COMGO was founded in 1983 by a group of MG enthusiasts for the benefit of all MG owners. The club encourages the preservation and driving of MGs and the opportunity of enjoying the friendship of other families involved in the hobby. Several events are held each year, including tours, car shows, picnics and an annual Christmas party. The *Morris Gazette* newsletter is published four times a year to keep members informed of activities.

**Dues are $20 per year.**

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Table of Contents

PRESIDENT’S MESSAGE ................................................................. 2
EDITOR’S CORNER ................................................................. 3
NEWS ................................................................. 3
  Membership .............................................................................. 3
  New Members ........................................................................ 4
  Regalia - 2015 ......................................................................... 5
  Website Updates .................................................................... 6

UPCOMING EVENTS ................................................................. 7
  COMGO Monthly Dinners .......................................................... 7
  COMGO 2016 Planning Meeting - November 19 ......................... 7
  Christmas Party - December 5 ................................................... 7
  British Car Cruise-Ins – 2016 .................................................... 8
  Possible Motor Coach to North American Auto Show - Detroit -
  January, 2016 ........................................................................ 9

FEATURE STORY ................................................................. 10
  Sunset Drives - Sadly Missed .................................................... 10

MECHANICS CORNER ................................................................. 15
  Suspensions and Tachometers .................................................. 15

TRAVELOGUE ................................................................. 16
  Arthritis Foundation Car Show - July 11-12 .................................. 16
  British Invasion Concert / Picnic - July 19 ................................. 18
  British Car Council Summer Picnic - July 26 ............................... 19
  GOF Central - July 15-19 .......................................................... 20
  British Car Day in Cleveland - Aug 1 .......................................... 24
  2015 John Twist Summer Party Farewell - August 7-9 ................. 26
  A Drive Back In Time - Aug 29 .................................................. 28
  Delaware All Horse Parade - Sept 13 ......................................... 31
  Four British Car "Cruise-Ins" Held This Year ............................... 32

CLASSIFIEDS ................................................................. 33

JUST FOR FUN ................................................................. 35
  Recipe Swap .......................................................................... 35

CONTRIBUTORS ................................................................. 37

PARTING SHOT ................................................................. 39
PRESIDENT’S MESSAGE
By: Chuck Gilligan

Bonnie and I recently returned from a short trip to California. It was great: the weather, the scenery, food and family. We couldn't ask for a better time. There was one disappointment though, I didn't see many interesting cars.

To me an interesting car would be something from the late 50s through the 60s into the early 70's. Tending toward sports cars, European sedans, or maybe even unique American muscle cars. During our trip I saw one Fiat 124 in San Francisco, an early MGB pull handle in good shape and a really nice MG TD, both in Nevada City. This was not what I was expecting. During my working days, I made many trips to Southern California and the Bakersfield area. I saw great cars every day. So I was looking forward to the same in San Francisco. But it wasn't to be.

I gave this some thought on our flight back and came to the conclusion that the San Francisco environment had become unfriendly to vintage cars. Downtown congestion, 6 lane freeways, excessive speed, gridlock, then back to 75^+ mph. Toll bridges, toll roads, and everyone in a hurry to get somewhere.

I can't imagine driving the B in that environment. Columbus and Delaware County are growing, but I hope we never get to the point where we can't just hop in our cars and go for an easy drive.

With that thought in mind, after I caught up the yard work, I gave the B a good wash, dusted off the interior and took it for a good drive around southern Delaware County. Quiet roads and friendly people on a sunny day. Couldn't ask for better.

Chuck Gilligan
EDITOR’S CORNER
By: Joe Mercer

COMGO is still looking for an individual to take over as editor, beginning with the January 2016 issue. Please contact Chuck Gilligan if you are interested.

The next Morris Gazette deadline is: 

January 16th

NEWS

Membership
By: Don Ritchey

New Directory

Thanks to all who provided updates for the COMGO membership directory. The new directory will be available for distribution in December.

Keep Your Membership Information up to Date

In order to keep your information current, please remember to let us know of any changes in names, addresses, phone numbers and new or changed email addresses. If you don’t wish it or any of the above information printed in future issues of the directory, please let us know.

We regularly send out via e-mail updated event information such as changes in monthly dinner meetings, drive rendezvous locations, or tech sessions. Don’t miss out on important club news and event notices – make sure we have your correct e-mail address.

Please send any corrections or additions to your information to:
Don Ritchey
4824 Lytfield Drive, Dublin, Ohio 43017-2173
Tel: 614-571-8096 email: 66austinhealey@gmail.com
New Members

This quarter we have had a good number of new members. We welcome the following to the club:

- Sam Owens of Powell, with a 69 MGB GT
- David and Micky Hannah of Granville, with a 66MGB GT
- Bill and Nancy Hlavin of Lakeville, with a 71 MGB
- Mark and Deb Soter of Newark, with a 58 MGA
- Hal and Laura Johnson of Powell, with a 74 MGB

We look forward to seeing them at upcoming COMGO events.

Please note: New business e-mail address: RPMeier@hotmail.com
Regalia - 2015
By: Ann King

This year our club shirts are from Adidas in a new “Feel Good” fabric called “Climalite” which has a subtle texture. The collar is a rib knit, with a three button placket, open hem and set in sleeves, made of 100% polyester fabric that makes care a snap. Colors are solid with the Adidas logo on the sleeve and are available in Tea Rose, White, Navy, Red, Black, Forest, Orange, Royal. Sizes S-3XL. Price is $35* each.

