

The Hoosier MG's e_News

Newsletter of the Indiana MG Clubs



Olde Octagons of Indiana *

Hoosier A's *

Hoosier MGB Club

Sept - Oct 2016

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HOOSIER MGs WEB



EVENT CALENDAR

Date	Event	Where	Website
Sept 11	Hoosier A's Member Meet	Indianapolis, IN	See Member Page
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Our fellow Hoosier MG Club member and long-time MGA enthusiast, John Seeburger, has passed. John and Vivian were well recognized members of our MG Community. John, with his ever present smile and relaxed nature, will be missed by all. Below is the last interview he provided for our Newsletter.

May the roads you travel be winding, and your MGA always fueled up. Happy MG Trails, John.

MEMBER PROFILE - JOHN & VIVIAN SEEBURGER

Hoosier A's member John Seeburger is one of our profile members for this edition. He and his wife Vivian have been married for 48 years and both are Indiana natives. John is a retired school teacher. He taught Industrial Arts at George Washington High School in Indianapolis. John is the proud owner of a 1957 red MGA that he has owned since he bought it new in August of 1957 from a dealer in Terra Haute, Indiana. In 1958 John drove to Florida and has made other trips to St. Louis and Chicago with his MGA. Now, at 91 years of age he still likes to drive his car whenever the weather permits. The MGA which has approximately 138,000 miles on the speedometer is sound and still runs like a champ. Most of the work needed to maintain this rust free vehicle included new piston rings, valves & a new clutch. Although he did most of the work himself, he did need help at times and we all know how that goes.

John used to rally quite a bit and was a member of the Wabash Valley SCCA Rally Club in Terra Haute Indiana. The rallies were mainly TSD oriented (time, speed, distance) and John still has some of his rally gear installed in his MGA. Later after moving to

HOOSIER MGs

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Indianapolis, Vivian joined him on local rallies for at least seven years. They both enjoyed the time together in his LBC. (Little British Car.) Proof of that is the fact they are still married. Just kidding.

John met Jack Kurkowski at the Indianapolis Motor Speedway during an MGA gathering in 1980. Jack told John about the Hoosier MG's and he has been a member ever since. John was a very active member in those early days but these days he has slowed down a bit.

At 91 he says it's a bit of a chore getting in and out of the MGA. John meets other club members in his MGA for breakfast at Emmy's in Avon. Thanks John for the participation and the company.



FROM THE EDITOR

July and August have been pretty active months for the Hoosier MG Club. We started off with the July 4th weekend which I am sure everyone enjoyed the Holiday. On the 14th of July was our dinner meeting at the German American Klub. Then on the 16th of July some of us went on the London to Brighten Run. A fun and challenging drive to Madison, Indiana where we had a late lunch at the Key West Shrimp House. An excellent choice and top notch food.

Next, on the 23rd of July there were those of us that brought all those MG items to the Swap Meet to provide the much needed cash for that long awaited vacation trip to some exotic country. I think I got as far as Brownsburg on what I made. And judging from everyone else there I did not see a Brinks Armored Truck on the lot to collect earnings. It was fun none the less and I was more than pleased with the results of the meet.

On the 30th we were off for a Day at the Lake. If you missed this, you missed a good time. On the 6th of August there were some of the members that traveled to Ohio for the Dayton British Car Show and the very next weekend was the IBCU Indy British Motor Days in Zionsville. Whoops, I forgot to mention the Dinner meeting on the 11th. So if you missed any of this I am sorry that you did.

Ok, now that I gone over the past two months I want to bring something up that has come to my attention. Over these last two months I have been called by three different individuals asking my advice about selling MG's. Two individuals had a relative pass and one individual took on a project that he could not complete and just wanted to get rid of the vehicle.

