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The Michigan Chapter was established on March 30, 1971, to provide local activates 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.

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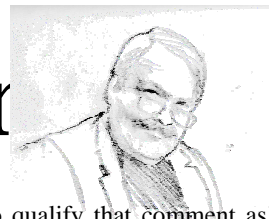
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## Table of Contents

Chairman's Corner.....	Page 2
Six Degrees of Separation on the Serendipity Express .....	Page 3
Kimber Birthday Bash .....	Pages 4-5
British Bash 2008.....	Pages 6-7
The Bay City Hell's Half Mile.....	Pages 8-9
Bay City Hell's Half Mile turns into Many More Miles of Hell.....	Page 10
Turtle T the Scrivener Talks .....	Page 11
Side Curtains for a MG-TD .....	Pages 12, 13 & 14
Things I learned while working on the Diva's T's .....	Page 15
Tires .....	Pages 16-17
Cyril & Nuffy / Website Tips .....	Page 18
Classified Ads .....	Page 19
Business Ads .....	Page 20
Events.....	Page 21

# Chairman's Corner



Well, it **appears** that the driving season is fully underway although I need to qualify that comment as turnout has been light again this year, still registering at less than ten percent. (the Garden Tour was 75% other club cars). I'll not contribute another dissertation on the advantages and desirability of driving our cars as each of us has our own personal motivation or rationale. Suffice it to say that we've made an effort to create as congenial and inclusive an organization as possible while trying to cater to the rather disparate approaches we all bring to the party. One thing however is not to be forsaken and that is the aspect of camaraderie and fellowship that this or any fraternal organization provides.

Some have recently suggested that we suspend the monthly meetings during the summer as the 'planning' season is apparently over and some have asserted they would prefer to drive their cars; the venue is too dear, etc. In my mind the venue has gone way beyond what most would provide, however if this doesn't suit everyone, well, we do have the web presence. The chairman, while chartered to convene and oversee the meeting, is neither the entertainment nor the boss. There is plenty to do and talk about that one person can't hope to orchestrate or micro-manage the lot. It just doesn't work...at least for very long. The best run clubs are the one's whose leadership articulates a concise vision for the successful participation of *all* of the constituents and does the best it can to help those members enjoy the fruits of their passion by encouraging rigorous debate, informative, congenial conversation and helpful, engaging teamwork.

And now, having made that pitch, I'm going to propose forgoing the July 1st meeting as most of us will be preparing for Central or out of town...sorry.

For those who yearn to drive their cars we just participated in a run to the British Bash in Louisville, Kentucky. That run while excruciatingly hot, had its delights such as the Scenic Drive along the Ohio from Aurora Indiana to just an hour from our destination at Louisville. For those not ready to tackle 800+ mile tours we offered the Bay City Rollers Tour on the 22<sup>nd</sup> of June. This event was a leisurely Sunday morning drive with lunch and some shopping or a mini one day /one tank vacation with sightseeing. For those who just enjoy working on cars, this is a great time to host a Saturday morning "Doughnut Derelicts" garage session either as a host or as a member needing a bit of help and/or guidance. Some of us DO work for doughnuts.

Also, to try to encourage the connoisseur in us all, I've asked Lee Jacobsen to contribute his world renown expertise to the sector of the hobby that I find extremely interesting; that of the pre-war or vintage category. Those members who own vintage examples (or aspire to) tend to be some of the most passionate and knowledgeable MG enthusiasts of all. (Teddy Bears be damned.) So all of you MMM vertical dynamo mavens, please feel free to share your knowledge in this fledgling effort.

Finally, one of the things I came away from Louisville with was the amount of long hard work that is required to pull off not only a successful event but a memorable one at that. The folks in Kentucky were very organized and congenial. The thing went off as planned and some 283 British cars graced the grounds of the St Josephs Home for Children (which benefits from the fees collected and vendor contributions.)

