



# T TIMES



CHAMPAGNE  
BRUNCH  
*Vintage 2016*

**June 2016 Edition**

The Michigan Chapter was established on March 30, 1971, to provide local activities for the NEMGTR members in the Great Lakes area. In addition to driving events, membership meetings are held regularly. Board meetings are scheduled intermittently (generally monthly) throughout the year. An annual business meeting, which includes the election of officers, is held in the last quarter of each year.

Membership dues are \$25.00 (\$35.00 with newsletter mailed to you) per year, payable by April 1st. Michigan Chapter members are required to be members of the New England MGT Register, Ltd.

The T Times is the official publication of the Michigan Chapter. Generally any member may submit articles and may advertise for cars, part and related items free of charge. Permission is hereby granted for use of any written material in the T Times, provided the author is credited.

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Michigan Chapter: New England MGT  
Register

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*Back Cover (Crackers)*





# NEW MEMBERS



The club welcomes (3) new members!

**Jonathan Boyer**

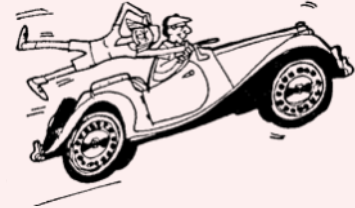
Livonia, MI  
1918 Ford Model T

**David Cook**

Birmingham, MI  
1952 TD

**Eric Fletcher**

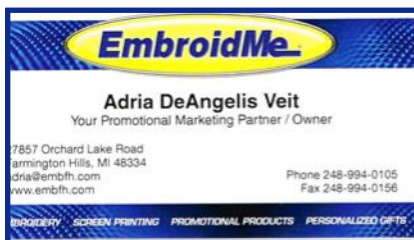
Commerce Twp., MI  
(No T car yet but we're working on him)



*Happy Birthday*

New member, Jonathan Boyer celebrates his 21st Birthday at the May club meeting. Melody Klemmer performs her now famous rendition of Marilyn Monroe's "Happy Birthday Mr. President".

## T-Club Shirts / Jackets / Scarfs / Blankets



You can now order you Club wear at EmbroidMe in Farmington Hills (27857 Orchard Lake Road - the Northwest corner of Orchard Lake Road and 12 Mile). There are 1000 items to chose from. Stop in to see examples of polo shirts, jackets, etc. or visit their website ([www.embfh.com](http://www.embfh.com)). You can even bring in an article for them to embroider our club logo on (approximately \$20-\$25). They have many polo shirt styles

starting at \$13 before embroidering. (A higher end polo totaled \$28.00 with embroidery.) There are styles and pricing in all ranges. They are open Monday - Friday, no weekends. (248) 994-0105.

The way this works is you order your own items and pay EmbroidMe directly.

**\*\*\*\*\* WE HAVE PURCHASED A FEW SHIRTS / JACKETS AND HAVE THEM AVAILABLE AT THE MONTHLY MEETINGS - SHIRTS \$25 AND JACKETS/ SWEATSHIRTS \$35. (Or you can contact Shari Pelic at [spelic@simplexgrinnell.com](mailto:spelic@simplexgrinnell.com) for an email of available stock. \*\*\*\*\***

# Michigan MGT Club & Complete Auto Restorations

Present a garage tour and BBQ at the **Jerry Daugherty** Collection

Date: **June 25th, 2016 @ 11am—3pm**

*(email will be sent out Friday at 6pm if we are going to use rain date)*

Rain Date: June 26th @ 11am—3pm



Garage open to MG Club Members at 11am. Lunch served at Noon.

3801 Napier Road

Plymouth, MI 48170

(between Warren and Ford Roads)

Questions: call shari at (248) 761-0097



**Jonathon Boyer = Grillmaster**



# Finding Jim William's Brake Problem



This story starts in preparation for a 800 mile trip in the in the fall of 2015.

I was going to drive a 1953 MGYB and a good friend, Jim Williams, was going to be driving his 1952 MGTD.

The week before, Jim said that his brakes felt soft so he checked the brake fluid level only to find the master cylinder was almost empty of fluid. He refilled the master cylinder with silicone brake fluid.

