

THE OCTAGON NEWS



Volume XLIX No. 2

November 2022



Thank You Veterans
Happy Thanksgiving



Presidential Musings

Dave Johnson

Well, you survived my first meeting.. At least I assume so, as I am writing this the first week of November...

Continuing on the Dave and his cars theme... Getting a new, old car that does not run, and one that you really know nothing about, brings with it new challenges and experiences. Where do you go for information? Well, I started with searching the Internet looking for local MG clubs, even far away clubs, to see if there was information posted that was technical in nature. If I found a club that had newsletters, I read them all. In fact, I downloaded and read every article that this club posted before Rachel and I ever showed up for a meeting. One of our first meetings was the last one at the BW3's.

After getting the car running, and only taking short test drives around the neighborhood, the first long



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 November 16th

MG Car Club Officers

President.....Dave Johnson

Phone..... 937-902-8888

email.....daydave@hotmail.com

Vice President.....Ron Parks

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And special thanks to Ron Parks for proofreading.

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Upcoming MGCC Events

Nov:

- 5 – Guy Fawkes Day
- 8 – Election Day
- 13 – Sadie Hawkins Day
- 16 – Meeting at Bennett's Pubical
(One week early because of Thanksgiving)

Dec:

- 17 – Holiday party at Bennett's Pubical
- 21 – Ugly Sweater Day
- No meeting – Happy Holidays**

Jan:

- 3 – Fruitcake Toss Day
- 25 – Meeting at Bennett's Pubical

See meeting minutes for other area activities!!

drive I took was to BCD. A whole 5 miles away from my house, and I had no idea if I would make it there, or home in one piece. I had no idea what to expect. I was learning as I went. Thankfully, I can say now that I know a little more about that car, how it runs and where to find most answers to my questions.

After joining our club, our first attempt at a club drive resulted in the regulator and generator shorting out and burning up at our first stop south of Xenia. We took the ride of shame home. We even missed the covered bridges... I worked through that excitement and once again got the car back on the road. We even went back and followed Ron's route by ourselves just to say we did it. I quickly found that our TD could not keep up with all the new fangled MGA's and MGB's that everyone else was driving. So, I talked Rachel into getting a White 1972 MGB. The next club drive we hopped into the car and promptly separated the exhaust pipes, pulling out of our driveway, on the curb! That turned into new exhaust and leaf springs. It would seem that to be a MG owner, you have to be able to handle a lot more than normal challenges. *(Editor's note – It's all part of the adventure!)*

I learned some more....There should always be some sort of challenge extended, or goals to set and reach during your term as the "leader" when you find yourself in such a position. Here are a couple of mine. We all see the challenge of bringing in new MG enthusiasts to the club. We hear the report of the total number of club members at the changing of the guard each September. How can we as a club address this concern in such a way that creates an atmosphere to encourage new members?

What might we be able to do when a prospective new member joins our meetings? We are a friendly enough bunch, but to be honest, there are a lot of established members who are very comfortable with each other. I can speak from experience; it is daunting to find a way to fit in. I think we do a great job, but I want it to be better. There are a lot of MG owners in the area, we as a club, need to find a way to reach those who could be new members. Maybe this year we can find a way to advertise, invite, discover, and ultimately increase not only our membership base, but bring a new interest to those who "NEED" to own an MG...

Soapbox off...

I will digress a bit here at the end of this month's article to wish everyone a Happy Thanksgiving. I hope everyone is able to enjoy time with family and friends.



