



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 ***

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London to Brighton

Summertime and the living is easy, or at least our rally seemed so. Everything seemed to go off as planned. Once again, over twenty drivers braved the unknown in search of answers to questions, that to some might still be a mystery.

The route took us through some of the best fertile farm land in Indiana and around some even better curvy, as well as hilly roads of Brown and Morgan Counties. Our rally had proved itself to be in the tradition very much like years gone by. Indiana has a charm all its own. Be it a county seat with a farmers festival, a friendly wave from strangers tending a melon stand, or the down home cooking of Chambers restaurant, almost as home grown as the corn, just up the road. I, myself, really enjoyed dinner.

I would like to thank Mike Row for his breakfast as well as the Indiana British Car Union for sponsoring our event. I also owe a very big thanks to my rally staff, Jack Kurkowski and Steve

Hully, whose efforts made the day a success. But, most of all thanks to all who participated.

Our top three winners were (1) Doug Bell, from the Triumph club, (2) Scott Jones and Bill Woods, and (3) Dan and Heather Coyle. Congratulations!

Dan Griswold





Olde Octagons of Indiana

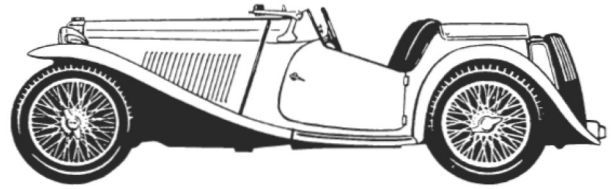
TC Tidbits

MG history and originality ramblings ...

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

NOL products were the officially recommended lubricants for all MGs.

What's the history?



NOL branded oils and lubricants are synonymous with MG and Morris cars from the 1940s and 50s. What is *NOL*, and where did it come from? NOL products were specially branded lubricants developed by Duckhams Oils and marketed together with Morris Motors (later becoming the Nuffield Organization, then BMC).

William Morris (1877-1963) started making cars in Oxford about 1910. He rapidly built up market share, holding over 50% of Britain's market by 1924. Though Morris had a policy of buying up suppliers, he never did so with his lubricant supplier, Duckhams. Instead they developed a mutually beneficial relationship for their companies that lasted well past both their deaths.

Alexander Duckham (1877-1945) went into business as an analytical chemist in 1898, primarily in lubricants. He developed a reputation for an ability to create and manufacture lubricants for specific applications – first for early aircraft, then motorcars, then a variety of military machines for WWI. His company's foothold was established in the very early years of lubrication technology.

Morris turned to Duckham for development of special oils and greases for his Morris cars around 1921. Like Duckham, Morris also believed in the combination of good quality and brand marketing. By 1931, Morris selected one of the Duckham oils as the sole recommended oil for his Morris and Wolseley marques, branding them as "*Morrisol*." The testimonials and marketing information all pointed to this selection as recognition of quality oils for the cars. Yet underlying these statements there was a brand development strategy and agreement to share profits of all *Morrisol* branded products. This worked quite well – and profitably – for both companies right up into the 1960s.

After the war (World War II) the Nuffield Organization recognized a name change for *Morrisol* was appropriate as Nuffield encompassed several car brands - MG, Morris, Riley, Wolseley, and Morris Commercial. Several names were created - *NOL*, *NOIL*, and *NUFFOL* - and applications for trademarks made. *NOL* was the only name awarded a trademark registration; that decided the name. Originally designated to stand for Nuffield *Organization Oil*, it was eventually changed to represent for Nuffield *Official Lubricant*. A new product and profit sharing agreement was made between Duckhams and Nuffield in September 1945, and the *NOL* brand started appearing on Nuffield vehicles in early 1946.

The *NOL* quart metal can under the bonnet for spare oil was a staple of this agreement for years. Morris provided the clip; Nuffield the can. *NOL* branded oil filler caps, also used, today are rarely seen today on TCs, TDs, or TFs.

Here are some interesting notes from a Nuffield Organization executive meeting in September 1947 about the logistics of the *NOL* branding and issues:

N.O.L. publicity on vehicles ex works.

