

The INDIANA REGISTER



Olde Octagons of Indiana



Hoosier A's



Hoosier MGB Club

The Indiana MG Register is a joint publication of the Olde Octagons of Indiana, Hoosier A's, and Hoosier MGB Club, and is intended to provide members with information that promotes the restoration, preservation, and driving enjoyment of the MG.

*** Olde Octagons of Indiana ***

Chairman *Dave Snyder*
davidsnyder1@earthlink.net
765 348-2215
Vice Chair *Reed & Jan Tarwater*
Treasurer *Kathy Kubick*

*** Hoosier A's ***

President *Roger Watkins*
sales@signsnowbloomington.com
812-336-3571
Vice Pres *Fred Ulery*
Treasurer *Dave Walter*

*** Hoosier MGB Club ***

President *Scott Jones*
574 739-0055
paula.jones@infarmbureau.com
Vice Pres *Jim Patterson*
Treasurer *Kathy Patterson*
Secretary *Paula Jones*
Membership *Scott Jones*

Editor *Susie Ulery*
jsnuss@sbcglobal.net

Webmaster *Bill Gallihugh*
bil.tru@att.net
317 580-9158

HOT OFF THE PRESSES...

Replacement Fans for MGA and early MGB (up to 1971) have become more and more difficult to come by. Years ago Moss sold a metal fan built to the same specs as the factory original, but we discontinued producing it for the same reason the factory did: after years of use they were susceptible to fatigue failure. MG eventually replaced the Metal fan with a quirky looking, bright yellow plastic version. The last time you could buy a new one of these the Chicago Bears were shuffling their way to the Superbowl.

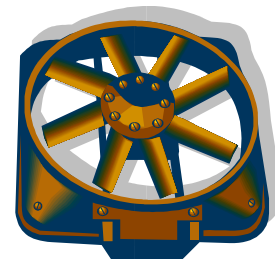
And now, we're excited to say, it's back in all its cheerful glory. The Moss fan is faithful to the original, built strong and oh-so yellow. It's been thoroughly inspected and tested to perform exactly as it should.

If an MGA or B owner is running with a metal fan it is recommended that they make the switch. The plastic fan is designed to flatten at speed, making it more efficient. And, should a failure occur for whatever reason, metal fan blades are far less forgiving than plastic—your imagination can fill in those blanks. (I'm visualizing ninja throwing stars compared to tossing a Frisbee.)

For more information and to have a look at the fan itself, go to:
www.mossmotors.com/Shop/ViewProducts.aspx?PlateIndexID=108815

Have a great day!

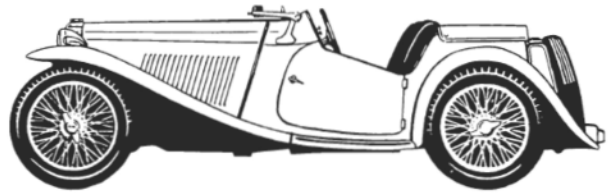
David Stuursma
British Club Support
Moss Motors



TC Tidbits

MG history and originality ramblings . . .

By Tom Wilson (and TC0272, TC0273, & TC0279)



The Modern Lucas Story

A recent conversation on the MG-TABC web forum about Lucas led to quite a bit of banter about a successful yet maligned company. While all MG owners seem to curse Lucas parts, for the most part our anger should be directed to wire connections and ground points rather than components. Here's what Lucas was - and is, topped off by a partial list of the infamous Lucas sayings:

The Rest of the (Lucas) Story from Manley Ford, the (former) "Spin Doctor of Darkness".

British Leyland and most of the British auto industry may be gone but the heart of Lucas still beats! Here's a little recent history lesson about the fortunes of our beloved and berated Lucas.

The automotive supply business history from the turn of the previous century up until today is one of a constant surging of combinations, acquisitions, divestitures, global expansions, on-going tussles with the carmakers, and unfortunate but necessary reductions in non-competitive regions and product lines. It is the nature of the industry, but the cultures and history of those old brands (like Lucas) exist within today's leading automotive supplier companies, most of which shed the past with stoicism and resolve to focus on the future and not dwell on "ancient history" (anything before last week).

A large portion of Lucas as well as other British brands such as Girling and the former Cam Gear (the originator of rack and pinion steering) reside within today's TRW Automotive Division (www.trw.com) which started making engine valves as Thompson Products more than a century ago and is still in that business. In the '90s, Lucas combined with Kelsey-Hayes (primarily a braking system company by then, as the wheels had gone elsewhere) to become Lucas Varsity which was acquired by conglomerate TRW Inc. in 1999. At the time, TRW, in addition to auto parts, had defense systems and even a consumer credit business (now Experian).

