

THE OCTAGON NEWS

Volume LX No. 6

April 2025



Ohio MG Clubs Spring Tour Elaine Ramer's MGA -Featured Car



From El Presidente Sam Hodges

I for a penny, in for a pound. At least that's how the saying goes. As for how this applies in this situation, after years of putting off a couple of needed repairs, I have embarked on not one, but two separate and distinct car repairs. My 1977 MGB has had an annoying rattle that has been tricky to diagnose. Steve Miller adjusted the valves but the rattle remained. I drove the car to Cleveland for Janet's wedding in 2022, rattle and all. The car drove surprisingly fine, but the constant marbles-in-a-dryer sounds had me looking for every safe spot to pull off and I had AAA predialed. Mind you, this noise has been going on for at least 10 years. So, having exhausted all other possible sources, I have decided that it MUST be coming from the clutch. At least I'm hoping it's just the clutch and not the transmission.



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

Club Membership Information

Membership dues of 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:

Wed, April 23, 2025

MG Car Club Officers

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Therefore, I have begun the engine pull prep. Engine hoist: check. New clutch & pressure plate: check. Car on the lift: check. Now that that first exhaust bolt has come out, there's no going back now. But, you ask why this is an issue? Well, normally this wouldn't be a big issue, but I also decided it was time to get the MGA back on the road so I started working on my MGA as well. I know, I'm a masochistic glutton for punishment. If you could see the video, you'd notice that I'm turning the engine over by hand and while I was filming the valves. It almost looks like the engine is running if you play the video back at 10x speed.

So now that I'm in for a pound(ing), I've embarked on two projects that, either one of which would be plenty. I should have started either one or both of these sooner than April, but it was cold outside and I was being lazy. In for a penny, in for a pound.



MG Help Hotline

Need help with repair or maintenance of your MG? Call one of the club members listed below. If the person you contact cannot help, they most likely can refer you to someone who can and/or they can assemble a team to come to your house to help work on your MG.

- Graham Cooper 513-680-8657
- Dave Gribler 937-671-8994
- Sam Hodges 937-581-4767
- Terry Looft 937-527-7353
- Ron Parks 937-207-9009
- Steve Powell 937-470-8962
- John Scocozzo 937-231-9188



MG AUTOMOTIVE

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



Steve Miller

3733 Wilmington Pike
Kettering, Ohio 45429
(937) 294-7623

e-mail: MgAutomotive1@aol.com

Up Coming Events

April:

- 6 – Pub Run to Jimmy's Ladder Bar & Grill
- 23 - Meeting (Bennett's Pubical Family Sports Grill)
- 26 – Tune-up Clinic at MG Automotive

May:

- 9 – Ohio Clubs' Spring Tour
- 24 – Brits at the Museum car show at British Transportation Museum
- 28 -Meeting (Bennett's Pubical Family Sports Grill)

June:

- 1 – British Return to Ft. Meigs (Perrysburg, OH)
- 2-6 – NANGAR's GT-50 Traverse City, MI
- 16-20 GOF Central 2025, Downers Grove, IL
- 25 - Meeting (Bennett's Pubical Family Sports Grill)
- 28 – British Car Day Hudson-Cleveland

July:

- 23 - Meeting (Bennett's Pubical Family Sports Grill)
- 28-31 -NAMGBR's MG2025 Crystal Lake, IL

August:

- 2 – BCD Dayton
- 27 - Meeting (Bennett's Pubical Family Sports Grill)

September:

- 14 – Dayton Concours d'Elegance
- 24 - Meeting (Bennett's Pubical Family Sports Grill)

October:

- 22 - Meeting (Bennett's Pubical Family Sports Grill)

November:

- 19 - Meeting (Bennett's Pubical Family Sports Grill)

December:

- 6 – Holiday Party (Bennett's Pubical Family Sports Grill)

From the Editor

Ron Parks

Remember any and all appropriate contributions to the newsletter are always welcome. You can mail them

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to me at 4101 Grossepoint Street, Springfield, OH 45502, or E-Mail to: MGDRIVER@woh.rr.com. Either of

those methods will work fine or you can call me at (937) 322-0717 and we can arrange to meet and transfer materials or conduct an interview. Editorial cutoff each month is Wednesday two (2) weeks prior to the Club meeting.