One of the things I hoped to see was whether or not one could host a large event (GOF Central MK XXXII) with a rather small constituency and, while this event was more akin to the Battle of the Brits at Freedom Hill, it was very well manned and planned. I had hoped I could have at least thrown the Michigan hat in the ring as a potential host for 2010 but I'm afraid we need to increase our presence and commitment locally as well as regionally before we can ever hope to host a regional event. I'm sure we'll meet this challenge in the near future with the increased enthusiasm, membership and support from you all.

With kindest regards,  
Andy

# Six Degrees of Separation on the Serendipity Express

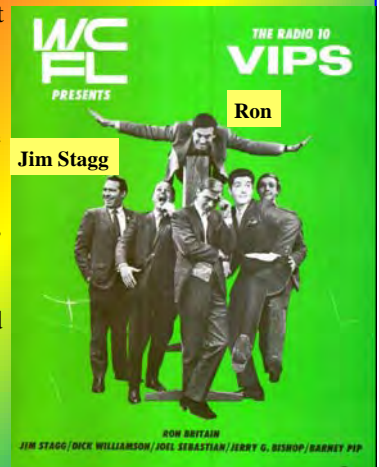
I have often marveled at the frequency with which I stumble upon some factor of coincidence that ranges from a "hmmm" to a, "Are you %\*%\$# me?" An example of this was when I was in NYC in 1968, I remarked to my friend Bill that I should call my friend Liz back in Cleveland to get the number of her older sister with whom I was 'familiar' so as to secure her number in NYC. As I raised my hand in the phone booth to insert a quarter, I saw said sister walking across the street IN NEW YORK CITY for cryin' out loud. Anyway this sort of thing happens to me with regularity and I should think at some point I'd be immune to it's remarkable implication.

Recently, while at the British Bash in Louisville, Kentucky, I happened to stroll upon a vintage Jaguar XK140 drophead which was in 'original' condition. Now, I have often been a fan of original, un-restored cars despite my cryptic C&N cartoon to the contrary and I relayed that point of view to the owner of said car who was enthusiastically describing an encounter with 'celebrity' while he was living in Cleveland. I interjected that I was from Cleveland and inquired as to what he did there. He informed me that he was a disc jockey on WHK 1420 which was the *cool* station at the time (1963-65). I responded with "I was a teen-ager at the time. "Who were you!?" (Inferring a stage or on-air made up name.) He responded "I was and still am ,Ron Brittain". I shouted "I know Ron Brittain ...hell, I remember Tulu Babies!" He laughed and relayed the story of his nickname for his son ,Tulip and his wife's (Peach) insistence that calling a boy Tulip was a choice which might result in complications later in life. His capitulation to Tulu and his reference on air of his "Tulu Baby" caught on in the local lexicon. So everyone from the Beatles to the Stones and Herman's Hermits referred to Ron and the "Tulu Babies". We chatted for a time about people we knew in the Radio biz as I had worked at a station in Cleveland that, as it turns out was owner by his brother in law. I sneaked up to the dj on the pavilion and informed him that there was a nationally popular DJ from the 60's in the show and he quickly announced this fact to the multitudes calling Ron up to announce some door prize winners. I think he and Peach were pleased with the gesture.

By the way, the encounter with celebrity was at a rest stop on the New York Thruway with the Rolling Stones tour bus and a request from Mick Jagger to drive it around the park which Ron rebuffed (I told him a driven by Mick Jagger would have added 5k to the value).

As I was preparing to do this article, I noticed on the WCFL page (the big Chicago competitor station to WLS) that just below the picture of Ron was a shot of Jim Stagg who I had met way back in the spring of 1964. The friend of a friend had won a contest to fly to London to meet the Beatles with Jim Stagg and my friends friend offered to take a

picture of the Beatles I had painted to have it autographed. Those of you who know me know it is still one of my prized possessions as the Beatles, upon being presented the artwork, congratulated me by name on the radio. McCartney, exclaiming, "Good job, Andy".