- Windscreen running-in labels, manuals, and lubrication schedules are being issued by all factories, both Home and Export, in accordance with dicta discussed and agreed at our meeting in October, 1945.
- The clip under the bonnet for the spare quart can of *NOL* is being fitted by Morris, Wolseley and MG. With regard to Riley, I still hope that they will in due course find the necessary space. With Morris Commercial we have agreed that it was not worth the candle owing to the attractiveness of the quart can to the lorry driver.
- The Board of Trade still will not allow any small steel containers of 1 gallon or under for lubricating engine oil - other than for export. Containers made of composite materials or aluminum are too expensive.
- Until the issue of cans for home is resolved, a tie-on label/card will be placed on the clip, and car owners will send their names to us for supply of the spare quart can as and when they become released.

Stamping on oil filler caps USE *NOL* Oil.

- This is being done by Morris Motors and Wolseley - not as yet by Riley, who hope to rectify the position in future productions.
- MG stamp their own MG marking and I propose to ask Mr. Ryder (then Managing Director of MG) if he will fit engine oil recommendations in lieu.
- There has been delay in getting the *NOL* filler cap stamp on Morris Commercial vehicles but this is now in hand.

How profitable was this relationship? Significant, to say the least. Nuffield was paid £10,000 for first six months of 1946 (equivalent to about \$510,000 in 2011). Even in 1944 – at the height of war rationing – Nuffield received £7,082 (\$220,000 today) which represented 55% of the brand's profits. I wonder how "profit" was calculated? Morris/Nuffield also received much in the way of free research and development of suitable lubricants at no cost. Duckhams gained access to the then leading edge of the automobile market for product development, and no doubt generated significant sales of *NOL* products. Both companies did well in this arrangement, which carried forward into the early years of BMC.



Hoosier MGB Club

The President's Corner



The Greatest Briton

MGB: The Sports Car America Made # 1. So says the cover of the June, 2011 issue of Hemmings Sports & Exotic Car magazine. You will also find a red, one owner 1966 MGB/GT on the cover. There is a nice six page condensed history of the MGB inside the issue, along with an article about an original owner MGB/GT and how it was used as a family vehicle for years until they outgrew it. Many of us can relate to this as we used our sports cars to haul our kids when they were small before the seat belt police ended all that. It's hard to believe it's been 49 years since its introduction in 1962. Its timeless design looks as good now as it did then.

Most of us will never forget the first time we saw an MGB. For me it was in the spring of 1969. I was in the seventh grade, too young to drive, but car crazy just the same. I was always on the lookout for what cool car I should be driving when the time came. My older brother, an eighth grader,



1969. I was in the seventh grade, too young to drive, but car crazy just the same. I was always on the lookout for what cool car I should be driving when the

already knew all about British sports cars as he was worldly and was always promoting the virtues of the new TR-6. We always looked to our older brothers for guidance on the important issues in life like cars, girls and clothes. What else was there?

We were attending a small Catholic school at the time, as were the Donato boys. A young, single teacher at the time was looking to buy a car and naturally Donato and Sons Motors was more than happy to let him test drive a new MGB. The vehicle was British racing green with wire wheels. Mr. Nolen drove it out to our house to show my parents. I don't know what my parents thought of it, but I thought he had a winner. I never saw it again as Mr. Nolen bought a used Oldsmobile convertible that was about a block long. From then on, I really paid attention to those MG ads in Sports Illustrated from the school library. I knew I would get one some day.

I got my first MG when I was 17, a 1959 MGA coupe that my brother and I towed out of a guys backyard. We got it running with the help of Johnny Donato. I didn't buy my first MGB until I was 29, but I have owned 5 since. I have lusted over many cars but always come back to the "B". That must be the magic of MG.

Safety Fast! Scott

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Monthly Meetings !!