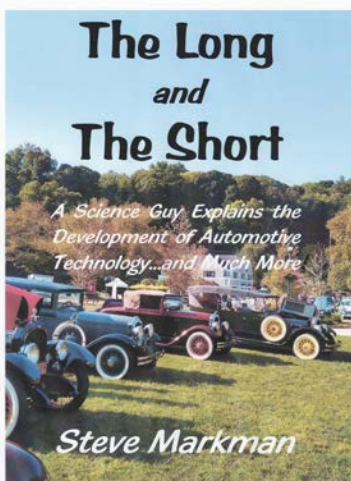
Sam's MGB Drive to Cleveland

Sam Hodges

One of the things that Janet wanted for her wedding was to use an MG as the getaway car. So, I ended up driving my 1978 MGB to Cleveland for the wedding. I drove US-40 east to US-42 just outside of London, Ohio. Then it was straight up to Cleveland on 42. It took about 4 hours to get to the west side of Cleveland but another 1.5-hours to get across Cleveland on 42 with all the stop and go. That was painful. The drive was a really good fall drive by myself. It was sunny but a little chilly on Wednesday when I left. I passed a half dozen Amish buggies up north of Mansfield. Even saw one hitched to a hitching post outside of a Dollar General. They all waved as I went by. Diana says they recognized a kindred spirit. Janet wanted an MG for her getaway car. We staged a bunch of pictures with the bride and groom, neither one of whom can actually drive a manual, and then we parked the car before the reception.



*Editor's note – The club sends it's best regards to the happy couple, and hope they both learn how to drive a stick shift. Then, they'll **really** know happiness!!*



Coming soon...available for purchase at an MGCC meeting...hopefully by January or February

Automotive science has made great advances in the last one hundred or more years. Learn the history of engines, paint, glass, etc. Why power is expressed in terms of horses. How human factors science makes your car safer and easier to operate. And, much, much more!!

The Long and the Short

**explained by an engineer
and British car enthusiast**

Cargo Ship Carrying Thousands of Luxury Cars Sinks After Burning for Weeks

Victoria Scott Thedrive.com
María Luisa Paúl, Washington Post



A two-week transatlantic saga ended Tuesday with a massive ship — and thousands of luxury cars aboard — sinking about 250 miles off a Portuguese archipelago after catching fire. Despite efforts to salvage what remained of the *Felicity Ace*, the ship and its nearly 4,000-vehicle cargo went down near the Azores Islands about 9 a.m. local time Tuesday, the Portuguese navy said in a statement.

The 650-foot-long vessel, operated by Japanese shipping line Mitsui O.S.K. Lines (MOL), was traveling from Germany to Rhode Island when a fire started in the ship on Feb. 16, 2022. Authorities tried to extinguish the flames, the ship's 22-person crew was rescued, and no injuries were reported. What initially sparked the fire remains unknown.

Nearly 4,000 Volkswagen Group cars were aboard the *Felicity Ace* — including about 1,100 Porsches and 200 Bentleys. According to an analysis by the Russell Group, a Britain-based risk management company, the estimated total value of goods on the ship was about \$438 million, \$400 million of which is the vehicles.

The *Felicity Ace*'s woes are another problem for the already-troubled global supply chain. Carmakers cut production as the coronavirus pandemic began in 2020, then the industry was hit with shortages in labor and computer chips for manufacturing. All of this taking place as freight takes longer to arrive and American ports face floating traffic jams of container ships.

The car-carrying vessel *Felicity Ace* is currently 10,000 feet under the ocean surface. Sadly, a few irreplaceable classics were on board as well, according to reporting from *Top Gear.nl*.

The manifest reveals the specific numbers of vehicles that had already been confirmed on board: 15

Lamborghini Aventadors (representing the final production run, which Lamborghini is now gearing up to replace), 20 Huracans, and 50 Uruses, for a total of 85 Lamborghinis now resting on the ocean floor. Audi lost 846 vehicles, Porsche saw over 580 cars lost, and Volkswagen 523 cars (some of which were non-US models intended for Mexico and Central/South American markets, likely alongside the 3 Seat Atecas lost). Bentley lost 190 cars alone, which represents a not-insignificant chunk of the 14,659 cars the company built in total last year.

Unfortunately, there were a few cars on board that aren't as easily replaced. A 1977 Land Rover Santana (a licensed knock-down kit of a Defender) was on the manifest, as well as a 2007 BMW 750i, alongside a late-model Kia Soul, Mini Countryman, and Nissan Versa Note. Also lost was a Porsche 718 Boxster GTS 4.0 listed as a "tourist vehicle" on the manifest, which was likely a private owner's personal car. More upsettingly was that the 65th Honda Prelude SiR ever built, on its way to a new owner Stateside, was also lost before the owner even got to see it in person.