Welcome New Member

By Carole Looft

Jim Cooley, 550 W Harding Rd., Springfield, Ohio 45503 - 937-505-9457 - '48 MG TC & MG TD

Ohio Clubs' Spring Tour

By Dave Smittle

Editor's Note: Our club's plan is to meet in the Meijer parking lot in Englewood (Route 48 at I-70) 8:30 -8:45am on Friday May 9, 2025, departing at 9:00am for the 1 hour drive north on Route 48 to New Bremen. More details to follow via email ahead of the event.

Clubs drive from respective locations (Ron Parks is planning Dayton, Dave sketched out Columbus and Toledo drives--may or May not be edited by Jim Nibert or Tony or Janet Shoviak.)

All participants should arrive by 10 a.m. on Friday, May 9, at the Bicycle Museum in the center of the

small town of New Bremen. Just to the West of the front of the building is an alley to go down the hill and park behind the museum. We will start with a guided tour of the first floor of the museum to acquaint folks with the collection. Until almost 11:30, folks can explore additional floors and areas of the museum on their own.

At 11:30, we will drive to lunch on the shores of Grand Lake St. Mary's at Boardwalk Grill, 725 W. Bank Road, Celina, OH, where we will enjoy a pizza buffet with appetizers and water, iced tea or lemonade. I'll be clarifying, later, how lunch will be paid for; either to me or one of the clubs

will cover the bill and we'll divide the bill (the restaurant has limited staff and can't handle 3 dozen individual orders from the menu so we have chosen this route to make lunch a smoother experience for all involved).

After lunch, we will visit an extremely popular new attraction at the Mercer County Fairgrounds, then see more things about this unusual, often unknown lake. In short, the lake, at one time, was the largest artificial lake in the country. It was built to be a constant source of water to feed the Miami Erie Canal and was dug BY HAND! It averages 6 foot in depth, which is also quite unusual.

We will drive through the State Park, see how the lake fed the canal then view historical aspects of the canal in the town of St. Mary's, OH.

We will then proceed to Wapakoneta, via old U.S. Route 33, stop for ice cream (you didn't think I had forgotten, did you?), and end up at the Neil Armstrong Air and Space Museum. We will then tour the museum until it closes at 5:00. Folks can then take I-75 or U.S.33 to get home quickly or I will plan back-roads routes for your return with some supper locations included, as well.

The museums will be on your own. The Bicycle Museum is modestly priced. If you are an Ohio Historical Society/Ohio History Connection member, be sure to use that for your admission at the Armstrong Museum.

A fun day should be had by all. Please let me know if you have any questions or if I may be of assistance in any way. All car types are welcome and this event is open to anyone who has an interest.

Please let me know your interest in attending. This is so I can provide an estimated count to the restaurant. I would like to hear from folks within 2 weeks; please let me know your interest by April 24th by emailing me at d-smittle.1@onu.edu, or by texting/calling my cell phone at 419-230-8147.

Thanks! I hope folks like this idea. We're also testing the popularity of doing a drive and event on a Friday rather than mainly on the weekends...

Please let me hear from you! Thanks for your consideration in participating.

Dave Smittle

Featured Car of the Month:

Elaine's MGA

by Ron Ramer

A proud owner of Brian's red MGB (featured in a previous newsletter), my boss Kevin came to visit my home office one day in 2016. While showing off the MGB he said his father-in-law had something like it, but it was in a barn since he dated his wife of 30 years! Kevin lived in Latrobe PA.

And thus, it continues!

I made a day trip to PA to visit the car, and it truly was in a barn. But it was all there. All there in many pieces, as his father-in-law took the car apart in the late 70's to paint it, or something.

Kevin said his relatives would be interested in selling the car if it would be preserved. Preserved? I assured them. \$1000 later we agreed.