On the 2nd Thursday of each month at 6:30 p.m., members of all 3 Indiana MG clubs are invited to gather for fellowship at the German/American Klub on SR135 in Indpls. The agenda for the meeting is to "kick tires and tell lies" as well as share ideas about past and future events. For more info contact Roger Watkins (contact info on page 1). Next meeting will be:

August 11, 2011

MG: The Mark of Friendliness

While traveling across America on our quest to finish the Rallye to Reno (or for some of us the Coast-to-Coast on Highway 50), we began to realize that this trip meant much more to some than just another day in the life of an MG owner. It was truly an adventure, but yet it meant so much more to the people who participated in, or even witnessed our ordeal on the Loneliest Highway. Every place we went, people would honk their



car's horn, flash their headlights, or give us thumbs-up of approval, rather than what we often recognize as the "Bird" because of

some outrageous road rage building up in their ho-hum lives. People would roll down their car windows and talk, holding up other traffic to express their feelings of love for an unforgotten, but now sold MG, because they had moved on with their lives. People gathered at our cars to make up what appeared to be a British car show



instead of remembering that they had driven several miles to see a vista that mother nature or man had furnished for their liking. The visitors from other lands that had their pictures taken beside our car, that we fondly call "Red-Rider", for their photos of living the American dream. Our endeavors to these folks meant the renewal of old fantasies, the hope that lives deep inside the soul looking for total freedom to do what one wishes without the stress of worrying about money, jobs, family, or what troubles might lurk around the corner.



Many people laughed when I told them Sally had three reasons why we shouldn't attempt such a trip: (1) I was nuts! (2), it would take money that we didn't have! and, (3), I was nuts! Sally is always right!



I had a dream. I know that others have dreams as well, but do nothing about them. I also see folks that live their lives through others by visualizing what that person has done and vicariously putting their faces and figures in

place of the person who had actually made the commitment, and make it their fulfilled dream; believing they made the journey the easiest and smoothest way possible... all inclusive. My dream to fulfill this trip was given a lot of encouragement, but honestly, I was committed. Why not? I had a credit card, a cell phone, a loving navigator, an open road, a dream to follow, and a partial agenda. What could go wrong?



Other than a few breakdowns (or rather frustrations), absolutely nothing went wrong that couldn't be remedied. When lost, people would come up and ask if they could help. When temporarily broken down, people would lend their support by sticking their heads under the bonnet and offering advice or their own past experiences with MG. New friends were gathered up across America by



either stopping to help, or gathering in the motel parking lots at night to ponder the next "parts" purchase, or scratching ones head along with the other head-scratchers who worked every night trying to figure out why it wasn't sparking or why it wasn't getting petrol. One fellow in Cody, Wyoming came

up to Fred Ulery and me, rolled up his sleeves, and with a pure Edin'burgh brogue asked to have a look, as he had worked for MG. His wife folded her arms and told Sally and Susie that he had attempted to fix every MG and Land Rover he had come across since entering this country on holiday! He too was having an MG adventure. MG Ambassadors are abundant.



The sights and beautiful country we live in can be traveled and photographed by anyone, but, this great experience was made up of new friendships, the rekindled love for the sports car, the open road on the less traveled paths, and most importantly, the renewed desire to further my travels and to put another MG on the road.

New adventures are coming! So, look out world, new friends are approaching! I have the MG and will prove it!

Roger Watkins



Announcing the Very First ...

BRITISH INVASION CRUISE-IN

Danville, Indiana

Saturday, August 13th

5:00 - 9:00 pm

Danville has hosted a weekly Cruise-In around the courthouse square for quite some time. Well, now they are setting aside a weekend just for us British Car people!

If the showings are good, the Downtown Danville Partnership is willing to work with us for more cruise-ins next year from May through September, provide a DJ, a roadside banner announcing the Cruise-in, and have a local restaurant serve something like fish and chips on the menu. Currently, we have the Mayberry Café, an Italian Restaurant, two Bar and Grills, Subway, Chinese takeout, Dairy Queen, Carla's Candy & Gifts, and a Hot Dog place all within two blocks of the Courthouse.

Parking is around the Courthouse on one way streets and off US-36. If coming from the West, turn right at the first light before the Courthouse. If coming from the East, turn left at the second light past the Courthouse.

