (740) 216-5300, before April 20, 2023, to make your reservation. Stating that you are with the **MG Car Club group**, will get you our group rate of \$129 plus tax. Breakfast is included. [sleep inn logan ohio - Google Search](#)

The Millstone BBQ, full-service bar and restaurant is within walking distance of the motel. Dave McCann & Ron Parks did some research, having had lunch there, and determined this would be a good evening dinner option for our group. If you are not a fan of BBQ, their menu includes other items. [millstone bbq logan ohio - Google Search](#)

We plan a Sunday morning photo shoot with our MGs parked at a scenic location on Lake Logan. After pictures are taken, you will be free to head home or anywhere else via your own chosen route.

Turn by turn instructions for the tour were attached to the email message along with a map of the Hocking Hills area. This will all be sent again as a reminder shortly before the tour in May.



## Your Input Needed

Steve Markman

**D**id you ever receive wise driving or automotive advice from your dad, mom, brother, sister, aunt, uncle, or anyone else wanting to be “sure” you would be a safe driver and take good care of your car? Surely someone tried their best to “educate” you about the many things you need to do right. Was it senseless then? Even if it was good advice back then, is it still relevant today? Send yours to me and I’ll compile them into a future article for our newsletter. Email it to me at smarkman@att.net.

## Your Car’s Muffler

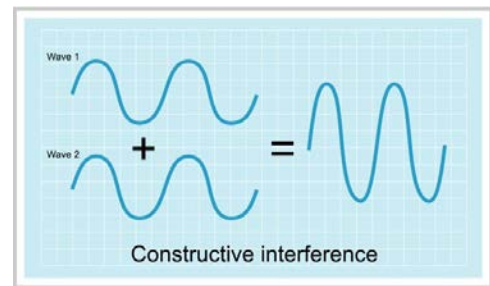
Steve Markman

**A**s with so many other parts of your car, you probably don’t give your car’s muffler (or silencer, as it’s called in the UK) much thought. At least, that is, until you suddenly hear a deafening roar and think some teenager is next to you showing off for his buddies or girl friend, and then realize no other car is near you.

Obviously, the muffler’s job is to silence this deafening roar, but where does the noise come from? For that matter, what is noise? Two things exit the engine: exhaust gas and noise. The exhaust gasses shooting out of your car’s engine make an ear-piercing roar, caused by the hundreds of explosions of fuel and air every second. If you’ve never seen the interior of a muffler, stop by any muffler shop; they probably have a display showing one cut open. It may look deceptively simple, just some pipes with holes and a few baffles, but don’t let that simplicity fool you. The muffler is an intricately designed item (if you buy a good one), optimized to reduce noise at a specific range of frequencies exiting the engine.

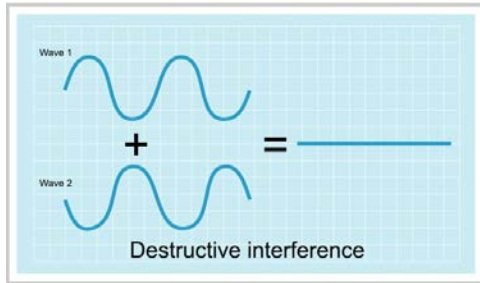
Any sound, whether from a violin or engine exhaust, is a pressure wave containing energy, formed from pulses of alternating high and low pressure air. In your engine, these are created not just by the explosions of fuel and air, but also from the high-pressure exhaust gas shooting past the exhaust valves. When this high-pressure exhaust gas hits against the lower-pressure gasses further down in the exhaust system, it creates a pressure pulse that pushes on the pulse just ahead of it, over and over, creating a wave of alternating high and low air pressure, ahead of the actual stream of gases itself. The faster the engine revs, the higher the pitch, as the pulses shoot out of the engine. This sound wave contains energy, and the muffler dissipates much of this energy. It uses two methods, cancellation and absorption.

The system of pipes, holes, and baffles are designed carefully to reflect the sound waves so that they somewhat cancel each other out. Before I can explain this, we first need to look at the science of the sound wave. Think of it as a sine wave (I’m sure you remember that from trigonometry class, or was it physics class?). The pitch of the sound is defined by the width of each cycle, i.e., one chunk of high pressure next to one chunk of low pressure. This is called the wavelength. The longer the pulse is, the lower the frequency will be. The volume of the sound is defined by the height, called the amplitude. When two sound waves are at the same





frequency and in sync with each other, their amplitudes add, producing a louder tone. This is called “constructive interference.” See the sketch at right, which shows two cycles of high and low pressure.



