



T TIMES



The Passing of the Chair

January 2009 Edition

Website: www.michiganmgt.com

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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 \$15.00 per year, payable by December 31st. 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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Email to spelic@simplexgrinnell.com



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Chairman's Corner



Not So Long Ago (1940), at the club hibernation party, a chair was passed, and Luck Be A Lady (1965), I'm the new Chairman of the Board!

I must say to Andy a/k/a Mr. Success (1958) that It Was a Very Good Year (1965) – Sunny (1967) car shows, Blue Skies (1941) tech sessions, Stormy Weather (1944) road trips, but Always (1946) a Ring-A-Ding-Ding (1960) good time. My Memories (1941) of 2008 Come Back to Me (1967) Once In A While (1940) with the most wonderful MG driving season ever. Nothin' But The Best (1962), Summer Wind (1966) in my hair on a 541 mile week-end road trip I will always Remember (1962). You'll Never Know (1943) the bragging rights you enabled me to have. Yes, Indeed! (1961)

From This Moment On (1956) however, I get to run with the big boys in the club, Goody Goody (1962)! I Give You My Word (1941) I Believe (1946) I can do it. With continued High Hopes (1959) for The Future (1979) of the club, I intend to implement some new events, with the help of our new Events Coordinator, Shari Pelic. I Can See It Now (1965), Chili Cook Off in Kensington, take your MG to the Drive-In Movie on Saturday Night (1944) and Watch What Happens (1969)! Life's a Trippy Thing (1970)! And there will be a

tech session, a Sure Thing (1949) or

two, car shows (Come Rain or Come Shine -1946) and road trips too! But currently as we enjoy the Winter Wonderland (1949), and say Let It Snow, Let It Snow, Let It Snow (1956), let us all attend the monthly club meetings and volunteer for 2009 Something Wonderful Happens In Summer (1957) events! Meetings are not just The Boys' Night Out (1962), bring A Friend of Yours (1945) or a Snootie Little Cutie (1942) for some Guys and Dolls (1963) fun!

Nevertheless (1950), as I See It Now (1965), the 2009 Board consisting of Lou VanKoningsveld (Vice Chairman), Dick Bremer (Treasurer/Membership Chair), Tom Sorensen (Recording Secretary) and Cary Gersh (Webmaster), is one Dream (1945) team and The Best is Yet to Come (1964).

Together (1962) we can make 2009 really Something (1970) great! It All Depends on You (1949), You and Me (1979) so Let's Do It (1959). I'll Be Seeing You (1940)!

Polka Dots and Moonbeams (1940),
Sandy Kuivenhoven
–Chairman of the Board

Greetings from your former Chairman...

Well the Hibernation Party is behind us and I'm pleased to report that it appears everyone had a rather splendid time. Along with the ratification of an uncontested *sterling* Executive Board ...

Chairman: **Sandy Kuivenhoven**

Vice Chairman: **Lou VanKoningsveld**

Recording Secretary: **Tom Sorensen**

Treasurer/Membership: **Dick Bremer**

... and updated Chapter Constitution, the nearly forty stalwart members partook in the end of year event's plethora of door prizes (including a 50/50 prize) and vast array of donated items for the main entertainment attraction that, of John and Rogers Excellent Auction. Some *real* deals were had as the remnants of the Morse estate were sold at 'no reserve'.

The Chairman's awards awarded this year were:

The Richardson Memorial Tourist Trophy (*given to the member accruing the most miles to MG sanctioned events*) awarded to Roger Melton and Beverley Martin.

The Spirit of MG trophy (*awarded as a chairman's choice to the member exhibiting those qualities which bring a sense of Fellowship and Well-Being to the club*) awarded posthumously to Cliff Schnell and accepted on behalf of his family and friends by John and Catherine Boyle.

The Ralph Morse Award for Participation resurfaced and will be awarded next year to the member attending the most sanctioned Club

events throughout the year.

On a lighter note, **the dubious**

achievement awards were given to:

Lee Jacobsen **Get 'er Done Award** for his can do spirit in helping others with their cars.

Sandy Kuivenhoven, our new fearless leader was awarded the **Tow, Tow, Tow Your Boat Award** for her having joined her sister's membership in the AAA Frequent Flyer Towing program.