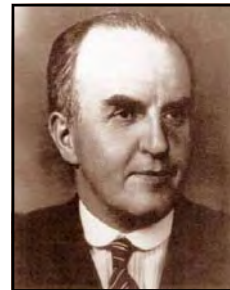






# Kimber Birthday Bash

The morning arrived with sunshine and promise of a great day...After the appropriate cajoling toward Mr. Melton; we departed on our odyssey. The trip from Romeo to Birmingham then on to Chelsea was uneventfully pleasant and we were met by Cliff Schnell who had yet to roust Pugsley from the long winters nap...The tour left and we brought up the rear save the Taylors on a route which ran essentially along the Grand River ending just south of East Lansing. The Taylors, Alex and Shari had driven from Port Huron so had already traveled some 80 miles before the beginning of the run!



**The Taylor RHD TD with Blumell's wheel and all.**

**They received an ovation from the group for distance driven...**

*Cecil's car - Cecil was unable to attend.*



**The Melton TD and the authors Healey**



**Tanya and Andy Hanzel**



**Bev Martin and  
Roger Melton**



**Some of the “Window Winders” as we refer to  
those whose cars have no side curtains...**







# BRITISH BASH

24th Annual June 6-7, 2008



Cliff and Pat at speed about 65

## QUOTE OF THE MONTH

On driving his TD on expressways .

*"Mine can do it, but not as well  
as I thought."*

Cliff Schnell 2008

The day dawned early for the excursion to Kentucky. I left the house at a few minutes past 5:00 in the morning planning to meet up with Pat and Cliff at West Rd at 6. The darned orange barrel crowd had other ideas and spit me out of downtown Detroit to 94 then out to 275. I don't think so. So I pulled off at Telegraph and did stop light boogie to reattach with 75 just a mile north and 20mins late of the fellas. We exchanged greetings and performed the necessary comfort activities and were preparing to leave when I discovered that one of my Talkabouts had failed (I think I left it on all night) and we had only a cell phone for car to car. I passed out the Google Map directions and off we went attempting to lay down some miles before the forecasted heat wave descended upon us.

We managed to put down quite a few miles when I realized that the lead car drove right by the intended route exit. I had planned a route which took us off the interstate and onto byways to escape the truck traffic which was oppressive.

At this point it was suggested we could double back but I reckoned with the heat building, we should press on (a choice that would be confirmed later). As we drove out of the rest area and I observed my cohorts turning in a direction opposite to that indicated as the appropriate route out, I wondered as I waited for them to circumvent the entire parking lot, if this was a precursive indicator of things to come. (It was.)

We carried on till the approach to the greater Cincinnati area where we took the ring road to Indiana and the Scenic Byway along the Ohio. We stopped for a cool down in Aurora Indiana at Applewood on the River where a cool beer





# BRITISH BASH 2008 continued . .



Feeling refreshed, we got back on the Scenic Byway along the river for a stellar drive of about 30 miles crossing the big O into Kentucky and back on the interstate to beat feet to Louisville as the heat was building and Pugsley was running close to 100c.

As we drove along the highway I recognized the sounds of Cicada's (being from Ohio was familiar with the high-pitched buzz). Truck traffic was again dreadful but we hadn't far to travel so pressed on. Somewhere just prior to our turnoff I lost Cliff and Pat as they had fallen behind some rather large Lorries and I hadn't realized their absence. Turns out they believed the Cicada buzz was actually the luggage rack coming off so pulled off to investigate. When I picked up the call from Pat he told me they were ok and to carry on they'd catch up (I also picked up a cryptic zing from Cliff). I tried in vain to reach the guys several times but kept bouncing to Pat's voicemail. I figured they had the map, the address and number of the hotel, a cell phone, a hand held GPS and were within a few miles of the destination so not to worry...right? Ah, three hours later they arrive fried.

They had encountered the dreaded Lucas Rotor Gremlin which rendered their car idle till the appropriate swap solved the problem. They then ricocheted for several hours at the directions of legions of clueless Samaritans trying to get no more than three miles.

After a bit of a cool down we headed to the doings at the venue which had commenced hours before and while the bluegrass band played and I was enjoying a cold one, Cliff and Pat demurred and off they went in search of 'real' food. On my way back after the festivities ended I saw their car parked in front of a Long John Silvers.

The morning dawned early and I was off to breakfast and a car clean while the guys kept to 'retired' time tables. Having cleaned up the Healey the best I could off I went as Cliff was hanging back for Pat who had yet to stir. Cliff arrived an hour or so later sans Pat who had decided to visit his nephew in Bardstown forgoing the show.