However, when the second wave is one half of a cycle out of phase with the first, that is, the waves have amplitudes in opposite directions, the amplitudes still add, but now their sum is much lower. This is called “destructive interference;” essentially, they cancel each other out. See the sketch at left. This is the principle upon which most mufflers work.

So, now, let’s look at the inside a typical muffler to see how it achieves destructive interference. The exhaust gases and the sound waves enter through the inlet tube. Some of it exits into the main body through perforations (I’ll call it portion 1) and some exits near the back wall of the muffler (I’ll call it portion 2). Portion 2 bounces off the back wall and travels through a hole in the partition and into the main body of the muffler, where it mixes with portion 1. But, by having traveled a little greater distance, the sound waves now are a half cycle out of phase. As we saw in the chart above, the sound waves now largely cancel each other out. The exhaust gasses, now with greatly reduced sound, then enter the outlet tube and go out the tail pipe.



The muffler’s design is such that it will reduce the most common frequency using interference. The sound exiting the engine is a mixture of many different frequencies, and since many of those frequencies are a function of the engine speed, the sound is almost never at exactly the right frequency to be eliminated by destructive interference, but there are ways around this. You’ll notice the muffler’s front portion is called the resonator. The resonator is designed to help reduce the sound waves that are at other frequencies. Some cars have a completely separate resonator. Basically it is an empty chamber for the exhaust to travel through. The sound pulses bounce around in there, or resonate, and some of them cancel each other out as the pulses get out of phase. The higher tones are more likely to be canceled by the resonator. And why all the little holes? They help scatter sound waves so they bounce around against each other and use their energy to cancel each other out. You may notice also that the diameter of the inlet pipe is pinched at one point. This forces the exhaust flow to increase in speed, and the pressure level of the pulsations to decrease, also helping to reduce high frequency noise.

The muffler also can reduce noise by absorbing some of the sound energy, rather than reflecting it, and converting it to heat energy, which then is dissipated. This method is more effective on high frequencies. The body of the muffler is constructed in three layers: two thin layers of metal with a thicker, slightly insulated layer between them. This allows the body of the muffler to absorb some of the pressure pulses. Think of a ball bouncing off a brick wall then landing in a mud puddle. The hard wall reflected the ball and it maintained most of its energy, but the mud moved, trapping the ball and absorbing its energy. Glasspack-type or glass-filled mufflers are an example of sound reduction primarily by absorptive control. Their down-side is that the glass fibers gradually break down and are blown out with the exhaust, so the muffler gradually loses effectiveness.

Your muffler does all this while trying not to restrict the flow of the exhaust gas itself, as this would cause back pressure that will reduce power and lower fuel economy. It's a delicate balancing act, which is why the muffler has to be designed carefully. Performance mufflers use various internal configurations to muffle noise while claiming to produce less back pressure, thus robbing less of the engine's power. However, the sound your car makes may be significantly different than before.

Did you ever buy a muffler at a muffler shop and drive out with your car sounding different than what you remember? That's because the muffler wasn't optimized for your car, but for a range of cars. You might have gotten the one that fits into the existing space, but it wasn't designed especially for the frequency range your car's engine produces. If maintaining the original sound is important to you, I'd go with one from the car dealer, or from a reputable shop that'll make sure you get one specified to match your car's original one. And, now I know why my lawn mower's muffler does next to nothing. It's probably too small to be able to reflect sound waves to the extent that they cancel each other out, and there's not enough mass to absorb a significant amount of noise.

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## Global Race to Boost Electric Vehicle Range in Cold Weather

From Newsmax.com

(Used without permission – hope they don't mind)

**A**laska's rugged and frigid interior, where it can get as cold as minus 50 Fahrenheit (minus 46 Celsius), is not the place you'd expect to find an electric school bus. But here is Bus No. 50, with a cartoon horse decal on its side, quietly traversing about 40 miles of snowy and icy roads each day in Tok, shuttling students to school not far from the Canadian border.

It works OK on the daily route. But cold temperatures rob electric vehicle batteries of traveling range, so No. 50 can't go on longer field trips, or to Anchorage or Fairbanks. It's a problem that some owners of electric passenger vehicles and transit officials are finding in cold climates worldwide. At 20 degrees F (minus 7 C), electric vehicles just don't go as far as they do at the ideal 70 degrees. Part of it is that keeping passengers warm using traditional technology drains the battery.