Upon my advice, he brought the car into the shop so we could bleed the brakes, just in case air had entered the system while the fluid level was low.

The next morning we left Cincinnati, on our way to the Akron area for an Ohio Chapter GOF. We traveled state roads most of the way, avoiding the interstate system.

I normally travel at the rear of the group to catch any stragglers, but this time I was in the lead. We traveled for a couple of hours when I had to stop short at an intersection in a small town, when I heard Jim's TD behind lock up his brakes in a panic stop. After the screeching tires stopped, I thought, well, his brakes working properly!

We traveled onto Akron without any further incidents.

We went about our business on Friday and retired that night to get ready for the driving tours the next day.

The next morning most everyone went to the automotive museum, but, somehow, I did not follow the group and took a different route. When we all met up at our lunch stop, someone told Jim that his brake lights were staying on all the time.

Along with the tail light issue Jim said that he was also down on power. He mentioned that the acceleration was just not up to snuff.

This is an issue that I have encountered before. These two issues are linked together. I think that I have mentioned this in previous tech articles.

The flexible brake lines deteriorate from the inside out. Rubber particles will detach themselves and find their way back into the master cylinder's reservoir.

The master cylinder's reservoir has two different diameter holes in its casting. The larger one allows the fluid to be pushed out of the master cylinder and compressed against the wheel cylinders, creating

friction pressure against the brake drums. The other smaller hole, allows the fluid to come back into the master cylinder's reservoir when your foot releases the brake pedal.

When there are loose rubber bits moving around inside of the master cylinder they can lodge into the, smaller diameter, fluid return hole and block the fluid from releasing the pressure at the wheel cylinders.

When this hole is blocked the pressure will not release against the wheel cylinders. It is just like driving with your brakes on. This pressure build up will eventually cause the car to stop. If you just wait for a while, the pressure will lesson and the car can be driven home.

This was the diagnosis and at the end of lunch, before we started the afternoon part of the tour. I climbed under the car and opened the brake system to alleviate the pressure. This time I drove behind Jim's car to monitor his brake lights. After a few minutes the brakes lights were, again, staying on all of the time.

We finished the afternoon drive and he parked his car. The next morning before we left for the trip back home, I again, opened the brake system to release the pressure.

All was well for the first several hours but then, the car started to miss and run really badly. Jim pulled over and we all listened to the missing engine. If you listened closely, you could hear a slight intermittent popping noise. We located the noise to the area between number one and two cylinders. We believed that it was the head gasket in the process of failing. There was no oil or water being transferred so it was not quite completely blown, but it seemed that it was about to.

We were only about thirty miles from home so it was decided to point the car towards home, monitor the temp, and keep driving until such time we determined that there could be further damage done to the engine if we continued.

Well, we only had gone three more miles when the car would not climb a slight grade. It was time to give it a much needed rest on a rollback tow truck on the rest of the ride home.

## Report Prepared

# MG SERVICES

A full-service MG garage  
Specializing in T-series and MGA's

## Jim Pesta

chief mechanic/proprietor

[jim@mgrepairs.com](mailto:jim@mgrepairs.com) Phone: (513) 532-1795 [www.mgrepairs.com](http://www.mgrepairs.com)

Over 30 years of experience  
diagnosing, repairing, and maintaining MG's

**MG Services**  
349 Glenroy Ave.  
Cincinnati, Ohio 45238



The car was towed directly to the shop. The next day I started to discover the exact reason for the car's poor performance. I pulled the three flexible brake lines to find just what I suspected; deteriorating rubber from the inside of the lines. They were removed and replaced. (SEE PHTOS ABOVE) The master cylinder was removed, cleaned, rebuilt, and re-installed. I started to remove the head to see the damaged head gasket. That is when I found a couple of unexpected issues.

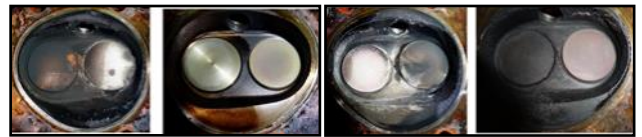
First when I removed the When I removed the lifter from the engine block, the ball end of the push rod had turned upside down and become one with the lifter. See photos below.