By popular demand, we are bringing back our 100% cotton denim shirts. The men's version features a patch pocket and is available in a long or a short sleeve style. The men’s shirts come in both light or dark denim. The ladies version is in dark denim with long sleeves. The shirt is full cut and can be worn buttoned or if you choose open as a jacket to wear over another shirt. Both the men and ladies shirts are in 6.5 oz weight which will be comfortable in warm weather. All denim shirts are $32* each.

An exciting new addition is a ColorBlock Jacket resembling a famous high end manufacturer from the North with a reasonable retail of $48*. This weatherproof jacket has a 8.6 oz. 100% no pill polyester Therma fleece shell and right chest pocket. Men's S-3XL in Black/Black, Charcoal/Black, Navy/ Black, Red/Black Women's S-3XL in Black/Black or Pink/Gray.

Another favorite item returning is the Coach’s hooded jacket in 100% nylon which has a heather grey fleece lining. This jacket is unisex. The hood has a drawcord with sliders. It’s great to break the wind as it whips through our MGs. The jacket features slash front pockets, elastic cuffs and bottom band. Available in S-3XL, Black, Dark Green, Navy, Royal. A great buy at $42*!

We still carry a zippered vest made of 8.5 oz fleece anti pill fleece. It has a convertible collar as well as a dyed to match zipper. It has two oversized nylon reinforced slash pockets with an elastic hem. This is a unisex garment available in size Small to 6XL. Ideal for both spring, fall or even winter as an extra layer for colder climates. The seven color choices are featured on the COMGO website. An excellent value at $30*.
If you own an existing garment you’d like to customize with our COMGO logo the charge is $15*. Please remember your apparel must be clean in order for our embroiderer to work her magic!

If you’d like to see pictures and get a sneak peek, check out the COMGO website at: www.comgo.org.

* Note: 7.5% sales tax to be added to prices shown.

MG
RIVERSIDE MOTORS
Columbus, Ohio 43209
MG Midget Bob Forsblom, Dogsbody
Morris Minor 614-378-8153
MGB Forsblom@wideopenwest.com

Website Updates
By: Ken Pendleton

Remember, if you misplace your copy of the Gazette, you can always go to the COMGO website to view the calendar or see the most recent copy of the Gazette.

The address is easy to remember: www.comgo.org. Remember to send me any pictures you wish me to post on the web site.

- Ken
UPCOMING EVENTS

COMGO Monthly Dinners

With the holidays and Christmas party coming up, there will be no regular monthly COMGO dinner meetings in November and December. They will resume on January 21, 2016. Keep an eye out for e-mails announcing the location.

September Dinner at Barley's Smokehouse

COMGO 2016 Planning Meeting - November 19
By: Chuck Gilligan

The annual planning meeting for next year's events has been scheduled at 6:30 PM, Thursday, November 19th, at the MCL Restaurant and Bakery in the Kingsdale shopping center in Upper Arlington for the officers/directors. If you have any ideas for an event or you would like to plan an event, please let one of the officers/directors know. See the inside cover of this newsletter for the officers/directors' contact information.

Christmas Party - December 5
By: Chuck Gilligan

Please plan to join us on Saturday, December 5th at COMGO's annual Christmas party. The party will start at 11:30 AM and last till about 3:00 PM. It will be held at the Royal American Links Golf Clubhouse, upper level. This is the same location we have used in previous years.
Royal American Links is located at 3300 Miller Paul Road, Galena, Ohio 43021. We will enjoy a lunch buffet, and of course, each other’s company. The cost will be $25.00 per person. We ask you to donate an unwrapped child’s toy for a child of any age.

We are also asking that you bring a wrapped MG, car-related or British themed item with an approximate value of $25.00 for the always popular COMGO gift exchange.

We are soliciting items for the silent auction. If you are able to help with the auction by providing an item, it will be greatly appreciated.

A reservation form is included with this issue of the Gazette. We will also provide a copy in an E-mail and on the COMGO website in the near future.

Please make your reservations soon, but no later than Saturday, November 21st, so we can provide Royal American Links with a firm number of meals for our reservation.

For further information, please contact Chuck Gilligan by phone 614-702-1802 or e-mail gilliganchuck@gmail.com.

Happy Holidays!

**British Car Cruise-Ins – 2016**
By Tony Burgess

The Central Ohio British Car Council is considering changing the “format” for our Cruise Ins in 2016. Traditionally, we have held Cruise Ins in June, July, August and September at Quaker Steak & Lube at Polaris.

We are considering hosting “roving” Cruise Ins during 2016 - on the north, east and west sides of town. Possibly June would be north, July would be west, August would be north again, then September would be east.

- What do you think? Switch to “roving” or leave “as is”?
- Ideas for locations? We would need a restaurant who can handle 50 people (or so), plus a large parking lot on site or “across the drive” – like a restaurant in the parking lot of a mall.

PLEASE LET US KNOW... contact your British Car Council Rep, or Tony Burgess (MGOHIO@AOL.COM)
Possible Motor Coach to North American Auto Show - Detroit - January, 2016
By: Tony Burgess

Last January, The Central Ohio British Car Council, in conjunction with the British Museum of Transport in Dayton, sponsored a motor-coach trip from Columbus to the North American Auto Show in Detroit. The $50 fee included the round-trip coach, plus admission to the show. 35 people joined us on this trip.

We are considering doing this again next January and are thinking about changing the plan a bit. We are considering going Tuesday, January 19th (mid-week - rather than on Saturday), and stopping for dinner on the way home. Saturdays are the busiest days of the show and folks suggested moving to a mid-week trip.

PLEASE LET US KNOW if you are interested and if you prefer mid-week, or a Saturday. If interested, please send your name and number of tickets wanted to Tony Burgess at MGOHIO@AOL.COM.
FEATURE STORY

Sunset Drives - Sadly Missed
By: Ken Frick ©

My dad had a plan, that's what he called it. It was so simple and in the end so tragic. The decline began when his wife of almost fifty years passed away. Nearly two decades later, when his time with us was over, he died with dreams unfulfilled. Things were supposed to go so differently.