In two of the cases I asked the family members to consider keeping the vehicle for themselves or passing it onto another family member. This did not seem to be an option for them. Their only concern was, what was the vehicle worth. I told them to go to our website and use some of the vehicles listed for a reference and use the links we have posted to find other vehicles for sale. What bothers me about this whole thing is, are we becoming a dying breed? Who do we have to pass the baton on to, so to speak? I passed my Midget on to my daughter but I have no one to pass my GT on to. Unless my daughter sells the Midget and takes



the GT but then what does she do with the Midget as they only have room for one extra vehicle in the garage.

If you were at Louisville for MG2016 how many young people did you see with a MG? Most of the faces were older and the younger generation seems to want the “tuners” and not the classics. I am open for ideas on how to turn this around and get that young crowd interested in our “Little British Cars.” But that’s just me. - *Tim Macsary*

VETERAN’S RIDE - JULY 24

Back in July, I got an email from a woman in West Lafayette about her grandfather - a World War II veteran and life-long MG enthusiast - who was shortly to have a party for his 90th birthday. He currently has a 1953 MG-TD, which is not operational (besides, he doesn’t have a driver’s license anymore). She thought it would mean so much to him to have a TD stop by and give him a ride at his party. I quickly volunteered, and soon found other ready recruits in Tom Wilson and Greg Peterson.

So, on July 24th, Tom, Greg and Sue, and Trudy and myself found ourselves on the road to Otterbein, Indiana with a small parade of a TC, a TD, and a TF to add our contribution to Roger Houghton’s party. When we got there, we parked in the middle of the main downtown street (as apparently is the custom in Otterbein) and located the party in the Public Library. They told Roger that there was a surprise outside, and took him out the side of the building and around to the front. As he saw the line of T-types (still in the middle of the street), I heard him say “Oh, My!”.



With an ear-to-ear grin on his face, and his walker firmly in hand, Roger carefully inspected each MG in turn. Then they told him he could have a ride in any of them, and to just pick one. Roger said “the red one!”, and climbed into the TD like someone who has spent more time climbing in and out of TDs than I ever will. And off we went, with some of his family joining us in the TC and the TF. As we drove around the countryside, he never stopped smiling and waving.

Afterward, we went inside for snacks and chat for a while, then took a few more family members for “MG rides”, then said our goodbyes. According to his family, they haven’t seen him smile that much for a long time. You can believe that we were smiling also as we headed home. It was a feel good day for everyone. For more photos of the Veteran’s Drive, [Click Here](#). - *Bill Gallihugh*

THE RIDE TO MOONSHINE - JULY 2



Twelve cars assembled for the rally on Saturday, July 2nd. The group met at Poe’s Cafeteria and departed at 10:00 a.m. sharp. Dick Brown set up the route and Steve Hully coordinated and led the journey through Spencer, Clay City, Graysville and to the lunch location in, Moonshine, Illinois. The Moonshine Store has been open over 100 years and is owned by Roy & Helen Tuttle.

They are open year round but closed on Sundays & holidays. The grill opens at 6:00 am and shuts off at 12:30 SHARP with closing at 1:00 pm.

All burgers are hand pressed and Roy shared that he had already sold over 1200 burgers that day. Once you get to the Moonshine, you stand in line, place your order, then hang out at the outdoor picnic tables. There is no indoor seating at the Moonshine so you wait until your name is called to pick up your order. You can then slap on your favorite topping from the topping bar. Great Time! The general store has its original architecture and a variety of “trophy” adorn the bulkhead from events which the Moonshine has hosted.



After lunch, the trip proceeded to Casey, Illinois. Casey offered a variety of interesting large scale items, such as the world’s largest wind chime to an extremely large rocking chair. There is a wood shop featuring mini versions of the oversized projects they manufacture so you can walk in to see the projects at work. The Casey motto is: “A Small Town with A Big Heart.” Thanks again to Steve Hully for putting this together and all who joined in the MG Road Trip Experience. Until the next one, Safety Fast! (For more photos of the Ride to Moonshine, [Click Here](#)) - *Bill Trieloff*

MG SWAP MEET - JULY 23

The day was warm, and the skies were clear for our first Hoosier MG Swap Meet in quite a while. Once again Carl Strohm came through and provided an easily accessible location for the swap meet. His shop was the ideal location with room for the sellers and most important of all, he had a restroom.



