

# The Hoosier MG's e\_News

Newsletter of the Indiana MG Clubs



Olde Octagons of Indiana

Hoosier A's

Hoosier MGB Club

Mar - Apr 2018

(Click on photos to enlarge, or click on images below to go to website)

## HOOSIER MGs WEB



## EVENT CALENDAR

Date	Event	Where	Contact
Dec 8	Hoosier X's Birthday Party	Shelburne, VT	See Event Page
Dec 13	Hoosier MG Dinner Meeting	Shelburne American Club	See Event Page
Dec 8	2018 Christmas Party	Shelburne, VT	See Event Page
Dec 13	Hoosier X's Birthday Party	Shelburne, VT	See Event Page
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Dec 8	2018 Christmas Party	Shelburne, VT	See Event Page

## HOOSIER MG'S

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## FROM THE EDITOR

"Safety Fast!" - the logo of the MG. Just what does it mean? Check out the meaning as expressed by several MG owners on the MG Experience website. Here are some examples: Tom Fisher, Purdue University (USA) - *I'm NOT a student of MG history but I think that was a marketing slogan that was developed by MG back in the early 60s. I think the idea was to combine "safety" and "fast" as a means to sell the public on the idea that MGBs were both fast and safe.* Steve S. "Safety Fast!" - *simply put, is the idea of keeping safety in mind in a performance car. Predictable handling, good brakes, reasonable safety features, however you want to interpret it. I suppose it's the opposite of "Maximum speed at all costs.* P.J. Lenihan - *Here is my interpretation based on some reading and a few visits to England including the MG car club in Abingdon just outside of the old factory gate. Cecil Kimber and the founding fathers wanted to build fun, sporty cars that could not only go fast but also be "relatively" safe i.e. handle and stop well. But it also could be looked on as just a catchy marketing phrase dreamed up over a few warm beers.*

However you want to look at it, MG's were very safe for their era. The MGB used a rigid monocoque structure with plenty of steel to keep it together. They had disc brakes on the front axle while most American cars still had four-wheel drum brakes. Earlier models had an oil cooler adding to engine life and less chance of failure. There were



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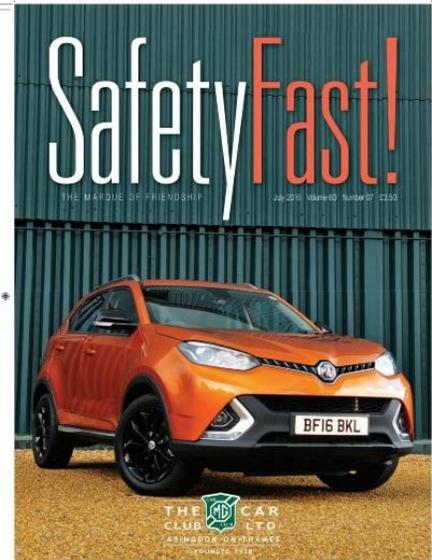
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gauges, so you could monitor the engine RPM's, oil pressure & temperatures. A four-speed transmission, that was almost bullet proof, was installed to give the driver a wider range of power to wheel choices.

The MG was built close to the ground which vastly improved road handling, and road manners.

Safety Fast! - I'll buy that. I was involved in a head-on accident in my 1964 MG Midget. We were parked in front of my friend's house facing traffic but were not off the road far enough and were hit by an oncoming car that drifted off the road. The result was that the person who hit us happened to be under the influence and ended up going to the hospital. My car was totaled but both of us were uninjured. The little Midget absorbed the crash with it's crumple zones, the engine and transmission went under the vehicle rather than into the passenger compartment and we walked away. I would call that Safety Fast!

Today's cars are ten-to-twenty times safer than cars back then. Mandatory seat belts, ABS, better crumple zones, air bags and the list goes on. When you think about it who was the first to declare "Safety Fast?" as an ad campaign? Could it have been our Little British Cars?