When I removed the ball end out of the lifter, you could see the damage to the inside of the lifter.

The photos at right show the distortion at the end of the push rod and why the push rod could not be removed through the hole in the casting.

When the head was removed there were indications that number two cylinder had not been firing for some time.



The above photos show details of 1-4 combustion chambers (left to right). Cylinders three and four show normal combustion signs. On the other hand number two cylinder shows no sign of combustion in the combustion chamber. Number one cylinder shows a large amount of carbon build up and no signs of a good exhaust flow.

These cars will start and run on three cylinders. If you do not drive the car enough, or if you drive different cars, you may not notice that this one is down on power. When the pushrod /lifter assembly was starting to fail, the effective length of the push rod "grew" eliminating the valve lash and not allowing the exhaust valve to seal closed. This allowed the combustion in number one to drop and cause a "pop" through the exhaust pipe when the spark was introduced to the fuel mixture. With this exhaust valve unsealed, there was a great loss of power in number one cylinder.

With number two cylinder not working, and the, exhaust valve, pushrod on number one cylinder damaged, the car just did not have enough power to move the car. A TD can be run and driven on three cylinders but it will possibly run on two, but it will die when you put any load on the engine.

You know that almost every time you think that you know exactly what the source of a problem is with these cars, because you have seen it before, the car will throw you a curve ball.

It doesn't matter if you have been working on these cars for thirty years, there can always be an alternative reason for a poorly running car. This is yet another example of you can never be 100% correct with your diagnosis every time.

In this case there were three "unconnected issues" that contributed to the TD's problem.

**First** - There was a failed spark plug that eliminated the number two cylinder from working at all (down on power).

**Second** - Failing flexible brake hoses (tail lights on and buildup of brake pressure).

**Third** - Damaged push rod and lifter combination not allowing the exhaust valve to close all the way (the miss and popping noise)

The correct description for this article should be:

**Finding Jim William's Brake, Spark Plug and Push Rod Problem**





# My Three Gauges

- shari pelic

About a year and a half ago my Speedometer started acting wonky - what I called the Mexican Jumping Bean dance. While driving the needle would jump around sometimes up to 80 miles an hour. Can you imagine my passengers surprise looking at the gauge in front of them and seeing that we were going 80 miles an hour in a wood frame vehicle built in the 1940's? At a dead stop the needle would jump from 20 to 60 miles an hour and then down to 30. Then I realized that the condition was contagious because my Tachometer started dancing too. And not to be outdone of course, the Oil Pressure gauge decided to contract something terminal and die totally. (The Temperature part of the Oil/Temp gauge worked - not sure why.)

It was time to pursue professional help. Luckily one of our new members, Walt Parke, had just spoke at one of our meetings about this guy out in Shelby Township that did gauge repairs. After a couple members started singing his praise, I know I that to address my gauge situation.

Of course I enlisted my sister to assist with the removal operation, after all if something went wrong I was going to need to blame someone. So with her legs in the air and head under the dash I held the flashlight. Small screws, nuts, brackets and gauges were removed. All was going semi smoothly until we came to the Oil/Temp gauge. It had a long tubby thing attached to the back of the gauge and it lead all the way to the radiator. A call had to be made to Lou VanKoningsveld. He instructed in no uncertain terms - do not attempt to remove the tubby thing from the gauge. Crap that meant the we have to fish it all through the engine and through the dash. After removing the end from the radiator and trying to plug the hole with rags, what we thought was all the antifreeze had come out. Lou also informed me that there was a clip on the back of the engine holding the tubby thing in place. The space between the engine and the fire wall is 2.5 inches - how was that going to get unscrewed? A quick trip to Meijer and we bought "Stubby" - a very short screwdriver. A lot of swearing later, the screw holding the clip was loosened. Now to Lou's credit he did say something about the antifreeze coming out the back of the engine, but who was listening to that? Removing the screw, the antifreeze poured out and being blonde it took me a minute to remember that I had the screw in my hand and probably should replace it in the hole. Another call to Lou and it was determined that he was going to re-install these gauges for me.

