

The Hoosier MG's e_News

Newsletter of the Indiana MG Clubs



Olde Octagons of Indiana

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Hoosier A's

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Hoosier MGB Club

Nov - Dec 2016

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



HOOSIER MGs WEB



EVENT CALENDAR

Date	Event	Where	Contact
Nov 11	Hoosier A's Member Meet	Greenfield, IN	See Web Page
Nov 12	Hoosier A's Member Meet	Greenfield, IN	See Web Page
Nov 13	Hoosier A's Member Meet	Greenfield, IN	See Web Page
Nov 14	Hoosier A's Member Meet	Greenfield, IN	See Web Page
Nov 15	Hoosier A's Member Meet	Greenfield, IN	See Web Page
Nov 16	Hoosier A's Member Meet	Greenfield, IN	See Web Page
Nov 17	Hoosier A's Member Meet	Greenfield, IN	See Web Page
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Nov 30	Hoosier A's Member Meet	Greenfield, IN	See Web Page

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FROM THE EDITOR

It's that time. The leaves are changing and you can feel the chill on the air. The Covered Bridge cars have been streaming down West Highway 36 for more than a week and I'm sure they are coming from all directions of the compass. Chris and I decided it was time to get rid of some of those treasured items we had at the house. You know the ones, that haven't moved in the past 20 years. We were going to have a "Garage Sale."

I cleaned out the garage and parked the MGBGT in the driveway so I could fill the garage with those treasures and waited for the crowds of people. My neighbor was having a sale as well so I was secure in the fact that I was soon to be swimming in extra money. You know, like Uncle Scrooge in his money bin. As people came up my driveway to the garage they either stopped or slowed to admire the GT.

Next came the litany of questions about the car and if it was for sale. At first I was delighted to hear the stories they told of their experiences with MG's or the questions they asked. Almost always I was asked "Are you selling the car," and "How much are you asking for it?" What was a person to do? I was here to sell my wares and not discuss my MGB. How was I to fill my money bin if they weren't buying stuff? The answer suddenly came into my head and I went out and put a "For Sale" sign in the window for \$8,000.00 and the questions stopped and the buying started.



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The heck with the money bin, Chris and I are off to Las Vegas with our riches. Then we started counting the money after the first day and it didn't look so good. We still had two days left for the sale. Day 2, better but no cigar. Day 3, a bust as it rained in the afternoon so we called off the sale. Thank goodness for AMVETS that will come and pick up what is left. As for the final count, we won't fill a money bin nor will we go to Vegas but what the heck, we had a lot of fun and I did meet some interesting people from Kentucky, Ohio, Illinois and even a couple from Florida that had a "B" in the past.

So, you're asking yourself, what the heck does this have to do with Hoosier MG's? Not one blessed thing but I thought it was an interesting tale and if you decide to have a garage sale I'm the one to call. Been there, done that, and got the "T" shirt. - *Tim Macsay*

OCTAGONALFEST - OCTOBER 2

The annual "Octagonalfest" took place on Sunday, Oct. 2, at the home of Jan & Reed Tarwater. With about a dozen people there, we couldn't have asked for a lovelier evening. The weather cooperated by clearing up and letting the sun shine through before our meal began. And speaking of the meal, the brats were delicious and the pitch-in dishes were super. There was some recipe sharing going on that's for sure. When we gathered by the fire, that's when the stories began and of course, more eating. Those s'mors were absolutely delicious! As for the stories, what happens at the Octagonalfest, stays at the Octagonalfest! Thanks, Jan & Reed, for hosting such a wonderful evening for us. - *Kathy Kubick*

MEMBER PROFILE - TOM & EMILY WILSON

Olde Octagons of Indiana members Tom and Emily Wilson are this Hoosier MG newsletter profile members. They've been involved with the Olde Octagons and Hoosier MGs members for over 15 years. Homegrown Hoosiers, Tom and Emily have been married 41 years, and are part of a great family.

Tom's first memorable encounter with an MG happened at IU in the early 70's; it started an enthusiasm for MGs that continues to this day. His first MG was a worn TF that he improved and sold to finance their first TC in the early 1990s. Tom's always been a TC man at heart - you'll often find him in his blue 1945 TC at events.



Much of the past 12 years of Tom's life has been directed towards research on MG history (1938-1950 era) and TC restorations. He's become well known for his knowledge of TC originality, how MGs were built at Abingdon, and stories of the people and way of life at MG.