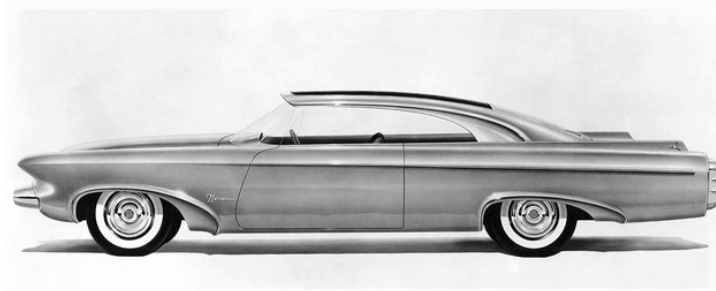
While luckily material possessions are replaceable and there was no loss of life from the fire or the subsequent sinking, it still just sucks as an enthusiast to see so many cars end up on the bottom of the ocean. It's a waste of what were once perfectly-usable cars, and losing a long-awaited project like a rare Prelude that hasn't been made in decades is a loss for car culture in general. And then there's the ecological impact of the fire and sinking, too. Just a terrible situation all around.

The Million-Dollar Chrysler that was Lost at Sea

Gary Gastelu Fox News

When the *Felicity Ace* cargo ship sank off the coast of the Azores in March 2022, it took a trove of 4,000 cars to the bottom with it, including several Lamborghinis worth hundreds of thousands of dollars each.

But there's an even more valuable car lying on the bottom of the Atlantic Ocean a couple of thousand miles to the northwest. During its ill-fated journey from Italy to New York City, the *Andrea Doria* was carrying a one-off show car that was built for Chrysler by the famed Italian coachbuilder Carrozzeria Ghia.



The Chrysler Norseman was designed under the direction of the automaker's head designer, Virgil Exner, and showcased several innovative ideas the company planned to display on the 1957 auto show circuit.

Along with its hidden headlights and door handles, the sleek V8-powered coupe featured a unique cantilevered roof without any front pillars, which



were replaced with an extra-strong shatterproof glass developed by PPG.

Although far from the tragedy of the 51 souls that were lost as a result of the Andrea Doria's collision with the Stockholm off Nantucket on July 25, 1956, the car's designers never got to see it in person and, according to Hemmings, no one is even sure exactly what colors the final

product was finished in. One man did see it years later, however.

In 1994, renowned Andrea Doria diver David Bright was searching for another diver who had gone missing in the wreck, when he made his way into cargo area number two and saw the remains of the car and the crate it was being shipped in.

"The crate had disintegrated, and the car was in very, very poor condition," Bright wrote on his blog. "The ocean's salt water invaded the Norseman's metal and most of the car is rust, corrosion and a heap of indistinguishable junk. The tires are still there and have assisted to its identification."



Bright wrote in his blog in February 2006 that he visited the car several more times but hadn't been to it in years because the deterioration of the ship had made the area too dangerous to enter. No pictures of the car in the hold are known to exist, and no other divers have claimed to have seen it.



"It is doubtful if I (or anyone else) will ever get a chance to see the remains of the Norseman again," Bright said.

Sadly, his personal prediction proved to be correct as he collapsed and died after returning from a dive in July 2006 at age 49 after more than 100 visits to the ship.

Had the car completed its journey and been preserved until today, its value has been estimated to be over \$1 million as a collector piece. Instead, it continues to fade into history along with the ship it rests inside, over 200 feet below the surface.