Shown at Cincinnati Concours d'Elegance with owner Elaine Ramer

For the return trip to get the car, I bought a trailer on my way to Latrobe and spent the day boxing up all the parts and trying to move the car from the barn. 2 Flat tires (snow tires on the back) that wouldn't rotate as the brakes were seized. I'm real proud of the extraction and loading on the trailer:

Jack each wheel up 2" or so and place a 2x4 or plywood under each wheel longways. Squirt a liberal amount of Dawn Dishwashing Liquid on each 2x4 and lower the car down. It'll slide with ease! Take a couple spare tires mounted on their wheels (also flat) and use them to chock each trailer wheel. Unhook the tow vehicle (my bad-ass red truck), hook on a tow rope, and yank the MGA up onto the trailer! New surprise though, with the trailer unhooked the nose end shoots up into the air when the MGA starts up the ramps. Ramps are now flat on the ground and you're pulling the car uphill onto the elevated trailer! Until you get mid-way, then it gradually lowers back down onto earth. I suspect Kevin's relatives were as shocked as me, as none of us had any trailer experience, especially a trailer only 6 hours old!



As dragged out of a barn in Latrobe PA with my boss looking on.

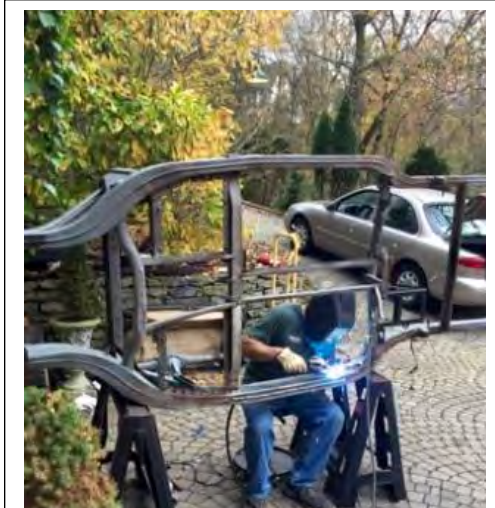
The drive back to Cincinnati was long and scary. Trailer with no trailer brakes and rush hour traffic near Pittsburgh. Got lost. Entered I-70 Eastbound instead of West. Seems the PA Turnpike starts right there. To the West it's I-70 and free. To the East it's I-70 and PA Turnpike and costly! I was way too far over in the left lanes to go to the toll booth (I suspected the left approach lanes would go West, and the right lanes East.) So, I was far left. EZ Pass lane. Damn! I slowed but all I could hear were horns behind me! No big deal, I saw an exit sign just one mile ahead. Took that exit and there was a person in the toll booth. I explained what happened and she was very polite and told me \$89 cash only. What? Without a ticket they charge you for the entire length of the PA Turnpike. If I had an issue I needed to contact the Turnpike Commission. That did go really well, though, as they refunded all my money a couple of weeks later.



Back home late that night in Cincinnati eased the trailer into my drive, and my wife Elaine had wonderful words for me. "...and you also bought a trailer?" Finally, she said if it was to stay here it was her car. Hers. And she didn't want it Old English White with red interior either.

Now I'm not suggesting she's in charge, so I compromised. Made it her car and changed the color to MGA period-correct Iris Blue! Probably one of the better decisions I (she) made.

Now for those who know I'm a fan of American Metal Cleaning, I took all the body panels there (not boot, doors, or bonnet. They're aluminum). And not the





frame! MG originally installed sound deadening material in the hollow frame that cannot be removed, so the only option is sandblasting or media blasting.

I'm in my office one day (home office recall) and I hear sandblasting outside. Seems some guy has a contract to paint all the fire hydrants in Green Township so he has to remove all the old paint first. We cut a deal to have the MGA frame blasted for \$100 cash in my front yard. No one ever told me to

put down a tarp first. Do you know how much sand is used to do the entire frame? And where it goes? Look closely after I moved the car. Grass was replaced with gray sand.

The restoration took four glorious years. Special thanks to brother-in law Tom, who did all the engine work and helped with all aspects of the car. Well, all welding also. I mostly handed him tools and coffee.

I'm proud we did all the work ourselves; apart from Jim Collins Autobody in Cincinnati who did the paint. BES Racing Engines in Guilford IN did the engine machining. WE did the build. The upholstery. The windshield (twice). Oh, and of course Moss Motors! While all the body panels are the originals, Moss did the custom upholstery gray with light blue piping. It's not on their web page but one phone call and it's on order!

