

THE OCTAGON NEWS



Volume XLI No. 3

January 2014



Happy New Year!!
Lots of Exciting Information

From the President

Ron Parks

As I'm sitting here writing this from the warmth of my home office, it is -7 degrees just a few feet away on the other side of the window. I have not been out of the house for two days, except for that frostbitten trip to the mailbox yesterday afternoon. It was cold but okay walking to the mailbox, as I was dressed for it, I thought. The clothes became totally inadequate as I turned into the wind for the trek back to the house. Burrrrrrrrrrr!

The electric quartz heater in my garage is keeping the temperature above freezing, but barely. Without the insulation installed last year that would not even be possible. Not very comfortable working out there, although I have been doing some things to my T-car, TR4A that is. Working on getting the innards of the doors reinstalled and solving problems as I go. Convertible top is next.



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 eighteen (\$18.00) 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 the **Buffalo Wild Wings at Town & County Shopping Center**, at 7:30pm. The next meeting will be:

Wed, January 22, 2014

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Upcoming MGCC Events

Jan:

3 – Festival of Sleep Day

22 – Meeting at Buffalo Wild Wings

Feb:

23 – Dog Biscuit Appreciation Day

26 – Meeting at Buffalo Wild Wings

See meeting minutes for other area activities!!

There are things I could be doing to the MG were it not stored offsite for the winter. My New Year's resolution is to install the new voltage stabilizer I purchased for it two years ago. (It's easy to procrastinate distorting my fingers to access it way up under the dash to the left of the steering column.) My fuel gauge reads low and having eliminated the gauge itself and the sending unit as the culprits, I am hopeful a new voltage stabilizer will fix the problem. There's not much else in this circuit that could be causing the problem. This problem started when the temperature sensor went bad. It was blowing fuses and apparently damaging the voltage stabilizer. We'll know for sure this spring, when I install the new one.

Hope you are staying warm and thinking about driving events for warmer times. Regarding staying warm, our new club sweatshirts are expected to be available at the January

meeting. Bring your money if you ordered sweatshirts. Regarding events for the coming driving season, Carole Looft has begun looking at the atlas to find a fun route for us to drive to French Lick Indiana for MG 2014. If you haven't made your hotel reservation for MG 2014 in French Lick Indiana June 15 - 19, you'd best be doing so soon! The MG 2014 website indicates the block of rooms reserved for the event was expanded in November and is expected to be exhausted by February. You may make your reservation by calling the Hotel at 888-936-9360 and quoting the rate code 0614NAM. We need to get ourselves registered for the event itself too. I've yet to do that myself. We're expecting that our club will be well-represented at this event just a few hours drive away.

Perhaps, we'll resurrect the Powell's tour to the local distillery near Tipp City for our spring tour sometime after the tune-up clinic in April when we'll get our cars ready. And, we'll probably have a pub run or two between now and then, just to get together and dream of warmer days to come. Stay warm!

Hope to see you on the road and at a meeting.

Welcome New Club Members

Carole Looft

William R. Beglin 11 Gaton Drive Dayton, OH 45409 317 447-7550 wrbeglin@aol.com 1970 MGB Roadster	John Moskeland 9894 Rose Arbor Drive Centerville, OH 45458 937-581-4163 1961 MGA	Clark & Kim Miller 13 East Dow Street Tipp City, OH 45371-1735 1976 MGB Roadster
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Pictures From Pub Run to Oregonia

Photos by Ron Parks



Club members gathered in Xenia



Arrival at Little River Cafe



Club members enjoying dinner



More club members enjoying dinner



Three generations of Loofts (where's Terry?)



Real MGers heading home!

Club Library

Ron Parks

Perhaps you've noticed the MG Car Club Southwestern Ohio Centre's collection of MG shop manuals and the like for various MG models. It's out on our website under the "Library" tab: <http://www.mg-cars.org.uk/mgccswoc/index.php?menu=library>

John and Linda Wolfe maintain the physical library of materials that are available to all of you. I'm bringing this to your attention now, because they have recently procured the "MG 1100 Workshop Manual," at a very reasonable price. In fact it was free, except for postage. I know of two MG 1100s in the club and there may be others as well.

John and Linda would be glad to arrange for you to use any of the material in the library, picking it up at a meeting or at their home. If you are in need of any of this material, please contact them by phone at 937-429-3292 or Email beavercreeklinda@roadrunner.com

A Brief History of Early Automotile Accidents

Steve Markman

One of the unfortunate consequences of operating an automobile is the risk of an accident. It seems like there have been accidents ever since there have been cars. Even before then, there must have been horse-drawn carriage accidents. Indeed, researchers recently concluded that King Tutankhamun of Egypt died from a chariot running over him and breaking most of his ribs.