So longer trips can be difficult in the coldest weather. Transit authorities like Chicago's, which has pledged to convert its whole bus fleet to electricity by 2040, have to take extraordinary steps to keep electric buses charged and on schedule.

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Some automakers and drivers fear lower battery range in the cold could limit acceptance of electric cars, trucks and buses, at a time when emissions from transportation must go down sharply to address climate change. There is hope. Scientists are racing to perfect new battery chemistries that don't lose as much energy in cold weather as today's lithium-ion systems.

"It is a problem to have batteries in cold weather, and we have a pretty cold climate, one of the coldest in North America," said Stretch Blackard, owner of Tok Transportation, which contracts with the local schools. When the temperature hits zero, his cost to run Tok's electric bus doubles. Tok has among the highest electricity prices in the nation. In the coldest weather, 0 down to minus 10 F (minus 18-23 C) the electric bus costs roughly \$1.15 per mile, versus 40 cents per mile for a diesel bus, Blackard said. The cost of the electric bus drops to about 90 cents a mile when it's warm, but he says the costs make it unworkable and he wouldn't buy another one.

Many owners of personal electric vehicles also are finding that long-distance wintertime travel can be hard. EVs can lose anywhere from 10% to 36% of their range as cold spells come at least a few times each winter in many U.S. states. Mark Gendregske of Alger, Michigan, said it starts to get serious when temperatures drop to the 10-20 F range (minus 7 to minus 12 C). "I see typically more than 20% degradation in range as well as charging time," he said while recharging his Kia EV6 in a shopping center parking lot near Ypsilanti, Michigan. "I go from about 250 miles of range to about 200." Gendregske, an engineer for an auto parts maker, knew the range would drop, so he said with planning, the Kia EV still gets him where he needs to go, even with a long commute.

Some owners, though, didn't anticipate such a big decline in the winter. Rushit Bhimani, who lives in a northern suburb of Detroit, said he sees about 30% lower range in his Tesla Model Y when the weather gets cold, from what's supposed to be 330 miles per charge to as low as 230. "They should clarify that one," he said while charging just south of Ann Arbor on a trip to Chicago.

Around three-quarters of this EV range loss is due to keeping occupants warm, but speed and even freeway driving are factors. Some drivers go to great lengths not to use much heat so they can travel farther, wearing gloves or sitting on heated seats to save energy.

And to be sure, gasoline engines also can lose around 15% of their range in the cold.

The range loss has not slowed EV adoption in Norway, where nearly 80% of new vehicle sales were electric last year. Recent tests by the Norwegian Automobile Federation found models really vary. The relatively affordable Maxus Euniq6 came the closest to its advertised range and was named the winner. It finished only about 10% short of its advertised 354 km (220 mile) range. The Tesla S was about 16% percent under its advertised range. At the bottom: Toyota's BZ4X, which topped out at only 323 kilometers (200 miles), nearly 36% below its advertised range.

Nils Soedal, from the Automobile Federation, calls the issue "unproblematic" as long as drivers take it into account when planning a trip. "The big issue really is to get enough charging stations along the road," and better information on whether they're working properly, he said.

Temperatures ranged from just freezing to minus 2<sup>o</sup> F (0 to minus 19 C) during the test, over mountains and along snow-covered roads. The cars were driven until they ran out of juice and stopped.

Recurrent, a U.S. company that measures battery life in used EVs, said it has run studies monitoring 7,000 vehicles remotely, and reached findings similar to the Norwegian test. CEO Scott Case said many

EVs use resistance heating for the interior. The ones that do better are using heat pumps. Heat pumps draw heat from the outside air even in cold temperatures, and have been around for decades, but only recently have been developed for automobiles, Case said. “That is definitely what needs to be in all of these cars,” he said.

Inside batteries, lithium ions flow through a liquid electrolyte, producing electricity. But they travel more slowly through the electrolyte when it gets cold and don’t release as much energy. The same happens in reverse, slowing down charging. Neil Dasgupta, associate professor of mechanical and materials science engineering at the University of Michigan, likens this to spreading cold butter on toast. “It just becomes more resistant at low temperatures,” Dasgupta said. General Motors is among those working on solutions. By testing, engineers can make battery and heat management changes in existing cars and learn for future models, said Lawrence Ziehr, project manager for energy recovery on GM’s electric vehicles.

