

THE OCTAGON NEWS



Volume XLX No. 1

October 2023



Renew Your Membership
New Officers Elected

Presidential Musings

Dave McCann, Jr

I'm sitting here at my computer with a frosty beverage (limeade) after the club meeting in which I was just elected president. I wanted to take a moment to apologize to Skip. He came over to congratulate me after the meeting, and I am pretty sure I didn't respond to that congratulation. I want to say that I was stunned, but I can't as that is not quite how I was at that point. A month ago Ron suggested I might think about accepting being nominated for president, so I was aware this might happen. I just couldn't think of any response to Skip's congratulation for being elected MGCC club president. I spent the month since Ron's suggestion trying to come up with some excuse to say no, but as I was unable to come up with anything I was forced to accept.

I recall some months back when I was talking to a friend in Richmond. He was



Southwestern Ohio Centre -- MG Car Club
P.O. Box 20032, Dabel Branch
Dayton, OH 45420-0032

Club Membership Information

Membership dues for the Southwestern Ohio Centre of the MG Car Club are **twenty-five (\$25.00)** per year, payable during September and October. On January 1st. the names of delinquent members are removed from the roster. See *Carole Looft* for further membership information.

MG Car Club Monthly Meeting

The Southwestern Ohio Centre of the MG Car Club meets on the fourth Wednesday of each month at **Bennett's Pubical Family Sports Grill**, 67 South Main St, Miamisburg 45342, at 7:30pm. The next meeting will be:

Next meeting October 25th

MG Car Club Officers

President.....Dave McCann, Jr
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And special thanks to Ron Parks for proofreading.

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Upcoming MGCC Events

Oct:

- 2 – National Name Your Car Day
- 25 – Meeting at Bennett's Pubical

Nov:

- 1—National Authors Day
- 11 – Veterans Day
- 15 – Meeting at Bennett's Pubical
(note-one week earlier than usual)

Dec:

- 5 – Bathtub Party Day
- 6 – Holiday Party at Bennett's Pubical
No Club meeting – happy holidays

See meeting minutes for other area activities!!

relating that he had heard from some club that he was only minimally familiar with and they were suggesting he accept some position with a significant time commitment. They indicated that someone he knew had suggested him for the position. Other than turning down the position he had not had a response for them either. He then said he came up with a response later. He was thinking that they "must tell him who had recommended him for the position, because he simply must thank that person 'appropriately.'" So to those of you who have voted for me, I will be thanking you 'appropriately' as I am able.

It's been awhile since I have written an article for this or any other publication so I will take a few words to update everyone on the state of my collection, and the state of my garage. However, Steve suggested I might have started off with too many words and I should probably ration them better so I don't run out before the year is over. With that in mind, I'll just run through what comprises the fleet.

I have a 1964 MGB pull handle roadster (Very Old English White) in California. I bought this in Santa Cruz, CA from a friend after my original MGB, a White 1970 MGB roadster, had been in the shop for an engine rebuild

for too long. The just mentioned 1970 MGB is one you all might be familiar with as I had it when I joined the club and I first drove it to California when it was the only MGB I owned. It's been back and forth twice, and it's been to three of the four corners of the contiguous United States. This car has not been to Friendship Park on the coast between San Diego and Tiajuana. The other three corners are open to debate, but I think I've driven this car to enough of the options to have them covered. (The California car (1964) has been to the two southern corners, for the record.)

I picked up the MGA after GT-33 in Seven Springs, PA. A friend in Pittsburgh thought I should have an MGA as I was becoming pretty active in NAMGAR (the MGA register), and offered me a deal that was too good to pass up. The lifetime warranty that came with the car was also quite the deal. (George Kress sold me the MGA. Ask him about the lifetime warranty sometime.) The MGA is in Richmond now as I just swapped the Yellow car for it in September.

The last two are the Yellow car (aka Minion aka a 1974 MGB GT with a 1964 Buick 300 V8) and Famous Dad's Red 1974 MGB roadster. The engine in the MGA was swiped from the Red car about a year ago, and so I need to rebuild the engine that came out of the MGA to go back in that car.

