

THE OCTAGON NEWS



Volume XL No. 4

February 2012

Special Winter Feature – Grandkids and MGs
Doepke MG TD



From the President

Sam Hodges

Well, it's winter. Not much going on in the automotive world. No shows, except the North American International Auto Show. No festivals, rallies, or parades to speak of. So, I guess it's a good time to do some of those pesky maintenance tasks that I've been putting off. Or is it?

For the past three winters I've made grandiose plans for all of the things that I want to do to my MGs. I've got boxes full of new suspension parts, brake kits – both front and rear, and a set of engine mounts sitting around somewhere. Don't get me started on the MGA that I

told myself I'd have back on the road by 2012 that I really haven't done anything to yet. So why is it that I'm having so much trouble getting things done? There's a woman I work with who knows about my car addiction and she routinely asks me, "So, what's



Southwestern Ohio Centre -- 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 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 K of C Hall, downtown Dayton, on Bainbridge Street, at 7:30pm. The next meeting will be:

Wed, February 22, 2011

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Upcoming MGCC Events

Feb:

12 – Charles Darwin's Birthday
22 – Meeting at K of C Hall

Mar:

17 – St Pat's party at Gribler's
21 – Meeting at K of C Hall
22 – National Goof-Off Day

Apr:

4 – World Pillow Fight Day
25 – Meeting at K of C Hall

*See meeting minutes for other
area activities!!*

going on with the cars? Done anything new or exciting?" I've taken to hiding from Cathy simply because I keep having to tell her, "Nope. Nothing new going on," despite the aforementioned boxes of parts that I've got lying around. So again I ask, why can't I get anything done?

I have a theory. Apart from the fact that it's just plain pure cold outside, I've discovered that I've fallen victim to the age old 'honey-do' list. Thinking back on it now, I realize that I've redone a kitchen floor, a half-bath, a laundry room, and we're currently redoing one of the upstairs bathrooms. Hmmm, I might be on to something. I tend to do only the essential repair items on the cars in the summer so as to minimize the amount of time they're off the road – and it's usually too darn hot to do anything anyway. So why should the winter be any different? I always make plans for all of the free time that I'm going to have once I'm done with yard work, and washing cars, and running around doing all of the summer-fun things (BCD, Concours, etc.).

What has slipped my mind until a recent epiphany is the fact that I STILL do just as much in the winter as in the summer months. There's the inevitable winter holiday, be it a ski trip, or a cruise.

There's the house project(s) that I put off all summer with the promise to Diana that I'd tackle it during the winter, when I had more time (*chuckle*). There are the holidays that always take a chunk of time and now, what with both the girls in college, well, let's just say that I've been to Cleveland (Case Western Reserve University) EIGHT times since August. NO WONDER I don't get anything done in the winter. I actually get LESS done in winter than in the summer.

So, with this newfound realization of what the world is really like, I've decided that I'm not going to put off all of those little things that I need to do. Instead, I'm going to do them right then and there when they need to be done! I'm going to rebuild the rear brakes and replace the front suspension bushings on the '77 B. I'm going to actually do SOMETHING with the MGA. Or maybe I'll just wait until I have some free time this summer in between grass cutting, and weeding, and car washing, maybe after BCD...

Welcome New Members

Carole Looft

Richard & Debbie Haas
1185 E. Lytle Five Points Road
Centerville, OH 45458
(937) 885-7538
haas.richard@sbcglobal.net
1961 MGA roadster

Help Choose the New T-Shirt Color

For those of you who were absent for the January meeting, you missed an intense, drama-filled debate regarding the colour for our new club T-shirts. After many emotion-filled arguments taking both pro and anti positions on many different colours, the choice finally was narrowed to two: light grey or dark grey. Please e-mail Skip Peterson at mgbskip@aol.com and make your opinion heard on this issue.



Editor's suggestion for the back side.