**Side Note:** In 1930 the company relocated to its factory and works in Abingdon. And it was during this time the MG slogan "Safety Fast" was born. - *Tim Macsay*

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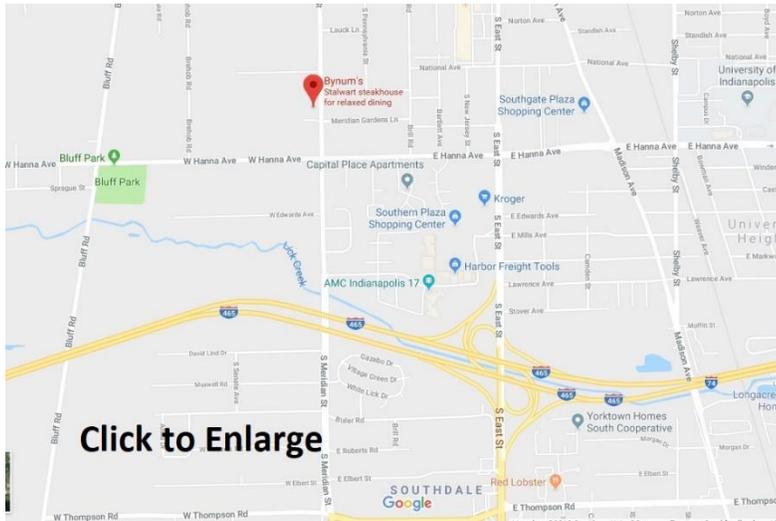
**Just a quick note here.** Carol Walter will be taking over the Newsletter. Look for her on the website with the May/June Newsletter. Please submit any articles or stories you wish to Carol at [dpwalter@sbcglobal.net](mailto:dpwalter@sbcglobal.net). See you all, Tim Macsay.

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## *March 24<sup>th</sup> Event Planning Meeting/Luncheon – Don't Miss It!*

Perhaps the most important Hoosier A's get-together of the year is the annual Event Planning Meeting (and you will also be fed - we know that's important!). It is here that

While it is always appreciated to have full attendance for encouragement, it is (obviously) very important that all Hoosier MG's member start thinking about things we could do, and bring those ideas so we can get them on the agenda. Want some place to begin? How about going to our website [www.hoosiermgs.com/](http://www.hoosiermgs.com/) and looking at of all the things we did in 2017 in the *Memories* listings on the right side of the home page. A lot of fun times are captured on those photos...



the opportunities for getting the MG's out of the garage and onto the road, along with the other tire-kicking and social occasions, are scoped out and put on the Event Calendar.

This year we will be at Bynums Steak House on Indy's far southside (5 miles due north of the German/American Klub) on South Meridian [www.bynumssteakhouse.net](http://www.bynumssteakhouse.net). A flyer is available on our website at [www.hoosiermgs.com](http://www.hoosiermgs.com). You can also have a peek at the photos of last year's meeting at [www.hoosiermgs.com/plng\\_2017.html](http://www.hoosiermgs.com/plng_2017.html).

## *Member Profile – Bob and Pat Lewis*

Bob & Pat Lewis are the March/April selectees for Hoosier MG Newsletter member profile. Bob has been a Hoosier "B" member for the past 8 years. He is also a member of the Key West British Car Club. You probably have seen Bob and Pat driving around in their 1980 Pageant Blue MGB roadster.

Bob, an Indiana resident for the last 30 years, was born in Rome, GA and grew up in Bauxite, AR. His lovely wife of 12 years, Pat, was born and raised in Benton Harbor, MI. Bob has one adult child and two grandchildren. As if one Bob wasn't enough, he also has an identical twin brother who lives in Lafayette, IN.

Bob is retired from the U.S. Air Force where he put in 22 years of service which included several years overseas, retiring as



a Chief Master Sergeant. Bob was stationed at 11 different bases in his career. He is also a Viet Nam era veteran having spent a year in Thailand at the U-Tapao Airbase supporting B-52's. After retiring from the

Air Force, Bob worked another 22 years for Alcoa in Plant Management, before deciding to retire full time in 2010. He and Pat reside in Danville, Indiana. Pat is retired from Eli Lilly and is now a practicing Elder Care Attorney working with Guardianship & Medicaid.

While stationed in England in 1974, Bob was intrigued by a 1973 Black Tulip colored MGBGT with less than 12k miles on it at the base Air Force Credit Union lot. He was looking for something different to drive and decided this was it. The unusual thing about the car was that it was a left-hand drive,



American Spec. car in a right-hand drive country. It seems that another Air Force member brought the American Spec. car over from California and had it repossessed by the Credit Union not long after arriving in England. Bob bought the MGBGT and drove it for two years before returning to the U.S. with the GT. All this lead him to become a fan of MG's.