One of the first self propelled vehicles was developed in France in by Nicolas-Joseph Cugnot (1725 – 1804). It was an awkward-looking, steam-powered vehicle. This claim is disputed by some sources, which suggest that Ferdinand Verbiest, a member of a Jesuit mission in China, may have built a steam-powered vehicle around 1672. But, it was too small to carry a driver or passengers. Cugnot was one of the first to employ successfully a device for converting the reciprocating motion of a steam piston into rotary motion by means of a ratchet arrangement. A small version of his three-wheeled



The first "automobile" accident?



Cugnot's 1771 *fardier à vapeur*, as preserved at the Musée des Arts et Métiers, Paris.

fardier à vapeur ran in 1769. (A *fardier* was a massively built two-wheeled horse-drawn cart for transporting very heavy equipment such as cannon barrels).

The following year, a full-size version of the *fardier à vapeur* was built, specified to be able to carry 4 tons and cover 2 *lieues* (7.8 km or 4.8 miles) in one hour, a performance it never achieved in practice. The vehicle, which weighed about 2.5 tonnes tare, had two wheels at the rear and one in the front where the horses would

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normally have been. This front wheel supported the steam boiler and driving mechanism. The power unit was articulated to the "trailer" and steered from there by means of a double handle arrangement. One source states that it seated four passengers and moved at a speed of 2.25 miles per hour. The vehicle was reported to have been very unstable due to poor weight distribution - which would have been a serious disadvantage seeing that it was intended that the *fardier* should be able to traverse rough terrain and climb steep hills. Boiler performance was also particularly poor, even by the standards of the day, with the fire needing to be relit and steam raised again every quarter of an hour or so, considerably reducing overall speed.

In 1771, Cugnot's second steam-powered vehicle is said to have crashed into a wall during a test run, in what would have been the first automobile accident. However, it is disputed that this ever happened, since the earliest mention of this occurrence dates from 1801 and it was not featured in contemporary accounts. Cugnot's vehicle was acquired by the Conservatoire National des Arts et Métiers in Paris in 1800, where it can be seen today.

The world's roads apparently were safe from accidents involving powered vehicles for nearly another century. Then, in Ireland on August 31, 1869, Mary Ward was thrown from an experimental steam-powered car while riding as a passenger with cousins who'd built it. She fell under the wheels as it rounded a bend. This is believed to be the first recorded automobile death.

In 1891 John William Lambert of Ohio City, Ohio, was involved in the first automobile accident in American history. In the late nineteenth and early twentieth centuries, Ohio innovators in Cleveland and elsewhere were at the forefront of this new form of transportation technology. Lambert was developing a vehicle in great secrecy. Operational tests were conducted at the farm implement showroom with the window blinds pulled shut. Outside road tests were conducted at night on little-used roads. That was a good thing since many times there were long intervals between being able to get the automobile started again after it stopped. It turned out that the villagers didn't even know what Lambert was working on. Lambert's vehicle—the first single-cylinder gasoline automobile, which was carrying Lambert and James Swoveland, hit a tree root, causing the car to careen out of control and smash into a hitching post. Injuries from this accident were minor. Lambert set a price of \$550 in a sales brochure which was mailed during the first part of February of 1891. No sales contracts were signed for the Lambert, and Lambert soon realized that there was no sales potential for his automobile.

On August 17, 1896, Bridget Driscoll became the first pedestrian to die in a petrol-engined car accident in the United Kingdom. As she, along with her daughter and a friend, were crossing the grounds of the Crystal Palace in London, when she was struck by an automobile belonging to the Anglo-French Motor Carriage Company that was being used to give demonstration rides. The accident happened just a few weeks after a new Act of Parliament had increased the speed limit for cars to 14 miles per hour, from 2 miles per hour in towns and 4 miles per hour in the countryside (the car's maximum speed was 8 miles per hour). According to witnesses of the time, Driscoll saw the vehicle "zigzagging" towards her and simply froze out of either fear or utter confusion, which resulted in her not getting out of the way. Following an inquest into the accident, the jury returned a verdict of "accidental death," and no prosecution was made. The coroner, Percy Morrison, said he hoped "such a thing would never happen again."

The first driver fatality happened in 1898, when Englishman Henry Lindfield and his son were driving from Brighton to London. Near the end of their trip, Lindfield lost control of the car while going down a hill. They crashed through a fence and Lindfield was thrown from the driver's seat before the car ran into a tree and caught his leg between them. His son was not hurt and ran for help. At the hospital, surgeons found the leg was crushed below the knee. Lindfield remained unconscious and died the following day.

Then, on September 13, 1899, Henry Hale Bliss became the first person killed by a motor vehicle accident in the United States. As he was disembarking from a streetcar at West 74th Street and Central Park West in New York City, an electric-powered taxicab struck him and crushed his head and chest. He died from his injuries the next morning. The driver of the taxicab, Arthur Smith, was arrested and charged with manslaughter but was acquitted on the grounds that it was unintentional. A plaque was dedicated at the site on September 13, 1999, to commemorate this event of a century earlier.

