

# THE OCTAGON NEWS



Volume XLII No. 11

September 2015



Pictures From Club Picnic  
Membership Renewal & Vote at Next Meeting

## From the President

Terry Looft

This is exciting, my last newsletter report! After this meeting I will be in retirement and seclusion, although I will miss the little reminders from our editor.

I'm going to speculate that we had a very nice club picnic with lots of people turning out. We should have a more complete report from Sam and Diana at the meeting. Other events include our Shenandoah Valley Drive in a few weeks. We are looking forward to driving the mountain roads that Ron has picked out for us this year. If you are free during the first weekend in October, you might want to drive along with us. The weather will be cool, and the scenery is spectacular. My mode of transportation will be the GT V8. Carole will be driving her yellow "B", complete with new cam shaft. Her new camshaft is installed and after chasing down a few wild geese running around inside the car, all seems to be well with it.



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 Rusty Bucket, 2812 Miamisburg-Centerville Road, 45459, in front of the Dayton Mall, at 7:30pm. The next meeting will be:

**Wed, September 23, 2015**

## MG Car Club Officers

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### Inside This Issue

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## Upcoming MGCC Events

**Sep:**

20 – Concours d'Elegance  
23 – Meeting at Rusty Bucket

**Oct:**

28 – Meeting at Rusty Bucket

**Nov:**

18 – Meeting at Rusty Bucket

*See meeting minutes for other area activities!!*

When we return from the Shenandoah drive, our driving season will be wrapping up. Hopefully we will continue getting scattered nice days to drive well into the fall and even early winter. Please keep Louisville MG 2016 in your vacation planning next year.

The MGA is progressing nicely. We're hoping to have it back for assembly before the snow starts flying. It will make a good winter project for us!

Club regalia are in the works, some test shirts with our updated logo, antenna flags, and we have more information on grill badges from Skip. For us to order 50 grill badges, the cost per badge will be just over \$22. Not a bad price for a decent grill badge. Please get in touch with a club officer to express your desire for a grill badge. This will be what we base our order on; we need to know if a good portion of them will be sold right away so we won't have a large amount of money tied up in inventory. Let us know at the meeting, a

phone call, or an email of your interest in the badges. The same could apply to the antenna flags to help us know how many to order.

Thank you to everyone for supporting my presidency, but I am looking forward to being just another heckler in the audience. Please get your dues paid, please come to the meeting and even consider stepping up to take my place, I've shown that anybody can do it. There are other positions which will have to be filled as well; lets please not keep putting it on the same people.

See you at the meeting.

## Welcome New Members

Carole Looft

Bill & Sandy Rollins  
5378 Black Ln.  
Fairborn, Ohio 45324  
(937) 207-8938  
brollins@rollins3pl.com  
1953 MG TD



# Pictures from Club Picnic

Photos by Ron Parks, Dave Gribler, and Skip Peterson



Our thanks to Sam and Diana for hosting this year's picnic.

# Membership Renewal Time

Carole Looft

September is the month for membership renewal. Dues can be brought to the meeting or sent to:

P.O. Box 20032  
Dabel Branch  
Dayton, Oh 45420-0032

Renewals are \$18/year for current members. Dues are only pro-rated for new memberships. If you need to make any corrections or additions to the information we have on hand for you, drop a note along with your payment, and we will update our records. **Don't forget—you have to be a paid-up member to vote for new officers at the September meeting!!** Thanks.

*Thanks to Mike Edgerton for sending in the following...*

## Love Classic British MGs? Try Our Quiz and See How Much You Know

Matt Joy

**I**t's 91 years since the MG marque was officially registered, so test your knowledge of the beloved British sports car with our quick quiz.



1. The first cars to wear MG badges were rebodied Morris models, instigated by which engineer who worked for Morris at the time?

William Morris or Cecil Kimber

2. After the early years of rebodied Morris cars, MG built its first car in 1928 with a unique chassis and the first use of the famous vertical grille. But what was this model called?