A call to **Ross Becker (52573 Mound Road Shelby Township 48316 (586) 997-1529)** and off we were to deliver him my three gauges.

Now if you drive out there and need to stop for breakfast on the way back, let me recommend the "Auburn Country Oven" restaurant (2101 Auburn Road). Great service and really good Country Omelet (one of which will comfortably feed at least two). So after what I'm sure was a lot of swearing by Ross, my gauges were done. They look amazing. They still have that 50 some year old look but really cleaned up. That was important to me - I wanted to keep that original look.

Lou did reinstall the gauges for me and they work great - no more Mexican Jumping Bean dance and I have oil pressure again!







# Spring Round Up

APRIL 23rd

Weather was a touch on the cool side but that didn't stop 7 T cars from driving to our first Spring Round Up.



And always remember .....

*"If you climb in the saddle, be ready for the ride."*

Photos by Marc Stump

ADDITIONAL PHOTOS ON FACEBOOK



# Champagne Brunch 2016



Photos by Marc Stump

Another perfect Champagne Brunch at Melody & Ken Klemmer's. A total of 10 T cars were present along with a MGA, (2) Miata's, a Ferrari and a Mercedes Benz. Quite an array of fine looking vehicles.

Mel & Ken started the event with a welcoming toast and remembering the club members and family we have recently lost. And then we enjoyed lots of champagne and amazing food under the tent which was needed only for shade as the weather was sunny and warm.

This year Mel decided to make it a 'pink' theme as in 'pink champagne' and most attendees did wear pink clothing. She decorated all the tables and buffet in pink as well. (Disappointedly Roger Melton, who has shown up on many occasions in pink socks wore white.)

Tours of their home and Ken's recently completed antique train room were given while others engaged in lively conversations on this beautiful day.

Our photographer, Marc Stump, did a wonderful job of capturing the festivities as always. Thanks Marc.

A tour of Roger and Beverley Melton's new under construction home followed the brunch. (Possible site for upcoming Brunches once it's completed?)

A heartfelt 'Thank you' goes out to Mel and Ken for putting on another great Champagne Brunch.



MORE PHOTOS ON FACEBOOK



# Champagne Brunch 2016



# Me & my Emails with Lee Jacobsen

Subject: **Sealant around Gas Tank Sender T series & SVW series Gas Tank Sealant**

What is the name of the sealant I put on the gas tank gasket?

Thanks, Bruce (Australia)

Hi Bruce,

The sealant is Hylomar, hard to get now in the states. Hylomar may be plentiful where you are.

Here is a link to an alternative.

<http://www.amazon.com/Permatex-85420-Permatex-Resistant-Dressing/product-reviews/B007VIGCJW>

Good luck. Cheers, Lee



Subject: **Fitting Lenses to MG lights - T series 'D' Lamps**

Hi All,

Does anyone have any advice on fitting the wire clip used to hold the red and clear glass in place in the rear stop/tail light? This is really annoying me as it seems so simple yet however I try, the result is less than satisfactory.

Can anyone help with this trivial problem?

Regards, Nick TC7142

Hi Nick,

Like you, I was not satisfied with the final job performance of the retaining clips.

My solution was to use some 3M or equiv. two way mounting foam tape, the type used to mount the appliques and nameplates on modern cars. McMaster Carr sells it, here is a link.

<http://www.mcmaster.com/#mounting-tape/=11w5oac>

The tape is around 1/32 to 1/16" in thickness, black, and sticks to just about anything.

I use it as a backup seal. Cut it to a width of around 1/8" (3mm) and stick it to the housing. Then remove the liner paper and add the lens.

The result is a waterproof seal that is invisible from casual observation, and the lens will stay put.

Replacement is not hard as any adhesive remover will allow the foam to be removed.

Regarding the wire clip. Remember that the clip can be bent to help facilitate the securing of the lens. What you have as a bent clip may not be exactly the right 'bend'. Just sayin'.