The MGA runs and shows great! Everything is original and correct, except I've since replaced the two 6-volt batteries with one 12-volt. While the 6-volt tar-top batteries were new they still out-gassed corrosion on the terminals. And usually produced something slightly less than 6 volts! And from all the car shows I've been to, and Concours d'Elegance in Lexington, Cincinnati, and Dayton, no one has ever looked in the battery compartment! And now Interstate no longer makes the tar-top 6 volt batteries.

The blue car now rests comfortably at The British Transportation Museum in Dayton. Apparently a fan favorite! Go visit it and the other awesome British Cars on display, open Saturdays and Monday.

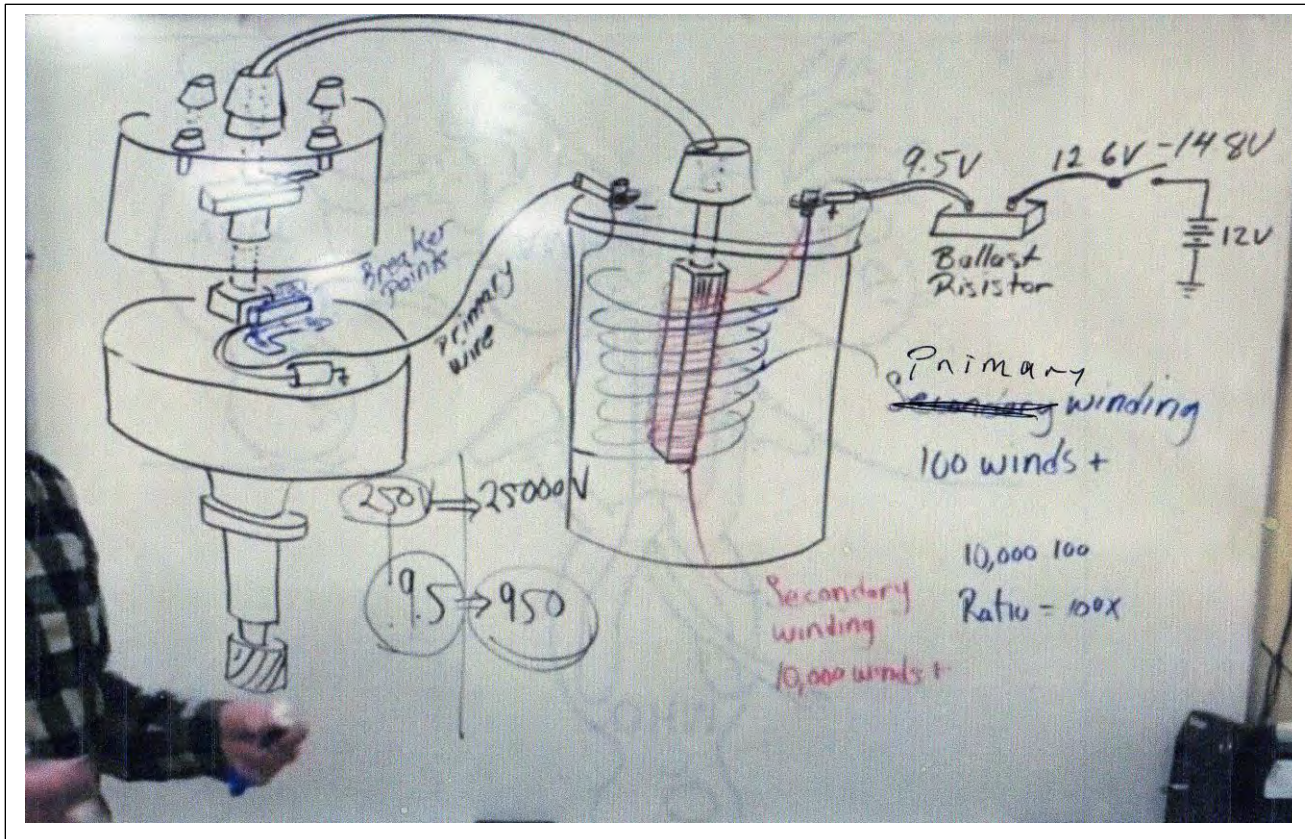


Ignition Systems Explained

Transcribed w/o permission by Ron Parks from YouTube Video by Ben Siemers

Editor's Note: Most of you probably already have a good understanding of how the ignition system works. I, on the other hand, have always known that the opening and closing of the points caused the coil to fire a spark to the spark plugs, but how and why this occurred was always a mystery to me. Ben Siemers YouTube video cleared this up for me. While I have transcribed and paraphrased Ben's explanation in the articles below, I nonetheless, encourage you to follow the link at the end and watch the video. I chose not to transcribe his explanation of mechanical and vacuum advance, which he addresses in the video.