MG 18/80 or MG M-type

3. 1935 saw the introduction of the MG T series, which in various guises survived for 20 years. But what word was attached to the name of the T-Type models?

Sprite or Midget

4. In what year did the last MG leave the Abingdon production line?

1979 or 1980

5. In the 1980s MG decided to build a Group B rally car to take on the mighty Audi Quattros and Peugeot 205 T16s in the World Rally Championship. But which car was used as the basis for the competition version?

Metro or Maestro

6. Finally, MG Motors is the modern day iteration that wears the famous octagon, but which Chinese manufacturer bought the rights to the MG brand in 2005?

Dongfeng Motors or Nanjing Automotive Group

Answers:

1. Kimber was an employee of Morris, but he was the driving force behind the MG brand.
2. It was the 18/80, now recognised as the first original MG.
3. The Midget name was revived in the early 1960s on the MG-version of the Austin Healey Sprite.
- 4 The MG factory closed in August 1980, with the MGB Roadster being the last model in production at the time.
5. The humble MG Metro was used as the basis for the 6R4, a four-wheel-drive rally car with a 3.0-litre V6 engine mounted behind the driver and co-driver.
6. Nanjing bought the rights and has helped the brand re-establish itself in the UK with the MG3 and MG6 models.

## Car Thieves Don't Need to Smash Your Windows Anymore

From Car-Jacking To Car-Hacking: How Vehicles Became Targets For Cybercriminals

Bloomberg  
Olivia Solon

**T**he morning after Laura Capehorn parked her Saab 9-3 Estate, all she could find of it was a car-shaped hole in the snow. The interior designer had left the vehicle outside her mother-in-law's house in Shepherd's Bush, London, one evening in January 2014. By the morning it was gone, presumed stolen.

Police immediately asked to see the car's key, and weren't surprised to find out it was an electronic fob. They had seen an increase in tech-savvy criminals using a key-cloning system to gain entry to high-value vehicles. Once in, the thieves drive away within seconds.

"It's shocking how easy it is to steal a car in this way," Capehorn says. "Especially given that nearly all new cars use these sorts of keys."

Automotive cybercrime is a burgeoning business. Some 6,000 cars and vans were stolen using this keyless entry hack last year in London alone - that's 42% of all vehicle thefts, according to the city's Metropolitan Police.

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As cars become increasingly hi-tech, with Internet connectivity and automated parking, braking and obstacle detection, they become more vulnerable to cyber-attack - whether by people looking to steal the vehicle, harm an individual, or carry out activism.

A recent Jeep Cherokee cyber-attack saw hackers remotely take control of a car's steering and brakes while it was on a motorway. That put cybersecurity at the top of carmakers' agendas. It was a controlled experiment carried out by two "white hat" hackers, and not a malicious attack. However, the potential risks were clear to see, and Jeep manufacturer Fiat Chrysler recalled 1.4 million vehicles to fix the security flaw.

As more and more automobiles come online - with Japanese electronics giant Hitachi predicting that 90% of all vehicles will be connected to the Internet by 2020 - it's critical to consider some of the vulnerabilities already at play.

"Anything connected to the Internet can be hacked - including cars. What hackers can do depends on how much the Internet connection interacts with different aspects of the vehicle," says Stuart Hyde, a former chief constable of Cumbria Police, a regional force in England.

For less than 20 pounds (\$31), would-be criminals can buy a device online that allows them to drive off with a prize worth tens of thousands of dollars. Many models are at risk, including BMW, Mercedes, Audi, Land Rover and Saab. In theory their modern keys make the cars very secure; the car can't be started unless it receives a unique signal from the fob. However, the unregulated sale of key-programming equipment means that criminals can easily create copies.