Incidentally, the Varsity piece of the Lucas Varsity name came from the notorious Victor A. Rice. "V.A.R." made a ton of money on a series of deals, thus some pejoratively calling the company "Lucas Vanity" at the time. There was soon provided a lucrative gate from TRW for Mr. Rice who, among other distasteful personal habits, delighted in public flatulence much to the consternation of his stuffy U.S. counterparts, proving that creative farts can work for you if you know when and where to cut them.

After the sale of Lucas Varsity to TRW, the Lucas Aerospace piece (run by some of the smartest, most aeronautically accomplished and entertaining people I have ever had the privilege to work with) went to Goodrich (which used to be a tire company

but that's another story). Meanwhile, most of the leadership of TRW Automotive that emerged in control of the automotive supplier entity came from years with Lucas. These folks - in the late '90s and early 2000s - rose to the top and shed most of the former TRW automotive management who couldn't seem to make decent earnings selling many billions of dollars worth of components and systems to the world's (but mostly at the time, U.S.-based) carmakers. On their way out the door, many of these hard-drinking back-slappers grouched that "Lucas bought TRW Automotive with TRW's money." A series of corporate moves ended up with Northrop Grumman acquiring TRW Inc. in 2002 and spinning off the entire TRW Automotive business to the private equity firm The Blackstone Group (described as "The Smartest Money on Wall Street" by one of the financial publications) followed by an IPO under a "new" TRW brand in 2004.

Nowadays, Ex-Lucas executives running the company include John Plant, C.E.O, who is one of the most highly respected (and highest paid) execs in the auto industry, Peter Lake, E.V.P. of sales and business development, and quite a few others in senior management positions. Plant was raised as a working class guy - a West Bromwich "Baggie" - who started at the bottom as a bean counter, and has an amazing head for numbers, especially things like quality metrics and life-blood bill-of-materials stack-ups.

Things have changed a lot since "dim, flicker, off." Auto suppliers that don't have parts-per-million defect rates in the single digits - or less - either don't exist or won't be around long in today's world. I ain't promoting the stock, but I can tell you from my experience that the present day TRW's combination of the "heritage" Lucas Electronics, the steering businesses of Cam Gear and Gemmer and others, the braking businesses of Girling, Kelsey-Hayes and others, and airbag/seatbelt businesses such as Sabelt (and, yes, others) now make TRW Automotive one of the most globally diverse and successful auto suppliers. TRW's sweet spot is increasingly integrated safety related systems in modern cars of incredible functionality, quality, reliability and performance. Anti-lock brakes, dynamic stability control, electric steering, pre-crash sensing and pre-arming of your airbags and seat belts, lane departure warning, crash avoidance technology, pedestrian safety gizmos, automatic parallel parking systems, adaptive cruise control, drowsy driver sensors, etc. etc. etc. from TRW and other suppliers (like little old Bosch) are dramatically improving auto safety in terms of metrics like steadily dropping deaths per mile driven throughout the world. And the stuff works!

Now of course . . . purist, ancient, throw-back drivers like most of us don't much care for such developments for our cars but we sure love having our kids come home alive.

Of course what we care about are the Lucas parts in our Little Brit Cars, and sadly modern auto suppliers often spin off or license their aftermarket (replacement parts) businesses to others for a lot of financially valid reasons (plus their obligation typically ends after about ten years). When your business is making bajillions of widgets on a just-in-time basis to global automakers at horrendously thin margins, you really can't continue to make and sell points, caps and condensers for 60 year old MGs. Unfortunately, the first licensee of the Lucas replacement parts business in the U.K. went belly up shortly thereafter and others have stepped in. We are at their mercy. There's even a web site: <http://www.lucaselectrical.co.uk/>

How do I know all this? I worked for TRW for a number of years in communications starting in the '80s and joined the automotive group (working for Mr. Plant and Mr. Lake) as head of global communications in 2002 where I stayed until going independent in 2008. I wasn't the "Prince of Darkness" but from time to time, John Plant would call me the "Spin Doctor of Darkness." He had absolutely no interest in (actual disdain for) my T-series cars when I would show up at work with them even though - when we had the annual company car show - my T-type MGs had a higher percentage of "legacy TRW" parts on them than all the American iron in the parking lot. Dampers, brakes, electrics, lamps, switches, steering, engine valves, fasteners . . . even the Lucas Laystall cylinder head. Now all TRW brands - buried in there somewhere. John Plant's favorite car? His modern killer Bentley.

So it goes, friends.

-Manley Ford

The Essential MG Tool

Wanna know how to change a flat tire if you don't have a jack?

Easy - put a rock under the axle, dig a hole under the tire, change the wheel and reverse the process. Rocks are nature's perfect tool, but you've got to know how to pick exactly the right sized rock, pebble, or boulder for the job at hand.