Last week, GM sent a squadron of EVs from the Detroit area to Michigan’s chilly Upper Peninsula to test the impact of cold weather on battery range. Despite stopping to charge twice on the way, a GMC Hummer pickup, with around 329 miles of range per charge, made the 315 mile trip to Sault Ste. Marie with only about 35 miles left, barely enough to reach GM’s test facility. After finding a charging station out of order at a grocery store, engineers went to a nearby hotel to get enough juice to finish the trip.

At universities too, scientists are working on chemistry changes that could make cold weather loss a thing of the past. The University of Michigan’s Dasgupta says they’re developing new battery designs that allow ions to flow faster or enable fast charging in the cold. There also are battery chemistries such as solid state that don’t use liquid electrolytes. He expects improvements to find their way from labs into vehicles in the next two to five years. “There’s really a global race for increasing the performance of these batteries,” he said.

*Before you laugh, ask yourself, ‘When was the last time you saw an MG sell for \$1.8 million?’*

## World’s Most Expensive Koi Fish Sells for Millions of Dollars

Nicole Cosgrove  
Jul 8, 2022

**W**hen you think of the most money that anyone has paid for an animal, species such as prize racing horses or champion dogs may come to your mind. We’d wager that most people won’t put fish on that shortlist. Surprisingly, one of the priciest animals isn’t one you could pet or ride. It’s the [koi](#). The most expensive koi fish in the world fetched about \$1.8 million in October 2018!

S Legend is the name of this costly, 3-foot koi. If you’re wondering what’s in it for the new owner, consider these facts. These fish can lay up to 500,000 eggs, of which only 1% or about 5,000 can match the quality of this famous fish. The chances are that Miss Yingying—the





successful bidder—from Taiwan will recoup her investment.

### ***Why Koi Cost So Much***

The first question you probably have is, why can a mere fish garner such a high price tag? It's helpful to put the matter in context. The koi is revered in its native Japan. Just to clarify, goldfish come from China. People have been raising and selectively breeding the koi since the 1820s. That's a vital fact to keep in mind. It goes a long way toward explaining the expensive prices that enthusiasts pay for them.



Initially, the Japanese bred them for food and then their ornamental properties for ponds. However, it soon escalated from there. Now, breeders show their fish, not unlike people who take their dogs on the championship circuit. There's even a professional society called the Koi Organisation International that promotes the beauty and proper care of these aquatic beauties.

### ***Varieties of Koi***

There are 73 breeds of purebred cats and 339 of dogs. Koi varieties top 120. Of course, some are more popular than others, just like it is with our

pets. In the piscine circles, the Kohaku variety took the top honors with S Legend. This one has a pure white background with orange on top and no yellowing. This variety was the first one recognized with colors that are sacred.

Speaking of S Legend, this koi also stands out because of its ranking in the fish world. It has the prestige of coming from a 100-year-old fish farm. It was a previous winner of the All Japan Koi Show. The other factor lies with selective breeding. We mentioned the number of eggs a female can produce. As you may expect, that makes that whole process much more risky and time-consuming.

Fortunately, koi are relatively long-lived. Raising them is straightforward, particularly if you pay attention to the significance of the water temperature on metabolism and overall health. Of course, it's also about the colors. The right food will do wonders for enhancing them and earning praise in the show circuit. The types and conditions of the color cells are of paramount importance.

### ***Final Thoughts***

Unless you're into the hobby, it may be hard to appreciate the price some enthusiasts will pay for koi. Few fish, other than goldfish and bettas, has the same ardor as these people have for their charges. That devotion helps to explain the exorbitant prices they get on the auction block. However, we can understand their passion. Koi are gorgeous fish.

It's probably safe to say that \$1.8 million isn't the highest price we'll see anyone dishing out to get the koi. As with most things, the market is the primary driver. The depth of emotions of these hobbyists will set the bar.

## **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

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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 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)

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

# Minutes from January Club Meeting

Diana Hodges

**P**resident Dave Johnson called the February 2023 meeting of the MGCC SWOC to order precisely at 7:30. Terry Looft, "Motion to adjourn!" Eddie Hill, "Beer Break!" President Dave, "I hope that someone has something new to talk about." Eddie. "We're having wonderful weather. Your bridge is new." Dave Johnson, No, no, no. Lots of part and pieces to put together. It'll be a bunch of work. It's not together yet."

Vice President Ron Parks, "I was in Florida watching the manatees wearing a shirt for a British car from a different marque and I met a guy who also owns an MG & a Triumph. So I'm not alone in owning both." Skip, "Is that called schizophrenia?" Ron continued, "I did get a new sending unit for the fuel gauge that I chronicled last month. Fingers crossed it works."