The show was quite well attended (283 registered) despite the warm weather as the field is for the most part shaded. The Windsor Detroit Club was in full splendor featuring their canopy resplendent with the club logo etc. Also had a pleasant chat with Jeff Zorn as he tried to convince Jan to buy an XJS for a Florida runabout. (She wasn't buying the pitch.)

The run home was uneventful and the morning drive quite cool and comfortable. We missed all the nasty weather that seemed to be all around us. Waved so long at I-275 and trudged another 70 miles before I hit the driveway...home sweet home.

Andy



# The Bay City Hell's Half Mile (and a few Hundred Yards)

The morning dawned beautiful and the intrepid stalwarts Cliff Schnell, Lee Jacobsen, Sandy Kuivenhoven, and Shari Pelic set out from the rendezvous point for parts north. Roger and Bev, in a sudden burst of last minute inspiration, decided to join the group in Clarkston. Luckily we were for the most part in communicado and other than the wait for Roger and Bev in Clarkston, things were on or off to a fairly good start. Tanya and I had arrived in Davison for our rendezvous point and as it looked like the connection was going to be awhile



we opted to head north. About two miles north of Davison we spotted a car show and decided to have a look. Pulling in we were waved onto the show ground and in a matter of minutes had registered and were off to vote on the other cars. We actually garnered some votes as a "barn find" which is coded lingo for a ratty car. We actually were able to enjoy the show and as the T group grew nearer made arrangements with the guy running the show who had a B to direct our entire club onto the show grounds (which we did). A short stop here for pictures and pit stops and it was on to the road north.

The sky was blue the weather was perfect the road clear and we were able to set a comfortable



pace that allowed for some sight seeing and a gentle trial run for Lee's TD which hadn't seen the road in 12 years. We passed through Millington, and on to Vassar and over the river and straight to Bay City. We were treated to the grand sight of the beautiful homes on Center Street which were built by the B/C Lumber Barons in the late 19<sup>th</sup> and early 20<sup>th</sup> century.



I hadn't inquired as to the happenings in Bay City as I always travel through on the same weekends...oops. There was the B/C version of thunderfest going on and parking at the Kingfish a little difficult (though not impossible to sort out). We were actually able to be seated as most of the patrons were there for the boat deal and seated outside. A descent AYCE \$10 buffet was available which we took advantage of as we were starving (it was going on 2)

After the meal several people took in the huge antiques mall and some of the specialty shops which were open for the races. I found a beautiful leather chair on sale at an interior boutique around the corner (on sale of course). Well the fluffy whites started to turn a bit grey and the

decision was made to beat feet...not so fast. The Pelic TC said," not gonna do it" and no matter what we tried, it just was having none of us...not to mention that now the rain started in earnest (and of course we were **in** earnest).

A quick push to the canopy of a "Residence Motel"(eewww) was met by a chastising from the 'manager' for blocking the handicapped ramp. (My response to her will remain off-line)



And this was a case of all the King's Horses. We could not get this thing to run sustained. Me thinks something foul resides in the bowels of the distributor as in stuck fly weights as this thing had spark, had fuel and yet refused to run as if the plug wires had been switched.



We had an un-eventful return and I promised Shari I would get the gremlin that was causing this problem "so help me".

All in all a near perfect tour and yet another shake down. It happens to us all.

Regards,  
Andy



# Bay City Hell's Half Mile Turns into Many More Miles of Hell



The green TD never made it back home on its own power from Bay City.

It ran strong until I filled up at a Sunoco station with Ethanol. 5 minutes down the road . . . As mentioned, running strong at 50 mph, then in the space of a quarter mile, it started slowing down, no power, then the engine stopped and would not stay running. I rebuilt this engine. Timing was spot on, good spark, fuel pump working, gas to the carbs, everything else fine. I suspected it was bad gas. Weak gas would cause all of the symptoms.