Cheers, Lee Jacobsen, Dearborn, MI TC 0780



Subject: **Tips on installing top and side curtains on a T series car**

Hi Lee,

Can I look at your TD to see how a top is installed on a T series car?

Thanks, Bob

Hi Bob,

Good to hear from you and it is great that you are getting ready to install a T series top and side curtains.

I should be around, so a visit to examine the green MGTD should not be a problem.

However, there are multiple sites online that detail the proper progression of installing the top frame and top on the T series car.

This one is good. [https://fromtheframeup.com/uploads/TT\\_TR100\\_Fitting\\_the\\_Hood\\_and\\_Side\\_Curtains.pdf](https://fromtheframeup.com/uploads/TT_TR100_Fitting_the_Hood_and_Side_Curtains.pdf)

The next one compliments the first link, both come off the site 'From the Frame Up' mostly TC parts, but the same top.

[https://fromtheframeup.com/uploads/TT\\_TR148\\_Side\\_Curtain\\_Covering\\_Kit\\_Installation.pdf](https://fromtheframeup.com/uploads/TT_TR148_Side_Curtain_Covering_Kit_Installation.pdf)

Note that the tech articles stress that what works for one T car with respect to dimensions etc. may not be right for your car. This is doubly important on fitting the top, and that starts actually with fitting the side curtain frames. Once the frames are correct, the top frame bows are matched to fit the side curtain frame contact points so the top flaps tuck in properly.

The tech articles via the links go into much more detail.

Let me know if you still want to see the TD. Odds are, I will be just down the street at the plant.

Cheers, Lee





## Regarding fitting T Doors to a T-Series MG

The T series is much easier to do than the MGSA or any other door that does not have the 'generous' flanges present on a T series car. I am in the process of installing the doors on my TF, one reason for this article, to pass on lessons learned the hard way during the process.

One lesson learned was the mistake of pre-painting everything before installing the tub on the frame. Doors should be fitted, including hardware, before the car is painted. This is true for all body fittings, and is known as a 'pre-paint' assembly. All quality restorations go through this process. My TF missed this step as many of the parts were not 'all together', so I took a shortcut and lost. The doors did not fit in the openings. What to do?

My left door seemed to be hitting on the top flange edge, the door almost seemed long on top.

Then I remembered a TSO article about a VA Tickford many years back, a maroon beauty that was assembled while elevated using a center post lift. All was painted. The doors fit perfect, when lowered onto the tires, the doors were 1/4" long at the top.

Why? The body, when supported on the center post, not the axles, curved like a banana. When put down on the tires, the banana shape straightened, and the space for the doors became smaller at the top. They had to do major bodywork and repainting as fillers were used to close perceived gaps, gaps that disappeared when lowered, so the filler had to be removed etc. etc...

Anyway, I loosened up the front and middle body mounting bolts and nuts on the TF, and, using a floor jack, lifted the TF body in the center. I placed a 1/4" U shaped shim around the center body bolts (actually 4 washers 1/16th and with a slot ground on one end) and then tightened the front body bolts. The bottom space for the doors stayed the same, but the space at the top was pulled open enough, from the front, by tightening the front body bolts, to shut the door correctly.

I am not sure how your doors are not fitting correctly, but if the front of the door is way high, and you have otherwise plenty of room in the space in front of the door, then a shim added to the rear of the tub will, in turn, shift the top pillar posts at the rear of the door hinges forward and lower the front door position. In my case with the TF, I did not have room in front of the doors to lower the doors forward via rear shims, instead, I turned the 'U' into a 'V' by 'opening the book' so to speak with center body shims.

Don't even mess with trim panels at this point, or door latches etc. The first goal is to get the doors to close into the body tub without a hassle. Don't forget the door check. It needs to have a slight bend in it to allow the door to close smoothly, at least mine did.

Door does not fit right by sticking out somewhat at the bottom? It needs to be pulled in.