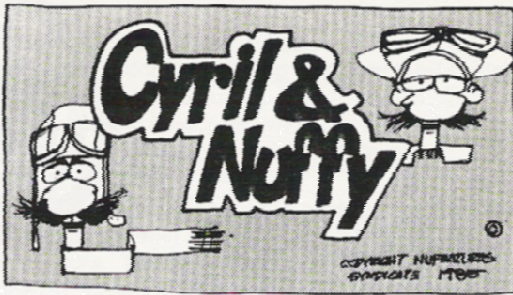
And finally Shari Pelic won the **'I've Fallen and I Can't Get Up'** award for her extended sorting out sessions relative to the TC.

My personal favorite was the surprise gift to yours truly of a phenomenal leaded glass hanging of none other than the notorious **Cyril and Nuffy** crafted by Sandy and Shari...absolutely fabulous ... I am still awe-struck that they would present me with such an offering; one which I shall cherish always.



Hibernation Party 2008

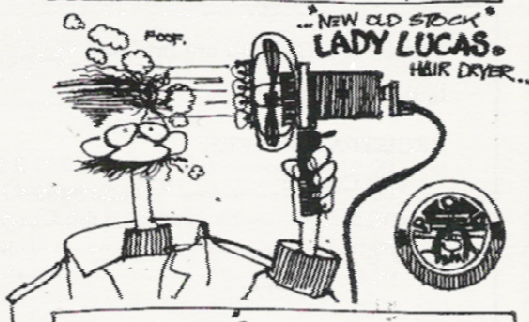
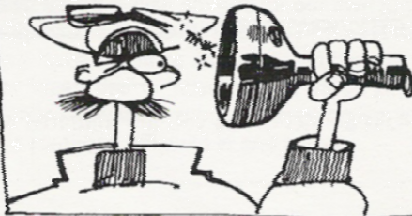
(Sorry, for some reason the lighting was bad for photo opps - this is all we got.)



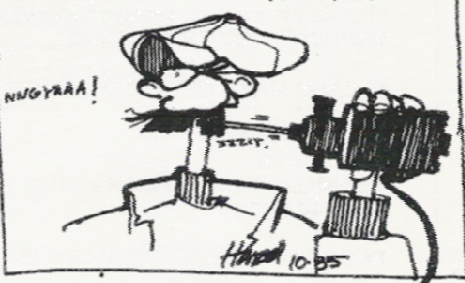
* CONSUMER REPORT *

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The Room



Raffle Items



Andy, Sandy and Cyril & Nuffy Panel

MG on Route 66 ?

Route 66

Factoid January 13, 2006

In 1946 as Americans were returning to a peacetime economy following the end of World War II and soldiers were returning home, motorists took to the highways in record numbers - including Route 66 - after being fenced in for some four years due to rationing of gasoline and tires and 35 MPH highway speed limits. Many of the servicemen back home had discovered a new (to America) type of automobile during their tours of duty in Europe - the sports car.

All of the early post-war sports cars were foreign imports, mostly from Britain. Quite a few soldiers who returned home from Europe chose to purchase new sets of wheels across the pond rather than settle for the boring "Detroit" iron of the day - basically 1946 model cars that were nothing more than re-badged 1942 models.

Sports cars came in all shapes and sizes. Among the most popular was the MG, a very small (by Detroit standards) two-seater with a low-horsepower four-cylinder engine, wire wheels and other features more akin to the Model T era than a modern auto. But the MG's classy styling, relatively low price, excellent road ability and "cachet" as an affordable prestige car, put parent company Morris Garages in first place in sales among foreign brand cars - though still in teeny, weenie numbers compared to the millions

of everyday Stovebolt Chevys and Flathead Fords coming off our assembly lines.

The first postwar series MG, the TC, was offered through the 1950 model year, by which time Route 66 was rapidly being improved to handle larger numbers of traffic but also smooth out the worn-out surfacing from years of deterioration and pounding of war machinery. The owner of a new '50 TC going from Chicago to Los Angeles found new sections of four-lane highway and bypasses circling various Illinois cities between the Windy City and the Chain of Rocks Bridge at St. Louis. To the west of St. Louis, the MG driver/enthusiast could take in the beautiful Ozark mountain scenery as he passed through numerous cities and towns proceeding toward Springfield such as Sullivan, Cuba, Rolla, Waynesville and Lebanon - and maybe pick up a soldier at the side of the road with a duffle back seeking a ride to Fort Leonard Wood. And then past Joplin, proceeding through a short section of Kansas and on into the relative flatlands of Oklahoma into the Texas Panhandle into New Mexico.

