



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.

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Roger & Sally Watkins
10th Annual MG Run

Live, Love, Laugh & ... Pie
October 7, 8, & 9

Live life to the fullest, love the drive, and share lots of laughter with your fellow MG friends as you travel in the hills of southern Indiana. We've planned a mixture of stops and...there's always room for PIE along the way.

Our drive begins on Friday, but you'll be welcome to join us on Saturday morning if that better suits your calendar.

Those of you who can start on Friday will meet at the Gasthof Amish Village Lodge, in Montgomery, Indiana.

We will spend the night there and our adventure begins with a trip to Dinky's Auction Barn (auction begins at 6 p.m.) where up to seven auctioneers will sell anything you can imagine ... animals (large and small), baked goods, produce, farm implements, household goods, antiques, and more. Plan to eat your supper here where the Amish will delight your taste buds with their homemade foods.

On Saturday, we will leave at 10 a.m. from the Gasthof Lodge parking lot to begin our drive of Southern Indiana.

Our Saturday evening lodging will be at Santa's Lodge, in Santa Claus, Indiana.

We'll try to end our trip with a Sunday Dinner and have you on the road home by 2 or 3 p.m.



Make your reservations at the Gasthof Lodge: 812-486-2600
Hoosier A's group #43109
\$69.99 until Sept. 23

Make your reservations at Santa's Lodge: 812-937-1902
Hoosier A's group
\$69.99 until Oct. 1



Olde Octagons of Indiana



Dave & Carolee Snyder in their 1946 MGTC on the Indianapolis 500 Track for the 100th Anniversary Indy 500 Mile Race Celebration of Automobiles

I received a call from the director of the 100th Anniversary Indy 500 Mile Race Celebration of Automobiles in late March. He said they were looking for 250 classic cars for the celebration and told me that they had no MG's and could I provide them with several early MG's in excellent condition. He also told me that since he was calling so late, they would waive the \$100.00 entry fee. I asked if we would be able to drive on the track and he said yes. I told him that as the President of the Olde Octagons of Indiana, I could get 5 cars for him. Mike Jansen, Tom Wilson and I brought our TC's, Bill Gallighugh brought his TD and Reed Tarwater brought his J2. What follows is the description of the event and a youtube film of the event.

The Indianapolis Motor Speedway is calling on owners of classic cars to display their magnificent machines in competition for blue-ribbon awards as part of the festivities of the 100th Anniversary Indianapolis 500 Mile Race. Some 250 contestants will be selected from entries through our on-line registration form for the event to be held Friday, May 13 and Saturday, May 14, 2011.

Called the "100th Anniversary Indy 500 Mile Race Celebration of Automobiles," the event is for two broad classifications of automobiles manufactured between 1911 and 1961 – the first 50 years of the Indianapolis 500. These classifications are: 1) cars representing the 24 manufacturers that competed in the first Indianapolis 500 Mile Race in 1911 and 2) full classic cars and other significant collectible non-modified cars up to 1961. Among other information, the registration form will re-

quire two photos of your automobile and a description of its history. Previous participation in Concours d'Elegance competition increases the likelihood that your entry will be selected to compete.

The 100th Anniversary Indy 500 Celebration of Automobiles will be organized into six classifications broken down by the three early Indianapolis Motor Speedway track ownership eras: the "Carl Fisher Era" (1911-1927), the "Eddie Rickenbacker Era" (1928-1945), and the "Early Tony Hulman Era" (1946-1961). These three classifications will be applied to both the cars representing the 24 manufacturers that competed in the first Indy 500 and classic cars in general.

The classic cars category includes any automobile marque that was manufactured anywhere in the world between 1911 and 1961. Included (but not limited to) in this category are wonderful brands such as: Duesenberg, Cord, Auburn, Pierce-Arrow, Rolls Royce, Jaguar, Bugatti, Ford, Chrysler, Dodge, Plymouth, Chevrolet, Cadillac, Packard, Ferrari, Aston Martin and many more. This category includes far too many names to mention but all are eligible for submission. Just make sure your car was manufactured between 1911 and 1961.