The garage itself is the other big project. I need to finish the insulation before it gets cold. I have about 200 cubic feet of 2" XPS foam sitting in the middle of the garage waiting to go up on the ceiling and walls. About half of the wall and ceiling area is insulated with 2" foam, and all of it got 1/2" reflective bubble wrap when it was built. The 2 ton mini split was able to keep it above freezing most of last winter, but I'm hoping to do a bit better than that this winter. The mini split was great for the summer. The garage cooled off quickly whenever I turned it on. I was able to install that mini split myself, and I'd recommend that as a DIY project for anyone capable of working on their own car. I had to get a vacuum pump, but \$150 vacuum pump is a fair trade off against whatever it would cost to have it installed by someone else. I paid a bit less than \$2000 for the mini split and all the parts to get it installed (including the vacuum pump) and I was able to install it in a single weekend. I did find out later that it requires a

building permit, but I was able to print out the spec sheet for the unit and that coupled with a few details on a permit form was enough for the inspector since it is installed in a garage.

No shortage of things to work on with the fleet of MGs. See y'all at the meeting and Safety Fast.

New Officers Elected

President:	Dave McCann, Jr.
Vice President:	Dave Gribler
Secretary:	Sam Hodges
Treasurer:	John Scocozzo
Member at Large:	Tim Dunham

Congratulations to all our new officers!!
All volunteer positions remain unchanged.

Annual Membership Dues

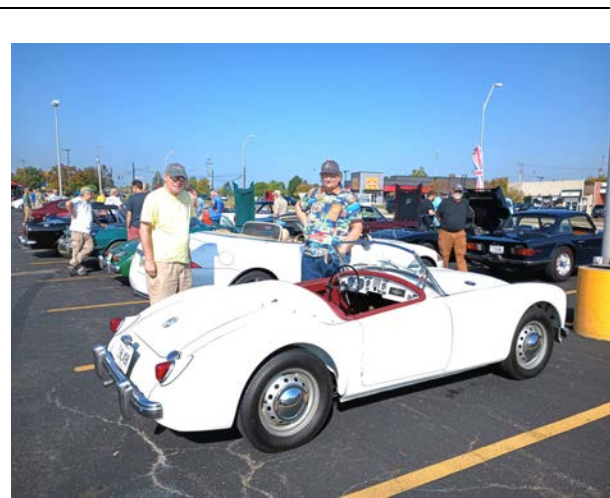
Carole Loof

Even if you missed last month's elections, it's not too late to renew your MG Car Club membership for another year of fun and friendship. Membership is \$25.00 to receive the newsletter by email, \$35 for those wishing to receive a printed copy via snail mail. **NOTE:** The pro-rated amount is for **NEW** members only. We appreciate your continued support of the MG Car Club Southwest Ohio Centre. You can bring your dues to the monthly club meeting or you can send it to:

MG Car Club SW Ohio Centre
P.O. Box 20032. Dabel Branch
Dayton, OH 45420-0032

Pictures from October 30 Biscuits and Tea

Photos by Steve Markman





Tire Treads

They're Not There Just to Make the Tire Look Pretty!!

Steve Markman

We all know that automobile tires have tread to improve traction, especially on wet, snowy, or muddy surfaces, and for high-performance driving. These tread patterns were not designed by an art school graduate and are not there just to make the tire look appealing; the intricate designs are the result of scientific research, study, and testing by tire designers.

Early rubber tires didn't need tread because they didn't provide any traction (think carriages and such). Their purpose was to soften the ride...a bit. But when automobiles appeared in the late 1800s, the tires needed to provide traction under varying road conditions. The thick layer of tread also provided some level of protection to the carcass of the tire itself, especially as paved roads became more common and automobile speeds increased.

The cycle industry beat the auto industry in introducing treaded tires, first introducing tread during the

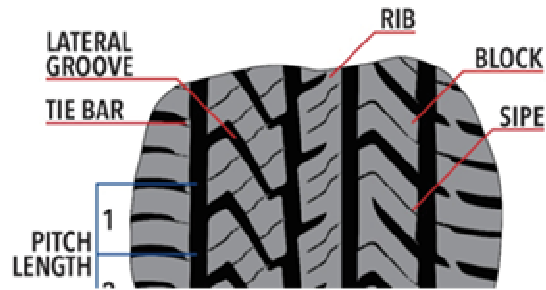
1890s. It consisted of a molded continuous circumferential rib to help prevent lateral skidding. The after-market auto industry picked up on this and began offering devices such as leather straps fitted with steel buttons which would be strapped to the tire surface to improve traction.