Approximately a dozen members brought their extra MG parts and other items that they wanted to swap or sell. Many other members just showed up to check out those items and see if there was anything they needed. One member even ended up buying a car at the meet.



Nobody had to have an Armored Car pick up their cash earnings, (at least I didn’t see one in the lot) but I think everyone went home happy with the results of their sales. Carl provided donuts and the MGB club provided cold water and drinks for those that were there. The hope is that we can do this again next year for those parts that still linger in the garage.

Special thanks to the Strohm Family for allowing us to use their shop, to Bill Gallihugh for getting the word out to everyone and all those that showed up. We’re going places Hoosier MG Members. (For more photos of the Swap Meet, [Click Here](#))

LONDON TO BRIGHTON RUN - JULY 16

Once again the Indiana British Car Union’s London to Brighton Run was a huge success. On November 14th 1896 the first London to Brighton run was held in England to celebrate the raising of the speed limit from 4 to 14 miles per hour. Blinding speed if I may say so. This was the 120th celebration of the British event with our rally starting from London Road at the Moral Township Community Center. First was the vehicle registration and the participants receiving

the route instructions. There were 40 cars with 80 people manning the mix of British and non-British cars. After a bit of breakfast, and drivers meeting, the navigators were handed the final set of instructions as their vehicles left the parking lot. The cars were spaced apart to prevent crowding along the rally route. The final destination was Madison, Indiana and the Key West Shrimp House.

Both driver and navigator have to be in harmony to navigate the course and answer the questions on the sheet they were just handed. The driver had to pay attention to his driving, listen to the instructions from the navigator and also help the navigator find the items on the question sheet. The navigator kept track of the current location on the route instruction, fed the driver the next instruction while searching for the next item on the answer sheet. The route instructions also included some wonderful pictures of the buildings we would encounter in our travels.



There were times when the other participants were in sight and other times you were alone. Sometimes you met others going the opposite direction making you wonder if you were on the right heading. The one time a few of us all came together was that much needed rest stop at

the first gas station. The rally/tour was challenging and very scenic with the weather in our favor.



The culmination at the Key West Shrimp House was the end of a very good day with a great lunch. After the final car came in and the results tabulated, awards were presented. Hoosier

Club members, Greg and Susan Albers and Steve Hully & Lucy Rike placed in the top ten and were awarded trophy plaques for their efforts. Oh, how did we do. We missed some questions, went back to get an answer but my navigator, Chris, was outstanding and we both enjoyed the day immensely and look forward to next year. - *Tim Macsay*

THE LADIES CORNER - JEANETTE'S CAULIFLOWER POTATO SALAD

1 head cauliflower
Salt and pepper to taste
2 tablespoons olive oil
For the dressing:
½ cup Greek yogurt
1 tablespoon Dijon mustard
1 tablespoon honey
2 tablespoons dill, chopped
1 tablespoon olive oil
1 garlic clove, crushed
Juice of ½ lemon
½ red onion, diced
3 stalks celery, diced
3 hardboiled eggs, chopped

1. Preheat oven to 400° F/200° C.
2. Slice cauliflower into small florets.
3. Place cauliflower onto baking sheet and season with salt, pepper, and olive oil.

Jeanette Strohm

MEMBER PROFILE - DAN & LOUANN GRISWOLD

Hoosier “B’s” Dan Griswold has been a Hoosier MG club member since 1996 here in the Indianapolis area. During that time, he has served as Vice President of the “B” club for six years. President of the “B” club for two years and a member of the British Car Union for ten years. He is a current member of NAMGBR and a past member of NAMGAR. Dan bought his first MGB new, in 1970 from a local dealer here in Indianapolis. Since then Dan has owned a 1965 MG Midget purchased in 1976 and a 1980 MGB that he purchased in 1996. Those MG’s are now gone. His garage only has room for two MG’s. They have a 1977 MGB, and a replacement 1970 model.