Breaker Points Ignition:



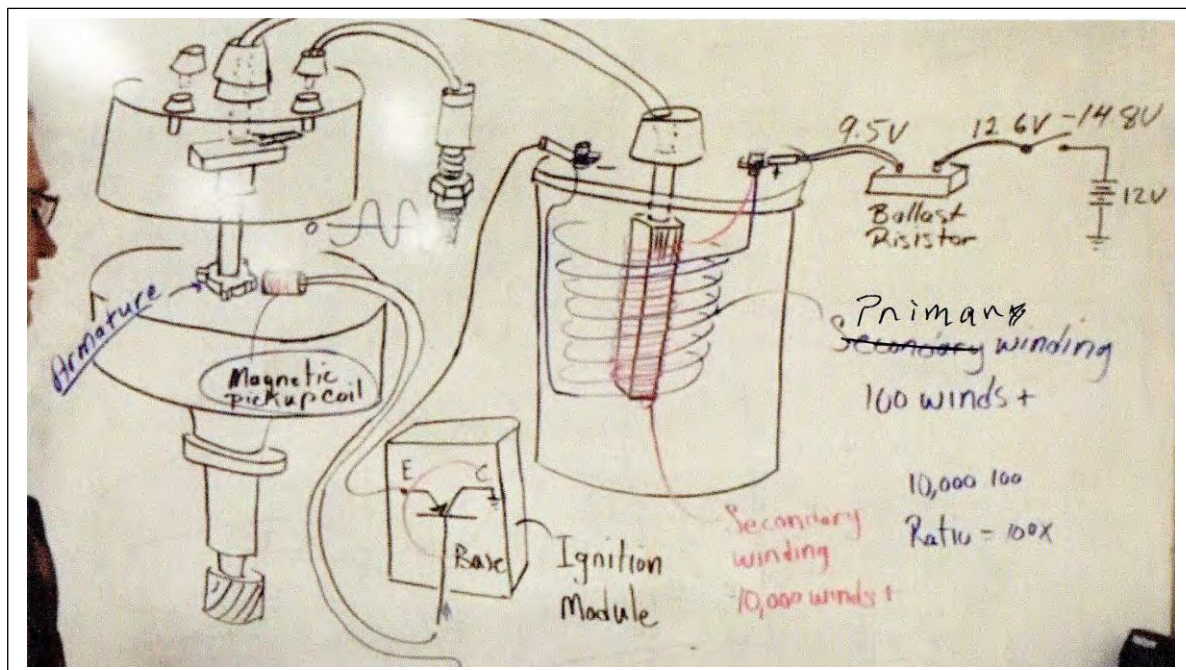
First we will discuss the breaker point system. A mechanical switch inside the distributor called breaker points, triggers the ignition coil to send high voltage power, about 20,000 volts or better, to the middle of the distributor cap. Inside the distributor cap is a rotor with a spring loaded pickup. The rotor is driven by the distributor shaft that is driven by the cam shaft. As the rotor turns it would send power from the center terminal that was collected by the carbon button in the center of the distributor cap and when it is lined up with a specific terminal the special switch called breaker points would trigger the ignition coil to release its spark and send it to the specific spark plug. That in a nutshell is how a points ignition

system works. What follows is an explanation of how and why it works, with a link at the end for viewing Ben Siemers video.

Looking at the mechanics of the distributor, the rotor on top of the shaft has metal on the top that makes contact with the button in the center of the distributor cap and transfers the charge from the coil to the end of the rotor and onward to the individual wires to the spark plugs. The points open as the distributor shaft turns and lobes on it move the rubbing block attached to the points. What follows is an explanation of what happens mechanically and electrically to get the spark to the spark plugs.