President Dave, "Did anyone drive their car tonight?" Terry Looft, "We did (*Yeah, thats pretty easy when you have power steering, working heat and are relatively water tight*). Sue Scocozzo, "Technically we all drove cars tonight."

Minutes were next. "Eddie Hill motioned to accept the Minutes as reported. Sue Scocozzo seconded the motion. MGCC voted. Minuted approved as reported. Sam Hodges objected. "Nothing but a tissue of lies! 2023© "

Treasurer's report was next. Treasurer Sue Scocozzo, "The MGCC had gains of: Membership Dues (\$89.00). Total gain to the MGCC was \$89.00. We had total expenses of: Postage (\$26.88) + Office Supplies for a total expense to the MGCC of \$182.38. Monthly total gains when subtracted from the losses means a loss to the MGCC of \$93.38. When subtracted from our beginning balance of \$5,241.86, leaves the MGCC with an ending balance of \$5,148.48 in the primary checking account. The savings account now has \$382.10, with cash-on-hand of \$50.00. Total ending balance of all accounts was \$5,580.58." Ed Hill, "Did you say we spend \$155 on office supplies?" Ron Parks, "New stationary." Sue Scocozzo, "We had to buy a new toner cartridge for the printer. I got this. Diana Hodges motioned to accept the Treasurer's Report as presented. John Scocozzo tried to second but was weirdly called out for his potential conflict of interest. Edie Hill stepped up and seconded the motion to accept the report. MGCC voted. Treasurer's Report approved.

Activities with Eddie were next. President Dave J., "I know we have something else going on on August

## The Octagon News – March 2023

5th, but this takes place during the day on Aug 4th & 5th. If you want to drive down to Hocking Hills, there's a Bigfoot Festival. If you're not old and tired and have time on your hands, you can drive down and back on Friday." Eddie Hill, "News Flash! The Tune-Up Clinic date has been set. It will be Saturday, April 22nd. April 29th is the rain date." Sue, "So what counts as rain?" Eddie, "Two drops per hour, per square mile might be too much." Steve Miller, "If you have to keep your wipers on, it's too much." Eddie continued, "The University Motors gathering is also in August after BCD." Dave Johnson, "We're working on a notice for British Biscuits & Tea. Right now it's kind of ad hoc starting in March." Eddie Hill, "We've been talking about a 100-mile drive. Something maybe the second half of May. I'm trying to get something together for Indian Lake." Terry Looft, "Registration is open for the MGA & MGB meets. Memphis should be nice. We're planning a two-day laid back drive. Calgary is going to be a three-week affair." Dave McCann, Sr., "I haven't done too much, but I made some calls to Hocking Hills State Park Lodge. I did find out that a room there is now going for \$235/night. Ron and I want to go down to Lancaster and try to find some more information." Ron Parks, "Lake Hope has a lodge too. it might be more reasonable since it's newer." Skip, "All of the state parks are pricey now." Terry Looft, "Can we get 10 people to drive 10 miles?"

Sunshine Committee with Carole & Jennifer. Carole Looft, "We did get an email from Dar. He and Mary made it to Florida and now that she can get out and walk, she's getting more exercise." Jennifer Peterson, "Don't look at me. I got nothing."

Membership Chairwoman Carole Looft, "Right now we have 63 members. No one new, but our newest members are here tonight. Pete & Susie Milo, owners of a Midget."

Birthdays in February are: Andy Heins, Carole Estell, Mark Scheinder and Bob Hanseman.

Newsletter Editor Steve Markman. "I've got a couple of things this month. Hope you liked my article on the Beatles. I did find something more. When they came to the US in February 1964 for the Ed Sullivan show, they took a side trip to Miami and an import car dealer in Miami gave them each an MGB to drive. That's the only connection I found for any of the Beatles and MG cars. Steve continued, "I'm thinking of a future article, 'Automotive Wives Tales.' For example, my dad always gave it a little shot of gas before shutting off the car, maybe just enough to add an extra hundred or so rpm's, to put a little gas in the carb to make it easier to start. True? I have no idea. If you have any "old wives tales" like that, let me know." I also am looking at taking out some sort of ad in some magazines for my book, which should be out shortly. Anyone have any suggestions? Skip Peterson, "Hope you have plenty of money in your checking account. We paid \$1,000 for a 1/2 page ad in one issue of Classic Motorsports for the Concours d'Elegance. You should look for social media outlets instead. The magazine prices are very high. It's the right market but they're high. You'd be surprised at the effectiveness of social media." Terry Happensack, "You should talk to some of the content creators on social media." Dave McCann, Sr., "Thanks for the article on embroidery. I didn't intend for you to use the picture." Steve: "That was such a great picture of you I just had to use it."