The first true postwar MG, the TD series, arrived as a 1951 model. The TD was a bit boxier than the TC, but featured solid steel wheels in place of the TC's wire wheels along with front disc brakes and a somewhat more powerful engine.

MG on Route 66 ? . . . continued

Traveling west to California in a new TD, the driver witnessed changes coming along Route 66 including construction of a new toll road paralleling it in Oklahoma between Tulsa and Oklahoma City, development of a four-lane 66 in the Texas Panhandle from the Oklahoma border at Texola through Shamrock on toward McLain - and hopefully a stop for at least a tank of gas at a certain Conoco station in Shamrock (high test at 23 cents per gallon) and maybe a cup of coffee or a hamburger at the U-Drop Inn next door, before proceeding west toward Amarillo via McLean, Alanreed, Groom and Conway. Across the state line at Glenrio in New Mexico, the driver gained an extra hour of time due to the change from central to mountain time and continued on through Endee and Bard to San Jon and then noticing a mountain coming into view from his driver's side curtain as the miles rolled on into TUCUMCARI, where he may decide to call it a night at the Blue Swallow, Cactus Lodge or scores of other well-lit neon-signed motels along the newly-completed four-lane highway through town locally known as Gaynell Ave. and one of the first urban four-lane highway projects of any city in the state of New Mexico. The next day, the motorist would pack up his MG-TD and then check out of his motel before leaving his motel room and Tucumcari behind. Moving toward Santa Rosa, he passed through the villages of Montoya, Newkirk and Cuervo and then encountered a new wider and straighter (and smoother)

section of highway leading into Santa Rosa, where he stopped for breakfast at the Club Cafe and gassed up his MG again at a nearby Texaco, Mobil gas, Conoco or Standard station before heading out of town and buzzing past Clines Corners and through Moriarty before descending into Tijeras Canyon on down the road and taking in the scenery as he notices construction of a new four-lane highway underway that is wider and straighter than the existing road on which he is testing the MG's handling and cornering capabilities - far better than the wallowing Detroit cars of the day with their "jello" suspensions - as Albuquerque looms ahead.

The MG-TD driver notices that he is being looked at by passing motorists as he encounters heavy city traffic along Central Ave. through the 10-mile tourist strip of motels, cafes and gas stations before entering the downtown area and then proceeding west past Old Town and crossing the Rio Grande River before leaving the Duke City by climbing Nine Mile Hill, where construction crews are once again evident as 66 is being widened into another section of four-lane highway. Other construction projects resulting in minor slowdowns and detours on U.S. 66 are encountered in the cities of Grants and Gallup, the latter including a stop for another gas refill as there are many miles of open space ahead as the map shows only a few miles left in New Mexico before crossing the Arizona border.

MG on Route 66 ? . . . continued

On that journey in a 1951 MG-TD, the driver notices views of the Petrified Forest and Painted Desert as he approaches the first sizable city in Arizona - Holbrook. On the west side of town, a truly unique motel comes into view to his left - in which individual rooms are in the shape of tepees but constructed of plaster and concrete rather than canvas, and includes hard-surfaced floors maybe of carpet and other truly modern amenities such as air conditioning, comfortable beds with mattresses and tiled baths with running water. Definitely not roughing it.

A few miles west of Holbrook, the MG driver is snug in his leather-upholstered bucket seat as he moves the shift lever and pops the clutch from fourth gear down to first as he slows down and approaches Joseph City. After departing Joseph City and stirs the gears back up to fourth, the driver sees a trading post fronted by a Texaco banjo sign and the customary red Fire Chief and silver Sky Chief pumps when a big yellow sign comes into view with a black jackrabbit and three immortalized words: HERE IT IS!

In Winslow, the MG's gas gauge is somewhere between a 1/4 of a tank and "EMPTY" necessitating a pull-in to another gas station not only for a few gallons of Ethyl and a wiped windshield, a free road map, a visit to the Registered Rest Room, but also a quart of oil as the attendant checking under the hood finds the crankcase "a quart low."