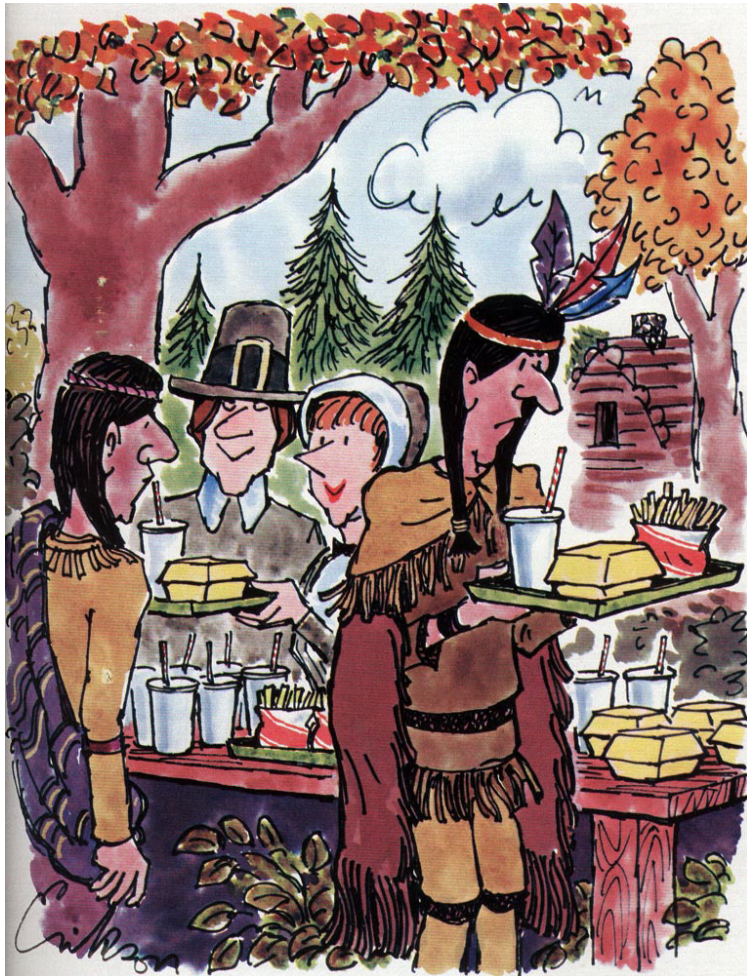
Classifieds

For Sale: Miata seats, about 2002 vintage, recovered to put in my MG Midget, but I found it too hard climbing into the car. However, these will fit nicely into a MGB. Each has a red MG in an octagon logo embroidered into the headrest. Asking \$300, and I'm taking a big loss on them. Contact Brian Hellwig at toni-brian@ameritech.net. (11/22)

For 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. (10/22)

For Sale: 1968 MGB. Beautifully restored and maintained. Salsa red (VW color). Starts, runs, drives, and stops as a new MG should. Driven less than 10,000 miles since 2010 restoration. New factory-style tubeless wire wheels and new tires, both approximately two years old. Multi-year winner Best in Class, British Car Day, Dayton, Ohio. Must see to appreciate. Asking \$18,500. stephen.ramsey68@gmail.com. (10/22)

For Sale: 1950 MG TD. Right-hand drive, cream white. Currently partially disassembled, but all original bits and pieces have been accounted for, and many new parts are included (new gas tank among many others). It is a very solid, complete (except for the interior), all original numbers-matching car. Asking \$7000. stephen.ramsey68@gmail.com. (10/22)



For Sale : Miscellaneous parts for 73 MGB, including side mirrors, headlights, and windscreen glass. A few other parts might be there. These are from Jim Carson's car. Contact Margo Carson at 513-899-3808 or carsonfam@juno.com (9/22)

For Sale: 1953 MG TD project car in need of complete restoration. This car is in Beavercreek and available for viewing by appointment. More details and pix available. Joe Batka, 937-429-3412 (8/22)

Free classified policy: We are happy to run your auto-related ad for three months free of charge, but may cut older and non-MG related ads as space requires. If you wish to continue the ad for an additional three months, contact srmarkman@att.net or 937-886-9566.

Minutes from October Club Meeting

Diana Hodges

Newly elected President Dave Johnson called the October meeting of the MGCC Southwestern Ohio Centre to order precisely at 7:30. President Dave, “It says that I’m supposed to acknowledge the election so thanks to the outgoing officers. I’ve got this agenda from Carole, so if you don’t like it, blame Carole. We had a Fall Drive.” Skip Peterson, “For those of you who did not go, it was a really nice drive.” Ron Parks, “We went over and saw Charlie McCamey. He was very pleased with the us showing up.” Carole Looft, “I brought along a BCD T-shirt for him. It was a small so it should fit him perfectly.”