Tire with tread patterns first appeared on cars in 1904, with Dunlop and Continental producing designs containing either raised rubber buttons or depressed slots. Firestone tires in 1908 featured a tread with reverse lettering that cleverly left the words 'NON SKID' on snowy roads.

There would be little need for a tread pattern if roads remained dry and cars only traveled in a straight line (think drag racers). Indeed, racing slicks that lack any tread give excellent traction on dry roads by providing a larger contact surface between rubber and pavement. But, when roads are wet, the water interferes with the rubber's ability to grip the pavement. The vehicle's weight can't just force all the water away; it must be given a path to follow. Thus, automobile and truck tires feature a geometric array of circumferential grooves, transverse slots, and countless tread elements that improve grip by providing passages for removing water and also for giving a better "bite" into snowy surfaces.

The areas between the tread blocks are referred to as the tread voids or tread grooves. Tread voids provide the tire with traction by enabling the tread blocks to move and flex as the tire grips the road. They also allow the water to escape when roadways are wet. Tires with a high tread to void ratio provide better wet traction and braking ability.

Just as vehicles are engineered with a particular type of performance in mind, there are specific tread types and patterns that match each kind of intended use. Tire tread helps vehicles to corner tighter, accelerate more smoothly, and brake reliably. Tire tread is also capable of helping to maximize fuel economy. There is a great deal of variety in tread patterns, but every tire tread has four constituent parts:



- Tread blocks are the raised rubber segments that make contact with the road surface
- Ribs are the raised section of the tread pattern, made up of tread blocks;
- Grooves are deep channels which run circumferentially and laterally around the tire;
- Sipes are small, thin slots molded into the tread blocks.

These elements can be arranged in an infinite number of patterns to adjust the tire's performance in areas like noise, handling, traction, and wear, which in turn allows for the tire to address specific driving conditions such as wet braking, dry handling, hydroplaning resistance, and traction on ice and snow.



There are three basic types of tread patterns: Symmetrical, Directional, and Asymmetrical. Each tread pattern type incorporates design elements for optimal performance in specific conditions. It is important to know what type of tread style you have on your tires so you can ensure that they have been installed in the correct position, and that they are always correctly rotated during service intervals.

Symmetric Treads: These are the most common type of tread pattern for standard passenger cars and light trucks. The pattern is exactly the same on each side of the tire. The benefits are more even wear and longer tread life since they can be rotated to any other position to help keep all four tires wearing at the same rate.

Directional Treads: Lateral grooves on both sides of the tire point toward the center of the tire, creating a 'v' shape. These grooves pump water very efficiently through the tread so the tire can maintain better contact with the road for wet traction and to resist hydroplaning (which occurs when the tire's tread cannot remove enough water to maintain adequate contact with the road, resulting in loss of traction). They also give a more solid feel at high speed. A directional tread pattern is designed to roll only in one direction. For this reason, the tires always have arrows molded on the sidewalls indicating the direction that the tire needs to be mounted. The drawback of a directional tread pattern is that they typically wear faster because they can be moved only from front to back on the same side of the vehicle.

Asymmetric Treads: This type of tread pattern is primarily for ultra high performance summer tires on sports cars or high end luxury sedans. Asymmetric treads have a different pattern on the inboard and outboard edges. High performance vehicles driven at the high speeds can benefit from this type of tread pattern. Some patterns can be wildly different between the two sides (see photo at right). This allows the tread grooves to better-handle the different loads experienced by either the inboard or outboard edge of the tire. Very often, an asymmetric tire has a wider, and often solid, outside shoulder for grip in extreme cornering. At high speeds the weight of the vehicle is pushed to the outside edge of the tire so more rubber will be in contact with the road surface. To compensate for the closed outside shoulder, the inside shoulder of the tire will likely have twice as many grooves to allow for water to escape. Tires with asymmetric treads carry markings on the sidewall that indicate the 'inboard' and 'outboard' so you know which way they need to be mounted. However, unlike directional tires, they can be rotated to any position as long as the outboard side always faces outboard.