Bob stated that what he likes about his current MGB is that "I can get in it anytime and drive as far as I want." This is borne out by his & Pat's MGB travels. They have made four trips to Key West for the annual "Return to Paradise" British car gathering. They've also driven their MGB on trips to 4 of the last MGB national conventions in Dillard, GA for MG2012, Corvallis, Oregon for MG2013,

French Lick in 2014, Niagara Falls, Canada for MG 2015, and MG2016 in Louisville.

They have attended the "British Invasion" in Stowe, Vermont, the "Mad Dogs and Englishmen's British Auto Faire" event in Hickory Corners, MI, the "Brits in the Ozarks" event in Fayetteville, AR and last year they attended the "Put-In Bay Road Race Reunion" event at Put-In Bay, OH.

Bob & Pat are frequent participants in Hoosier MG's various club events though-out Indiana. Bob says he has averaged around 10,000 miles per year in his MGB since getting it on the road in 2011 and (knock wood) has never had a breakdown.

Some club members have nicknamed Bob "Mr. Gadget" because of the items he has added to his MGB. These include a complete gauge set from Speed Hut Gauges which includes a GPS speedometer. He has also added LED taillights, Halogen headlights and many electrical relays to protect his electrical system. Bob has converted his MGB from wire wheels to bolt on rims and has upgraded almost everything, from a rebuilt engine, and an overdrive transmission to a new interior to a conversion to S.U. carburetors to a stainless steel exhaust system on his MGB. Bob stated that he carries "half a car's worth" of spare parts in the boot of his MG, a fact I am not willing to challenge.

Bob was the originator of the popular weekly "MG Old Retired Guys (MG.ORG) Breakfast" held at Emmy's Pancake House in Avon, Indiana. That event started with just 3 guys from Danville and has developed over several years into a weekly event usually attended by 10 to 15 folks.

With a pleasant smile on his face and always with his friendly & outgoing co-driver, Bob & Pat are both welcome members of the Hoosier MG's.

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## *Natters 'n Noggins – A Hoosier MG's Tradition*

As Snoopy wrote from atop his doghouse, “It was a Dark and Stormy Night.” Ok, so maybe it wasn’t dark or night, but it was stormy. With heavy rain from the previous night, (ah, so it was dark and stormy) the first 2018 MG Club event went off very well indeed. Forty-four Hoosier MG members attended the “Natters & Noggins” get together in Bargersville, Indiana. Once again, the MGA club secured the TAXMAN Brewing Company for our gathering of MG enthusiasts. Despite the weather two hardy souls drove their MG’s, which I noticed in the parking lot. You just have to love a British car enthusiast.



Why did they name it the TAXMAN? Taken from their website: “We named the

brewery Taxman because tax consulting work took us to Belgium, and three of Taxman’s founders are in fact tax professionals. Our skull and bow tie logo is inspired by Benjamin Franklin’s quote, “...in this world, nothing can be said to be certain, except Death and Taxes.” We selected the Town of Bargersville because it reminded us of the small brewery towns we visited in Europe.”

The building, which was once a warehouse was remodeled and a large section of the second floor was taken out to add a dramatic two-story volume to the first-floor dining area and provided an opportunity for a grand staircase to the second floor.

Twelve different varieties of beer were available along with wine and soft drinks depending on your taste. Good food added to a gathering of friends reuniting again after the winter doldrums. If you didn’t make it, be sure to put the event on your list for next year. - *Tim Macsay*  
For photos of the event, [Click Here](#)

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## *New & Old Car Prices.*

OK, stand by and bear with me. I’m going to throw a lot of figures at you, but I think you might find them interesting. I am going to start out with the new car market then work into our MG time frame. Say you want to buy a new 2018 car from the dealer today. By the way, all these prices are from off the web and may or may not reflect actual prices but should come close.

I’m going to start off with some of the less expensive models and give you a comparison of prices from 2013 to 2017. This will give you an idea of how much the cost have gone up in four years. Let’s start off.