Member Featured Car of the Month... Bob Kraft's '51' MG TD

Bob Kraft
as interviewed by Ron Parks

I found my MG TD in 2002 when a guy in Indianapolis had it advertised for sale. When I went to look at it, I was much impressed with its surroundings. The guy lived on the ninth hole of a golf course in what was probably a half million dollar home with a hot tub on the deck that would seat probably twenty people. He had a garage especially for the car next to the house. We went out to look at the car, which hadn't been started in a year or so. After looking at the car I made him an offer, which he turned down.

So, I came back home and a week later he called and said "I'll tell you what; the car's yours if you want it." About a week after that I went to get the car. When I went inside his house, I noticed some pictures on the wall and there was one of a Jaguar XKE. This guy is eighty five years old. And I looked at the XKE and asked "Is that your XKE?" He told me that he had just sold it. Next to the XKE was a picture of a twin engine Cessna. He looked at me and said, "It's for sale if you'd like to buy it. I'm getting rid of that too." He was unloading everything.



We put the car on a dolly to bring it home. And, you know a dolly doesn't have plates on it and neither did the car. I said to a friend of mine who came with me that we really had a problem if we get stopped; we don't have any plates anywhere. We'll get a ticket for sure! Well, my friend thought that the cops wouldn't bother us. Well, we were still in Indiana on the way home when a state highway patrolman got behind me and followed us for a few miles. I thought well this is it. Finally, he started to pass me and as he did his thumb went up and he said "Nice car!"

I was amazed looking through the paperwork after I got back home. I can tell you exactly who bought the car new in 1951 in England and all the owners since. There were three owners in England and then it was purchased by someone in Cleveland Ohio who raced it for several years, then sold it to the person from whom I bought it.

The engine was supposed to have been rebuilt by the prior owner. However, I could only drive the car a short distance before the plugs would foul and the engine would quit (I usually went through three or four sets of plugs each year). After not driving the TD for the last two years, I finally gave up a few months ago and took it to Steve Miller at MG Automotive. The TD engine has three rings on the pistons, but whoever rebuilt this one had left out the last ring. This is why oil was getting past the pistons and fouling the plugs.

I am looking forward to Steve Miller getting it put back together soon and then to enjoy driving the car this summer. Well, that's the goal. We'll see how that goes. Stay tuned.

Special Winter Feature... Grandkids and MGs



Ron Parks with Chloe and Cameron. Ron's daughter Elizabeth tries to get Ada into the picture, without success.



Al Freeze's granddaughter Jayme from California at the MG Rallye in Reno.



Joe Hooker with grandson Francis.



Dave McCann's grandkids Jacob and Taylor Jackson in their uncle's Corvette.

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Skip and Jenifer Peterson's granddaughter Emie Wheeler, one year old.



Steve Markman with grandkids Eli and Kara.



Bob Kraft's grandsons Evan and Jacob



Dick Goodman's Grandson Arik and his bride Kira.



Dick Goodman's grandson Arik and granddaughter Andrea.



Dick Goodman with great grandkids Paul and Kat. (Dick sends his apology for taking up so much space in the newsletter, but he couldn't get all the grandkids and great grandkids together at one time.)

Positive Ground Electronic Flasher

Stuart Locke

Submitted (repeatedly) by Joe Hooker

I had been told by all the experts that only negative ground LED conversions were available for T-series turn signals. At MG 2011/GOF West in Reno, Kevin Gaston (MGTF) and I (MGTD) each bought and installed THE BEST AND BRIGHTEST tail/brake light kits from Steve at classicautoleds.com. He makes them up for positive or negative ground.

Sure enough, as we were warned, the turn signals no longer work. LEDs don't draw enough juice to actuate the stock flasher. Negative ground flashers just need to replace their stock flasher with a readily available electronic flasher. But positive ground electronic flashers are not available at this time. Steve said we could climb under the dash and cut and patch in LED load resistors at L and P terminals of the flasher. I checked on-line and unfortunately these resistors get as hot as a light bulb and for best results should be patched in close to each tail light.