Typically a thief will plug a device into the car's diagnostic port in the passenger footwell - following instructions on one of many YouTube tutorials. The information gleaned from the car can then be used to reprogram a blank fob and start the car. To get into the car, thieves can either smash a window or use a second device to block the signal from the fob at the point when the owner is locking their car, so it's unwittingly left open.

To fix this gaping vulnerability, car manufacturers are adding additional layers of security to the key to make it more difficult to copy the signal, while also tightening control over how the handling of key credentials and information between the factory and the customer. Police have a less hi-tech recommendation: installing a mechanical steering wheel lock.

The Jeep hack involved targeting the Internet-connected entertainment and navigation system via a mobile phone network. The problem lies in "truly stupid wide-open doors" in the car's on-board 'telematics' computer (used for navigation and diagnostics), according to Jens Hinrichsen, general manager of Interface Products at NXP, which makes microchips for connected vehicles. Internet-connected add-ons now make cars much more vulnerable to cyber-attack from afar, he says.

Experts say cars need better security architecture to keep entertainment systems, telematics and critical functions separated by firewalls and with encrypted communication between them. "Typically, cars' networks are like a house where you can walk freely from one room to another. Carmakers need to build in security so that there's a lock on each room and special locks for special rooms. There might even be a safe in the bedroom with the most precious stuff inside," Hinrichsen adds.

As we move towards driverless vehicles, having reliable GPS systems will be increasingly important. GPS signals - which power smartphone mapping apps and other location-based services - usually come from satellites orbiting the Earth. That signal can be spoofed to deliver fake or altered maps to the car's

navigation system to send the vehicle off course.

"Hacktivists could have lots of fun causing traffic jams, while terrorist groups might want to direct a person's car to the point of ambush or kidnapping," says Tim Watson, Director of the Cyber Security Center at the University of Warwick. This is not just the realm of theory: security researchers from the University of Texas managed to change the course of an \$80 million super-yacht, shifting it onto a potentially dangerous path. The captain never knew.

While human drivers can defer back to paper maps or local know-how, this type of attack might be effective against autonomous cars, which rely heavily on satnav systems. The risk can be reduced, however, by combining GPS with other positioning techniques, such as dead-reckoning, and cross-referencing Wi-Fi networks.

Not all security risks will be exploited by attackers - particularly when there is no financial incentive for criminals or shock value for terrorists and hacktivists, says Watson. Car manufacturers should be focusing on plausible threats, he adds: "Cybersecurity is a human-centered activity and we have to mix good safety with insightful protections based on attacker and victim behaviors."

For the time being there are plenty of cars with hackable electronic fobs to steal, and there are easier ways to hurt someone than hacking into the infotainment system of their cars to take control of the brakes. Watson says: "It comes down to experience. We've learned to create a well-governed space in our cities. Yes we have muggings and crime but we feel reasonably well-protected. We will need to do the same for our cyber-environment."

In the meantime, advocates such as Watson say we shouldn't forget the great benefits connected vehicles can offer. "If your car breaks down, you'd much rather have a system that's completely connected so your carmaker knows you've broken down, and knows where you're supposed to be going, has a list of authorized garages and can even talk to you from control room," says Watson.

Advocates say autonomous cars will allow large swathes of the population to feel less isolated, including those with epilepsy, the elderly and the infirm. "It's not a horrible Frankensteinian new age - it's wonderful and will bring us greater prosperity," says Watson.

## Ron's Fishing Trip

Ron Parks recently completed this summer fishing trip. He gave no details, but assured me that he was wearing his MG shirt under his jacket. At least the last thing the fish probably saw was the MG logo on Ron's hat!



## Where Have All the Children Gone?

Steve Markman

I grew up in a post WWII plat where a new house was started every week. We kids would walk or ride our bikes to each new construction site, then sit and watch for hours. When the workmen went home at night, we'd come back. Although we had a public park and schoolyard nearby, these construction sites were our real playgrounds, and the earth-moving machines were our junglegyms. I never wanted to grow up to become an engineer; I wanted to drive a bulldozer.