This once-in-a-lifetime opportunity will be much more than a car show; it will be a tribute to America's greatest racing event and a fitting kick-off to a month long celebration of The Most Important Race in History.
<http://www.youtube.com/watch?v=goWiRF5tDRk>

David Snyder

Kalamazoo 2011 GOF

Mother Nature appeared to be preparing a cruel prank on the Hoosiers who were planning on attending the GOF in Kalamazoo. After endless weeks of drought, the forecast for travel day was thunderstorms in Northern Indiana and an 80% chance of rain in Kalamazoo on car show day. Looking to take this potentially wet trip north were: (Olde Octagons of Indiana) Bill Gunning, Mel & Eileen Hunsucker, Mike & Brenda Jansen, Tom Wilson, Dave & Carolee Snyder, Dan & Lou Ann Griswold, and Bill & Trudy Gallihugh, and (Hoosier A's) John & Vivian Seeburger, Jack & Laura Kurkowski, and Paul & Darla Straub.

But as the convoys wound their way into Northern Indiana on Thursday, only a few roadside puddles gave evidence of morning rain. That night, with everyone safely tucked in bed, Kalamazoo had 2" of rain - but not a drop on show day, or for the rest of the trip!

The show and Funkhana were held at the world famous Gilmore Car Museum. There was a glut of TD's (33), and

only a few of the rare vintage models (one Airline and two Tickfords). But the setting was perfect, and touring the many car display "barns" gave everyone plenty of entertainment between socializing. The Funkhana was held on an oval track, with balloons marking the slalom course (easy to tell when someone missed a turn).

Saturday was the trip to the nearby Air Zoo Museum (formerly the War Bird Museum), with its large collection of vintage aircraft all displayed in a new facility. After lunch, there were tech sessions, raffles, and auctions. The evening banquet was well done, with plenty of food (not always the case). Dinner was followed by the awards, the highlight of which for the Hoosiers was the Jansen's taking Best of Class in Premier with their TC.

Sunday morning everyone headed home, with no car problems being reported so far. All in all, it was a fun trip and a well run GOF. Next year the GOF will be in the Chicago area. Word is that the OOOI is getting on the schedule to host another future GOF.

Bill Gallihugh



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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

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Specials on Overstocked Parts!**



HOOSIER MGB CLUB

The Presidents Corner



Black Beauty

I attended a British car show in South Bend in late June. As always, it's a nice venue and most British Marques are well represented. This year's event was at St. Mary's College campus across from the University of Notre Dame. A drop dead gorgeous 1966 MGB Roadster won the top honors in the MGB class. It was triple black with the rare steel wheels and restored to look like it just left the factory. I had seen the car at another show in Michigan a couple of years ago where I met the owners and told them how much I admired their car. I appreciate how they painstakingly maintain the original look of the car. I should have put on a bib before walking around this car as I am sure I was drooling as I examined every angle of the car. The nice retired couple probably thought I had never seen one before as I spent so much time looking at it.



We've all seen plenty of MGB's as well as other British makes at car shows but every once in a while you see one that stops you in your tracks. I can't explain it but maybe there's a sensor in a frontal lobe that goes off when you come face to face with your dream car. Some people would say if you're talking about a dream car then you should be dreaming of Aston Martin, Jaguar or a big Healey. To settle for an MGB, I must not have enough imagination. But, I say the MGB is an attainable dream car and according to John Thornley the MBG/GT is the poor man's Aston Martin. I don't know what it is that attracts so many of us, is it the clean lines or the simplicity of the design that makes the car as attractive today as it was nearly 50 years ago? Maybe it's the original factory colors as I always wanted an early "B" in Pale Primrose, Iris Blue or Black with leather interior and contrasting piping. I have always been a fan of wire wheels but the older I get the better the simple steel wheels on the early cars look to me.

I don't recall now if the couple purchased the car new or as a basket case, but I am grateful that they have chosen to maintain the car as Don Hayter intended. It remains a benchmark for restorers and enthusiasts who appreciate the beauty, design and workmanship of the MGB.

