

MGCC-RMC Meeting Minutes - January 13, 2021

Meeting held via WebX

Meeting was called to order at 7:05 p.m. by President, Neil White.
No new members were in attendance.

Treasurer's Report - Rich Weiskopf was not in attendance but Neil states we do have money. This will be the last report from Rich as John Layman will be assuming this position.

Membership Report - Al Wulf was not in attendance but emailed that we ended 2020 with 218 paid and honorary members. So far 43 have renewed, we have 5 honorary members that don't pay dues, 11 new members from last year and one new member this year, giving us 60. 158 haven't renewed yet. Mr. Rowland Smith is our newest member. Everyone should have received notice to renew and dues can be paid either by mail or online.

Colorado Collector Car Council Report - Per Dick Fritz the council did have a meeting last week (a hybrid meeting with several people at the Forney Museum and others joining online) and discussed this upcoming year and events. To avoid a financial crisis the lobbyist has volunteered to go on furlough this year. He will keep track of what's going on but won't be very active. The Council will be reducing the club assessments to \$1 per club member from the previous \$4 per person fee. Dues will be \$50. The Freedom to Drive Coalition is concerned that when the Colorado Legislature reconvenes on February 16th, that they will push for an increase in auto license fees for both gasoline and electric motor vehicles as a way to address Colorado's budget deficits. Events scheduled include the Mecum Auction tentatively scheduled for April 23 and 24th. This is dependent upon the Convention Center being returned to a convention center rather than it's current temporary hospital status. The Airshow is scheduled for August 14th at the Rocky Mountain Metropolitan Airport.

Discussion was opened to address voluntarily paying the CCCC the higher amount of fees so they can have a buffer. The CCCC has not been able to hold any of it's fundraising events this past year. It was noted that the MGCC has also had a drain on funds this past year due to cancellation of all events.

Regalia Report - Per Cathy Gunderson there isn't much to report. She has in stock the usual items and if anyone needs anything please contact Cathy. There will be a meeting

next month to discuss the Rallye Glenwood and possibly any items needed for that event.

Upcoming Events - Per John Fraioli Bud Silvers is planning on putting together an annual Pikes Peak drive. Dates, location and route are still to be determined. Information regarding the intent was posted on the MGCC Facebook page. Rallye Glenwood is June 4th, 5th and 6th. This event was moved up a week because the MG International 2021 event in Atlantic City is scheduled June 14th - 17th. This event is a combined event that happens every 5 years and includes the North American Triple M, T Register, MGB and MGA Registers. Per Alan Magnuson registration for this event opened December 20th and he and Laura have registered. There is a complete refund available if the event doesn't take place as planned. Rick Ingraham, Chairman of North American Council of MG Registers, sent a Facebook appeal that regalia is available even if you're not planning on going to Atlantic City. Jack Kahler is busy working on awards and medallions for the event.

Keith Kerr spoke about the Rallye Glenwood. The first planning meeting is January 20th at 6:30 p.m. via WebX for anyone interested in helping with this event. Since so much of planning was already done for last year's event, that didn't take place, much of this year's planning has already been done. Everyone is hoping that this event can take place this year.

Old Business - None

New Business - Bob Gloyd requests that the club find a new place to hold the meetings because the food and service are pretty poor under the current circumstances. Neil suggested that Nigel tip the staff better. Alan suggested that maybe Nigel get a haircut.

Swapshop - Keith Kerr has some floor panels and replacement rocker panels for '74 or later MGB. He's willing to make a sweet deal for anyone interested.

Jack Knopinski reports that Tony's shop, Rallye Coach Works, is staying busy during these trying times. Tony does not have a current backlog though. If you need work done, now might be a good time. Keith made note that Tony has hired an intern from Warren Tech that he is mentoring. This is what will be required for the future of classic cars.

Shaft Award - None

Phinque Award - Jack Knopinski had some time this past year to put his 1275 into his Midget. It ran well on short trips so he decided to drive it on a little longer trip. He took it to John MacIntyre's church to look at a structural issue and then to deliver a parachute from his gliding club to Golden to be repacked. On the way home, everything was running really well, temperature was good, oil pressure was good, but as he approached home, the temperature increased to 180. It was late in the day and the outside temps were cooling off. He then saw an increase to 230 but since he was only $\frac{3}{4}$ of a mile from home decided to nurse it home. As he drove down Dry Creek Road it looked like tons of black smoke was coming out. He coasted into his driveway and pushed the car into the garage. There was steam coming out from the bonnet and he was afraid he'd toasted his brand new engine. He let it cool down and checked the oil and was only maybe a half quart low and everything looked fine. After a couple of days he looked at the radiator and there was no fluid that he could see in the neck. He drained the radiator so he could determine just how much fluid he had left in it and only got about a pint. Since this appeared to be the problem, he closed the drain valve and started to fill it with brand new antifreeze. He then heard fluid pouring onto the cardboard underneath the car. He started checking all the hoses and thought maybe he'd lost the freeze plug or something. He did find that the drain valve has opened itself back up to about $\frac{3}{4}$ open again. Possibly the spring had pushed it open. He got it refilled, started it up, and everything seemed to be fine. He pondered the black smoke and concluded that in the dusk, with a dinky little rearview mirror, that white smoke must have only appeared to be black. The drain valve was directly over the exhaust. Everything is fine, no toasted engine, so Jack is a happy man.

Cathy Gunderson had a tale to tell as well. Cathy had to drive up to Cheyenne, WY this morning. She has a friend that she's the health POA for, and needed to take some documents up to her. Her friend did warn her that it was supposed to be windy in Wyoming Wednesday. Fortunately Cathy was driving their 2002 Mini Cooper which has a low profile. As she passed the Ft. Collins exit the wind was only a breeze and she thought it wasn't too bad. The closer she got to Wyoming the worse the wind got. After crossing the Wyoming border within the first 4 miles there were 5 semi trucks blown over. There was also an RV blown over. Cathy said she's never seen wind like that in her life. On their way back to Colorado, they noted that the police were not letting trucks proceed into Wyoming. It was a question as to why anyone would want to live in Wyoming with wind like that. She also saw a road sign that was unreadable because the wind essentially sandblasted it. Neil added that everyone is happy they made it back safe and sound without a semi truck falling over on them and reducing the Mini Cooper to a much, much lower profile.

John Vucasovich checked in. He's currently in Ft Meyers. Things keep breaking and he's currently waiting on repairs to his boat. He was trying to make it down to Key West but that location is currently asking for no visitors due to Covid.

Next meeting will be February 10th.

With no further business to discuss the meeting was adjourned at 7:47 p..m.

Respectfully submitted,

Carol Zamora, Secretary