Do not mix tire tread pattern types; i.e., keep them all symmetric, asymmetric, or directional. For best results, replace worn or damaged tires with the identical make and model of tire already on the car to maintain optimal performance.

If replacing just two tires on a square setup (i.e., one in which tires can be rotated to any position), position is important. When tires are replaced in pairs, the new tires always should be installed on the rear axle, with the older tires moved to the front, regardless whether the vehicle is front-wheel, rear-wheel, or four-wheel drive. This is because new tires with deeper treads on the rear axle will better maintain traction. If new tires are mounted to the front axle, the rear tires will lose traction first in wet or slippery conditions. This is dangerous, as the vehicle may fishtail and spin out, potentially causing loss of control. If the front tires begin to hydroplane, there still would be greater road friction at the rear of the car so it will continue moving pretty-much straight. Releasing the gas pedal will slow the vehicle, helping the driver maintain better control. Ideally, tires should be replaced in complete sets. However, when tires are replaced in pairs, the new pair always should be installed on the rear axle.

All tires generate noise as air flows through their tread grooves, as they roll into and out of contact with the road, and as the tires flex. It can vary greatly due to the type of road surface and its texture, also. Tire designers have to balance noise with service-appropriate traction. For example, chunky tread designs that deliver aggressive off-road traction are more likely to make noise on the highway, while mild tread designs that are quieter may lose foul weather traction in wet and wintry conditions.

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My last item is about snow tires. Growing up in Cleveland, I remember my Dad having a set of snow tires that he put on the car in late autumn and then took off in early spring. Whether or not they are needed may depend on where one lives, how much winter driving they do, and how well the roads they typically drive on are plowed and treated.

Some all-season tires have an M+S rating. This stands for mud and snow. These tires have a more aggressive tread design to deliver better traction in a variety of conditions using larger tread blocks and wider gaps between them. The purpose of these tires is to achieve optimal tire life along with good performance in most weather conditions, but it doesn't mean they're adequate for all winter driving. In severe winter conditions, they don't deliver the traction, control and short stopping distance that you get from a snow tire designed for winter driving.

If you do a lot of driving on snowy or icy roads, only winter tires will give you good stopping ability and secure handling. Winter tires are made with a rubber that stays softer and more pliable in cold weather to grip ice and snow better. Another reason is the tread design itself. The tread blocks on winter tires have irregular, sharp edges, and larger spaces between the blocks of tread. If you really feel that you need snow tires, be sure to look for the three-peaked mountain snowflake symbol on the sidewall. It is industry-standard.



I suppose I can also get into tire chains and studded tires, but maybe I'll leave that for another time.

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Safety Fast...but

It's not just about us, but the other guy, too!

Steve Markman

While driving to the Biscuits and Tea in my MG TD a few weeks ago, I decided to avoid a big construction slowdown ahead and divert to some residential streets. I've written previously about being

aware of our surroundings while driving and that sometimes even the slightest distraction can lead to a potentially dangerous situation. Anyway, while driving down the quiet street with a 25 mph speed limit, maybe I heard a strange noise, or maybe it was just a change in the noise. I looked down for a second, then made a quick scan of the engine instruments. Returning my attention to the road, suddenly there was a woman standing in the middle of the road in the crosswalk that I just drove through!

Why didn't I see her, or the crosswalk? For one thing, we sit pretty close to the floor in our MGs, making us much closer to the pavement (I normally drive a minivan and am used to sitting much higher off the pavement, giving me a much broader view of the road ahead and of my surroundings). Maybe the crosswalk markings were faded. Anyway, I never saw the crosswalk coming up until I was crossing it. And the lady in the crosswalk? I hadn't seen her before being distracted by the noise. Maybe she assumed I saw her and entered the crosswalk to get a closer look as I passed. I'll never know.

Our everyday drivers give us a pretty comfortable and quiet ride (most of them, anyways). We're enclosed in a highly-insulated box with the windows up, maybe hearing only a bit of fan noise while listening to our favorite music. In our MGs with the top down, it's a different experience. The wind noise always is there. Driving down a residential street with a bit of a breeze blowing, the sound can change as you go from house, to open space, to house again, etc. And, does the wind ever get under the tonneau cover and make it flop up and down a bit? Road noise? We hear a different sound with just the slightest change in the pavement's texture. Sewer covers and pavement cracks also are much more noticeable. And, did you ever notice, while driving on a road with a center island, the change in sound as you pass the end of the island? That's due to the road noise being reflected off the curb and then reaching your ear.