Since I was unhappy with this solution, I determined to find a positive ground electronic flasher. I called many manufacturers and they said NO. I spent hours on-line. Finally, I found success in Australia, with the TRIDON #EL-13 flasher. I called Steve and he said that it is to the correct specs and is not polarity sensitive. It turns out that they are made right here in the USA. I paid \$7.95 each at Auto Zone. I installed the TRIDON #EL-13 flasher. My turn signals now work. My dash turn light indicator now works. EUREKA!

I called Steve and Kevin and gave them the good news. Steve is going to change his web site to include the TRIDON #EL-13 (or HD-13 in Canada). I know that you will say that we could have changed our MGs to negative ground. But then I would not be able to use my 1950s positive ground radio, etc.

Doepke MG TD

Introduced in the Spring of 1954, the Doepke MT (MG) was an instant hit. It looked fabulous with its true-to-life detailing and its hefty size: 1/16th scale. They were made by the Charles William Doepke Company, Inc. of Rossmyrne, Ohio. The name is correctly pronounced "Dep-key." When they first appeared on the market in 1946 they simply stunned the toy industry. There were no other toys on the market that came even close to the quality, scale, size, and realism of these "Model Masterpieces" of the sandbox.

The MT came in kit form. Early kits included a body that was left in primer - allowing the builder to add their own custom paint job.



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An absorbing, educational "father-and-son" project, the Model MT is a rugged, thrill-packed toy when assembled—or a handsome collectors' item for sports car owners and hobbyists.

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Later versions were primarily red, but there were also light yellow and black versions produced - these two colors are extremely scarce today. The MT production run was from 1954 to at least 1956.

Doepke MGTD's often sell in the hundreds, and often come up on e-Bay. They are highly sought by toy collectors and MG enthusiasts.

For those who didn't get enough during the Superbowl...

Football Trivia

European football was actually more popularly called "Soccer" in its early days due to the fact that "football" was a generic name for many sports at the time, such as "Rugby Football". In fact, the sport being referred to as "Soccer" preceded the first recorded instance of it being called by the singular word "Football" by about 18 years. At that time, the sport was officially named "Association Football", to distinguish it from the myriad of other "football" sports. British school boys of the day liked to nickname everything, which is still somewhat common. They also liked to add the ending "er" to these nicknames. Thus, Rugby was, at that time, popularly called "Rugger". Similarly, Association Football was much more commonly known as "Assoccer", which quickly just became "Soccer" and sometimes "Soccer Football".

Just as intriguing, for those who like to lambaste American Football being called such when the ball interacts primarily with hands, most of the earliest forms of Football were named thus, not because you kicked a ball with your foot, but because they were played on foot. Peasants played most of their sports on foot; aristocrats played most of theirs on horseback. Thus, games played on foot were called "football", whether they had anything to do with kicking a ball or not. Indeed, many of the earliest forms of football involved carrying balls in an attempt to get across goal lines passed some opposing team or individual players.

The first broadcast of the yellow line (called the "1st and 10 system") was produced by Sportvision and occurred on September 27th, 1998 during a Bengals-Ravens game. A rival company, Princeton video, released its "Yellow Down Line" a few months later during a Steelers-Lions game.

According a recent Adweek/Harris pole, almost two thirds of U.S. adults say they currently watch NFL football (64%), including almost three quarters of men (73%) and over half of women (55%).

The 2011 Superbowl was the most watched television broadcast in history with an estimated 111 million people tuning in. The 2010 Superbowl was the second most at approximately 106.5 million viewers. The series finale of M-A-S-H is No. 3. at just under 106 million. It should be noted that during the M-A-S-H broadcast, the number of households with access to a TV was significantly less than today, making M-A-S-H's achievement all the more impressive, particularly considering M-A-S-H is the only non-Superbowl broadcast in the top 5 most watched broadcasts.