A simple fix to pull the lower front of the door inward is to shorten the door support bar by removing the two wood screws at the lower front, putting a 'U' bend in the bar with a pliers anywhere in the center, thus effectively shortening the length of the bar, then reattaching the bar while flexing the door somewhat. Voila! Door misalignment fixed. Others use turnbuckles, this method is gone into great detail via the tech section web page at the MG parts source site known as:

"From the Frame Up", owned by Doug Pelton. Lots of good tech info here. <https://fromtheframeup.com/>

The door hardware is fairly easy to adjust but does need a lot of patience and refitting to get it right. The door handle and square bar that sticks through the door to the inside is non-adjustable, and is your starting point for the rest of the adjustments to adapt. Install the chrome handle with gasket and two chrome screws.

Preliminary fit the inside door latch plate assembly on the door by sliding the square shaft into the square hole in the door latch plate assembly. The square handle shaft determines the location of all the rest of the hardware locations. The two rear blind nuts located on the door are adjustable so the two 1" long x 10-28

slotted bolts should fit. Note the location of the latch plate assembly on the door for future reference.

I had new trim panels from Moss, they looked great but needed cutouts to fit the hardware, logical as each car is different and the trim panels must have holes added to fit your car.

Remove the latch assembly and fit the trim panel by centering it to the door, supporting the rear with a chair etc., and pushing the trim panel against the door handle shaft poking through...making an impression on the trim panel.

Drill or otherwise punch a 1/2" or larger hole and fit the trim panel onto the door once again.

Add the latch plate assembly. Trim the hide as needed to get a good fit in front. Mark with a nail by pressing against the trim panel through the holes the locations for the two rear plate screws on the trim panel. Ignore the front latch plate screws for the moment.

Add the rear latch plate screws to the inside of the door and see if the door sort of closes with the trim panel loosely in place.

If the door closes, celebrate with a beer or whatever. While the door is closed, secure the trim panel using nails through the hide.

Once the door is shut, with the plate attached, next is fitting and securing the front latch.

Others may do this differently, but what I do is first attach the front pillar plate latch by using the back two threaded screws. This quickly tells you if adjustments are needed by moving or removing washers and adjusting the washer nut to move the latch in and out to accept the receiver lug which is located on the door.

Most folk will find that the door seems to close just fine at this point. Wrong! Odds are, the door is closing and being held by the initial safety catch, and is not fully encased in the round receiver hole. Many T cars are on the road with the doors closed this way, which is one reason safety latches are being sold, (discussed later). The door should be closed with the primary locking round hole. If confusing, take the hardware and fit them together prior to even putting them on the door and door pillar. The triangle shaped male post should fit completely into the matching receiver. If only catching at the initial secondary safety latch, that means another 1/2" of inward adjustment needs to be made.

An easy way to get that adjustment is to shim with washers the rear two threaded screws that hold the door pillar plate in place. It will usually take about 3-4 washers. Glue them in place to make fitting easier. The washers pivot the door pillar plate forward, providing the needed adjustment.

Once adjusted to lock properly with the rear attaching screws on the front pillar, the front latching wood screws can be secured. At this point, also add the front wood screws to the door latch plate, you will need to drill two 1/8th pilot holes as the 1" long wood screws will go through some of the folded over door skin.

Add the chrome cover plates, and the door fitting is done....

By the way, I never slam the doors on a 'T' car shut...instead, turn the door handle, push /close the door, release the handle and it is latched and closed. This allows you to compress the vinyl trim rather than letting force do it. Slamming the door only jars the latch hardware loose over time. These are light weight doors. The doors on a SA weigh 165 lbs., have 3 hinges, and have enough weight behind them to close all seals and latch with a gentle push.....not so 'T' series cars with new trim seal panels...they need your muscle power as an assist.

Hope this helps, happy door closing. Lee Jacobsen



# Alden Classic Sports Car Show 2016

**August 13th and 14th**

The 17th annual Alden Classic Sports Car Show will be August 13th and 14th, 2016. Sponsored by the Twin Bay British Car Club, the show features sports cars from all over the world - no hot rods, motorcycles, trucks, or replicas, just sports cars. Vehicles from Germany, France, Great Britain, Italy, Japan and the U.S.A. have all attended in the past. We feature over 100 entries yearly in the quaint Antrim County resort village of Alden, Michigan, 25 miles northwest of Traverse City, Michigan. The village of Alden offers shopping and dining with a wonderful, supportive group of merchants who provide door prizes to lucky entrants.