In his life, beyond his family, his world centered on his automobile. Early on, when times were tight and money scarce, dad had a way of picking a cast-off he would turn into a gem. He spent many a summer's vacation in the garage, working his magic. There seemed to always be a special car in dad's life. If it wasn't the one he owned at the time, it was one he'd owned years earlier, or the promise of another just down the road.

We never had the money for family portraits but if we had it would have been appropriate to include dad's automobile in our family group. They were akin to being family members. But in each, as is the way with most things mechanical or bound by flesh, each had their problems. A rattle here or there, a design flaw, or just a feeling that we can all understand. Some cars are special, others just a mode of transportation. But when dad found one that was special, and he had maybe five or six that lived up to his standard, he put it on a pedestal. But even when he found that magic, that special car, he never enjoyed it long enough. It would be traded in on something else, something newer or one he thought might meet an even higher standard. And when it didn't, we'd hear the regret. It might linger for years. Quite frankly, it was sad.

My mother had been the anchor of our household, or maybe better put, she was dad's navigator. It was from her we found our family's direction. She was our compass. When mom and dad traveled it was she who dad went to for directions. She assumed that role around the house as well.

Dad and My Mother, His Navigator
Mom saw everything inside the house as hers. She controlled what came in and went out. Everything from shopping for food to what went on the walls. I doubt dad gave those things much thought at all, one way or the other. What dad did recognize was that mom’s efforts made their house a home, even though he might have preferred living in a sparse log cabin, somewhere ten miles out of town. He kept score in a very different way.

Dad had made a life of his own just a bit beyond what mom saw as her domain. His world began when he walked through the door that led to his garage. That’s where his chariot was parked, as well as all the things he needed for mowing the yard, removing the snow from the driveway, and where all of his tools lived. All kinds of tools. Yard stuff dominated the space, but back in a corner, hidden mostly from view by a fender cover, was the tool box from which he’d made his living as an automobile mechanic for over four decades.

To look upon dad's tools in that toolbox was akin to viewing his inner soul. His toolbox had changed little over the decades. There may have been a few additions, some new thing he needed for working on a newfangled transmission, or some other update, but from the 1940s to beyond the turn of the millennium, little was different.

Dad had a way of keeping things arranged. That was his life. He didn't care for upheaval on any level. He’d made small supports for each of his hand tools, with each having their own specific place. In that tool box, each lived for decades, always in its exact home. Any time dad went for a 5/16s open ended wrench, he knew exactly where it lived.

There was never any question. Every time, and I mean every time dad went looking for it, it was always there. And if for some reason it was gone, there would be hell to pay.

There was precision in everything that surrounded him. Not just in all of the things he did, but in his expectations. Dad demanded it in not only the cars he worked on, but in his own life. His shirts were folded a specific way, the silverware always in the same exact place, his shoes shined exactly how he liked them, and the yard was always mowed in straight lines. Inside his cars there was rarely a speck of dirt, even his floor mats looked brand new. But life is not something you can
machine to a fine tolerance. Looking at his four boys is an excellent case in point.

What was difficult for my three brothers and me was not being able to perform to dad's high standards. He was to his last day on this earth, a perfectionist. He expected only the best from himself, and although he may not have judged us by that same standard, we always felt the need to perform at that high level ourselves. Most times we failed. As kids we just weren't able to reach high enough, and as we aged we still felt his high expectations, as though dad was always looking over our shoulder.

My two Pinewood Derby Cub Scout cars from when I was a little boy were a product of his imagination, not mine. In my teen years, when my wheels were a souped up '56 Pontiac, the most help I could offer was holding the light. My brothers have similar stories. It was easier on dad's patience to just get out of his way and let him to the work himself.

For our mother there was no greater love in her life. Our father was the man of her dreams. He was a handsome man, both in the pictures I've seen of him in his youth and as he aged. He had a warm smile and a robust laugh that we didn't hear often enough. Mom was head over heels in love with him every day for her 70 years.

Today I'm near the same age as was my mother when she passed. Somehow I've been lucky to side step the health concerns that plagued her for her final fifteen years. She would have been so pleased that I've been able to keep active and thrilled with the dreams I still pursue. And that goes for my brothers as well. My brother Bill's passion is golf, while Larry bowls multiple times a week and has his motorcycle, as does my youngest brother, Chuck. I run, and also have a motorcycle.

But what I do that thrilled my dad centered on our '53 MG. For a man whose life revolved around anything automotive, our TD brought back that old smile, the one we saw when we were kids.
Even when the little car was sitting still, he'd tell you it was poetry in motion. For him it was an automobile built when cars were works of art, back in the day when people appreciated sweeping lines, before air conditioning forced everyone inside, back before people rolled up their car windows.

The prevailing thought is that the first born tend to be the most conservative, with the following siblings enjoying a bit more casual demeanor. In our family's case that's true. I was the first born; I'm the one of the four sons who is the straight arrow. I'm the one who turns off the lights when I leave a room. I cross my T's and dot the I's. I mow the grass in straight lines. It's a curse I live with and love.

I tend to see connections a bit differently than do my brothers. When still in his teens, when dad went to get the license plates for his first car he wanted something with symmetry. He wanted a special number. Back in the '30s and 40s the first letters on an Ohio auto license plate were set aside for where you lived. The V in front of the numbers was for Muskingum County. Dad picked V444F that first day. He had that plate for decades. Today, and for nearly the past twenty years the license plate number on my motorcycle is that same V444F. Like dad, I appreciate symmetry. I search for balance in everything I attempt.