NFL games have more than twice the viewers (averaging 20 million) than networks have watching their prime-time programming.



Screwdriver Puts MG Together

This MG model is astonishingly like the 16-times-larger real thing. A one-piece metal body rides on a steel chassis with front wheels that really steer and rear wheels that move up and down on leaf springs. Above the rear axle is space for a tiny motor. The Chas. Wm. Doepke Mfg. Co., Rossmyrne, Ohio, makes the kit.

MAY 1954 87

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The first rules for American football were written at the Massasoit Convention in 1876.

The Latrobe Athletic Associations Football Team was the first to play a full season with only professionals in 1897.

In 2011, the top 10 television markets for the NFL were: 1. New York 2. Los Angeles 3. Chicago 4. Philadelphia 5. Dallas-Ft. Worth 6. San Francisco-Oakland 7. Boston 8. Atlanta 9. Washington DC 10. Houston

NFL'S 10 BIGGEST SINGLE-GAME ATTENDANCE TOTALS:

- August 15, 1994 Azteca Stadium American Bowl (Mexico City) Cowboys vs. Oilers 112,376
- August 17, 1998 Azteca Stadium American Bowl (Mexico City) Cowboys vs. Patriots 106,424
- August 22, 1947 Soldier Field College All-Star Bears vs. All-Stars 105,840
- September 20, 2009 Cowboys Stadium Regular Season Cowboys vs. Giants 105,121
- August 4, 1997 Estadio Guillermo Canedo American Bowl (Mexico City) Broncos vs. Dolphins 104,629
- January 20, 1980 Rose Bowl Super Bowl XIV Steelers vs. Rams 103,985
- January 30, 1983 Rose Bowl Super Bowl XVII Redskins vs. Dolphins 103,667
- October 2, 2005 Azteca Stadium Regular Season 49ers at Cardinals 103,467
- January 9, 1977 Rose Bowl Super Bowl XI Raiders vs. Vikings 103,438
- November 10, 1957 L.A. Coliseum Regular Season 49ers at Rams 102,368

And if you still haven't had enough football trivia...

How the Digital Lines on a Televised NFL Game Work

Today I found out how the lines projected on the field during a televised football game work. What is happening behind the scenes of this seemingly simple line projection is actually quite complex. Putting that yellow line across your television screen to mark a first down or a blue line to mark the line of scrimmage requires numerous technicians, 3-D mapping of every NFL field, copious amounts of sensors, eight computers, at least four people, and, according to Fox broadcasting, approximately \$25,000 per game!



To get a better understanding of just how this is done, let's start by looking at the problems that have to be solved. No NFL field is exactly the same. All fields are contoured to allow for water drain-off. As such, every field has its own unique shape. Because the lines are computer generated, making a 3-D map of the football field that the computer can recognize is necessary. The computer then has to know the orientation of the field with respect to camera positions. This allows the line to show up in the correct perspective based on where every yard line is. Because that same camera moves, the system has to be able to sense the movement and understand how to change

where the line is based on the camera orientation. Further, due to the fact that the game is filmed by several different cameras at different places in the stadium, the system has to do all of the work for multiple cameras at the same time. The system must also be able to sense when players, referees, or any object other than the field, crosses the yellow line, so it doesn't paint the line over the top of them. Finally, the system must also be aware of any overlaid graphics that the network might impose on the screen.

To solve all of these problems, technicians start with a special camera mount that records all of the camera's movements such as zoom, focus, and tilt. This information is then fed to the computer so it knows what each camera is doing in real-time. Further, before the game starts, technicians make the needed digital 3-D model of the field being broadcast. Since all the camera locations are known by the computer. It can then take the 3-D model of the field, the locations and actions of the cameras, and orient the first-down line accordingly.