Lodging is complimented in the region with wineries, tasting rooms, casinos, breweries and hundreds of miles of great touring roads. A tour of the Torch Lake area is offered on Saturday afternoon, August 13, with a dinner following. The tour highlights the region's lakes, rivers, rolling hills and scenery that will not be soon forgotten. The main event is held on Sunday, August 14.

Valve cover racing is also part of our unique and friendly show, with trophies being awarded to the fastest racer. Clubs from throughout the Midwest offer challenges each year to the racers, there is no fee to enter this contest.

Each year, we choose a special marque for a featured vehicle. The iconic Porsche has been chosen as the featured marque in 2016. A special area for the chosen marque places the vehicles front and center for the enjoyment of all who attend.

Awards are presented on Sunday in several categories to entrants in all classes. Show times will be 9 a.m. to 4 p.m., with awards presented at 3 p.m. Please join us in Alden on August 13th and 14th, 2016.



If you have any questions, please contact the following:

Bill & Lucretia Erickson, show chairs    olderick@aol.com

Denny Lauterbach, TBCC president    tbbccpresident@gmail.com

For more information, find us on Facebook as the Alden Classic Sports Car Show.

*Registration forms for the 2016 Alden Car show will be posted to our web site [www.twinbaybrits.com](http://www.twinbaybrits.com) in May with pre-registration beginning at that time.*



# Brooks Airport Historic Fly-In and British Car Show



Saturday September 10th - 8am to 12 noon



Every year at the Marshall, MI airport (Brooks) they host a fly-in. Pilots fly in and at the same time, they also host a 'themed' car show. This year the theme is to be 'British' cars.

We have been invited (along with all of the local British car clubs) to come and show our British beauties. There are awards - Judges Choice (First, Second & Third) along with Pilots Choice (First Second & Third).

There will be a designated parking area for show cars, separate from the general parking.

Questions? Contact Larry Bowdish lib@safetyservicesinc.com



## Put-in-Bay Road Races Reunion

The 2016 Put-in-Bay Road Races Reunion (August 29-31) promises:

- \*Racing for qualified pre-'73 production cars up to 3.0L, sports racers up to 1.5L & others
- \*Relaxed and nostalgia-laced event, held at idyllic and historic Put-in-Bay on Ohio's South Bass Island, where small-bore sports car safely raced on public roads from '52 to '59 and once in '63
- \*Two days of laid-back style racing on a smooth but challenging airport course
- \*Entry options for both racing and non-racing vintage sports car enthusiasts
- \*Original course & airport track touring, social events, car show, honored guest stories and
- \*More guaranteed fun than any other vintage racing event or so our past participants tell us - Now in our 8th year!

**2015 PIB Cup Winner**  
Joey Bojalad and dad Joe celebrate their PIB wins: Joey's Elva Mk VI in 2015 and Joe's AC Ace PIB victory in 1955!



**2015 Paul Henry Award**  
Bob & Sherry Engberg's Eva Mk II receives PIBRRR's top honor: the entry best representing the PIBRRR spirit.

## FAST, OLD MGs ARE COMING TO MICHIGAN!

Pre-war, and T-type MGs, as well as A's, B's, Midgets and rare B-V8's will be racing at Waterford Hills Racetrack this July. The MG Vintage Racers will host their "Mid-West Focus Event" for 2016 at the Waterford Hills Historic Races, **July 29<sup>th</sup> through the 31<sup>st</sup>**, as the organization celebrates its 35<sup>th</sup> Anniversary! The organization was founded in 1981 for MG vintage racers, and began staging its Focus Events featuring all-MG races in 1996.

A "Focus Event" is a yearly vintage race event selected by MGVR where the group works with the event organizers to include some all-MG races. It has resulted in record-breaking turnouts of MGs racing at many different venues, including 134 MGs racing at Watkins Glen in 2004 as well as creating exceptional MG camaraderie over the years!