The Wilson MG garage currently houses "more cars than normal." 3 TCs (2 under restoration), a '67 B-GT (the LE50 special from Frontline Developments in Abingdon) and a 1950 Hillman Minx Mk IV convertible are the primary fleet. Emily's favorite car this summer has been their 1950 Hillman Minx convertible, which was "Aunt Bee's" parade car in the

Danville Mayberry Days festival last May. Aunt Bee said she felt like a queen in the cutest car she's ever ridden in.

Tom runs Kimber Creek Ltd., a small upholstery business specializing in interiors and weather equipment for 1930-55 MGs; those who want original details reproduced with high quality materials turn to him. Customers from all over the world order Kimber Creek interiors. Meanwhile, Emily is deep into wool - transforming freshly shorn wool fleeces into beautiful yarn. Who has more - Tom's cars or Emily's wool? The major upcoming MG project for the Wilson's is the restoration of 11 prewar MGs - all at once. Tom says it will follow an ambitious five-year schedule starting in early 2017. Then there is the '38 MG VA saloon in the corner - waiting for its turn!

ROGER & SALLY WATKINS' "OUR BEST RUN"

As anyone who has been on any of Roger and Sally's 15 yearly fall runs will attest, they are always great fun and we always see new and interesting things. This year's run was no different. A thoroughly enjoyable, 2-day, 2-night event with perfect weather for driving our MGs. Most of the group drove to Madison, IN on Friday night and met at the Comfort Inn. One of the group's participating couples arrived early the next morning when we met for the driver's meeting.

The first day dawned clear and cool, so most of us drove with tops up and heaters working. We left Madison and crossed the Ohio river bridge into Kentucky. Roger led us on some beautiful winding back roads until our first stop at the Smith-Berry Winery, in New Castle, KY. After a short stay, we were on our way again in the Blue Grass State's backroads enjoying the countryside - and on our way to Midway, Kentucky, which is home to Midway College. Lunch, a short tour of the town then back on the road.

We slowly wound our way again through the fields and meadows allowing us to see what Kentucky is also famous for; their horses. We passed many a farm with horses grazing on the rich green grass generating breeding stock for the races. We were on our way to Camp Nelson near Nicholasville, Kentucky. Camp Nelson was a Civil War era Union Army Supply Depot for Colored troops and a recruitment center for the Ohio Army. As luck would have it, they were closed the day we arrived. Dinner at the Copper River Grill and stop for the night to rest, fuel up and prepare for Sunday.



Rested and ready to go we were on our way to High Bridge, Kentucky. For many years one of the highest cantilever railroad bridges in the United States was in our view. Designed and built by Charles S. Smith, it crosses the Kentucky river and to our enjoyment we were in time to see a train crossing the bridge. Leaving there our next stop was at the Wild Turkey Distillery near Lawrenceburg, Kentucky. They were open but being Sunday and before noon all we could do was visit.

Our final stop before heading back to Madison and home was the sleepy town of Smithfield, Kentucky population 106. (2013) Small as it might have been they hosted the "Our Best Restaurant" which everyone agreed served the best food on the trip. After filling our bellies, all we had to do was travel home with fond memories of an enjoyable weekend.

CARMEL AUTOMOBILIA SHOW - AUGUST 27

The annual Carmel Artomobilia was held August 27th, in, of all places, Carmel. A number of Hoosier MG'ers are familiar with this show, and a couple dozen or so have entered their MGs in past years. Cars can be entered either for judging (\$50 this year, including lunch and a few other goodies), or in the Corral - which is free, but display only (and on the "outskirts" of the main show). Trudy and I haven't entered a car for a few years now, but we still go into town just to look. This year, Reed and Jan Tarwater, Dale and Judy Zinn, and Susan Messenger had cars in the judging area, and Allen Galloway had his MGB in the Corral area. The photo (right) of Allen's MGB pretty well summarizes the weather for some of this year's show.



There is a little history to this event, which I have been involved with as a committee member and show judge going back around 10 years.

The genesis of the Carmel show began in 2003 as the *Indianapolis Concours Grand Prix*, held at White River State Park near the canal in downtown Indy, and was timed to coincide with the United States Grand Prix F1 race at the 500. The show was intended to be a high-end concours event - some referred to it as the future Midwest Pebble Beach. And while the organization was certainly going through some learning curves that first year, it did attract some great antiques and classics. I would guess about 100 cars were entered, many of them highly interesting.



For 2004, the show moved to Monument Circle with the sponsorship of Chrysler and Obsidian. The show advertised 150 entries, which were selected from submitted photos and attending "by invitation" - though a few hot rods got into the show area, much to the chagrin of other attendees. But it was an impressive display of great classic automobiles including a number of brassies and museum-quality entries. The featured marque was Auburn, with 12 cars entered.