The ability to show the yellow line on the field and not on anyone or anything that it crosses is another matter altogether. This is accomplished by using layers of color. The technicians input different color layers into the computer before each game. One layer usually has colors like the greens and browns of the field. These colors will automatically be converted to yellow when and where the technician draws the yellow line. A cornucopia of other colors that could show up on the line (things like the players and officials' uniforms, shoes, flesh, the ball itself, or any overlaid graphics) are added into a separate visual layer. If any color other than the calibrated greens and browns get in the way of the yellow line, those colors remain and the yellow line disappears.

During the game, the computer continually analyzes all this information to decide where the yellow line should go, feeding the data to a linear keyer to superimpose the line onto the appropriate pixels in the video and refreshing it at an astounding 60 times per second. Walla! Every drunken football fan at home can now easily see where the 1st down line is!

Classifieds

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. Please contact the editor when your item sells or if you wish to continue the ad for an additional three months.

For Sale: 4 wire wheel rims, 14" 60 spoke, silver color. Call Tom, (937) 235-0952. (1/12)

Wanted: "Good used radiator for a 1975 MGB." Also

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looking for an MGB parts car. Greg Isaacs. .937-456-1989 (1/12)

For Sale: Full set of tires, hubcaps, and wheels for 1960 MGA 1600. Mounted and balanced on steel disc wheels. Wheels and hubcaps are perfect. Tires are four (4) Dunlop SP20 and one (1) SP4. One tire is unused (the spare). Also, spare set of lugnuts. Tire age unknown. Parts located in Ann Arbor Michigan. You can pickup or I will ship (buyer covers shipping). Best offer will be accepted. Contact Andy, 617-285-0920, ajhoff@umich.edu. (1/12)

For Sale: Austin Healy Sprite driver's handbook. BMC factory publication mk3 with mk2 supplement. Used condition. Came with the car new. 5.5 by 8.5 inches packed with must know information on the Sprite. Same as the MG of this vintage. \$20.00 plus postage. Racing poster from the Glen for Indy car racing. There were MGs in the parking lot. Measures 6 foot by 3.5 foot with eyelets. Hang in the garage and tell large tales of your days racing Mario, \$60.00 plus shipping. MG TC Maintenance Instruction booklet. This is a factory publication dated Dec. 1947 that came with a new TC. 4.5 by 8 inches 18 pages plus covers. Not bad condition for this old. I have never seen another. \$450.00 plus shipping. Bob Gressard 330.626.1835 robert.gressard@att.net (1/12)

For Sale: MG TC steering box and shaft, MGA transmission, MGA early driveshaft, MG TC luggage rack, MG TF luggage rack, 15 inch wire wheels, MGB disc wheels, T series valve and side covers, rebuildable T series water pump and starter. Buy all as a package or separately. Steve Powel, 937-667-5390 or 937-470-8962. (1/12)

Wanted: Parts for restoration of my 1959 MGA Twin Cam. Need the following items: 1) MGA Twin Cam engine complete with manifolds and carbs. 2) Twin Cam Oil Cooler system. 3) Twin Cam cooling system including the radiator, overflow tank, fan and any pipes need. 4) Twin Cam exhaust system. 5) Twin Cam deluxe seats or frames. Ralph Vrana, MGRalph@vrana.us, 216-401-6594. (1/12)

For Sale: Factory dealer sign for MG Austin Healey. It measures 2 foot square, lighted, metal frame, double sided. Make an offer. Bob Gressard, robert.gressard@att.net, 330.626.1835 (1/12)

For Sale: 77 Midget at. The paint was recently refreshed, but overall this is an original and rust-free car. It has never been in an accident nor patched or repaired. It is all original steel. The interior is original



John Wolf on the track sometime in the 1960s. He looks so much younger...maybe it's the helmet. Photo submitted by Dick Smith.

as well and shows its age, but is in very good condition. Excellent mechanical condition and is a strong daily driver. 44,000 original miles. The car currently is located in Charleston, WV, but can easily be moved to Dayton for inspection. \$7200. Stephen Ramsey 937-238-8002. (1/12)

For Sale: 1965 MGB. All original. Operates beautifully. Has the pull handles before they were phased out. Great shape. Only 37K miles, and this car was purchased from the original owner's son. Asking \$7,900 firm. Located Beavercreek, Ohio. Chad (937) 902-7846, chad.glaser@gmail.com. (1/12)

MG Car Club Minutes, January 25th Meeting

Kathy Goodman

Called to order by President Sam Hodges at 7:32PM by president Sam Hodges.