Vice President Report was next. V.P. Ron Parks, “Well the Fall Tour was good. I’m going to start my winter project of installing my 16-gallon fuel tank in the MG.” Dave Johnson, “Warning, if you’ve got a ‘74 MGB, be careful. Ron is going to want the rear end out of it.”

Minutes were next on the agenda. After I disavowed all knowledge of the Minutes, Art Barnes motioned to accept the Minutes as presented. Skip Peterson seconded. MGCC voted. Minutes approved. Sam Hodges objected to the issue of lies.

Treasurer’s Report was next. Treasurer Sue Scocozzo, “The MGCC had gains of: Membership Dues (\$470.00). Total gain to the MGCC was \$470.00. We had total expenses of: Squat, nil, zilch for a total expense to the MGCC of \$0.00. Monthly total losses when subtracted from the gains means a gain to the MGCC of \$470.00. When added to our beginning balance of \$4,576.79, leaves the MGCC with an ending balance of \$5,046.79 in the primary checking account. The savings account now has \$382.02, with cash-on-hand of \$30.00. Total ending balance of all accounts was \$5,458.81.” Skip Peterson motioned to accept the Treasurer’s Report as presented. Ron Parks seconded the motion to accept the report. MGCC voted. Treasurer’s Report approved.

Carole Looft was next up with the Membership report. Carole, “We have a few more renewals that came in today. Right now you’re at 49 members. For your first month, that’s not bad.” Dave Johnson, “What

did you end up with?” Ed Wolf, “I had 73.” Dave, “Is there anyone who hasn’t paid their renewal? Stand up.” Ron Parks, “No pressure.” Ed Wolf, “Yeah, but just think. He lost 24 members in one month.”

Birthdays in October: Steve Powell, Graham Cooper, Linda Fields, Dar Planeaux, and Steve Torrey.

Activities with Eddie was the next item on the agenda. Ed Hill, “The time change is coming up. That’s about all I



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have. We're desperate. We had our Fall Tour." Skip, "It was 100 miles and there are some damn good roads on 380."

Sunshine Committee was next. Carole Looft, "We need an update on Mary. Dar?" Dar Planeaux, "Shes in rehab at Sycamore. She's been there a week for physical rehab. She's making slow but steady progress. That's why are still here and not in Florida." Terry Looft, "You could go to Florida without her."

Newsletter Editor Steve Markman, "Yeah, I don't have anything." (*Isn't that the Vice President's line?*)

Webmaster John Scocozzo, "I haven't received any pictures but I'm willing to upload what you send."

President Dave, "I'm running out of topics to talk about here, so the next thing on the agenda is beer break." Skip, "Keep it simple."

Beer Brake called at 7:40.

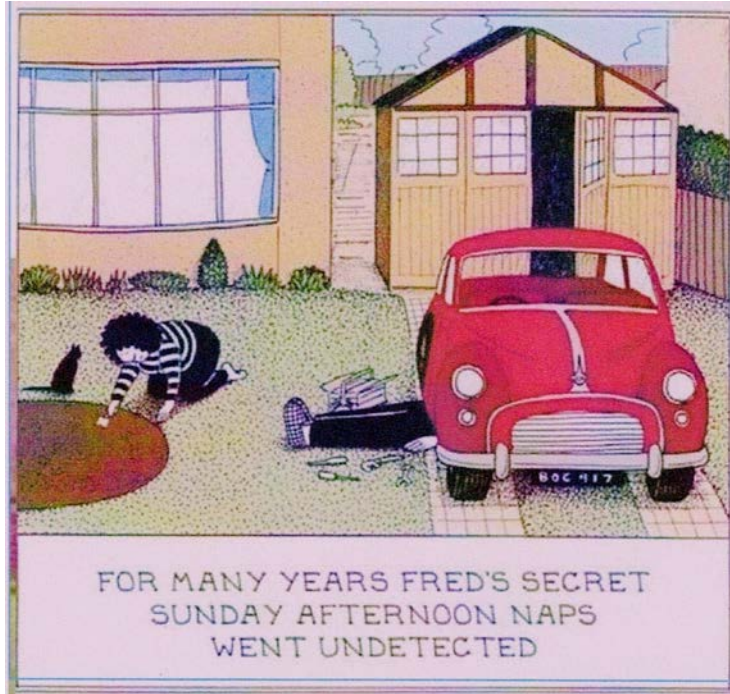
Back from break 7:56.