Eric Richardson, who lives in Lapeer, gave me a tow after all kinds of trials and tribulations. I reset the timing, points, plugs, carbs, coil, fuel pump, and had all working fine on the green TD. Result: It would run, but not go anywhere. Apply the throttle, it would sputter and die. At 7PM, I gave up, called Eric and somewhere around 2AM we finally got it back in the garage, keeping just ahead of massive thunderstorms which provided a sense of urgency and thrill to the adventure.

Lucas electrics, not petrol, turned out to be the problem. I did a compression check and it had 155 across the board which is very good and ruled out a head gasket issue. The petrol drained from the tank started my lawnmower without any problem. If petrol will do that, it should be just fine for a TD. Right??

That only left the ignition system. It had a healthy spark, and ran sporadically at idle, but died when the throttle was pressed. While setting the points and timing or the umpteenth time tonight, I noticed a slight flexing of the plastic nub that makes contact with the cam of the distributor. Close examination revealed a slight crack. The answer at last! At a very slow engine idle, the plastic nub retained just enough rigidity to open the points, allowing the engine to run. When the throttle was pressed, the extra speed caused the nub to stay bent from one cam lobe to the next, which changed the timing slightly and also closed the points, killing the engine. The point set was brand new for the trip, and worked fine all the way to Bay City. On the way back, the nub cracked, causing all the problems. With a Pertronix electronic ignition, there would have been no nub to fail, being magnetic with no physical contact.

It is now running fine with another set of points but tomorrow I am going to get a Pertronix kit for a backup, just in case it happens again. Never can be too careful when dealing with Lucas, although the new contact points may have been a Chinese copy. Who knows? A spare point set is a necessity along with a rotor for just these occasions. Anyway, the green TD is back on the road for now. Cheers, Lee





## *Turtle T the Scrivener Talks*

Hello. I would like to introduce myself. I am small, greenish, and I have a Michigan Chapter NEMGTR logo (bejeweled, no less!) on the top of my shell. I like MGs, classic rock, and I do great impressions. I have been told that my name is 'T-Turtle', but 'Turtle T the Scrivener' seems a bit more hip. I have also been told that I should chronicle my MG adventures for publication in the "T-Times". I'm not quite sure of my lineage. I just showed up on Sunday in time for the Bay City run, characterized by some as the 'Bay City Blues'.

Here is my Initial Submission: It was dark.

I was wrapped in party paper, inside a heavyweight party bag, in the boot of a white TD which was covered by a thick black tonneau cover. Suffragist City! When the caravan stopped at a car show I stayed in the boot. I could hear the gentle laughter of a couple dumb bears enjoying the sunshine, the fresh Davison air, the cool cars and the friendly people. I started hollering 'I'm bad, I'm bad', first in my Gene Wilder voice, then as Richard Pryor. I was ignored.

Next stop Bay City. I stayed in the dark, in the boot. The MGers enjoyed a nice buffet lunch... did anyone think to bring me a little turtle bag? Did anyone offer me a wee sip of liquid courage? I was hollering again, now as Fredo C., "I was passed by, I'm smart, I deserve respect!" Ignored again.

When I finally saw the (grey) light of day, it was ugly out, pouring rain, and a white TC would not run. The tonneau was opened (and left open, you dummies) while a distributor rotor was rummaged out. I got soaked, bag and all. The rotor did not help. The TC was towed back downstate. A green TD also quit running and got towed. I guess the musical theme of the day was Tom Petty's "Breakdown". I was sopping wet and chilled, but, yes, it was an adventure!

I guess it could easily be worse. I could be filled with catnip and be Charlie Melton's chew toy.

My next outing is Cruisin' Downriver 2008. I hope someone will let me out of the boot! I hope I get a bite to eat (a couple goldfish?). And I hope I stay dry!

## *Turtle T the Scrivener*

# *Side Curtains for a MG-TD*

## *Tips on installing a Moss Motors kit*

This may set a record for procrastination. After 22 years, (the date on the Moss box is 1986) it is time to install side curtains on my 53 MGTD. To be honest, I thought they were already done and in the car, but alas, such was not the case. Now I know why I had that extra kit all those years.! How often does the top go up anyway?