If your TC conks out far from home and you coast to the side of the road, your approach to solving the issue should be this:

- 1). Locate the component causing the problem.
- 2). Hit it with a rock.

Now, to the inexperienced, that may seem like a very Neanderthal approach. However, I can personally assure you that this approach will work very well on a whole plethora of common roadside ailments - loose battery terminals, sticky fuel pumps, sticky regulator points, carb float needles, carb pistons, and starter contacts just to name a few. This method is guaranteed to get you going again in the shortest amount of time. If you have a problem on the road, don't reach for your cell phone and call a tow truck, use your noodle (and a rock!) and figure it out.

The Prince of Darkness Stories We've All Heard

The Lucas Electric motto: "Get home before dark."

Lucas denies having invented darkness. But they still claim "sudden, unexpected darkness."

Lucas - inventor of the first intermittent wiper.

Lucas - inventor of the self-dimming headlamp.

The three-position Lucas switch - DIM, FLICKER and OFF. The other switch settings - SMOKE, SMOLDER and IGNITE.

The original anti-theft devices - Lucas Electric products.

"I've had a Lucas pacemaker for years and have never experienced any prob..."

If Lucas made guns, wars would not start either.

Did you hear about the Lucas powered torpedo? It sank.

It's not true that in 1947 Lucas tried to get Parliament to repeal Ohm's Law. They withdrew their efforts when they met too much resistance.

Did you hear the one about the guy that peeked into a Land Rover and asked the owner "How can you tell one switch from another at night, since they all look the same?" He replied "It doesn't matter which one you use, nothing happens!"

Back in the '70s Lucas decided to diversify its product line and began manufacturing vacuum cleaners. It was the only product they offered which didn't suck.

Quality Assurance phoned and advised the Engineering guy that they had trouble with his design shorting out. So he made the wires longer.

Why do the English drink warm beer? Lucas makes the refrigerators.

Alexander Graham Bell invented the Telephone.

Thomas Edison invented the Light Bulb.

Joseph Lucas invented the Short Circuit.

Recommended procedure before starting repair of Lucas equipment: check the position of the stars, kill a chicken and walk three times sunwise around your car chanting: "Oh mighty Prince of Darkness protect your unworthy servant."

Lucas systems actually uses AC current; it just has a random frequency.





HOOSIER MGB CLUB

The Presidents Corner



WHITE CHRISTMAS

We didn't have a white Christmas this year but I'm not complaining. The accompanying photo is from David and Sarah Kercheval bringing home the Griswold Family Christmas tree on the roof of their 1973 MGB/GT in 2010. Christmas day was a good day to push the old B out of the barn and run the engine and work the clutch and brake pedals a bit. The master cylinder seals dry up every winter and brake fluid drips down the brake pedal, hence the designer cardboard floor mat on the drivers side each winter. The weather was unseasonable warm and the house was quite now that the grandkids have gone home and taken all the new toys with them as well. They can always count on grandpa to fill their stockings with cars as I am doing my part to influence another generation as I was. Having grandkids is a great excuse to spend time in the toy isle. My favorite toy gift this year has to be the Sponge Bob Square Pants slot car set we found. Our grandsons Cooper age 4 and Dash age 2, played with that for hours on Christmas Eve. The set is battery powered and featured a couple of Formula One cars on a figure eight track. I wonder how long the D size batteries will last as those young drivers keep the remote controls to the floor crashing through the plastic fences every couple of laps. They'd better learn a little self control if they ever expect to drive an MG someday!

All this racing made me long for spring but it is still 90 days away. The 2012 event planning party will be in March this year. It will be a combined meeting with the other two MG clubs at German / American Club on the south side of Indianapolis . Watch the website for the time and date. This is also time for the election of officers for our club so please plan to attend if you can. 2012 will be the 50th anniversary of the MGB, the Cobra and the Ferrari 250 GTO. Where were you in 1962? In the fall of 1962 I entered first grade and at Christmas, Santa sent me and my brothers our first slot car set. It had Stirling Moss on the cover of the box and two 1/43 scale Ferraris inside. We were hooked on racing after that. The Packers were on their way to another championship. The more things change, the more they stay the same.

Safety Fast!
Scott



Fleamarket Returns

A couple of years ago we shut down the Hoosier MG's website Fleamarket page due to complaints resulting from an invasion of overseas scammers. There has been some renewed interest in restarting this feature as a way for members to get rid of - or find - MG parts and cars. We are now giving it another shot, but with some rule changes. The scammers only went after people selling cars (or putting out a fake car ad themselves), since that's where the money is. So the new Fleamarket page only allows "MG's for sale" from Hoosier MG's members, and contains a warning about what to look for when you get a response from someone.