<u>Vehicle</u>	<u>2013 Cost</u>	<u>2017 Cost</u>	<u>Difference</u>
Nissan Versa	\$12,780.	\$14,130	\$1,350.
Toyota Yaris	\$15,165.	\$17,285.	\$2,120
Ford Fiesta	\$14,995.	\$13,660.	-\$1,335.
Kia Soul	\$15,175	\$17,800	\$2,625

As you can see the prices tended to go up over the years due to current inflation rates. One vehicle went down in price. Go Figure. Other factors that you can add in is the location of the vehicle in the U.S. and how well the vehicle is selling at that location. For example: In

Indiana the Chevy truck is not selling as well, so they give you incentives, such as a rebate, in the purchase. In Oregon the truck is selling well so there is no rebate. Toyota on the average makes approx. \$2,800. per vehicle, while the dealer makes anywhere from \$400.00 to \$600.00 on a \$20,000.00 car. Now, add in what they call Dealer Holdback and the dealer does not do too bad. Volume is the key. I will let you look up "Dealer Holdback."

Let's look at some 2018 Vehicle and their cost.

Toyota Camry: MSRP \$23,495. Honda Pilot: MSRP \$30,900. Hyundai Tucson: MSRP \$22,550. Chevrolet Corvette: MSRP \$55,495. Ford Fusion: MSRP \$22,120.

So where am I going with all this? Your MGB in 1980 cost, MSRP, \$7950.00. The buying power or value of the dollar in 2017 or the price you would pay for the 1980 MGB would be \$25,552.36 for that car. A 1967 MGBGT would cost \$3,095.00 then, and now you would pay \$23,191.24 for that same MGB. A 1968 MGB with a MSRP of \$2670.00 would go for \$19,416.49 on today's market. We are talking about a pretty big difference in cost here. Just thought you might find this interesting.

Ready for the big one. You can buy a brand new LE50 (GT) from Frontline Developments, Steventon, Abingdon-on-Thames, Oxfordshire, England. This would cost you £57,900.00, or \$82,455.00 U.S. or if you want the new MG Abingdon Edition it would only set you back £86,475.00 or \$123,149.00 U.S. Let's not forget the optional features that you can get on both vehicles which might add to the cost a tick. Oh, I might mention that you must have it shipped stateside. More Money! Did I mention that there are no dealers in the U.S. in case you need service.

So, in my point of view I am going to be very happy with what I have, a 1966 MGBGT that I paid \$1200.00 for. Yes, it did need some work done but then again, that is the fun of owning a MG. - *Tim Macsary*

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## *MG Factory Stories – George Propert*

*Peter Watson is the grandson of George Propert. Propert, or "Pops" as he was known at the factory, was the General Manager of the MG factory from the mid 1930s until his retirement in 1949. He was really a behind-the-scenes guy that not much was written about. He had a reasonably mild temperament, which helped calm the combusive nature of Cecil Kimber.*

*I came across his grandson (Peter) during my MG historical research. He sent me this brief story during our communications; I thought it interesting and it might make a good page in the monthly pub. - Tom Wilson*

### **Ferry Driving at MG Car Co.**

Prior to starting my MG apprenticeship during the late 1950's I had to complete a period as a ferry driver which entailed driving production vehicles from A to B within the works. However, to be able to do this it was necessary to have a works driving permit which meant I had to undergo a

driving test at the BMC Driving School, which was based at Abingdon. The Senior Instructor, Harry Shillabeer, had previously been a senior police driving instructor at the London's MET Police College at Hendon so he was well qualified to see us through the test.

Before the MG's could pass their final factory inspection they were sent over a standard test route. Having been tested the cars would be driven in at the Marcham Road

gate, where the tester would park up and write the road test report indicating where the car was to be taken, which was usually to Rectification, and this was when the ferry driver would take over. As the majority of cars were left-hand drive the ferry drivers would jump in and drive away but woe betide anyone who found themselves in the passenger seat of a right-hand drive car! The more worldly-wise workers would pull our legs unmercifully if we got it wrong.

Having established where to go the temptation to put one's foot down was sometimes impossible to resist especially if in an Austin Healey 3000 or and MGA Twin Cam. I remember one occasion when an AH3000 was brought in on a works truck with its windscreen completely wiped off and all the upper surfaces badly scratched. I believe it had been rolled by the tester with an apprentice onboard, but at least they had had the foresight to dive down into the foot wells! Thank God this was before the introduction of seat belts. The AH3000 was not a popular car with the transporter drivers as with their low ground clearance and large twin pipe silencer, it was very difficult to load without wiping the silencer



off. On these frequent occasions the ferry driver had to drive the car back to Rectification with it sounding like a tank.

Having completed this period as a ferry driver, which I found quite thrilling at times, I looked forward to beginning my apprenticeship proper.