Here is the explanation of how the coil is shut off and turned back on creating a high voltage spike enough to fire your spark plugs. When we turn the key on in our car, we send power from the battery through the ignition switch through a ballast resistor that brings the voltage down from the running range of 12.6 to 14.8 volts, to 9.5 volts. Power then goes into the positive post of the coil to the primary windings inside. Power then goes out through the negative post through what is called the primary wire to the switch called the breaker points inside the distributor. When the breaker points close it grounds the circuit creating a magnetic field in the primary windings. The breaker points turn the primary coil's magnetic field on and then off to trigger a magnetic field collapse. This is what creates an induced voltage surge in the secondary winding and a spark. Let's say, for example, there are 100 windings on the primary and 10,000 on the secondary windings. This ratio amplifies the voltage accordingly. The 9.5 volts we have in the primary windings is multiplied by 100 yielding 950 volts in the secondary. This is still not enough to spark ignition in the cylinders yet. So, as long as the distributor is turning and making a magnetic field and breaking a magnetic field, something interesting happens. Every time the points are opened, breaking the magnetic field, it causes a spike in voltage bumping the original 9.5 volts up to 250 volts on the primary side. The secondary side is bumped up 100 times (due to the ratio of windings 100 to 10,000) to 25,000 volts, every time points open. This is enough to spark combustion in the cylinders. And, that's how the ignition system works with points.

Electronic Ignition:



Now we'll look at electronic ignition systems. Electronic ignition systems perform the same function as the points, that of making and breaking a magnetic field inside the coil. Here is how that works. Inside the distributor, we've added a magnetic pickup coil, which is actually an alternating current generator. We've also added an ignition module that has multiple transistors inside and to simplify the explanation we'll consider just one transistor. A transistor is a solid state switch that has no moving parts. It acts like a relay. As the distributor turns, the magnetic pickup sends an alternating current signal to the Base of the transistor. The transistor has an Emitter, Collector and a Base. This triggers the transistor to turn on and off. When we have the armature teeth on the distributor shaft aligning with the pickup coil, it actually creates a little change in voltage. When the voltage spikes it reverses the flow of current into the Base circuit in the transistor, shutting off the Base circuit. It's this reverse flow that causes the collapse of the magnetic field resulting in the coil firing. So, electronic ignition systems serve the same function as points, but without any moving parts. And, that is how electronic ignition systems work.

The following link takes you to view *Ben Siemers'* video:

[Ignition systems Explained. How ignition systems work \(youtube.com\)](https://www.youtube.com/watch?v=...)

Pub Run to the “The Famous”

A good time was had by all who attended the Pub Run to “The Famous” restaurant on Sunday February 23, 2025.



L to R Sam Hodges, Lois Gribler, Dave Gribler, Diana Hosges, Ed Hill & Art Barnes



L to R Linda Parks, Susan Scocozzo, Carole Looft, Terry Looft, Terry Happensack (standing), Diana Cooper, Graham Cooper, and John Scocozzo. (Ron Parks behind the camera)

Pub Run to Jimmy's Ladder 11

This group of MG Car Club Southwestern Ohio Centre members met on Sunday April 5, 2025, at Eastwood Metro Park to assess the new show field where British Car Day 2025 will be held and then proceeded onward to “Jimmy’s Ladder 11” restaurant for a very enjoyable Pub Run.



L to R John Scocozzo, Susan Scocozzo, Linda Parks, Ron Parks, Dave Gribler, Lois Gribler, Dave McCann Jr., & Ed Hill. (Not pictured) Ed Wolf participated at the park and did not go to Pub Run.

A-TEAM

By Ron Parks

The A-Team has made more progress towards turning the donated MGA 1600 Roadster into a nice driver that the British Transportation Museum can sell for a profit. We actually fired up the engine ran it and did some adjusting thanks to help from Giuseppe Gallelli. We ran it long enough to find a leaking manifold gasket. So, the carbs and manifolds will come off next time. While we are at it, we are also replacing the points, condenser and rotor.



Photo by Ed Wolf



Air Filters, Photo by Pete Stroble

The list of reassembly items to be done was emailed to members, asking for some volunteers to adopt tasks for various areas of reassembly. Thank you to those of you who have stepped up to help with this project. Things are staged and ready for you to begin work on your tasks. The hope is that we can be all over the car at the same time without getting in each other's way and make the car drivable and saleable for this summer driving season.

Editor's note: A-TEAM title, coined by Ed Wolf.