We have "seeded" the page with some ads sent in by our members, but now is the time to go through your garage and find those things that you don't need, but someone else might. There is a "Submit your Ad" button on the Fleamarket page which takes you to the submission form, and any accompanying photos can be mailed directly to me.

You can access the Fleamarket page by going to our website, www.hoosiermgs.com, and clicking on "Fleamarket" button on the left of the home page.

Bill Gallihugh
Webmaster



Away We Go...

First of a series...

I was reading my NAMGAR Magazine and noted that there was a group planning a cross-country trip to the GT meeting in Reno. Oh Boy! Oh Boy! Oh Boy! Would my wife let me go? Yes! Would she go with me? Yes! Can my "A" make the trip???

Have faith in your car — banish the Dark Knight —Yes! And Roger and Sally want to go, too! Oh Boy! Oh Boy! Oh Boy!

What now? Register, reserve overnight accommodations, pick a route to Ocean City (with stops in Washington DC and Annapolis), pick money off the tree, get the "A" checked out and ready to go (Thank you, Bob), pack a (small) bag for us, pack a (bigger) bag for the car.

And Away We Go...
Fred & Susie Ulery



Strohm Automotive

MG Service and Repair • Craftsmanship
Worthy Of The Marque

Carl & Jeanette Strohm,
Proprietors

5824 C
S. Harding St.,
Indpls IN 46217



317-787-0822 Toll Free 1-888-898-0822

Connell's MG Service

Bob Connell - Owner
6667 E. 38th St
Indianapolis, In 46226
317.545.6108



Check out our new Web site at
www.connellmg.com
for featured services on:

SuperChargers - 5 speed tranny's - High Perform-

Natters 'n Noggins

Saturday, February 11, 2012

Noon

The Willard Hotel

99 N. Main Street

Franklin, IN



This annual Indiana MG Welcoming-of-Spring event invites all to enjoy lunch, a brew, and some MG tales. Hosted this year by the Hoosier As. Contact: Fred Ulery at 765-606-7680.



Olde Octagons, Hoosier As. & Hoosier MGB Club

**Combined
2012 Event Planning lunch
Saturday, March 24, 2012**

Buffet lunch starts at 12:30

The German/American Klub

8602 S. Meridian Street (SR 135)

Indianapolis, IN

RSVP to Roger Watkins at 812-336-3571

Or sales@signsnowbloomington.com

All 3 Indiana MG clubs will be joining together to plan our 2012 schedule, so bring your ideas for places to visit and windy ways to get there. The Hoosier MGB Club will also hold elections for 2012 officers.

We want your MGA...

to be registered with NAMGAR!



Yearly membership is \$37.50 North America or \$52.50 International. The application form is available on-line at www.namgar.com or from: NAMGAR Registrar, 7522 SE 152nd Ave., Portland, OR 97236-4861



Members receive *MGA!* Magazine, the bimonthly magazine devoted exclusively to the enjoyment, care, and preservation of the MGA, Magnette and Variants; and an annual Get-Together in various locations in U.S.A. and Canada.

2010-11

AUTOSPORT INC.
SERVICE & RESTORATIONS
FOR OVER 30 YEARS
WE BUILD DRIVERS

A black and white photograph of a classic MG car, possibly a Magnette, shown from a front-three-quarter view.

BMTA Member
www.autosportinc.com
Bloomington, IN 812-334-1700

Winter No Run Run



**Saturday
Feb. 25, 2012**

**Clifty Falls State Park
1501 Green Road
Madison, IN 47250**

**Is your car covered and stored, or even torn apart for the winter?
Join us for an overnight get-away at beautiful
Clifty Falls State Park Inn in Madison, IN.
Bring your favorite game and MG stories. We'll have great time!**

Rooms are limited — call early to make reservations: 877-563-4371.

**Contact: Dan & Heather Coyle
317-862-4128**



Hoosier A's Birthday Party - November

Indiana MG Clubs Event Schedule

Date	Event	Location	Contact
02/11/2012	Natters 'n Noggins	The Willard Hotel 99 N. Main Street Franklin, IN	Fred Ulery 765-606-7680 mgahotwheels@gmail.com
02/25/2012	Winter No Run Run	Clifty Falls State Park Madison, IN	Dan & Health Coyle 317-862-4128
03/24/2012	Combined MG Clubs Event Planning Lunch	German/American Klub 8602 S Meridian St Indianapolis	Roger Watkins 812 336-3571 sales@signsnowbloomington.com

NOTE: There will be no Monthly MG Dinner in either February or March, due to the Natters 'n Noggins and the Combined MG Event Planning Lunch.

Please check the www.hoosiermgs.com web site for a complete listing of local events. For a listing of all British Car events in the Midwest, visit the Indiana British Car Union Calendar at www.ibcu.org



Olde Octagons Christmas Party - December