The truth is none of us in the family had heard about dad's plan. That we wouldn't learn about for years, well after we'd been the ones instrumental in what dad called the "conspiracy. The time when with his doctors we forced him to park his car for good. Although he was our dad and we knew he loved us, this was the one thing he would never forgive of us. Forcing him to park his car began his long slow decline.

In the hospital room where he would spend his last days he told me about his plan. When our family was young, when resources were limited with four boys and there simply wasn't enough time, the Sunday drive was all dad needed. He thrived. And after we boys had left on our own, he and our mother would travel extensively throughout the western US. Dad was in his own heaven. On what would be his deathbed, he told me that after my mother had died and he found himself alone, his plan was simply to get in his car and drive and drive.
When he told me about what he had long wanted to do he never mentioned a destination. I don’t believe there was one. If he’d followed his dream, each day he’d have ended up somewhere, and the next day gone somewhere else, followed by more days and weeks of the same. That was his plan, hour after hour, day after day, just driving.

Dad Behind the Wheel Where He Seemed the Happiest

Maybe it was his physical ailments that became the chain that held him close to home. Or perceived financial concerns, although they didn’t exist. Maybe unsaid was that he was alone, and that his navigator wasn’t nearby to keep him company. Or it may have been that dad had come to understand his own limitations, but if that was the case he would never acknowledge them to us four boys. Dad had no explanation for his inability to put his dream into motion, or at least none he would confide in me. All there was was anguish.

So for years he suffered. We know that on occasion he’d slip behind the wheel, heading for the nearby grocery store or maybe venturing a bit further. But in time dust accumulated on his untouched car. For dad, the car just beyond the garage door was a reminder, both good and bad, of what was, and what wasn’t. What would never be again.

And although we boys might talk among ourselves of selling the car, that discussion would go no further.

Dad and Chevy Impala, His Last Car

He had grown up during an era when life was slower. What dad wanted was the thrill of a Sunday drive, seven days a week. He never took that first step. I have no fancy ending to this story. When I first gave thought to what I’ve written, I did so with only one audience in mind, our COMGO members. Some of us are approaching the age when my dad should have ventured out into the excitement, or the fear of his unknown.

Morris Gazette
October 2015, Vol. 26, No. 4
We who love our automobiles are in many ways just like my dad. Our world changes once we get behind the wheel of our pride and joy, where life takes on a special meaning. If your vision and mind are clear, climb in, press down hard on the gas pedal and always keep looking ahead.

Only a few days after dad's passing, after all of the wonderful things the minister said in his eulogy, he told the many in attendance, "If you need a driver's license in heaven, Bill already has his learner's permit." Look out above, Dad's got that special smile on his face again.

MECHANICS CORNER

Suspensions and Tachometers
By: Kenn Lewis

This spring, as has been my practice since getting my first LBC (also my first car) over 50 years ago, I did a bumper to bumper inspection and service. I check every nut and bolt, every electrical connection and do all the usual service. For the past few springs, I have noticed that the front suspension bushings, even the V-8 bushing used on the A-arms; Eric rebuilt it all in 2006; were looking ragged, especially the shoulders. Since I have had such a good experience with the polyurethane bushing I installed years ago on the rear spring links, I chose to redo the entire front with Superpro polyurethane bushings (Moss Motors 683-163), including those for the anti-sway bar. As advanced trauma arthritis prevents me from doing much of the work I once did, I took advantage of the skills of Michael Wester to do the installs. Mike did a great job at a very reasonable fee. Quite frankly I don't remember how she felt after the work Eric did, except that she was better than before. After this work she was transformed, feeling more precise in steering, less lean on curves with no noticeable harshness. When time and budget allow I will do the entire rear suspension with Superpro polyurethane bushings.

The second on-going problem has been her tach. It always seemed to read high and has become progressively more erratic, especially the last few years. In the past, a sharp knuckle rap would seemingly settle the tach, but this year it went "full crazy" on me. I have a full set of extra instruments, courtesy of Eric, so I sent the spare tach to Nisonger Instruments to be rebuilt, along with the one page info sheet they request you fill out. About 10 days later I got a call from Nisonger asking if I had an electronic ignition (I do - a Pertronix that has served superbly for over 10 years). I was then informed that they now know that electronic ignitions will slowly degrade and eventually kill the
original design tach. They have recently engineered a new interior component group that will work with both points and electronic ignitions, built inside your original unit so appearance remains unchanged. It does cost a bit more; $270.00 versus $170.00.

A few weeks later the shiny rebuilt unit arrived, complete with new wiring instructions. Unfortunately as so often happens when tech people write instructions they were unclear to both myself and Michael. We could not get it to work on a Saturday. Mike called Nisonger on Monday and the issue was made clear and within a few minutes on Monday afternoon we made the slight changes and the tach worked like a charm. I won't detail here the slight wiring changes, but both Mike and I now know how to "decode" Nisonger's instructions.

In short, I am delighted with the work done this summer and now must plan how to convince "Her Majesty" to go along with the next plans.

Editor's note: Contact information for Nisonger Instruments:
225 Hoyt Avenue, Mamaroneck, NY 10543
Phone: 914-381-3600; Website: www.nisonger.com

TRAVELOGUE

Arthritis Foundation Car Show - July 11-12

In keeping with the weather theme this past spring and early summer, Friday's cruise-in was an on-again, off-again day of rain showers. People were drying their cars; other cars were covered; and the band's (McGuffey Lane) performance that night appeared in question. Eventually the skies cleared enough for the evening concert. Two COMGO members received a 6-ft trophy: Tom and Trish Bishop for their beautiful 1954 Sunbeam Alpine roadster. Dan and Mary DiThomas also won a trophy for their 1950 Chevrolet Styline Special.