Out of Winslow, the motorist continues west on 66 passing Meteor Crater and

Two Guns and passing through Winona before continuing on to Flagstaff over a recently-completed new section of highway between those two points over which the majestic San Francisco Peaks come into view.

From Flagstaff, it's on to Williams from where the driver can consider a diversion north to visit the Grand Canyon, but decides against it in order "to make time" to California. Then on west through Ash Fork, Seligman, Peach Springs, Truxton and Hackberry into Kingman, where he calls it another night at a vintage motel such as the Branding Iron or El Trovatore in order to proceed through the Mojave Desert across the California during the early morning hours rather than in the afternoon heat - after all, MG's were built in the relatively cooler climate of Abingdon, England, not the desert heat of Amboy, California.

The next morning after checking out of the motel and stopping for a brief cup of coffee and doughnuts, the MG is gassed up again at a Texaco, Mobil gas or Standard station before heading out of town with the radiator filled with water this time and tires checked for proper pressure. Then comes a section of highway made especially made for a sporting run - the hairpin curves and mountains of Sitgreaves Pass through Goldroad and Oatman on to Topock and across the Colorado River over a relatively new bridge and straighter highway alignment. Then crossing into California at last - but there is still miles of

MG on Route 66 ? ... continued

challenging climate conditions from Needles on through the Mojave Desert villages of Essex, Amboy, Bagdad, Ludlow and Newberry on into Barstow. The "relatively" cool desert morning makes driving the TD with the top down "an exhilarating experience" and notes that while his MG was about the only such car pounding the pavement of U.S. 66 since Chicago, he begins to notice increasing frequency of other MG's passing him in the other direction, probably toward the Grand Canyon or the Rocky Mountains further east and north, including TC's and TD's. He will soon find that California is more than just a "land of fruits and nuts" but also of foreign and sports car enthusiasts due to relatively tremendous popularity of MG's and other sports imports on the West Coast.

At a Texaco station in Barstow it is time for another gas fill-up after a pleasant and uneventful drive across the desert. The engine gauges, if they were reading right, noted that the oil pressure was "normal" and the engine temperature was a bit hotter than normal - this was the Mojave Desert after all. Along with a tank of gasoline, the attendant checks under the hood and notes the oil dipstick still reads "full" and the tire pressures are on the money. The radiator appears to be good shape with no overheating evident, but he fills it up with water anyway just for good measure.

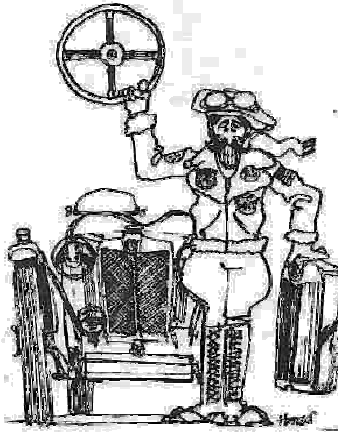
The MG then proceeds south out of Barstow through Victorville to San Bernardino and then west through a

number of bedroom communities toward Los Angeles with some sightings of orange groves in sight. After many miles of bumper-to-bumper traffic through several cities, U.S. 66 continues its last miles toward its western end at Santa Monica over a series of relatively new superhighways locally referred to as "freeways" with all access points controlled and no at grade crossings of intersecting streets or railroad tracks - they cross over or under the freeway.

At Santa Monica, the MG-TD is parked near the beach along with a sea of multitudes of "Detroit" sedans and station wagons with an occasional convertible or two thrown in along with the newest craze among American cars - the hardtop coupe. But he also sees some real works of art including sports cars such as other MG's, Triumphs, Jaguars, Porsches and a few exotics such as Ferraris, Aston Martins, Lamborghinis, etc.



Wants & Disposals



MG TD

Email Dick Thomas

(Rsthomas177@aol.com) for details.



I have an original gas tank end (one) in excellent condition, a heater unit which was on my car when I bought it in 1960, and a MGA generator modified as a spare for the TF with a different pulley. (no tach drive, this was intended as an "on the road emergency spare")

I have RT and LFT tail light die cast hsgs which are pitted but original.