The show continued for a few more years at the Circle, but eventually lost the sponsorship and had to cease. There followed a few years without an equivalent show in the Indy area. Then in 2008, a new effort was started in Carmel under the guidance of some of the organizers of the *Indianapolis Concours Grand Prix*. But from the very beginning there was a divergence of opinion as to the nature of the show: Should it be a true concours event, with only the most significant and select automobiles invited; or a city "event", much like the Carmel Art Festival, CarmelFest, or other street-fair happenings.

Initially, the show split the difference with a number of high-end cars, alongside "muscle cars" and late model cars. The high point (from an MG perspective) was 2010, when we were asked to put together a class just for MGs (see photo above-left). We ended up with a J2, TC, TD, TF, MGA, MGB - displayed in chronological order. But as the years went on, the show grew bigger and bigger (about 425 cars this year), and the antiques, brassies, and museum cars largely fell away - to be replaced with modern cars just off the showroom floor, and a lot of those "muscle cars". There is still a big section of exotics, such as Ferrari's, Maseraties, Lotus', etc. (this is, after all, Carmel), and they are drawing around 15,000 visitors. So the objectives of the



street-fair have been realized, but we miss the ooh's and aah's of looking at high-point restored Pierce Arrows, Duesenbergs, and Marmans. I believe there is still a need for a concours show in the Indiana, but it takes deep pockets to put that together - so I don't expect to see it any time soon.

As a footnote, in 2015 Reed and Jan Tarwater took the "Artomobilia Penultimate" award with their 1936 MG-PB (see photo above-left of the Tarwaters accepting the honor at the awards ceremony). - *Bill Gallihugh*

M-TYPE RESTORATION

Mike and Doug Jansen, Hoosier MG members from Kendallville, are making great progress on the restoration of their M-type Midget. The M was the first of the long line of MG Midgets. While MG was making quite a name for themselves in Great Britain with the larger 14/40 and 18/80 cars, the M was the car that set them towards a successful future.

It's a small car - Midget is an apropos designation. 42 inch track, 78 inch wheelbase, with an 847cc engine mated to a 3 speed non-synchro gearbox. Small in size, but not in stature for its time, as the M set multiple records on the track and made quite a name for MG.

Mike and Doug acquired their 'M from a fellow MG enthusiast in Michigan a couple years ago. They promptly disassembled it and got to work on the 'easy stuff' (is there any easy stuff in a restoration?). Finding the body (aka tub) lopsided and needing much repair, they opted to have a new one crafted by Steve Gilbert, a noted body man in Surrey, England. Here's a photo of the exciting day placing the new tub on the chassis. Mechanical work (engine, gearbox, diff) are well under way. Color choice hasn't been done yet - Doug is still vacillating between original colors and his personal taste.



Finish date? Good question - if all goes well, perhaps in time for next July's GOF Central in Akron Ohio!

P.S. MG has always been known for the Midget, albeit in lots of versions. The M, C, D, J, P, T were all 'Midgets', as was the new version in the '60s and 70s. - *Tom Wilson*

THE LEFT HAND DRIVE MGBGT V8.

As many of you know we have one of the few surviving left-hand-drive MGBGT V8's here in the Indianapolis area. The car was purchased in England by Peter Wood for former Hoosier A's member Lyle York. Peter restored the car over several years and eventually the car made it to Indiana. Lyle's son Andy now has possession of this rare car and it can be seen at some of our local events. Below is a brief history of how the left-hand-drive vehicles came to be. My source for this story is: ***MG Built at Least Eleven Left-Hand-Drive MGB GT V8's as published in BritishV8 Magazine, Volume XVI Issue 2, October 2008 by: Curtis Jacobson, from notes Geoff Allen & Thomas Studer shared with Ken Smith.*** - *Tim Macsary*

After building several LHD/V8 prototypes off-line, the MG factory at Abingdon produced a run of seven left-hand-drive V8's on their main production line. At that point, MG still planned to export the V8 model! They needed to work out any production problems, take "time-studies" for balancing assembly line work over workstations, develop process instructions, etc. The seven cars were prototypes, and thus weren't immediately dispatched to dealers. In fact, they were used by MG's "Development" department for various purposes for some months. Ultimately, all seven prototypes were sold-off, delivered, and registered for customer use. At least one of the

seven was partially disassembled by Development, and required significant work to be made road-worthy again. One of the seven was ultimately converted to right-hand-drive. Two of the seven are known to have been prepared for rally racing.