Next Danville British Invasion Cruise-In: Saturday, September 24th.

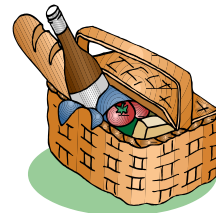
Questions? Contact Tim Macsay: 1966mgbgt@sbcglobal.net

ANNUAL ALL-MG PICNIC

SATURDAY, AUGUST 20, 2011

GATHER AT 11:30 -- EAT AT NOON -- GAMES BEGIN AT 1:00 P.M.

**KUBICK'S FARM
7915 W. STINEMYER ROAD
NEW PALESTINE, IN 46163
(317) 861-5998**



WHAT TO BRING: YOUR MG – YOUR CHAIRS – YOUR PICNIC LUNCH – A SMALL DESSERT TO SHARE

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MG FUNKHANA –NICE WEATHER**

**Featuring the
Jaguar XKE**



Indiana British Car Union presents the 23rd Annual Indy British Motor Days: Saturday, August 27, 2011

You and your British Car or Motorcycle are again invited to join us for the 23rd Annual celebration of the British Automobile — this year celebrating the 50th anniversary of the Jaguar XKE.

We have an exciting new location for the 2011 show - Lions Park in Zionsville. The Park is located a block from downtown, next to Little Eagle Creek. When not peeking under hoods, your family will enjoy browsing the galleries, antique shops, specialty stores, and Farmers Market on Main Street.

Check out the Chamber of Commerce web site below at www.zionsvillechamber.org

Lunch will be available on-site, but you can also enjoy breakfast and lunch at any of the distinctive restaurants in downtown Zionsville, just a short walk from the show site.

Awards include Best of Show, Best of Class, Excellence in Class, and specialty trophies. Classes are by Marque and Model, with four pre-registered cars needed to create a voting class. Also classes for Masters, Featured Marque, and Motorcycles.

Entry Fee: Pre-Registered by August 21: \$15 per car. Day of show: \$20. **Vendors:** Free if pre-registered, \$10 day of show.

Show Times:

Vendor Registration: 8:00 a.m.
Car Registration: 8:30 a.m.
Voting: 10:00 a.m. to 1:00 p.m.
Awards: 2:30 p.m.

Show Location:

Lions Park
SR-334, 1 mile west of Michigan Rd
Zionsville, Indiana

Directions: On Indy's northwest side, take Michigan Rd (US-421) north from I-465 for 2 miles, then left (west) at the light at SR-334/116th St.

For further information, visit our website at www.ibcu.org.

2011 Indy British Motor Days Registration - Mail by August 21st

Name: _____
 Address: _____
 City, State, Zip: _____
 Phone: _____ Email: _____
 British Car/Motorcycle (\$15 per car) - Year: _____ Make: _____ Model: _____
 If Vendor, size of area you will need (no fee for vending if pre-registered): _____

Mail together with a check made out to: Tom Beaver, Registrar, 1580 E. 101st St., Indianapolis, IN 46280.
 For Info Contact: Dan Miller, 317-783-0873, trstore@aol.com

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Indiana MG Clubs Event Schedule

Date	Event	Location	Contact
08/11/2011	All-MG Dinner	German/American Klub 8602 S. Meridian St. Indianapolis, IN 6:30 p.m.	Roger Watkins 812-336-3571 sales@signsnowbloomington.com
08/13/2011	British Invasion Cruise-In	Downtown Square Danville, IN 5:00—9:00 p.m.	Tim Macsary 1966mgbgt@sbcglobal.net
08/20/2011	Annual All-MG Picnic	Kubick's Farm 7915 W. Stinemyer Rd. New Palestine, IN 11:30	Ken & Kathy Kubick 317-861-5998
08/27/2011	Indy British Motor Days Sponsored by Indiana British Car Union	Lions Park Zionsville, IN 8:00 a.m. — 2:30 p.m.	Dan Miller 317-783-0873 trrestore@aol.com

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

The Indiana MG Register
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Martinsville, IN 46151