For airplane pilots, the priorities in any situation are (1) fly the airplane, (2) navigate, and (3) communicate. For us car loving/fun-driving people, maybe the priorities should be (1) watch out for the other guy, (2) watch out for ourselves, and (3) monitor the car's operation. Maybe that's why TDs never had radios...we don't need another distraction and probably wouldn't hear it over the wind and road noise, anyway.

Motorist Fined After Dog Seen Behind Wheel of Car

BBC News, Oct 30,2023

Police in Slovakia have fined a car owner whose dog was behind the wheel. A speed camera photo, posted on Facebook, appears to show a smiling canine in the driving seat of a Skoda. The car owner insisted that his pet - a brown hunting dog - had suddenly leapt into his lap. But officers in the village of Sterusy, north-east of the capital, Bratislava, said footage showed this was not the case as there was no sudden movement in the car.



It's not clear if the fine - issued to the owner, rather than the dog - was for speeding, or for failing to secure the pet in a moving vehicle.

Police have appealed to drivers to secure their pets safely when driving. "Even a small animal can endanger your life and health while driving," police warned.

Classifieds

For Sale: '65 MGB parts car. Under tarp for 40 years ago. Rust, no floorboards, otherwise complete. 69K miles. Located in Troy. \$600. Tom or Debbie, 937-694-2939. (10/23)

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. (9/23)

For Sale: MGB/GT. Rusty, possibly salvageable for parts. This GT has spent many a moon in a barn. It's been sitting outside for a while so the rain and weather actually have cleaned it up a bit. It has a lot of rust, and even the rust holes have rust holes. If you are brave enough to get your nose a little too close to where there used to be a passenger window, you will get a whiff of something horrible; it smells of either dead/rotting bodies or the human waste burn barrels I learned to dislike from my Vietnam experience. The car might be restorable by someone who has more money than brains! Hey, the sign says "For Sale...make offer!" Go for it! It might make a heck of a project for someone. I hate to see any British car towed to the junkyard for crushing. Maybe it'd make a good home for some wild critters on your back 40. Phone number on the For Sale sign says "937-972-2633 MAKE OFFER!" , or you can call Larry Youngblood for more of his opinion, but he will have absolutely no part in the actual sale of this car, If you call, don't even mention that you heard about it from Larry. (8/23) *(Editor's note: I toned this down from what Larry sent me.)*

For Sale: Numerous MG-related items. MOSS MGB Roll around engine stand fits '62 - '80 MGB engines. Used, but in very good condition. \$65. Numerous framed MG posters, pictures and metal signs that need new homes. Wall hanging made from MGB wire wheel cut in half, washer welded to back side in order to hang on wall. \$65. 1/18 scale, factory-built '47 MGTC by Road Signature. Yellow with green interior and black removable top. No box. \$30. Several MGT & MGA books signed by author...\$30 - \$35 ea. Larry Youngblood, 937-689-6995. Leave message if I don't answer. (6/23)

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 September Club Meeting

Sam Hodges

President Dave Johnson called his last (*for now?*) meeting of the MGCC SWOC to order precisely at 7:36. President Dave started off the September 2023 meeting, “I guess it’s time to start this thing. I was trying to think of something to say to wrap up the last year.” Jennifer Peterson, “Why?” Dave J. continued, “It’s been interesting. I’m glad I don’t have to do it next year.” Terry Looft, “There’s always the year after that.” President Dave, “I went to a Euro car meet that was mostly VW but it was all ages. There was a very active mix of participants. Young, old, I don’t know how we can do that here. We need to get the cars out in front of people. We’ve got a small community and I’d hate to see it die out. The meet was an interesting experience compared to what we do. They took over a small town in Pennsylvania.” Terry Looft, “It’s hard to do. Look at what’s happening to the Model A and Model Ts. The performance isn’t there and the young crowd isn’t as interested. How do you make them more interesting? I don’t know how you overcome that.” Skip Peterson, “Let’s take over downtown Dayton and do donuts in the intersection. It’ll be hard, we have to work at it. Perhaps we should start going to cruise-ins and other local, non-British car shows?” Sam Hodges, “Based on what Terry said, I think that if we want to get the younger crowd interested, we need to show them the performance. We need to hit some of these shows strategically by taking the V8s, the supercharged cars and the other modified cars in the club.” Dave, “Whatever the solution, I think we need to think outside the box.”