British Car Day Dayton, OH

The 40th anniversary of the Midwest's best
British car & motorcycle show!

Saturday, August 2, 2025 9am - 4 pm

Eastwood MetroPark, 1385 Harshman Rd., Dayton, Oh.

Link to website: [British Car Day](#)



MG2025 July 28 - 31

Link to website: [MG2025](#)



GT-50 Invitation

- [November 15, 2024](#)

Link to website: <https://namgar.com/2024/11/15/gt-50-invitation/>



British Car Day Hudson-Cleveland

BRITISH CAR DAY HUDSON-CLEVELAND 2025

June 28 at Joann Corporate Center, Darrow Rd, Hudson

Again this year, there are four options being offered to register:

- (1) Our website <https://britcar1.regfox.com/bcd-cle>
- (2) Registration PDF you can download from the website, then mail
- (3) We can email you a PDF. Please email your request to:
BRITSatHUDSON@AOL.COM
- (4) Please mail a self-addressed stamped envelope to:
British Car Day, 318 Hampton Park, Westerville, OH 43081-5723
and we will mail you a form.

The show's profit goes to charity so please utilize options (1) (2) or (3).

Saturday June 28, 2025



10am to 3pm
(Registration 10am till noon)

<https://britcar1.regfox.com/bcd-cle>

Return To Ft Meigs 26th Annual Car Show

Sunday June 1, 2025

10am to 3pm

(Registration 10am till noon)

Pre-Registration ends: Fri, May 23, 11:59 PM EDT

Day of Registration: Sun, June 1, 2025

Rain or Shine



Day of Show Awards Only (No mailings)

[British Return To Ft Meigs 26th Annual Car Show](#)

Classified Ads

Wanted: I have a '53 TD in need of a differential. Rick Jobe rtjobe@jobenet.net (8/24)

For sale: 1 right & 1 left front latch pillar for the MG TD,.Moss catalog #450-820 & 450-825. Selling as a pair for 1/2 the catalog value - \$94. Brand new. Free shipping. Danny Mortensen 859-384-7821 or agsdanny@aol.com (9/24)

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. Electric for battery maintainers. Please bring chargers and extension cord. Terry Looft 937-527-7353 or tlooft@earthlink.net. (9/24)

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 Ron Parks MGdriver@woh.rr.com or 937-322-0717

Larger ads may be purchased for inclusion in the Octagon News for the following annual prices for 11 issues: full page ad - \$100, half page - \$ 75, quarter page - \$50, & Business card size - \$25.

Minutes from March Club Meeting

By Diana Hodges

El Presidente Sam Hodges called the March 2025 meeting of the MGCC SWOC to order, for the first time at 7:31. And then for the second time at 7:32. And for the third time precisely at 7:32+. President Sam, “Well obviously we lost another member in Skip Peterson. He will be missed. I’d like to move that the club buys a round in honor of Skip.” MGCC approved the motion. Sam, “Otherwise, I don’t have anything to really report.”

Vice President’s Report was next. Vice President Ed Wolf, “Regular unleaded is \$3.05. Otherwise, nothing.”

Minutes we’re the next thing on the list. Sue Scocozzo motioned to approve the Minutes as reported. Dave Johnson seconded the motion. MGCC voted. Minutes were approved. As per usual, Sam Hodges opposed.

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Treasurer's Report was next on the agenda. Treasurer John Scocozzo, "For March, we had income of squat, nil, bupkis for a total gain to the MGCC of \$0.00. We had total expenses of: Website renewal expenses (\$228.20) for a total loss to the MGCC of \$228.20. Total losses when subtracted from the losses means a total loss to the MGCC of \$228.20. When subtracted from our beginning balance of \$1,011.58, leaves the MGCC with an ending balance of \$783.38 in the primary checking account. The savings account had \$4,383.79 before the application of \$0.17 in interest. The savings account now has \$4,383.96. Total ending balance of all accounts was \$5,247.34 with \$80.00 as cash on hand." Lois Gribler motioned to approve the Treasurer's report. Eddie Hill seconded. MGCC voted. Treasurer's report approved.