Jumping ahead a few years (O.K., a whole bunch of years), we moved into our new house in 2008 at the height of the housing bust. Soon after, the builder backed out on the development, and as a result, the street planned to be behind us didn't get built until recently. For years, we enjoyed the large, open field behind us, and the clear view of the forest beyond that. That changed a few summers ago. The housing market improved and a new developer came in to finish building the plat. There was much construction activity just behind my fence.



As I said, I still love those big machines!!

Now, as an adult, I had a ringside seat watching the earthmovers and bulldozers relocating tons and tons of dirt to grade the field for streets, and then watching the power shovels dig basements. I'd sit on my deck with a cup of hot tea in the morning or a cold drink in the afternoon and watch those giant machines hour after hour. Sometimes the operators would wave when they saw me watching, and I'd wave back. To a non-sports fan, this was like sitting on the fifty-yard line at Super Bowl. Unfortunately, I also watched many of the trees being cut down with factory-like efficiency.

In the evening I'd go and walk around those steel monsters, still amazed at their mass and solidness and raw power. Then, one day, I

noticed something; I was the only one watching. Where were the kids? Although we're the senior residents in our neighborhood, most of our neighbors are younger and have kids. We see them outside playing on occasion when it isn't too hot, but there never was a kid outside watching the heavy equipment, never.

I guess they're indoors in their air-conditioned house, watching one of their 100+ channels of cable, or watching Netflix, or playing video games. Maybe they're at one of those organized activities that mom's now are famous for hauling their kid to. Heaven forbid if they go outside on their own, without sunscreen, or get dirty, or play by the nearby creek or too far from the grassy park. What if their cell phone signal is blocked and they can't communicate with home? What if they're with the "bad" kid in the neighborhood? Will they get kidnapped if they're out of sight of their house?

Don't kids learn certain social and leadership skills by being allowed to play on their own, to explore to their own level of curiosity, to investigate new situations and decide for themselves what is safe and what



is not? Today we call this a benefit/risk analysis. I don't think they can learn this process with their face buried in a video screen, where the only consequence is loosing a few points, or when a parent makes every decision for them. Somehow, we knew to keep a safe distance from those bulldozers, and sometimes we stumbled and slid down the mountain of dirt we'd just climbed. We also knew not to get too close to the hole that had just been excavated in the ground.

Is being out of touch with home a big signal flag to kidnapers? We knew to be home in time for dinner, then to be home before bedtime. I never had a watch until I was eleven or twelve, and don't recall ever being home late. Our Mom's knew we'd be home on time, and didn't worry about us, or who we were with. Do kids today even know what daydreaming is? That's what we'd do when we had nothing to do and we'd explore an imaginary galaxy in our mind, or stand on the pitcher's mound at the World Series, or be a princess walking into the ball with her prince. You can't do that with your face buried in a video screen.

Did playing in the dirt somehow even keep us healthy? I've read articles about how kids seem to be much sicker now than they were a generation or two ago. Are we getting weaker, or when we were kids did we just keep on playing even when we felt sick out of fear that Mom would drag us to the doctor? Many animals, when they're injured, will roll in the dirt. Is there some antibiotic in the dirt that animals know about and we don't? Do kids today spend too much time indoors, where they're exposed continuously to all sorts of chemicals given off by carpeting, flooring, furniture, etc, that are trapped in a house in which the doors and windows always are closed?

Our MGs feature few of the safety features of modern cars: no air bags, anti-lock brakes, etc. Some of them don't even have seat belts! If you think about it, you do a benefit/risk analysis every time you drive it. You ask yourself "Is the pleasure I get worth the risk I'm taking?" Maybe you drive more cautiously and keep a better distance from other cars. Maybe you learned the process by sliding from the top of that dirt mound once or twice and getting a cut or two; you didn't learn it from a video game. But, maybe there is hope for the coming generations. At a recent car show, a boy of ten or so was admiring my TD and finally came up to me. "Is that your car, mister?" "It's really neat." "I love the wood dash board." "Is that thing on the floor what they call a 'stick shift'?" Their numbers may be small, but I think there's hope for some of them.