Dan retired from Pepsi Cola in 2004 and enjoys his retirement status as it gives him more time with his MG’s. Dan is an Indiana Native and graduated from Brownsburg High School in Hendricks County. Not long after graduation Dan was drafted in the U.S. Army and served from 1967-1968. He was designated as a cook and served with the 4th Infantry Division in the Central Highlands in Viet Nam.

Dan and his lovely wife of 19 years LouAnn are often seen at club events with one of his MG’s. Dan considers himself a shade tree mechanic, maintains his vehicle and has done some minor paint work on his MG’s.

Thanks for being a member of the Hoosier MG’s Dan.



A DAY AT THE LAKE - JULY 30

I am sure that everyone who spent the afternoon at Dave and Carol Walter’s cottage had an excellent time. The view overlooking Lake Lemon and the surrounding countryside provided the perfect background for a relaxing afternoon. Nineteen Hoosier MG members enjoyed hamburgers, hotdogs & bratwurst prepared by our chief cook, Dave. Carol kept busy on the inside with all the other food items that they provided and desserts that were brought in by the members. I have to tell you that some of the deserts brought in by the member’s wife’s were to die for. Ice cold beer, soda and water were cooled to perfection for all to enjoy. On a scale of one to ten the afternoon was a twelve.

Topped off with a beautiful day and a scenic country drive on back county roads to the cottage made the day all the better. There was talk that the main roads to the cottage were under construction but the delays did not materialize and the drivers all made it the cottage without a hassle. My wife and I found a back way in where we saw some interesting sights and decided we have to go back again and investigate them.



Dave also gave us a little history about the surrounding area as well. If you missed this gathering, make sure you put it on your calendar for next year.

Thank you Dave and Carol for your gracious hospitality and allowing us to share your cottage for another year. (For more photos of the Day at the Lake, [Click Here](#) - *Tim Macsray*)

THE LADIES CORNER - TRUDY'S TARRAGON CHICKEN WITH ANGEL HAIR PASTA

6 boneless chicken breast halves
3 tablespoons butter
2 cloves garlic, minced
1 teaspoon dried whole tarragon, crumbled
1 cup heavy cream
¾ cup grated parmesan cheese
¼ teaspoon salt
½ cup dry white wine
¼ teaspoon cayenne pepper
1-pound angel hair pasta, cooked

Lightly pound chicken between pieces of wax paper. Sauté in butter over medium-high heat, about 1 minute on each side. Add garlic, tarragon, cream, parmesan cheese, salt, wine, and cayenne pepper. Stir until blended; cook over medium heat until chicken is done and sauce is slightly reduced, about 15 minutes. Serve over angel hair pasta. Serves 6.

Trudy Gallihugh

INDY BRITISH MOTOR DAYS - AUGUST 13

The Indiana British Car Union once again hosted the Car Show held at Lions Park in Zionsville, Indiana. The weather was a main deterrent for many British Car owners. Although there were 64 vehicles pre-registered, an additional 20 (approx.) other vehicles registered that day. I was told that the total count of vehicles on the field was only 48. Don't quote me on that though.



That did not dampen the spirits of those that did bring their cars to the show. Early on we had on and off light showers but everyone seemed to deal with it. Umbrellas were a common sight on the show field & car owners and visitors milled about the cars and plenty of "Car Talk" was heard. It was still the great Car Show put on by the IBCU every year with just a few less cars on the field. You also have to

remember that these cars were made in England where it gets a bit damp at times. So, if you didn't bring your British pride and joy to the show and provide it with the memories from the "Old Country" shame on you. Just kidding of course.