On Saturday, COMGO members started arriving early to stage their cars ahead of over to the Crowne Plaza for the buffet breakfast. This year, MGs had a good turnout - I counted 15 MGs at one point in the day. I think that is the highest number we've had at this show. Afternoon judging resulted in three winners from COMGO:
- Sam Owens - 1st place for his MGB-GT
- Joe Mercer - Award of Excellence for his MG-TC
- Cris VanDeLinder - Award of Excellence for his MGB
British Invasion Concert / Picnic - July 19
By: Tony Burgess

This year’s British Invasion Concert Picnic was held on Sunday, July 19th, this year at Alum Creek Park in Westerville. For many years, this concert was held at Scioto Park in Dublin, but they decided they wanted their last concert of the year to be “Irish themed” to coincide with the Irish Festival – too bad since that was a perfect location and the British Invasion concert was their most popular year after year.

Westerville’s Alum Creek Park is a smaller venue, but nicely laid out since it is in an amphitheater configuration with seating in raised grassy tiers.

As before, COMGO and others from the British Car Council “drove” the band members onto the stage to the “thunderous” applause of the audience. The band really enjoys this intro to the show. Of course, everyone brought their “main” as well as a salad or dessert to share. On one of the tiers, we had several tables laid out with food and were getting envious looks from the other concert-goers.

Always a fun evening listening to Beatles and other period British music.
British Car Council Summer Picnic - July 26
By: Tony Burgess

This year’s British Car Council Summer Picnic was held on Sunday, July 26th (sadly for the last time) at Riverside Motors in Delaware. As many of you know, Susan Logan sold the property last year to the Delaware Parks Commission but had until September 2015 to actually turn over the property to them. As part of that agreement, the Parks allowed us to hold one last Summer Picnic there in honor of Eric and Susan.

The weather was gorgeous and brought out over 100 people for the picnic as well as a nice selection of MGs, Triumphs, Minis, Austin-Healeys, Morgans, Lotus, and a few others.

As before, each Club in the Council is responsible for certain aspects of the picnic including setting up the grounds on Saturday, purchasing “common” items for the picnic, and helping clean up the grounds afterwards. This makes it a fun casual day for everyone.

We are now working on the details for next year’s picnic since folks have told us they want to continue the event, even though the Parks Commission has told us that the Riverside Motors property will not be available. Below are a few photos from the day.
GOF Central - July 15-19
By: Joe Mercer

GOF Central, held in Carmel, Indiana, a northern suburb of Indianapolis included a superb assembly of MGs and a wide variety of events - workshops, auctions, car show, banquet, and of course a couple of laps around the famed Indy 2.5 mile oval.

Six of us from the Columbus area met at Der Dutchman in Plain City early Wednesday morning to distribute driving instructions.
and get underway. The caravan included five MGs (2 TCs, 2-TD's, 1 MGB), and two other vehicles, including Jack’s Special in a trailer. It was cool enough to wear long sleeves in the morning, but that was the last we would see of the cool weather for the rest of the week. We traveled over 2-lane roads through Troy to Greenville, the halfway point in our trip. There we had lunch at Montage, which serves a vast array of sandwiches, soups, and a choice of 16 different salads. The remainder of our drive was on US 36 until we reached the outskirts of Indianapolis. By late afternoon we arrived in Carmel, a city which has been building roundabouts since the 1990s and now claims to have over 60 - more than any other city in the U.S. During the course of our visit we certainly drove through more than our share of them.

The parking lot at the hotel quickly filled with MGs and trailers. In all, there were 156 MGs and 339 participants at the GOF. 59 of the cars (approx. 110 persons) were first-timers at the GOF.

Thursday's highlight was a visit to the Indianapolis Speedway museum followed by 2 laps around the famous speedway. The drive through the city was a bit warm given the many stop lights and heavy traffic, and the air conditioning in the museum was welcome. The organizers staged the cars according to type - Pre War, TCs, TDs, TFs, MGAs and MGBs and we headed out on the track in that order.

![MGs Ready to Tour the Indy Speedway](image)

We have all heard of races where the front runners run out of fuel one or two laps from the finish line - it just happened in the NASCAR Sprint Cup race in Michigan in early August. Well, one of our club members ran out of gas on the first lap around the oval. Luckily, Charlie Stebelton avoided the embarrassment of having his ’32 F1
being towed off the track by switching to his reserve tank, a task which necessitated getting out of his car and reaching underneath for the valve.

Friday was a day filled with workshops. Among them, Mike Sherrill from Australia and the author of TCs Forever, a bible for restoration of a TC now in its fifth printing, showed videos of past and current MG events in Australia: TCs in 4-wheel drifts on gravel courses; hill climbs; cars sliding on asphalt in Gymkhanas. Clearly, here in Ohio, we are not driving our MGs to their fullest capabilities.

Another interesting workshop was given by David Benham - the final apprentice. He provided the personal side of working at MG, starting in 1976 at age 16. His first day in R&D he was told to put 400 miles on an MGB, a car he nor his co-workers could not afford to buy given his salary of 16 pounds per week which he gave three to his mother for room and board. He promptly visited each of his friends during the course of the day to show off the car he was driving. As an apprentice, he rotated through the various departments in the factory. One day he forgot his lunch at home. Imagine the ribbing he took when the public address system announced: "Will David Benham please report to the front gate - your mommy has left your sandwiches."

Many of the ladies participated in a luncheon at Tina's Traditional Old English Tearoom in downtown Carmel.