## 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:** 69 MGB. Red. Hard and convertible tops. Runs well. Recent engine rebuild. \$3000 OBO. Call Ron Long. 937-263-6027. (9/15)

**For Sale:** 75 MG Midget. New paint, interior, and tires. Eighty miles on engine since rebuild. Too much to list. \$4500.00 Call Greg Isaacs, 937-456-1989. (9/15)

**For Sale:** Set of go-jacks I no longer need – including a cart for moving / storing them. \$150. Also, two MGB top frames – less header rails. Free for the taking – otherwise I'm scrapping them.  
Bill.Hunter@emerson.com

# MG Car Club Minutes, August 26<sup>th</sup> Meeting

Sam Hodges

...only one more to go... President Terry Looft called the meeting to order at 7:33. Terry, "I'm trying..."

"Once again we have to start the meeting off with a lost member. Mike Rowles passed. He had a yellow '78 MGB. He didn't come to a lot of meetings, but he did do a lot of the drives and other activities. It was apparently a fast acting cancer.

BCD, Thanks everyone who helped. It was a great show. We broke records. Sold pretty much everything we had." Skip Peterson, "There were 367 registered cars, only about 336 on the field, so who knows what happened to the other cars. There were 89 Sunbeams that we counted. Someone said that they counted 100 but that wasn't verified. The Sunbeam group sent a note that said that it was the best event that they have ever attended. They'd like to come back next year only with a smaller contingent, maybe 30 cars." Dave Gribler, "We should have somewhere around \$2,400 after the normal expenses and split. Concessions sold close to \$3,400 in total food sales. We got a nice note from the park and the new park manager saying that, 'You said it was going to be crowded, but I didn't understand THIS!'" Lois Gribler then proceeded to read the letter from the MetroParks...

BCD 2016 will be August 6th - the first Saturday as usual.

President Looft, "The MG community also lost Ken Costello last month. Ken developed the V8."

Projects. Terry, "We've got some cam shafts that used to have lobes on it, now it has rounds. The metal went all through the engine. Either it was a soft cam or bad lubrication. The Yellow B was on its last leg coming back from Niagara." Dave Estell, "When the valve's only open half way, it can't breath..." Terry, "We put a new stock cam in and we're about ready to fire it up again... The MGA has its fenders back on and looks like a complete car."

A conversation about zinc additives in oil then ensued. Conclusion: pay attention to your oil, especially if you've got an older engine.

Vice President's Report. V.P. Sam Hodges, "When you decide to take two cars to BCD, and you go through and check battery, belts, hoses etc. on the car you haven't driven in 9-months, make sure that in addition to the fluids, you actually make sure that the mechanical things actually work. When I got into my '78 B, it started right up but the clutch pedal went straight to the floor. After an hour of fiddling, I gave up and just

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took one B to BCD." Terry, Dave Gribler and Steve Miller then had a conversation about what it might be, from slave cylinder to a fused clutch/pressure plate. I'll have to experiment when I get home...

Minutes were next. Motion to approve the Minutes. Motion approved. Maybe sitting in the back of the room wasn't the best idea when it comes to seeing who said what when...

Treasurer's Report was next. The MGCC had gains of: Regalia (\$34.00) + interest gains (\$0.02) + Bank error in our favor (\$0.38) for a total gain to the MGCC of (\$34.40). The MGCC had losses of: Newsletter Postage (\$31.24) + MGCC Toast to Louie (\$133.62) + British Museum Ramp Donation (\$500.00) equals a total loss to the MGCC of \$664.86. Total loss to the MGCC was \$631.26 that when subtracted from our beginning balance of \$2,909.89 leaves the MGCC with an ending balance of \$2,279.43 in the primary checking account. Gumball cash-on-hand was \$20.00 after payment of the July Gumball Rallye. The Savings account currently has \$379.43. Bob Farrell motioned to accept. Lois Gribler seconded and Louie DiPasquale opposed. Report approved.