The sponsors of the event kept an eye on the weather and made the decision to wrap things up early due to predicted heavy storms. Lots of awards went out to those that did attend and I believe that everyone left with a smile on their face despite the weather. A special thanks to the Zionsville Lions Club that served up a great lunch. An excellent BBQ pulled pork burger, great hot dogs, super potato salad, awesome cookies and drinks topped the lunch menu off. That made my day if nothing else. My wife won't let me have that kind of lunch very often. But then she wasn't there. (grins) - *Tim Macsray*

NUTS 'n BOLTS

MG's in NASCAR: *First I want to note that there are conflicting dates and cars listed in this article. So much depends on where you search for the information. Although, in all the information I found it seems confirmed that at least one MG did race in a Grand National race.*

On August 16, 1963, an MG competed in the Grand National (then the highest level series) International 200 held at Bowman-Gray Stadium in Winston-Salem, North Carolina. Billed as the only event on the NASCAR calendar where stock and sports cars competed against one another, the battle was highly skewed as only four sports cars showed up (one was a Corvette that lasted six laps). The No. 32 MG (no model was specified on one entry sheet) was driven by a Smokey Cook. (a small-time driver who competed in only 2 Grand National events in his career) Smokey started as the next to last car in a 19 car grid. His run that day was brief, with the car retiring due to overheating after having completed only 1 or 12 laps, and Cook ended up in 17th place overall. He received \$75 or \$140 (depending in which article you read) in purse money for his efforts.

The only foreign cars listed that participated in this race were the MG's (as a part of Great Britain's now-defunct MG Cars) and a 1957 Triumph TR3 (as a part of Great Britain's now-defunct Triumph Motor Company). A 1959 MGA was also said to be entered for the event but not listed in one article along with the 1957 Triumph. Smokey Cook would end up as the last-place finisher in a 1952 MG T-type.

If this all seems confusing that is because it really is. Documentation of the event and record keeping at the time was poor at best. One has to remember that NASCAR was in its infancy and this race was an attempt to draw fans.

MGA's were entered in the tragedy-laden 1955 24 Hours of Le Mans race, the best car achieving 12th place. MG's were also involved in and at: World Rally Championship, 12 hours of Sebring Florida, Indianapolis Motor Speedway, SCCA events, Solo events, Sportscar Vintage Racing Association and currently Australian Super Car Racing & British Touring Car Manufacturers Championship. If there was a racing event somewhere you usually found an MG entered. The MG racing history is long and honored.

References:

http://www.racing-reference.info/race/1960_International_200/W
https://en.wikipedia.org/wiki/1960_NASCAR_Grand_National_Series
https://en.wikipedia.org/wiki/1960_International_200

NASCAR Grand National race number 22 of 44:

Saturday, June 25, 1960 at Bowman Gray Stadium, Winston-Salem, NC
200 laps on a .250 mile paved track (50.0 miles)

Time of race: 1:05:24

Average Speed: 45.872 mph

Pole Speed: 47.85 mph Cautions: n/a

Margin of Victory: 0.5 lap

Attendance: 10,500

Lead changes: 1

Glossary 1960 NASCAR Grand National results / 1960 standings

<u>Fin</u>	<u>St</u>	<u>#</u>	<u>Driver</u>	<u>Car</u>	<u>Laps</u>	<u>Money</u>	<u>Status</u>	<u>Led</u>
14	15	79	Jack Hart	'57 Triumph	76	145	running	0
15	18	25	Bill Massey	'59 MGA	71	130	axle	0
16	16	17X	Bill Whitley	'54 Corvette	6	145	overheating	0
17	14	78	Jimmie Lewallen	'57 Ford	2	100	engine	0
18	17	3	Smokey Cook	'52 MG" T"	1	140	steering	

PARTING SHOT

Common Tools and their Uses:

Drill Press: A tall upright machine useful for snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, splattering it against the freshly painted car part you were drying.

Wire Wheel: Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprint whorls and hard-earned calluses in about the time it takes you to say "Ouch."

Electric Hand Drill: Normally used for spinning pop rivets in their holes until you die of old age.