President's Report: It is too cold to make this meeting very long so "All in favor of accepting everything". OK, great. Meeting adjourned." We want to officially thank the Loofts for a wonderful holiday party even though they are in the Caribbean while we are up here freezing. Great job!!! Everyone had an unbelievable time. You really set the bar high for us. Diane is already planning all the remodeling she wants to do before December. I didn't realize being El Presidente could be so expensive. Did everyone get a wonky front page to the newsletter? Mine is all in Spanish. Good one Steve! That is it, I have nothing more

Vice President's Report: Nothing to report other than I have been working on the GT37 web page.

Minutes: Motion to approve by Linda Wolfe, Second by Bill Hammond. Motion approved

Treasure's Report: Current balance \$3,272.79 in main account, \$379.45 in savings. Motion by Bill Hammond to approve, second by Jim Cooley. Motion approved.

Membership: We have 108 members. One new member. Richard and Debbie Haas from Centerville. Welcome to them.

Sunshine: Everyone is well as far as we know.

Activities:

Eddie earned his nickname and rattled them off so quickly I could not get them all. Check the web page and the newsletter for a complete list.

One important date to mark on your calendar - March 17th St Pat's at the Gribler's

Newsletter: Last chance for Grandkids pictures.

Web Master: Nothing new

Old Business:

We have received thank you's from the Salvation Army and the Food Bank for our donations of \$250 each.

T shirts: Pricing has gone up. Roughly it will be \$3 apiece for short sleeve t-shirts like we have been getting. H&H will do logo for around \$3 per shirt plus set up. 48 shirts will cost us \$317 or \$6.60 per shirt. We can sell them for \$10 or \$12 apiece. What color do we want? We have ordered a light grey and a slightly darker grey in the past. Consensus is that we should stick with a grey because it goes with everything. The question will be tabled until February. In the meantime we will put something in the newsletter requesting a count on how many and what size shirts members would like to purchase and which grey they would prefer. Please email Skip Peterson at mgbskip@aol.com with this information. Motion to table by Lois Gribler, second Skip Peterson. Motion approved.

Beer break – 7:58

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Reconvene – 8:12

New Business:

Jim Cooley – thanks to Ron Parks for the great article on Jimmy's MG. Jimmy is now in Afghanistan. Joe Hooker has his address if anyone would like to send him a message.

GT37 – Highlights of Dave Gribler's report.

- There was an article in this month's MGA magazine.
- 1st registration received was from the Registrar for NAMGAR
- 2nd registration was from our old friend (and member) Jeff Fields
- The hotel already has 42 rooms booked. That is about 40% of our commitment and that is before the MGA magazine article came out.
- The registration form is now on the web site.
- A list of where we need help and volunteers will be posted on our club web site. Please check it out and let Lois know where you can help out.

Museum – Car show at 2nd street is May 19th.

Tech tips: Dave McCann. Radial tires. Be sure to check your tires for signs of wear. Had 2005 Cooper tires with 20,000 miles on the on the front. The sidewalls started showing cuts. I put snow tires on rear and moved the rear tires to the front. Within 2 weeks the front tires were showing the same cut pattern. Please check your tires carefully and not just the tread.

For Sale: nothing

Gum ball: - John Wolfe \$5.00

Motion by Bonnie Hankey to adjourn, second by Dave McCann . Motion approved.

Adjourned: 8:41



MG AUTOMOTIVE

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