Even after British Leyland corporate management had made their fateful decision to abort production of the left-hand-drive MGB GT V8 model, one final example was built on-line. This car was initially ordered by and invoiced to an MG garage in Aylesbury. According to V8 expert Geoff Allen, this last V8 went instead to "MG Development". After some time, it was converted to four-cylinder power and then sold off (*left - engine from MGBGT V8 "Number 100"*).

Developing a new car model requires prototypes for many different purposes. The earliest prototypes are shop-built by hand. Fearing liability issues, since the quality of prototypes can't be as assured as with line-built cars, modern car manufacturers usually destroy early prototypes. MG sold theirs! Three of MG's shop-built LHD prototypes are believed to have survived, which includes "Number 98" (chassis #: GD2D2UD98C, engine #: EXP 107) in teal blue with yellow ochre trim. This is the car that made it's way through Peter Wood, Lyle York, and on to Andy York.

Supposedly, this specific car was built for crash testing to U.S. standards. This car was sold by the factory in "unfinished" condition. Many mechanical parts were missing, as were the doors. The trim was in complete disarray. The first owner stored the car in an orchard, and made no progress rebuilding it. Peter Wood is a professional MG specialist who found and purchased the car specifically for Lyle York, and then spent several years restoring the car to a very high standard.

MEMBER PROFILE - KEN & KATHY KUBICK

Some of the two very nicest people a person could meet are Ken and Kathy Kubick. Long time members of The New England MGT Register, and the Olde Octagons of Indiana (0001) They are often seen tooling about in their 1953 MG-TD. They have been members since the club was founded 42 years ago and both have held office as Club Chairman.

Their MG-TD is joined by a 1959 MGA and a 1952 TD parts car. An MGB and a 1933 MG J2 have since moved on to be driven and enjoyed by other families. It is always hard when they grow up and leave the nest, as a person can never have to many MG's. Ken and Kathy are very active members of

the Hoosier MG's which of course incorporates The Olde Octagons. Most recently at the Gathering of the Faithful, or GOF Central in 2015 at the Indianapolis Executive Airport, their MG was displayed with 173 other registrants. Besides a car rally and Funkhana the registrants, that were signed up, could go for a lap around the Indianapolis 500 race track. I can see Ken and Kathy now as they are whipping around the race track, her hair blowing in the wind, his eyes watering from the blistering speeds, finally Kathy hollering at the top of her lungs to be heard above the screaming engine, "Slow down Ken we're up to 35 mph."



One of my favorite events for the year was their annual picnic held at their homestead. Drivers

guided their cars through certain tasks while the passengers tossed Frisbees at a laundry basket, threw darts, hit a soccer ball towards a goal, passengers instructed the driver onto a balance beam, or casting for paper fish. All great fun which included a picnic luncheon.

Ken and Kathy are both Indiana natives and have been married for 49 years. Ken works as a Draftsman in the local area. One of their highlights was a trip to England and Scotland where they spent 25 days touring with The New England MG "T" Register. Their cars were shipped to England and they toured the countryside with 89 other members. Chris and I recently had the privilege of enjoying some of their tales of the adventures they had in England. Thank you Ken and Kathy for being fun members - *Tim Macsny*

THE LADIES CORNER - CHOCOLATE WALNUT PIE BARS

CRUST

1 1/2 cups all-purpose flour
1/2 cup butter (no substitutions) softened
1/4 cup packed brown sugar

FILLING

3 eggs
3/4 cup light corn syrup
3/4 cup granulated sugar
2 tablespoons butter, melted
1 teaspoon vanilla extract
2 cups Nestle Toll House semi-sweet chocolate morsels
1 1/2 cups coarsely chopped walnuts

For Crust: Beat flour, butter, and brown sugar in small mixer bowl until crumbly.

Press onto the bottom of greased 13 x 9-inch baking pan. Bake in preheated 350-degree oven for 12 to 15 minutes or until lightly browned.

For Filling: Beat together eggs, corn syrup, granulated sugar, butter, and vanilla in large mixer bowl. Stir in morsels and walnuts; pour over hot crust.

Bake at 350 degrees for 25 to 30 minutes or until center is set. Cool completely in pan on wire rack. Cut into bars. Makes 3 dozen bars.

P.S. I line my pan with aluminum foil (non-stick) and can lift out the entire recipe. Then I put it on a cake board to cut. Can be frozen on the board when wrapped in freezer paper.