And, finally, what about the world's first crash involving two automobiles? According to popular legend, this occurred in Ohio in 1895, at which time there supposedly were only two automobiles in the entire state! This story never has been validated. Ohio didn't even require automobiles to be registered until 1905, so who knows how many there were a decade earlier. Additionally, the first sales of commercially available cars were made by the Duryeas Brothers in 1896. As such, it seems unlikely that one, let alone two, people owned motor vehicles in Ohio in 1895, unless they might have been experimental, home-made vehicles.

Classic Car Photos of the Month





VICTORIA TO OTTAWA **JULY 4TH - JULY 14TH 2014**

"Cruise to the Capital" is a NAMGAR Regional Event, organized by the Canadian Classic MG Club, and associated with GT-39. The Cruise (C2C) is a drive for MGAs, Magnettes, MGBs, and other British cars from Victoria, British Columbia to GT-39 in Ottawa, Ontario. You can join the group anywhere along the route.

Route Schedule:

Start:	Victoria, BC	July 9:	Grand Forks, ND
July 4:	Surrey, BC	July 10:	Duluth, MN
July 5:	Sicamous, BC	July 11:	Munising, MI
July 6:	Calgary, AB	July 12:	Sudbury, ON
July 7:	Swift Current, SK	July 13:	Renfrew, ON
July 8:	Estevan, SK	July 14:	Ottawa, ON

Total Distance approximately 2,800 miles (4,480 kms), approximately 280 miles per day.

Participants will receive a C2C car plaque, a completion certificate (C2CCC), and the opportunity to wear a unique limited edition shirt identifying their love of cross-country driving.

We will be picking up participants along the route from both Canada and USA. We will assist any car owners who wish to truck their vehicle to the West Coast to join the drive at the start.

More information, including a route map, is available on the NAMGAR and GT-39 websites, and you should check these sites regularly for updates. An estimate of fuel and hotel costs for this drive from Victoria to Ottawa is available on request from the organizers.

Please make your hotel reservations for GT-39 in Ottawa directly with the host hotel - information is available at www.gt39.namgar.com/?page_id=48

Please indicate your interest in participating by sending an email to C2C@namgar.com, or calling Peter & Anne Tilbury at 604.535.0648.



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NAMGAR
North American MGA Register

http://www.namgar.com/events/category/regional/2014_cruise_to_the_capital/

A woman with blonde hair, wearing a black dress and tan boots, is leaning against the rear of a blue Chevrolet Cobalt. The car is parked on a snowy road in a mountainous area. The license plate reads "399-110". The background shows snow-covered mountains and a cross on a hill.

Classifieds

For Sale: 77 MG Midget. It is in really good shape and has been restored. Since the restoration completion this car has been garaged and hasn't been out in the rain ... The car has 69,000 on it. I do not

have the complete history on the vehicle only that I have owned the car since 2006. Antoinette Seals
Phone : 614-888-1960 Fax: 614-888-2942 Aseals@newlifeproperty.com. (1/14)

For Sale: 68 MGC. Red, *automatic transmission*. Meticulously maintained by MG Automotive. Call Reuben at 937 426-7239 or reuben.wasserman@sbcglobal.net (10/13)

MG Car Club Minutes, November 20th Meeting

Sam Hodges

The **November** meeting was called to order at 7:33.

President Ron Parks gave his report, “Thanks to Reuben for the donation of four radios complete with batteries. We had a good day for the Pub Run. We had 11 cars make the trip down to Waynesville, including one Lotus. If a Lotus can make the trip, then why not a Triumph?”

After a smattering of anti-Triumph jokes Ron continued, “I was listening to NPR and I learned a new word – “Spatchcock”. I had to Google this one... Spatchcock means a dressed or split chicken for roasting or broiling on a spit. There, no one can say that we’re not educational.

Ron, “I was having a problem with the Brand X car overheating...” Terry Looft, “That’s making progress. It has to run to overheat...” Ron, “I want to thank Dave McCann and return his infrared thermometer.” Dave then proceeded to randomly point at things around the room...

Ron continued, “I received an e-mail from the G.o.F. President asking us to update their information with our e-mail and contact information. I wanted to run this by the MGCC before I just give Dave Schneider all our info.” Dave McCann, “Why not just forward his e-mail to the MGCC and let them respond as they see fit?” Ron, “Good idea. Look for the e-mail.”

MG2014. Dave Estell, “Make your reservations if you haven’t already.” Ron, “They opened up another block of rooms so hop on it if you want to go.” Dave Estell, “They originally had reserved 325 room. Last update, there were 318 booked so they opened up another block of 25-50.” Ron, “You can always cancel the reservation if you don’t go.”