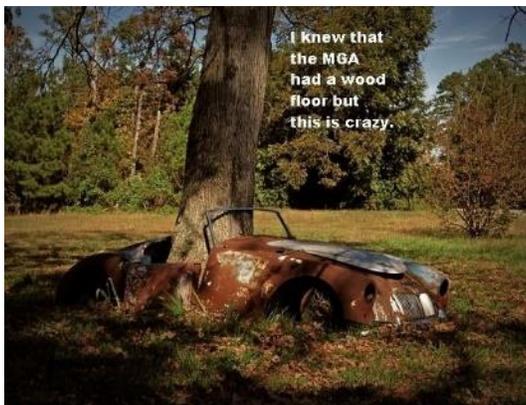
On another vein, I thought you might be interested in the story of my 1938 TA (TA2058) that I bought from a fellow apprentice. It had a broken crankshaft but I was able to buy a complete crank and conrod set with white metal bearings already in situ from Toulmin Motors and the

Development Shop then re-built the engine for me. The photos show the finished result (pity I never got around to polishing it!). I can't believe I paid £25 for it and sold it when

I joined the Army for £100 but at that time this was quite a lot of money. I wonder what it's worth now?

I hope you find these snippets interesting.

*Peter Watson -grandson of George Propert, MG General Manager from 1930s to 1949.*



# NUTS 'n BOLTS



## UPCOMING EVENTS

The Event Planning Meeting will be March 24<sup>th</sup> - see article above.

Note: We will **NOT** be doing our Monthly Dinner Meeting in March due to the Event Planning Meeting mentioned above.

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## BREAKFAST CHATTER

Just this morning at our weekly breakfast at Emmy's the subject came up on what it would cost to build an MGB from scratch. Well, I was tired of trying to find belly button lint and decided to try to get a small guess what that cost would be. This did not include an engine or rear end plus some other miscellaneous items that would make the MG complete. (wipers, nuts & bolts, glass, paint, and other pieces) I did find a complete front axle assembly and

that saved some money, I guess. There was also a complete body and rebuilt engine, but you had to ask for the price and I didn't want to go that far. Remember I was building the car from scratch.

Ready for this? For the small price of \$23,704.00 you can have a partially assembled MGB. Heck of a deal. You might have to add a several thousand more to that cost. You could then stand back and say, "I know every nut and bolt on that car". - *Tim Macsaj*

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## SOME EXPENSIVE STUFF FOR YOUR MG:



Tribodyn (Patented) TriEx2 Grease- 16 Ounce. **Only \$ 380.00.**  
Tribodyn®TriEx2™ GREASE:Has been race proven and approved at the highest cup car level for high performance racing during extreme conditions for use on Drive Plates, Hub & Wheel Bearings



Chemical Guys N\_00P6 - Celeste Dettaglio V2 Paste Wax. MSRP 199.99. ChemicalGuys.com Price **\$171.99** You save \$28.00!



World's most expensive car shampoo for luxury cars from Mitchell and King. This luxurious bespoke shampoo packed in an engraved crystal decanter is available for **\$242.**

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## **PARTING SHOT**



### **JUST FOR LAUGHS:**

While you're waiting for the snow to melt and your done cleaning the belly button lint out, knitted three socks for your right foot, you may want to check out these websites. If you go to YouTube and type in "Blinker fluid prank" you will run across Mothers & Fathers sending their kids into car parts stores for blinker fluid. The results are hilarious. There are dozens of clips.

**British word translations.**

<https://www.translatebritish.com/dictionary/a>

**British Slang, very funny.**

<https://www.anglotopia.net/british-identity/humor/top-100-most-beautiful-british-slang-words-and-phrases/>

Interior Abingdon MG car factory, draughtsmen working on their drawing boards designing the "fastest 1.5 Lt car in the world". 2D Model of Stirling Moss placed on the car design as the draughtsmen work.

[https://www.youtube.com/watch?v=Uxtth9ObN\\_Q](https://www.youtube.com/watch?v=Uxtth9ObN_Q)

**Old car movies web site:**

<http://www.tvraaca.org/oldmovies.htm#movie>

**Internet movie cars database. Concerning MG's.**

<http://www.imcdb.org/search.php?resultsStyle=asList&sortBy=0&make=MG&model=B&modelMatch=1&modelInclModel=on>