Safety Fast!
Scott Jones

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A Simple Sunday Afternoon Drive

Sunday, September 18, 2011
1:00 - 4:00 p.m.

Meet in the south parking lot of
The American Legion
701 E. Morgan Street
Martinsville, IN 46151

We'll explore some of the windey roads of Morgan County and end up at Fred & Susie Ulery's for apple strudel & ICE CREAM!

Susie's Cell: 317-640-0280

Announcing the Next ...

British Invasion Cruise-In

Saturday, September 24, 2011
5:00 till 9:00 p.m.

Park around the square
in downtown
Danville, Indiana

We had over 35 British cars for the
August 13 Cruise-In!
Come join us in September!

Contact: Tim Macsary at 1966mgbgt@sbcglobal.net

Bridges Where the Raccoons Ramble A Fall Colors Tour

Saturday, October 1, 2011



Option #1: Depart at 7:30 a.m. from SR 42 and SR 59 (about 5 miles south of Brazil) to visit the Exotic Feline Rescue Center near Center Point, IN. See leopards, tigers, and ligers (a cross-bred between the two) in a next-to-natural environment. Recommended contribution is \$10-\$20.

Option #2: Depart at 10:00 a.m. from US 40 and Murphy Street in Harmony, IN (just east of Brazil). We'll drive another 65 miles and see 8-10 covered bridges, some grist mills, a World War II relic, some remnants of the Interurban system of the first quarter of the 20th century, some hills, some hollows, some water falls, and hopefully, some beautiful fall colors.

The plan is for a lunch break at Greencastle, and to end in the mid-afternoon at Cataract Falls State Recreation Area (about 6 miles south of Cloverdale and the I-70 and US 231 junction).

Contact: Rob Blubaugh at 219-863-0331
robblubaugh@netscape.net

20TH ANNUAL COLUMBUS SCOTTISH FESTIVAL

SEPTEMBER 10TH FROM 8:00 A.M. - 5:00 P.M.
AND 11TH FROM 8:00 A.M. - 4:00 P.M.

BARTHOLOMEW COUNTY FAIRGROUNDS
COLUMBUS, INDIANA

Saturday: European Car Show registration begins at 8:00 a.m., show begins at 9:30 a.m. with People's Choice Voting until 3:45 p.m., awards at 4:00 p.m., and Parade of Vintage Cars at 4:15 p.m.

Sunday: Car registration begins at 8:00 a.m., show begins at 9:30 a.m. with People's Choice Voting until 3:15 p.m., trophies awarded at 3:30 p.m., and Parade of Vintage Cars at 3:45 p.m.

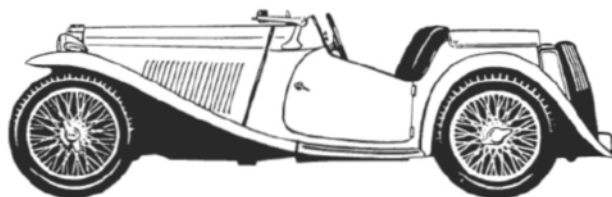
Contact: president@scottishfestival.org
cars@scottishfestival.org



TC Tidbits

MG history and originality ramblings ...
By Tom Wilson (and TC0272, TC0273, & TC0279)

MGs in the 1940s Bits about the return to making cars



TC0251 - the first TC!

After D-Day in June 1944, Britain felt the war in Europe would soon end, and serious talk and work started on a return to more normal activities. MG discussed postwar production all through the war, and in early fall 1944 put final plans in place.

The body building fixtures and jigs for the TB (and likely the SVW models) were destroyed during the war; those had to be remade. TC drawings started in October; most final production drawings were completed in December 1944.

TC0251 - the prototype and first TC - was built in January 1945. It wore the registration number CJB59 - one of the license numbers used by the factory for test and promo cars. Road tests started in February; a log from the Experimental and Development Department in Cowley shows 1,051 test miles driven in this car from February through June 1945. A series of photos of TC0251 were taken at Cowley in the summer of 1945. Many of these were used in advertising and technical materials for years. The photos show a lot of wear and some sloppy detail - all hallmarks of an MG prototype.