Carol Brown

OWNERSHIP OF THE MG COMPANY

In case you were wondering, this is just a brief history of our beloved MG's. The latest news is: MG Motor operates the historic Longbridge plant. Up until 2014, it is believed that the majority of MG vehicles sold in Europe were manufactured in China, before being shipped to Longbridge where a small number of vehicles were subject to very limited final assembly. As of September 2016, it was announced that this final assembly work would cease and all cars would be imported from China in a finished state, with the loss of 25 jobs. There is also a research and development facility at the Longbridge site which employs around 500 people.

Now the rest of the story:

1924-1935: William R Morris
1935-1952: Morris Motors Limited
1952-1967: British Motor Corporation
1967-1968: British Motor Holdings
1968-1986: British Leyland
1986-1988: Rover Group
1988-1994: British Aerospace

1994-2000: BMW

2000-2005: MG Rover Group

2006-2007: NAC MG

2007-current: SAIC Motor Company China

MG Motor UK Limited (MG Motor) is a British car manufacturing company headquartered in Birmingham, United Kingdom, and a wholly owned subsidiary of SAIC Motor UK, which in turn is owned by the Shanghai-based SAIC Motor. It designs, develops, assembles and markets cars sold under the MG marque. The marque returned to competitive motorsport in 2012, and won the 2014 British Touring Car Manufacturers Championship.

From the MG website (<http://mg.co.uk/>):

Final assembly on the new MG6 is completed in Birmingham. We use the scale and technological advancement of the MG production facility in Lingang, China, for initial production. This includes the production of the car body as well as paint shop processing. Taking care of initial production in China means our UK manufacturing team can focus on the key components that create the handling experience our European customers have come to expect. This includes, the connection of the engine and the gearbox, as well as completing electrical connections and inserting the power train. The manufacturing facilities in Birmingham, including full paint shop capabilities, have been protected across our 69-acre site. This will allow us to expand when volumes increase and new models are introduced.

If you are thinking of buying one, remember they are all right hand drive at this time and you have to order one from England. The MG3 priced from £8,399, the MG6 from £13,995, and the MG GS from £14,995.



WHY OWN AN MG?

When I asked some MG owners why they chose buying a MG, here are some of the responses I got:

“I always liked the looks of them.”

“I chose the “A” because it was similar to a 120 Jag I had in high school.”

“Mine was a spur of the moment impulsive buy.”

“I was driving buy and saw a for sale sign on it.”

“I chose an MG because I couldn’t afford a Mercedes and they both began with a “M”.

“I spent 4 years working in England for CBS, and I fell in Love with the MGB. So when I got home I bought one!”

“I saw the midget in a driveway and it was such a cute little car. I was thinking about a gift for my husband’s birthday, a project car maybe. I went home thinking about it and my husband and I went back to the house and I made a deal with the guy and we bought it.”

“I wanted a Porsche but my Dad wouldn’t let me get it. I ended up with a 1963 MG Midget instead which started my love affair with MG’s.”

NUTS ‘n BOLTS

Upcoming Events

The website Event Schedule now has the National MG meets for 2017 ([MG-2017](#), [GT-42](#), [GOF Central](#)) listed, with links for hotels, registration, etc.

Also, the January 21st [2017 MG Winter Retreat](#), at Clifty Falls is now on-line. But still to come this year (in addition to the November and December German/American Klub meetings) are the [Hoosier A's Birthday Partly](#) (November 19) and the [OOOI Christmas Party in December](#).

OOOI Dues

2017 Membership Dues for the Olde Octagons of Indiana are now due. Please make checks out to OOOI / Kathy Kubick for \$15 and send to: Kathy Kubick, 7915 W. Stinemyer Rd., New Palestine, IN 46163

PARTING SHOT

Question: So, in "Ferris Bueller's Day Off," what kind of car was actually used to film the Ferrari scenes? (see answer below)

COMMON TOOLS & THEIR USES:

Pliers: Used to round off bolt heads.

Vice-Grips: Also used to round off bolt heads. They can also be used to transfer intense welding heat to the palm of your hand.

Hacksaw: One of the family of cutting tools which transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course the more dismal your future becomes.

Aviation Metal Snips: See Hacksaw.

DID YOU KNOW?

Indiana: Proper black cat etiquette on Friday the 13th

In the municipality of French Lick Springs, all black cats must wear bells around their necks on Friday the 13th. The rule was introduced on October 13, 1939, 'as a war measure to alleviate mental strain on the populace,' and has technically been in effect since.

Answer: A modified MG was used to film the scenes when the Ferrari was on the road (and later when it was destroyed) but the Ferrari shown in the garage was the real thing.