The evening's auction activity included both the silent as well as live auctions. Items sold for a few dollars up to mega-bucks for the framed original painting of the show poster shown at the beginning of this article (but without the printing).

Saturday's car show was held at the Indianapolis Executive Airport, about 15 miles from the hotel. The drive over back roads at 7:30 in the morning was nice, but the day quickly got hot and humid.
Folks congregated under the covered area where the valve cover races were taking place. More than a handful of us spent a fair amount of time inside the air conditioned terminal where the attendant graciously kept containers of fruit flavored ice water full.

Saturday's banquet and awards ceremony concluded the activities. Charlie Stebelton won the pre-war 6-cylinder class for his 1932 F1. The Ohio chapter of the NEMGTR won the Paul Johnson award for having travelled the most combined miles to the GOF. With about 35 Ohio participants, we accumulated over 3,500 miles.

With the weather prediction of another hot day, our group departed Carmel shortly after 7 AM Sunday morning with arrival back in Columbus around 1 PM. By the way, all of our group's cars made the round trip with no breakdowns - pretty good for cars anywhere from 40 to 70 years old!
British Car Day in Cleveland - Aug 1
By: Lynne & Tony Burgess
Photos by: Ted Schneider

Saturday, August 1\textsuperscript{st} was a beautiful day for Cleveland’s British Car Show and attendance was up a bit this year. 180 cars were shown at their best on the grounds of Ursuline College in Pepper Pike. We appreciate all who came and hope everyone had a good time.

A lot of preparation goes into making this event what it is. The Northeastern Ohio British Car Council is made up of representatives of the Northeastern Ohio British Car clubs and we actually begin planning the show before the new-year. At our wrap up meeting in November, we begin discussing feature marques and any changes we feel need to be addressed. Beginning in March, we move to monthly meetings to discuss the wrap-up topics and start planning the car show. Some of the things we discuss include the food, D.J., the field configuration, T-shirt color and so on. The list of things to do is long. “Begging” letters
are sent to vendors and someone has to agree to take charge of what we receive and get it to the show. Some of it gets put into the “goodie” bags everyone receives at registration. We have a stuffing party a few days before the event so the bags are ready to go.

Each representative is responsible for signing up club members to help out on the day of the show to help park cars and work in the registration tent.

The day of the show actually begins the afternoon before when we set up the field with barricades, signage, and marking off areas we don’t want your car to go. Some years we’ve marked mud pits and last year, after a tornado came through, we pulled metal shards out of the ground as well as branches that were driven in at 45 degree angles. We pick up a lot of branches and mark severe indentations so no one will fall.

The Council members are committed to making this show a pleasant experience for all. We advertise locally and do not charge a spectator fee for anyone who just wants the pleasure of seeing our cars. We wish we could promise to always have beautiful days like Aug 1st, but Mother Nature isn’t always on our side.

So if you attended BCD 2015, we would like to thank everyone for coming. Please don’t hesitate to contact your club’s Council Representative if you have any suggestions. We welcome your input.

Congratulations to all the winners and thank you for making BCD 2015 great. Also a big thanks to all the members who helped park cars, in the registration tent and count ballots. Your help is invaluable.
2015 John Twist Summer Party Farewell - August 7-9  
By: Larry Brough

The end of an era, or so we have been told, occurred this August with the last John Twist University Motors Summer Party in Grand Rapids, Michigan. There have been 31 such events. Starting with only 11 MGs attending the first party in 1977, the numbers peaked at 548 in 1993 and 1999 but declined to only 100+ the past couple of years. Regardless of the number attending, everyone had a great time. One person there had attended all the parties beginning in ’77.

As per usual in most years, the host Hotel was the Hilton in Kentwood which is now a Doubletree (still Hilton). Cars began arriving Thursday and started to fill the parking lot, which had ample space marked off for the MGs.

Back in the heyday 1990s there would be so many cars they parked all the way around the building but this year only needed half the north lot. The weather, for the most part, was agreeable but there was some precipitation (I told John it wasn't rain but God's tears at the thought this was the last party) on Saturday morning which was gone by the time we left for Douglas Walker Park and the car show and allowed serious trophy hunters time to wipe down their cars.
Shirley and I as well as Dave and Pat Wittmer were the only attendees from central Ohio, however, there were folks there from several states and Canada. One astute guy even drove up from Waco, TX but in his Porsche 911 (he even let me park next to him). Terry Looft, well known MG enthusiast from the Dayton area, also was smart enough to drive up in his modern Jaguar convertible (both it and the 911 had air conditioning….wimps). The show field was surprisingly dry after the morning precipitation and the cars were ready for judging without delay.

2015 marked my 25th anniversary for attending these parties, having started in 1990 by driving up in my then 1959 MGA.
In 1995 I caused quite a stir when my upside down British flag appeared on the cover on Moss Motoring. Several letters to the editor straightened me out.

It was pointed out at the awards dinner that our indebtedness to John is beyond measure and he received a standing ovation. The John Twist University Motors Summer Parties were a million miles of fun.

A Drive Back In Time - Aug 29
By: Cris and Joanne Vandelinder
Photos by: Tony Burgess

We started this drive from the Der Dutchman restaurant in Plain City and our destination was Grimes Field in Urbana where we visited the Champaign Aviation Museum. Joining Joanne and I on this drive were Joe and Roseann Mercer, Tony Burgess, Bill Greenwood, Jeff Kemper and Judi Carollo, Don Ritchey and Ann King, Jim and Ann Nibert, Everett and Jean Rainer, and Ken and Lynn Pendleton. We drove the back roads which took us through the quaint little towns of Unionville center, Milford center, and Woodstock. The drive to the Museum took about an hour and the weather was fine for top down driving.
There are quite a few restored aircraft in the museum from the WW II era including a C-47 military transport also known as a DC-3 in civilian transport use, an A-26 Invader Attack Bomber, and a number of other single engine planes used for observation or personnel transport. Also most interesting to the mechanical type i.e., myself, was the ongoing full restoration of a B-17 Bomber often referred to as the Flying Fortress. This four engine behemoth is being restored by a group of dedicated and quite skilled volunteers.