Carole Looft, “I think we need to think about a pub run. We haven’t done one all summer.” Skip, “Now I’m thinking about a pub run. Let’s do an October pub run.” Dave Gribler, “We can do some leaf peeping along the way.” Ron. “Covered bridges?” After a brief discussion it was decided that there would be a pub run Sunday, October 15th to The Famous in Centerville at 5pm.” Terry Looft, “We can meet at the Kroger’s parking lot and drive over from there.”

Carole Looft made a suggestion the club pay the first round of drinks. John Scocozzo made the motion. Ron seconded. MGCC voted. Motion to pay for the first round approved.

Vice President Ron Parks was next on the agenda. “I thought we’d skipped me. I have covered bridge news. I got a postcard from Vermont and it has a covered bridge. Jeff Field was here with the Gathering of the Ohio Faithful and they wanted me to put together a tour of covered bridges. They were in town for the Concours.”

Skip P., “Speaking of the Concours, all of you who volunteered you did a wonderful job. Thank you so much. We have to give thanks to Jeff Fields for putting us in touch with some wonderful cars that we otherwise would not have known about. The green MG SA Tickford was the only running example in the US. It was an impressive collection of MGs. We had 3,000+ through the gate. Largest since Covid.”

Skip, I’d also like to thank Dave. Johnson for being President. I think he did a wonderful job.” A round of applause.

Minutes were next to be discussed. Ron Parks motioned to accept the Minutes as published. Skip seconded. MGCC voted. Minutes approved. *Truth is a legal defense so none of my libel is actionable anymore since you all agreed to it!*

Treasurer’s Report was next. Sue Scocozzo, “Hey, it’s my last month!” (*She said with a little TOO much glee!*). “The MGCC had gains of: Membership Dues (\$220.00) + Regalia sales (\$30.00). Total gain to the

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MGCC was \$250.00. We had total expenses of: Gumball Rallye Cash (\$25.00) for a total expense to the MGCC of \$25.00. Monthly total losses when subtracted from the gains means a net gain of \$225.00. When added to our beginning balance of \$4,145.64, leaves the MGCC with an ending balance of \$4,370.64 in the primary checking account. The savings account now has \$382.23, with cash-on-hand of \$50.00. Total ending balance of all accounts was \$4,802.87.” Ron Parks motioned to accept the Treasurer’s Report as presented. Dave McCann, Sr. seconded the motion to accept the report. MGCC voted. Treasurer’s Report approved.

Lois Gribler, “Are we on BCD now? Next year the MGC’s will be the featured car. Keep that in mind for the parking plan next year.” Eddie Hill, “How many cars are we talking about?” Lois, “11, 12?” Eddie, “Normally we put the special classes right up front. That won’t be a problem. The park district didn’t mow westward this year, is there any way we can get them to mow more ground next year. That really put a crimp in our show.” Skip, “We can ask.”

Membership was next. Chairwoman Carole Looft, “You ended the year pretty much the same with 67 total members for the year.” Dave, “What did I start with?” Sue Scocozzo, “Zero.” Carole continued, “Renewals are already coming in.”

We had a lot of birthdays this month: David McCann (*Sr. I think*), Bob Orr, Dave Gribler, Eddie Hill, Ryan Looft, Bill Hunter, John Smith, Terry Happensack, Jeff Fields, and Susie Shields.

Activities with Eddie was next. Ed Hill, “Well, there’s a Pub Run Oct. 15th at The Famous in Centerville. 5pm. Biscuits & Tea is also this Saturday. And the Holiday Party is out there on the horizon.” Dave J., “The first Saturday in December, Dec. 2nd at 6pm here at Bennett’s.”

Newsletter Editor Steve Markman, “I don’t have anything.”

Webmaster John Scocozzo, “I don’t have anything, either.”