TC0251 has long been thought lost, but it seems like it's still around. I've recently learned that it's stored disassembled in a farmer's barn in Scotland. He's owned it for years. I wonder if he knows the significance of the car? Perhaps someday it will be carefully brought back to active duty as an important piece of the provenance of the car that jump-started sports car enthusiasts throughout the world.

Where did the first TCs go?

By early May 1946, MG exported 251 of the 460 cars made since production restarted after the war. Nuffield Exports handled the export of all cars for MG. Cars were driven down to London then onto Southampton for export preparation. Some were crated, most were loaded loose into holds of ships.

76	Europe
31	Asia
34	Africa
47	America
63	Australia

The other 209 there are no specific records for. It's likely that the majority of these were originally sold in Britain; my three TCs - TC0272, TC0273, & TC0279 were.

At least 15 were purchased by local constable forces. Imagine having a TC as your patrol car!

Financing the purchase of a new MG?

In the late 1940s, if one was fortunate enough in Britain to purchase a new or used MG, you could finance your acquisition through Nuffield Acceptance Company Limited. Loans were obtained through car dealerships who received a healthy commission on the transaction.

Annual interest rates:

6%	12 month loan
10%	18 month loan
14%	24 month loan

Rates for used cars were 1% higher.

The average down payment in 1946 was 42%; the average loan term 17 months.

TC - Poetry in Motion

Perhaps Harry Charnock was thinking of a TC when he penned this verse in the late 1940s. He certainly got it right. There's something truly magical about being on a small country road in the middle of the night, blasting down the road with the stars up above . . .

Night Ride - 3 AM - W. H. Charnock

Before the waking hour, too late for slumber,
Between the midnight and the unborn day,
In twilit green twin Jaeger fingers number,
Luminescent figures meaningless as they;
The lonely engine note is lilting thunder,
The landmarks loose their lines and melt away,
As ancient dreams lace weariness with wonder,
And thought spans farther than wise men say.
By flamethrown beams on curling catseyes gleaming,
The plunging tarmac tunnels out of night,
Winds on beyond the utmost verge of seeming,
To where, on wheels of energy and light,
Down lanes of stars the small dark worlds are streaming,
To cosmic cities infinite and bright.

At some point, hopefully in the near future, these and hundreds of other tidbits of MG history will come together in a published book. I would love to hear your stories of MG history! Contact me at MGTCTOM@yahoo.com.

The MG Whisperer

I've had very little trouble with "Red Ryder" and to the amazement of some, she's like the EverReady Energized Bunny because she keeps going and going and going... This was true until Sally and I arrived in Kansas on the coast-to-coast Rallye to Reno. We spent the night in Lenexa, Kansas, but in the morning our perfect little driver developed a stuffy nose. She couldn't breathe right, and at the front of a convoy of MG's going to Kent Prather's Racing Shop, went back to sleep in the middle of our first (and busy) intersection. We nursed her into a gas station, bought premium gas, and managed to coax her onto the road to Lawrence where she again gave out at the first stop-light. Fred Ulery and I fussed over the ailing car, but couldn't get her to start again. When we received a call from Dick Lunney, the editor of Classic MG Magazine, I informed him that I was having troubles and should probably be placed on the sick list. He said he'd send help.

A short time later, Ken Bishop showed up with directions to get to Prather's and asked what he could do to help. Taking charge, this retired Kansas University professor and Healey man contacted a wrecker and had us towed to a body shop where another Healey enthusiast was waiting to do a triage. Ken took me to the only parts guy in town (a Porsche dealer), but we couldn't find the points we needed. Meanwhile, the body shop guy played with the points, replaced our plugs with the spares that I recently purchased, and prepped Red Ryder for action. Ken, being the angel that he was, led us through town and down the highway until he felt that we had everything under control. Our supporting angel motioned for us to pass him, and just as we did, Red Ryder backfired and passed out, having gone just 6 miles. As we coasted toward a shady spot, we remembered that our angel had told us that we could survive Kansas with shade and water. He called for another wrecker and called Prather's to let them know that we were coming and needed his attention.