We were allowed into all areas of the restoration hanger. There were many interesting things other than aircraft to investigate. They included items used for maintenance, operation, navigation, and other materials related to the war effort. The volunteers working on the various assemblies were more than willing to take the time to answer any of our questions.

Some of the more interesting displays placed among the aircraft and in the entrance to the museum were life-sized cardboard cutouts of ladies of the Women Air Service Pilots (WASP). The cutouts were photos of the ladies in their later years holding photos of themselves when they first joined the Air Service. Along with their photos were some short stores telling of their interesting and sometimes humorous experiences. These extraordinary women flew 78 different types of the aircraft that were produced during the war, mostly ferrying some 12,650 planes from the manufacturing plants to the many airbases throughout the US. Some were even given the task of towing targets for live fire training exercises.
After enjoying our time at the museum, we were off to Springfield where Brian and Toni Hellwig invited us to their house for a barbeque. Toni and Brian provided us with a wonderful cookout with hotdogs, hamburgers, salads, and more along with dessert that Roseann Mercer brought. As usual everyone enjoyed each other's company and of course because MGs were involved, bonnets were opened and closed. We stayed at the Hellwig’s until mid-afternoon before spying storm clouds that started showing up from the west. After our heartfelt thank yous were offered to Toni and Brian for their hospitality the caravan was off once again. The drive back to Columbus was uneventful as the rain held off.

Once again our heartfelt thank you to the Hellwig’s for their wonderful hospitality.
Delaware All Horse Parade - Sept 13
By: Jim Nibert

Mike and Jennifer Wester invited COMGO members to join them to watch the Delaware All Horse Parade on Sunday, September 13th, 2015. Approximately 12 COMGO members and family members joined Mike and Jennifer to watch the parade from reserved seating in the Wester’s front yard of their home which was on the parade route on Sandusky Street. While the weather was cool and a preview of the fall to come, we had a great view of the 160 or so units in the parade, with probably over 750 or 800 horses, ponies, donkeys, and mules. The parade does not allow motor powered vehicles, so there was quite an assortment of animals.

Several members of our group participated in the game of horse hockey bingo, with Linda Lewis hitting big (that is collecting on a win). Mike somehow arranged to have the Anheuser Busch hitch to stop nearly in front of us for an extended time for photo opportunities. After approximately 90 minutes of the parade, not counting any stoppage time, eight of us walked the block and a half to downtown Delaware to enjoy some Whits frozen custard before heading home.
Four British Car "Cruise-Ins" Held This Year
Photos By: Tony Burgess

This year, we held four British Car Cruise-Ins at Quaker Steak and Lube in Columbus. Below are a few photos from the August gathering.

[Editor's note: See also the article on page 8 in the 'Upcoming Events' section of this Gazette discussing a potential change in format/location for the 2016 cruise-ins.]
CLASSIFIEDS

Ads may be submitted to the COMGO Secretary via e-mail. **Requests for ads received from COMGO members** will be forwarded via e-mail to members, and will be placed in the COMGO Gazette for two (2) consecutive issues, after which the ad will be removed unless member takes the initiative to contact the editor to continue the ad for another two issues. **Requests from non-members** will only be forwarded via e-mail to members – but the ad not placed in Gazette unless the person wishes to purchase a membership.

For Sale: 72 MG B/GT. Overdrive trans, Heated seats, Stainless exhaust, California highway patrol windshield sticker from 1975, Clean underneath, Clean engine bay, Close to "Black Tulip" Paint.
Ryan 614-216-6622

For Sale: 1971 MGB. Steve Entler eentler15@gmail.com

For Sale: 1969 MGC GT. This car has been in the COMGO family for the last 25-30 years so it would be nice if this trend could continue. This is a very nice & solid 1969 MGC GT with rare factory automatic transmission & wire wheels. Car runs nicely with smooth gear change. Engine compressions all around 150 psi, oil pressure 50 psi at 2000 rpm. No oil leaks. Brakes in good condition, both servos (PBR aftermarket replacements) work well. Recent restoration work includes:
- Both sets of inner/outer rockers & drivers side footwell.
- Both rear doglegs & some prior poorly repaired front end damage.
Engine compartment is clean & tidy. There are some very minor rust issues along the top seam of the driver's side rear fender & the passenger side front fender at the bottom edge is a bit rough. Chrome is good except for rear bumper which is driver quality but is an original. Interior is in nice condition with no cracks in dash. I fitted the later style center console (personal preference) but the original radio console & ashtray are included & in perfect condition. Carpeting is presentable but faded in areas & could stand replacement. Paint is an older paint job done around 2008 but I have recently repainted the areas where bodywork was repaired. Odometer shows 85000 miles. Asking $15,750. Bill Greenwood. Email: greenwoo.william@att.net or call 614-286-1408.
For Sale:  I have a 66 MGB-GT for sale. Unfortunately, life got in the way of my being able to restore this car as intended. It was a daily driver but has been sitting for the past several years and sadly Mother Nature has taken its toll. I have extra parts that will go with the car. If anyone is interested they can contact me at tgibbon@columbus.rr.com. or they can leave a message at 614-430-0938. I am located in Powell and am in the club directory. Tim Gibbons.