President Sam, "We talked in the past about putting the savings account money into a 6-month CD. John and I talked and one of the requirements for putting money into a CD was that we had to provide the bank with a copy of our IRS Exempt Org. determination letter. I did some checking and made a few inquiries. Turns out that we do not have one. As an IRC § 501(c)(7) organization, we actually don't need one as long as we have less than \$5,000 in annual income. I've put together a package that Skip has used with the Dayton Metroparks and I'll share that with John to see if that is enough documentation to allow us to open the CD."

Membership Chairwoman Carole Looft was next. Carole, "We had no new members. You're still at 56." Sam, "Looks like it's time to hit up the Walmart or Costco." Terry Looft, Wait until August. It's cheaper with the proration."

Birthdays in March were: "Rachel Johnson, Bob Nuessgen, Ron and Linda Parks.

Activities with Eddie was next. Eddie Hill, "Nada, nothing. We cancelled last pub run. The Tune-Up clinic is still on for April 26th. There hasn't been any more information on the rallye around Mercer County.

Sunshine Committee. Carole, "The flowers we sent to Skip's memorial were challenged to say the least. They were wilting and just not something that we wanted to send. I contacted the florist and they looked into it. They agreed that the flowers were sub-par so they agreed to refund our money and to send another arrangement. We said that the arrangement wasn't necessary but we did get the refund." Ed Hill, "Andy Hein is having Achilles surgery tomorrow. He'll be laid up for several months." Dave McCann, Jr., "Dad (Dave McCann, Sr.) is back from rehab center. Has more recovery but he's doing ok."

Kathy Barnes is in attendance and doing ok. Art, "I'll forever be in the dog house."

Newsletter Editor-for-Life, Ron Parks, "Steve Torrey did a nice story for the newsletter.

Otherwise, I need a articles unless you want to see a Triumph!"

Webmaster John Scocozzo, "I'm adding those stories to the website and I've been updating the contact list for the technical questions. Otherwise, nothing new."

Beer Brake called at 7:51

Back from Break 8:06.

President Sam, "I'd like to raise a toast to Skip Peterson." Dave Gribler, "Life was better having known him."

The Octagon News – April 2025

Old Business. Who's the oldest one here? Dr. Steve Powell wins the contest.

BCD. Dave Gribler, "Skip had been the secondary contact person on the BCD checking account. Do we want to consider replacing him. Right now, we need to make sure I don't die because I'm the only one on it. John Scocozzo, "I can do it." John S. will be the secondary on BCD checking account.

John continued, "BCD registration is now open. We have 3 cars so far." Eddie Hill, "The Metropark's representative said she found out about Skip's passing." Eddie has been dealing with the Park District. After some discussion monastic the club, it is decided that Eddie will be serving as 'interim' contact (for life).

The featured cars this year will be 78 years of MGA and the TR3. We will need lots of people on Friday night since the venue has been changed.

'Secretary' Diana Hodges, "We need to have a backup plan for poles and markers, drill bit with auger (cement)." It's discovered that there were way more items that Skip dealt with than we knew. The trophies, the artwork for t-shirts and the photos for the markers were all items that Skip took care of. Ron Parks, "I'll call Jennifer about the BCD folder that Skip kept. It should have most of that information in it."

New Business. "April 6 we'll meet at park to do a walk through of the site at 3:30. Then we'll make it a Pub Run and go to Jimmy's Ladder 11 afterward." Ed "I'll contact Ladder 11 and let them know we're coming."

Carole Looft, "I'd like to make a motion to make a donation to Dayton History in Skip's name for \$300." MGCC voted and agreed to the donation.

The NAMGAR resort in Traverse City, MI is the Great Wolf Lodge. Dave McCann, Jr.'s car is on the cover of NAMGAR magazine. Congratulations to Dave. Dave Jr., "It was just the same article I wrote for the newsletter."

Tech Tips. I have a positive ground car, and I was having trouble finding a speedometer. I found a solar speedometer that mounts on the dashboard. Dave Jr., "I found these flashlight recommendations." Steve Veris, "They look kinda dim (the light was off)." Dave showed off two different battery powered flashlights.

Gumball Rallye, was won by Famous Dave McCann.

Ed Hill motioned to adjourn the meeting. Dave seconded. Meeting adjourned 8:39.

Next Meeting is April 23rd at Bennett's Pubical.

Electricity Analogy-----)