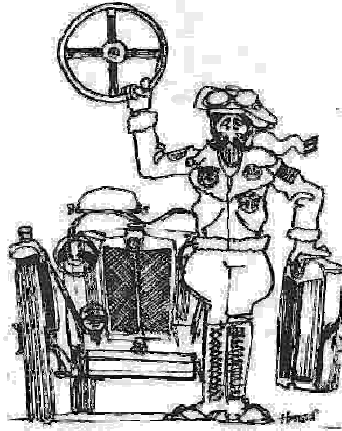
I also have a ceramic model of "MG NO 1 1925" which was owned by one of the original members of the MGTREG Michigan Chapter which I outbid someone for at a Christmas Party many years ago.

If anyone is interested call me at 734 455 2263 Jack Secord

For Sale:

Ralph Morse parts, as is: (2) sets (e & l) TD Front Fenders, Timing Chain, Camshaft, TC-TD Radiator Cap, (2) SU Fuel Pumps, Rough Steering Wheel and more...
contact Eric Richardson (313) 274-3739 or email to b34eric@att.net

Wants & Disposals



1950 MG-TD

The MG was our go-to-the-movies car at Purdue in 1954-55, our honeymoon car in 1957, and our go-for-ice-cream car for 50 happy years. My reason for selling is that my husband Al died earlier this year, and I may downsize to a simpler lifestyle.

Attached are selected photos of the MG. We have owned the car since 1953, and Al, the automotive



engineer, maintained it carefully. We have new MG parts that can be sold as a package with the car. Although the car is definitely road-ready now, the new parts would help bring it to show-room condition -- new leather upholstery, new door panels, seats and back springs, the original tools, manuals, and miscellaneous parts. 16,894 miles on the speedometer.

For Sale:

Early 60's heater. More heat than an Arnolt 12v. TC,TD,TF **\$35**

Brooklands Screens to fit pre-war cars (full Cowling)
(will fit T-Series). **\$300**

XPAG Starter. Good condition. **\$45**

TC Half-Tonneau. Tan Duck as original (some fading and a few mild stains...could be re-dyed, though not bad) Used only one week (lent to friend). (Moss \$280) **\$125**

Andy Hanzel (810) 434 0216



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for more details.



MICHIGAN CHAPTER EVENTS



JAN 6	Monthly Meeting-John Cowley's Pub Farmington Hills, MI
FEB 3	Monthly Meeting - SITE TO BE ANNOUNCED (see website calendar)
MAR 3	Monthly Meeting-
MAR 7	Tech Session - Lee Jacobson's Garage Gam
APR 7	Monthly Meeting - SITE TO BE ANNOUNCED (see website calendar)
APR - TBA	Kimber Run
MAY 5	Monthly Meeting - SITE TO BE ANNOUNCED (see website calendar)
TBA	Champagne Brunch
JUN 2	Monthly Meeting - SITE TO BE ANNOUNCED (see website calendar)
TBA	Drive In Movie - Canton (June 13th - September 13th)
JUN 21	Motor Muster - Greenfield Village, Dearborn
JUN 22	Lunch at Greenfield Village
JUN 27-28	Howell Balloon Fest (Speckled Hens)
JUL 7	Monthly Meeting - SITE TO BE ANNOUNCED (see website calendar)
JUL TBA	Mad Dogs and Englishmen Car Show - Gilmore Car Museum
JUL 18	Jackson Hot Air Balloon Fest
AUG 4	Monthly Meeting - SITE TO BE ANNOUNCED (see website calendar)
AUG 8-9	Alden Car Show
SEP 1	Monthly Meeting - SITE TO BE ANNOUNCED (see website calendar)
SEP TBA	Battle of the Brits
SEP 19-20	Frankenmuth Oktoberfest
TBA	Chili Cook Off with WDMG Club - Kensington Metro Park
OCT 6	Monthly Meeting - SITE TO BE ANNOUNCED (see website calendar)
TBA	Fall Colour Tour
NOV 3	Monthly Meeting - SITE TO BE ANNOUNCED (see website calendar)
DEC 1	Monthly Meeting - SITE TO BE ANNOUNCED (see website calendar)
TBA	Hibernation Party