Wanted:  Nuts and bolts left over from an MG T restoration that they would like to sell. Also I'm in need of interior panels suitable for recovering. My basket case did not include an interior. 1951 MG TD Tim Burchfield, tburchfi@gmail.com

Wanted:  I have an associate here at the Fire Academy that threw a rod through the block on a 1975 MGB and is looking for a replacement engine. His has the 2 SU carbs. Thanks. Dale E. Egner, degner41@wowway.com, (614) 866-2636

Free:  I have a Gas Tank that came off my 72 B. It has a few dents but is leak free. It needs boiling out due to internal scale. Free to anyone who wants to come pick it up. Bill Greenwood. 614-397-7074
JUST FOR FUN
Recipe Swap
By: Shirley Brough

Recipes submitted by Betty Davis:

For folks who may have garden vegetables at this time of year.

**Summer Squash Casserole**
(Southern Living, Fifth Anniversary)
12 to 16 servings  Prep Time:  30 min.  Bake 1 hour.

- 12 cups sliced yellow, or other summer squash (about 4 pounds)
- 2/3 C salted butter, divided
- 1 tsp. salt
- 2 eggs, beaten
- 1 C. chopped sweet onion, white or yellow
- 1 1/2 Tbsp. sugar
- 1/2 tsp. black pepper
- 1 sleeve round buttery crackers, crushed fine (Ritz)

- Preheat oven to 350 degrees.  Lightly grease 9 X 13 baking dish, set aside.
- Place squash in a large pot.  Add water to cover.
- Cook over high heat until fork tender, approx. 10 minutes.  Remove from heat, drain well.
- Return squash to pot, but not to stove-top.  Set aside.
- In small skillet over medium heat cook onion in half the butter, 1/3 C., until onion is tender.
- Add onion to squash.
- Add sugar, salt, pepper, and eggs to squash.  Stir gently to combine.
- Pour mixture into prepared baking dish.  Top with crushed crackers.
- Melt remaining 1/3 C. butter in the skillet where the onions were cooked over low heat.
- Drizzle butter over crushed crackers.
- Bake until golden brown, approx. 1 hour.

Optional:  Add a light dusting of favorite grated cheese before the last 20 minutes of cooking time.

A favorite of our family, but is not low calorie.
Cucumber/Onion Salad
(From Dom Deluise on a Sat. morning radio show)
Serves 4

- Cucumbers, peeled and sliced, about 2 large. Amount can vary.
- One sweet onion, peeled and thinly sliced, as desired. Prefer Vidalia onion.

Dress with a mixture of:
- 2 Tbsp. vinegar
- 1 Tbsp. water
- 1/2 tsp. salt
- Crushed red pepper flakes
- 2 Tbsp. lemon juice
- 1 Tbsp. sugar
- 1/2 tsp. soy sauce

Chill.

Optional: We sometimes have ours over sliced tomatoes.

Lynd's Peach Cobbler
(lyndfruitfarm.com East Morse Rd. and Hwy 310)

Preheat oven to 400 degrees.
Mix together the following ingredients in a saucepan:

- 1/2 C. sugar
- 1/4 tsp. cinnamon
- 4 cups peeled and sliced peaches (6 or so)
- 1 tsp. lemon juice

- Cook, stirring until mixture boils and thickens. About 1 minute.
- Pour into ungreased 2 quart casserole dish. Keep hot in oven.

Mix topping:

- 1 C. flour
- 1 1/2 tsp. baking powder
- 3 Tbsp. butter
- 1 Tbsp. sugar
- 1/2 tsp. salt
- 1 C. milk

- Cut butter into dry ingredients until a fine crumb state.
- Stir in milk.
- Drop dough by spoonfuls onto hot peach mixture.
- Bake for 25-30 minutes.
- Serve warm with whipped cream.

This makes the best I have ever made. Apples may be used, but add 1/4 cup apple juice to apples (Macintosh best).
CONTRIBUTORS
A special thanks to those who contributed articles and photos for this issue of the *Morris Gazette*, including:

Larry Brough  Shirley Brough  Tony Burgess
Lynne Burgess  Betty Davis  Ken Frick
Chuck Gilligan  Ann King  Kenn Lewis
Joe Mercer  Jim Nibert  Ken Pendleton
Don Ritchey  Cris VanDeLinder  Joanne
                      VanDeLinder

Note: Opinions expressed within this newsletter are not necessarily those of the club, officers, directors, or newsletter staff. Technical articles are provided solely to provide the reader with additional information when making decisions regarding their car. Information is believed accurate but the club, officers, directors and newsletter staff are not responsible for the accuracy of such information and the readers attempt repairs at their own risk. If in doubt, contact a certified mechanic.
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PARTING SHOT

Relaxing After a Long Day at GOF Central
# Events Diary

Tony Burgess – MGOHIO@AOL.COM  –or-  MORRISMINR@AOL.COM  -or-  614.899.2394

<table>
<thead>
<tr>
<th>DATE</th>
<th>EVENT</th>
<th>DETAILS</th>
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<tbody>
<tr>
<td>Nov 19</td>
<td>COMGO 2016 Planning Meeting</td>
<td>MCL - Kingsdale, Upper Arlington</td>
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<td>Dec 5</td>
<td>Holiday Christmas Party</td>
<td>Royal American GC</td>
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<td><strong>2016:</strong></td>
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<tr>
<td>Jan 19</td>
<td>North American Auto Show [Tentative motor coach trip]</td>
<td>Detroit, MI</td>
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<td>Jan 21</td>
<td>COMGO Dinner</td>
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<td>Jan 29-31</td>
<td>Ohio Chapter NEMGTR Natter &amp; Noggin</td>
<td>Mt. Vernon, OH</td>
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<td>Feb 16</td>
<td>COMGO Dinner</td>
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