Carole Looft, "I was thinking that this year when we're at BCD and it's also the 100-year anniversary, we need a display. Terry & I have 4 of these 39x26 posters. Early years, mid years. Late years and racing but I need Ed to give me a space for the display". Ed Hill, "That'll be easy." Skip, "Don't forget this is also the 100th anniversary of Triumph." Carole, "They can do something themselves." Dave McCann, Sr., "I've got an EZ\_Up that you can use. You might want to use mine for shade and the MGCC's for the display." Carole, "We need to make a plan. We need to rent some easels for the prints." Ron Parks, "There's also the Concours poster that has all the late model MGs." Jennifer, "We can rent some from Prime Time." Carole, "We also need some kind of paragraph explaining what we're doing. I don't want to get caught out if the Triumph club has something themselves." Dave McCann, Sr., "Who's got the

oldest MG?" Sam Hodges, "Running? Steve Powell. Oldest, Terry Looft." Terry, "I've got a 1945 TC that doesn't quite run."

Beer Brake called 8:10  
Back from Break 8:20

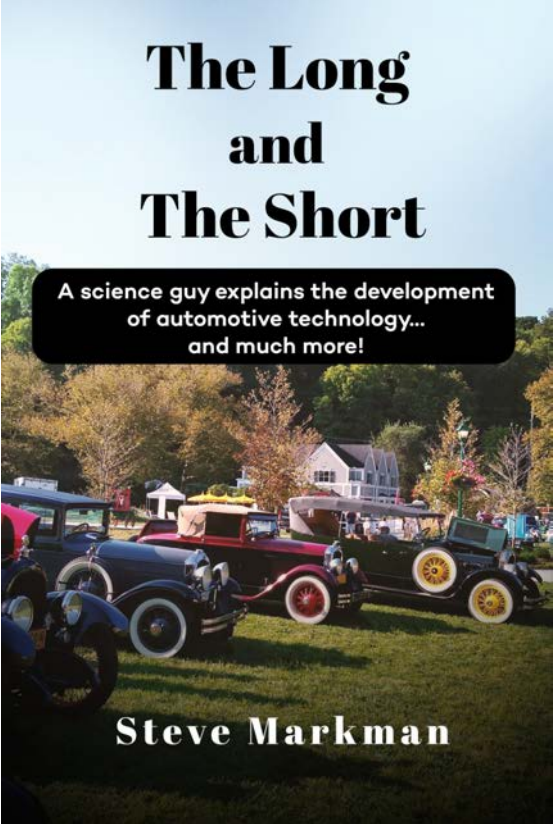
BCD. Skip Peterson, "We're raising the prices to cover the added costs. Registration is going to be \$25. The last thing we want is a blacktop parking lot on a Saturday afternoon in August, so this is our best option for now. At the Concours, there will be a car corral that day for MGs'. If you bring your car, we're also hoping that you come into the show, not just sit in the parking lot. We are still waiting to see what cars are nominated for the Concours itself. The Ohio Valley T's are going to be in town that weekend as well."

President Dave, "Any other Old Business?" Skip, "Dar's not here." Eddie Hill, Steve's here." Steve Powell, "What are we talking about?"

Dave J., "Tech Tips? Nothing? For Sale? Nothing? Well that's easy."

Gumball Rallye was won by Steve Torrey. Dave McCann, Sr., "See what happens when you're quiet." Diana Hodges, "You make the minutes anyway."

MGCC Meeting adjourned.








**The Long  
and  
The Short**

A science guy explains the development  
of automotive technology...  
and much more!

**Steve Markman**

Available soon at a club meeting. Not sure how soon I'll have copies for sale. Hopefully by the April meeting.

  <p><a href="http://www.BritishTransportationMuseum.org">www.BritishTransportationMuseum.org</a> 321 Hopeland St., Dayton, OH 45417</p> <p>Giuseppe Automotive Restoration (818) 269-3240</p> <p>Your antique/classic maintenance and restoration expert</p>	  <p>Parts, Service and Restoration for MG, Triumph, Austin Healey and Related Autos</p>  <p><b>Steve Miller</b> 3733 Wilmington Pike Kettering, Ohio 45429 (937) 294-7623 e-mail: MgAutomotive1@aol.com</p>
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