The next wrecker picked us up, and with the speed of an ambulance, headed for Prather's. We climbed in with our angel who said that he would take us to the doctor for he too was curious about the diagnosis. Arriving at a grain farm near Wakarusa, Kansas, we found our car being dropped in front of a metal building disguised as a barn. I quickly paid the driver \$125 cash for the transport and joined Sally and Professor Bishop.

Our angel introduced me to Kent Prather, six-time Sports Car Club of America National Champion. We learned that an Arkansas man had brought him an engine and that he was in the process of running it through his diagnostic equipment. He would see our patient as soon as he finished. Brushing past me, however, he went to the outside waiting area and when at Red's side, unhooked her bonnet, and in low hushed tones, began talking to her. I could hear him say (as he touched her) that she would be back on the road soon. He reassured her that her stay would be a short one and she would be released very soon. I, too, felt the confidence that this mechanic was a specialist and that she would soon be healed.

Sally was seated in the make-shift waiting room which contained two Elva's and the '62 MGA which had brought him honor and fame. The Arkansas patient had been given a clean

bill of health and this is when I learned that payment had to be cash or check, no credit cards. It was not the first time that plastic would not be honored for me, but I was cashless due to the tow. This was not a problem that I had anticipated so I went to my angel once again and blurted out, "I need a remedy, I need an ATM!" This is when our new doctor advised me that he knew the angel traveling with me and that he knew everything would be worked out. He went back to his rounds and soon gave me his first recommendation: install a Pertronix electronic ignition system. With my consent, he went to work removing the distributor. The angel and I started to move out of his way, but he shouted, "Stop! Stand still! I will go where I need without getting into a dance with you two. You can watch, I'll do my job. You can breathe now," he laughingly stated. He told me he didn't like my fuel filter, that the fuel could easily be blocked because of the fine screens in it. I shrugged, and without further discussion, he yanked it out as if it were my tonsils or adenoids and replaced this stint with a much larger, ugly filter. He explained that he would not have a clear conscience if he allowed me to leave with my old filter in place. Not liking my plugs that had only 6 miles on them, he cleaned and replaced them with my old NGK's. He asked me where my fuse box cover was and without waiting for one of my shrugs again, pulled a ladder up to the loft and came back with a replacement. After he bagged up the parts he removed, Kent told me to carry them until I reached home and then, "Throw them away!"

A quick test drive let him discover other things that were wrong. He drove her as if he were attempting to win his seventh national title. Pictures were taken, and several Hoosier good-byes were made. Kent and his wife gave us a parting gift of *Prather Racing No Doze* i.e. a bag of pretzels with a sticker that gave us his final recommendation: "Put pretzels at arm's length and eat one at a time. Safe Travels". We had met a true MG Whisperer of man and his machine.

Roger Watkins



Indiana MG Clubs Event Schedule

Date	Event	Location	Contact
09/15/2011 NOTICE CHANGE OF WEEK	All-MG Dinner	German/American Klub 8602 S. Meridian St. Indianapolis, IN 6:30 p.m.	Roger Watkins 812-336-3571 sales@signsnowbloomington.com
09/18/2011	A Simple Sunday Afternoon Drive	Martinsville American Legion at 701 E. Morgan 1:00—4:00 p.m.	Fred & Susie Ulery 317-640-0280 jsnuss@sbcglobal.net
09/24/2011	British Invasion Cruise-In	Downtown Square Danville, IN 5:00-9:00 p.m.	Tim Macsary 1966mgbgt@sbcglobal.net
10/01/2011	Bridges Where the Racoons Ramble	Please see page ?? for options.	Rob Blubaugh: 219-863-0331 robblubaugh@netscape.net
10/7,8,9/2011	Watkins' 10th Annual Fall Ride: The Pie Run	Please see page 1 for options	Roger Watkins: 812-345-5016 Sally Watkins: 812-345-5015
10/22/2011	Tucker's Tech Session	3383 E. Boltinghouse Rd. Bloomington, IN 47408	Tucker Magawick 812-331-7704

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