Vice Presidents Report. Our V.P. is not here tonight.

Minutes were next. Mike Edgerton motioned to accept the minutes as reported. Dave Estell seconded. Minutes approved as published. Like I was actually going to change anything anyway.

Treasurer’s Report was next on the agenda.

We had Total Income to the MGCC consisting of: Membership Dues (\$328.00) + Regalia Sold (\$12.00) + Interest Earned (\$0.02). We therefore had a **Total Income of \$340.02**. Total Expenses: Gumball Rallye (\$10.00) + Octagon News Costs (\$43.56) = **A Total Expense of \$53.46. Total gain to the MGCC was \$286.56**, that when added to our existing Treasury balance of \$5,907.66 equals a new **Treasury Balance of \$6,194.10** in the primary checking and **\$378.99** in the savings account. Jennifer motioned to accept the report. Carole Estell tried to second the motion... Jennifer, “Can the wife of the Treasurer motion to

approve the report? I'm pretty sure there's a conflict of interest in there somewhere. Skip seconded the report. Report approved.

Membership was next. Carole Looft, "Right now you've got 44members as several people have asked for refunds... Sorry Ron, Terry made me do that. Actually you've got 76 members. As a matter of fact, we have 3 new-new members."

Sunshine Committee, Jennifer Peterson, "Everyone's well that we know of."

Newsletter editor Steve Markman. "Nothing big to report. My article on tires was a bit longer than I thought, but I tried to keep it light." Dave Estell, "It worked. Even I understood it."

Activities with Eddie. Eddie Hill, "I think someone said something about a party next month. Dec. 14th. Otherwise, I've got nothing. It's November after all."

Webmaster John Scocozzo, "There are some new pics on the website. Check them out..."

Beer Brake called at 8:00.

Back from Beer Break at 8:17

Dave McCann gave a presentation on foreign car importer Kjell Kvale who recently passed.

T-shirts. Carole Looft, "It's going to take about 4 Days for the printer to get the shirts and another 14 days to deliver them. We were informed that it's an \$18 setup fee with each order, so we need to come up with our total order to avoid multiple setup charges. In addition to the ones for the members, we need to come up with how many of each size we want to have on hand." *After the usual discussions about screening costs and who keeps the screens, it was basically tabled pending some more deliberation as to size quantities and colors...*

Holiday Party. Jennifer P., "December 14th, 6:30 at BW3. We're ordering food. We want people to respond so that we know how much food we need to order. We can bring in homemade desserts (don't stop at Kroger's and get something – and if you do, don't leave it on the Kroger platter)." Jennifer continued, "This is a test. This is only a test. If we don't like it, we can always go back to the way it used to be." Steve Veris, "What if we want to have it at your house?" Ron, "Can we have it at your house?" Me, "4400 Wing..." Jennifer, - *how do you quote a 'death stare' and attribute it properly? Don't know... Btw, that could have been Steve Markman, Powell, or Veris. I just had a random 'Steve' as the maker of that comment...*

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...speaking of Steve's... Steve Powell. "This is Prostate cancer awareness month. Have the PSA and the digital test. It's very important." Terry Looft, "I hated those digit test... at first..." Steve, "Did he have both hands on your shoulders?" *It just went downhill from here...*

For Sale. Steve Powell, "I have a ton of TD parts. These were Reuben's parts and I'm selling it for him. He's moving and cleaned out his garage."

Ron, "I've got some more old business. We got mail from 2 food banks and Dayton Hospice."

Skip, "I'd like to make a motion that we make a \$500 donation to the Food bank on Washington Street." Terry Looft seconded. Ron, "Does anyone know anything about the Feedwire food bank located at 4400 Wingview lane?" After looking up last year's donations and looking at our financial situation, e MGCC decided to make a second donation. After some discussion, John Scocozzo motioned to donate \$500 to Salvation Army. Charlie McCamey seconded. The MGCC voted and decided to give \$500 to the Food bank and another \$500 to the Salvation Army.

Tech Tips. Ron, "You have a tech tip for us Bill?" Bill was just readjusting, no tip. Skip, "Get a prostate exam." Terry Looft, "I'm going to do that when I get home..."

Terry Happensack, "I'm working on a project and I need pictures from BCDs past. Preferably things that aren't already out on the website. If you have anything, please let me know."

Gumball Rallye – T-shirt winners: Bob Farrell, Slow-Eddie Hill and Steve Veris.

\$10.00 winner: Nancy Edgerton.

Motion to adjourn Steve (I did it again - and all three previously mentioned Steve's were in attendance), Diane Cooper seconded. Meeting adjourned at 8:45... *I'm totally making that up as I forgot to record the time, but it sounds plausible.*



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