Waterford Hills is a 1.4 mile road race course in Clarkston, MI. It features 12 turns and numerous elevation changes located on the grounds of the Oakland County Sportsmen's Club in Clarkston. A challenge for drivers, it is also a spectator's delight with near full course viewing. For 2016 Waterford Hills Historic Races MG will be the featured marque. Event organizers are encouraging T Series and PreWar MGs to join in the fun as Waterford Hills is perfect for all MGs!



## MG TOURING--AUSSIE-STYLE

--John Deikis

Long-time members of the Chapter may remember when the New England MG T Register was known for its over-the-road long-distance exploits.

1976 saw a T-type tour of the 13 colonial capitals, there was the legendary New York-San Francisco-Toronto-New York 3-week blitz known as the "Sea to Shining Sea T-Tourist Trophy." Michigan members participated in the "Alaska Challenge" that took T-types up to Anchorage and on to the Arctic Circle and back, the "Maritime Meander," and other ridiculously long trips in windowless cars with no cruise control or a/c.

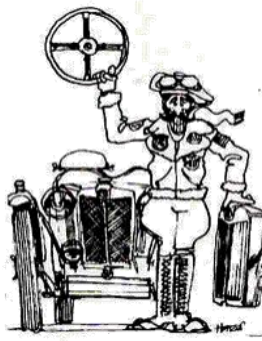
I recently stumbled upon the blog of a group of Australians who have taken their MGs to several continents, most recently North and South America. This intrepid group shipped their cars to Chile, drove to Ushuaia, at the southern-most tip of South America, and then headed up the Pan American Highway to Vancouver. Not wanting to stop there, a couple of them continued up to Alaska.

Who *ARE* these people?! Read about them by cutting and pasting the following into your browser and going to their photos and blog text.

<http://lettens.com/>



## Wants & Disposals



### 1978 MG Midget 1500

Norman C Golm  
(231) 386-5857  
\$4500.00

The vehicle has recently had a complete mechanical restoration. It has some minor rust. The top is good. The plastic windows have some haze. The interior is in very good shape with new carpets and original panels and seats. The engine, trans, differential, suspension, cooling system and brakes have been inspected and renewed where necessary. For a complete list of the work completed contact [ncgolm@gmail.com](mailto:ncgolm@gmail.com)



### 1948 MG TC

Norman C Golm  
(231) 386-5857  
\$45,000.00

This MG TC is perfect in every way. It was a class winner at the 2015 GOF in Carmel, IN. For complete details go to [ngolm.simdif.com](http://ngolm.simdif.com) (no www required)



### 1953 MG TD

Joan Nations  
(734) 744-5045  
Call for details.



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Mon-Fri 8-5 Sat 8-1



# MICHIGAN CHAPTER EVENTS



**Jun 18th-19th**  
**Jun 25th**

Motor Muster, Greenfield Village, Dearborn  
Tour of Jerry Daugherty's Car Collection (Plymouth)

**Jul 5th**

Monthly Meeting - Leather Bottle (Livonia)  
*\*Guest Speaker - Chrome Plating\**

**Jul 10th**  
**Jul 30th**

Mad Dogs & Englishmen (Hickory Corners)  
Midwest Focus Event MG Vintage Races (Waterford Hill Racetrack)

**Aug 2nd**  
**Aug 14th**  
**Aug 29th-31st**

Monthly Meeting - Leather Bottle (Livonia)  
Alden Car Show, Alden, MI  
Put-In-Bay Road Races Reunion - **Manley Ford**

**Sept 6th**  
**Sept 10th**  
**Sept 11th**  
**Sept 18th**

Monthly Meeting - Leather Bottle (Livonia)  
Marshall Historic Fly In & British Car Show (Brooks Airport)  
Battle of the Brits, Milford  
Apple of Your Eye Car Show & Club BBQ (Fenton)

**Oct 4th**

Monthly Meeting - Leather Bottle (Livonia)

**Nov 1st**

Monthly Meeting - Leather Bottle (Livonia)

**Dec 6th**

Monthly Meeting - Leather Bottle (Livonia)



shari pelic  
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