President Dave, “Do we want to do a beer break or just go right into trying to replace me?” Skip, “There’s some campaigning that needs to go on.” Jennifer P., “Let’s just plow on.”

Apparently the MGCC has replaced the normal Election Railroad Train with a Japanese Bullet Train. Hold on, this goes pretty quickly...

ELECTIONS:

Sue Scocozzo. “I’ve got one. I nominate John Scocozzo to be Treasurer.” Eddie Hill motioned to close nominations. Ron parks seconded. MGCC voted to close nominations. MGCC Voted. John Scocozzo is the new Treasurer.

Sue Scocozzo, “Who am I nominating for Secretary? Sam or Diana.” Sam (*me*), “Technically, Diana is treasurer right now, so for next year it’ll be me. Technically.” Sue, “Then I nominate Sam Hodges for Secretary.” Lois Gribler motioned to close nominations. Ed Hill seconded. MGCC voted to close nominations. MGCC Voted. Sam Hodges is the new Secretary.

Dave Johnson, “Let’s move on to the big bad one.” Eddie Hill, “Check please!” Terry Looft. “I nominate Young Dave (McCann).” Dave McCann, Jr., “Okay, I’ll do it.” Train blew through that station and Dave McCann, Jr. is the President of the MGCC SWOC for the 2023-2024 year. (*Technically speaking, Ron*

motioned to close, Eddie seconded.)

Vice President. *This one went so quickly, I actually missed the culprits.* Dave Gribler was elected Vice President of the MGCC SWOC.

Member-At-Large was next. Tim Dunham was railroaded to be the new Member-At-Large (after someone explaining that M@L only votes when there is a tie at board meetings, and since we haven't had one in at least 20 years, not to worry about this great responsibility he's taken on).

President Emeritus Dave Johnson, "Any Old Business?"

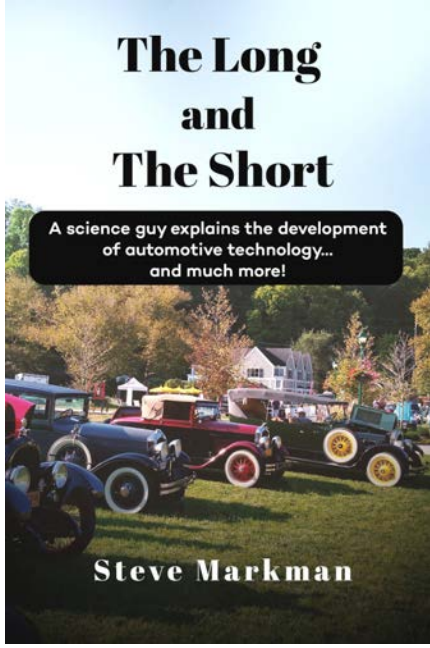
Tech Tips. Dave Gribler, "Steve Miller used me as a reference."

For sale: I got a call last weekend from Tom & Debbi in Troy who have a 1965 MGB roadster. Complete, no floorboard but has title it's been parked 40 years. Asking \$600.00. Might have some usable parts. (*see classifieds if interested*)

Skip, "I'm looking for a steering wheel hub adapter for an MGA that fits a Nardi steering wheel. I've got the wheel, but now I need a hub." Dave Jr. "I've got a Nardi on the MGB. But it's a different hub bolting system. So I guess that this doesn't really help you." Skip, "That's why we elected you president." Dave, Jr. "I've been around long enough that you had to know what you we're getting into."

Gumball Rallye - The first drawing for the free membership goes to Dave McCann, Jr., who also happened to be the person drawing. Carole, "I think he had it palmed." The \$10 normal Gumball Rallye goes to Diana Hodges.

Meeting adjourned 8:30.



Available at club meetings. Price \$17 (beats the publisher's price, and no shipping charge!). Or, order at [amazon.com](https://www.amazon.com).

  <p>www.BritishTransportationMuseum.org 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>MG AUTOMOTIVE Parts, Service and Restoration for MG, Triumph, Austin Healey and Related Autos</p> <p>Steve Miller 3733 Wilmington Pike Kettering, Ohio 45429 (937) 294-7623 e-mail: MgAutomotive1@aol.com</p>
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