Old Business. President Dave, "Do we have a fight for old business?" Ron, "I don't know if it's old business, but we have an MGA Coupe update. Dale can't paint the car but he can get the paint. We have to make a decision on what to do." *After some murmuring from the crowd, no actual decision was made.*

Skip, "We're going to try to settle the BCD funds when the Gribler's return from their vacation. We did make money. The Claiborne Grille truck was busy all day and they seemed happy with the amount of turnover." Dave Johnson, "For all of those who did all of the work in prior years, how was it this year?" Terry Looft, "Fantastic." Jennifer Peterson, "Awesome. We actually got to see cars this year." Skip, "It worked out pretty well. Did anyone go to the Cincinnati club?" Dennis, "It was a great venue in Fairfield called The Greene. It rained, but the venue was great. It was scheduled same time as a Bengals game so the crowd wasn't great, but the show was really good for those that turned up."

New Business. Carole Looft, "I know I mentioned that next year is the 100th anniversary of MG. The date has been set as June 1, 2023 as the start of our year-long celebration. I don't know what we could do, but I hope we could come up with something." Ron Parks, "100 covered bridges?" Terry, "All the members who are 100-years old." Ron, "How many cars do the Loofts own?" Terry, "Plenty, but we don't have enough drivers." Skip, "Next year at the Concours, MG will be the featured marque. Jeff Fields is also planning a Gathering of the Faithful in the same time frame. It's also Carillon Park's 100th anniversary of their 1923 Maxwell. The claim is that it was build in Dayton as a branch of Stoddard Dayton. That's not been 100% verified, but it's still the claim."

Sam Hodges, "I drove my 1978 MGB across US-40 to US-42 just outside of London, Ohio and then straight up to Cleveland on 42. It took 4 hours to get to Cleveland and another 1.5-hours to get across Cleveland on 42 with all the stop and go. That was painful. The drive was a really good fall drive by myself. It was sunny but a little chilly on Wednesday. I passed a half dozen Amish buggies up north of Mansfield. Even saw one hitched to a hitching post outside of a Dollar General. They all waved as I went by. Diana says they recognized a kindred spirit. Janet wanted an MG for her getaway car. We staged a bunch of pictures with the bride and groom, neither one of whom can actually drive a manual, and then we parked the car. The drive home on the Monday after the wedding was uneventful. It was 72° and sunny, so the perfect weather for a top down, leisurely drive home. The car has a couple new rattles and needs a cleaning, but all-in-all, a good time was had by all.



Carole Looft, “I came across the Montreal MG Car Club and they’ve got a poster of members cars. I thought that might be a good thing to try to do for us.” Jennifer, “So, we should all send a picture of our cars to you?” Carole, “No!” Leslie Hunter, “You should do a calendar.” Terry Looft, “We did one a couple years ago.”

Tech Tips was next. Dave McCann, Jr. “I took the engine out of the MGA and put in another one in. One of the main reasons I did was due to an over heating issue I was having. I think the biggest thing I got from the switch was a fan shroud. The car runs much cooler with that fan shroud in place.” Dave McCann, Sr., “My car no longer has an engine by the way.”

For Sale. Skip, “I know of a 1959 Bugeye Sprite that ‘ran when parked’. Hasn’t started for 25-years. The caregiver of an elderly gentleman is selling the car for the gentleman who’s going into a care facility.” Contact Skip for more info.

Ed Wolf, “I know of a pair of custom MGB seats that came from a Miata. They’ve been customized for an MGB. I’ve also got a snow blower for sale and a pressure washer. I’ve also got some watches...”

Steve Veris, “I’ve got a bunch of roller dollies that are free for the taking. Just let me know how many you need and I can bring them to the next meeting.”

Gumball Rallye was next. In an obviously rigged contest, Carole Looft won the \$10.

Motion to adjourn 8:26.

 <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>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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