Membership was next. Carole Looft, "We picked up a few new members at BCD. Jackie Daniels and Jordan Whitaker, Bill & Sandy Rollins with a 53 TD. Membership stands at 96 members at this point. Birthdays this month: Jennifer Peterson, Jayne Powell, Terry & Carole Looft, Dave McCann and Bruce. Ryan Looft, "What'd you get for your birthday?" Dave Estell, "A new camshaft..." Skip, "It has bigger lobes..."

Activities with Eddie were next. Eddie, "September 13th is the MGCC picnic. The Concours d'Elegance is September 20th. Otherwise I got nothing." Terry, "The Shenandoah Valley show is a nice show, nice mountain roads, good show."

President Looft continued, "We have an invite from the Triumph club for October 3rd for a drive tour starting in Springboro, ending up at the Caesar's Creek Winery. I'm sure Ron had something to do with that."

Sunshine Committee. Dave Estell tried to cut his leg off (had a run in with a chain saw. Stitches have been removed), Jayne had knee surgery.

Newsletter. Steve Markman. "We have an invitation to display Louie's car at the Kettering Holiday at Home show on Labor Day. They were happy to accept it, with some type of sign in memory of Louie, but we can't get it there. Apparently Louie's family dropped the insurance, so unless it is towed, we can't get it there. Anyone else have a MGA they'd like to show"?

Webmaster, John Scocozzo, "Everything's going smoothly."

Beer brake 8:10.

Back from break at 8:35...Terry, "I wish it got that quiet at home just by hitting something..." Dave, Gribler, "You're not hitting the right thing."

MG 2016 is in Louisville and the opening ceremony is at Churchill Downs. Are we caravanning down? Terry, "We might have multiple caravans." Dave G., "What if the part you need is in the other caravan?" Terry, "Each caravan stands on its own." John Scocozzo, "That's what Cell phones are for." Sam H., "Hope that they're in the caravan behind you, not in front of you."

Old Business, Charlie? "Do we have anything?" Charlie, "No."

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Grille badges and T-shirt logos. Carole passed out possible options for the new club logo. 57 colors in mens, 37 for women's shirts. Embroidered is \$10, XXL+ is \$13. Polos embroidered are \$20. Multiple color selections.

Skip, "I think #3 (on the sheet of 6 possibilities) minus the '50 years' should be the design." Terry, "We have a design, now how about a color?" As usual with the MGCC, this devolves to a LONG conversation as to what color we need/want to order. I think every color except fuchsia was proposed. Motion to table this until next month. Club votes. Aye. Mayhem and chaos ensued for another 15 minutes. Ryan Looft, "Get 6 different grey samples? How many greys are there?"

Carole. "We're also going to need new flags. We can get 50 flags for \$303. Sell them \$6/flag maybe?" Skip, "We're going to need new stationary..."

Terry, "Should we order new can koozies? We sold out at BCD?" Skip, "Motion to buy 100 koozies, same as old ones." MGCC made fast work of that motion. Approved.

Tech Tips? Nothing.

Sept 23rd is the next meeting. Charlie McCamey wins Gumball Rallye.

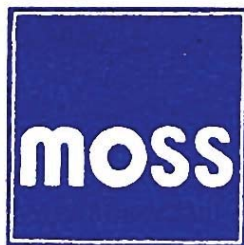
Motion to adjourn made simultaneously by all present at 9:02. Seconded by all present. Don't think we actually voted on it.

Meeting adjourned

The logo for MiniMania features the word "MiniMania" in a stylized, bold, black font. The letters "M" and "n" are particularly large and have a jagged, blocky appearance. The "i" is small and sits between the two "n"s.

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