Side curtains on all the T series cars are affixed pretty much in the same manner. All take some time so don't wait too long when the drops start falling from the heavens. There are 4 side curtains, two rear affixed to the body tub, and two front affixed to the doors, each secured with by means of two brackets. The side curtains on a TD are stored in a small box compartment behind the seat, close to the petrol tank.

The rear curtain has a rear spade bracket that fits in a tub slot and a bracket that is held by a chrome winged nut. The front curtain mounts to the door, with the rear bracket being a 3/8<sup>th</sup> pin dropping into a chrome insert with a hole. The front bracket is held by another chrome winged nut.

The Moss Motors side curtain kit is very complete and very easy to assemble. It consists of the frames, canvas side curtains, polished stainless steel strips with dished ends, sliding bolts, nuts, rivets, and snap fasteners. Tools needed are a drill with 3/16<sup>th</sup> bit, safety razor blades, magic marker, flat table, and a socket wrench for the nuts. Also a hammer to adjust the frames if needed. (Most do).

First on the list is to sort the parts. The metal strips come in a variety of lengths, so take care in making sure the correct length is in the correct place. The pointed tips should not quite touch each other. There are 16 strips , with about 8 different lengths! Time 10 minutes.





# Side Curtains continued . . .

Second, mount the frames on the car. I had to drill out the chrome insert on one of the doors to get a proper fit with the side curtain pin. On another I had to grind the spade somewhat to get it to fit in the rear slot. The curtains are designed to tuck into the lip of the hood (top). Side curtains with a 1 to 2" gap at the top will not stop much weather. It may be necessary to bend the brackets somewhat to achieve this fit.

Place the bracket in a vise and strike sharply with a hammer, check the fit and continue the hammering process until the fit is correct. (see pic). Time 20 minutes.



Third, Once the frames fit on the car, take one off, find the matching canvas cover, and lay the frame on the canvas, using the stitch marks to center the frame. Once centered, use a magic marker to mark the location of the holes, using the frame as a template. Time 10 minutes per frame.



Fourth, drill all of the holes with a 3/16<sup>th</sup> drill bit. Place the bolts through the holes with the flat heads of the bolts on the exterior side of the canvas. Mount the frame using the bolts, securing lightly with the provided nuts. 10 minutes per frame.



# Side Curtains continued again . . .

Fifth, slide the polished strips in position. Tighten the nuts. Add the 2 piece rivets, no rivet gun needed as the 3 face side rivets are placed in the holes with the reverse side pins being secured with a hammer. Very fast and easy.



Sixth, now the hard part, exposing the window. With a scissors, carefully cut a line in the canvas to each of the four corners, or as necessary to allow the material to be folded over the polished strips. With a razor blade, use the strips as a guide to keep the razor blade steady and trim the canvas. Loose threads will occur, but this is original. On the reverse side, use the frame as a razor guide and trim the canvas. 15 minutes per frame.



Install on the car and do the next frame. Once all 4 are done, admire your handiwork, remove and store in the frame compartment, and ignore for the next 20 years!

Cheers, Lee Jacobsen TD27114 and others.

# Things I Learned While Working on the Diva's T's

Seems as though the QC at Moss has slipped a bit over time. Shari Pelic had ordered the ala carte compliment of gaskets and hangers that are sold as separate pieces one must order for an exhaust install. Apparently they haven't updated the list as the compatibility of some new parts does not match that of the old offerings.

The catalog lists a ring gasket as a seal between the muffler and the exhaust down pipe. It just happens that I have an old Abingdon exhaust which if you'll look at the enclosed photos, clearly shows the groove in which the aforementioned gasket is designed to reside. The new Moss flange has no such groove hence the gasket in question would quickly blow out (insert Homer Simpson DOH! here). Also as evidenced by the photos, the flare swedged on the end of the pipe would not allow for a neat installation as supplied. We had to grind nearly 6mm off the end of this pipe just to get the thing to allow installation of the third misfit part that of the 'tapered collar'.

My phone call to Moss was returned two days later and the tech advisor seemed to be unfamiliar with the issue I was endeavoring to describe. I'll send him a copy of this article.





# ***Tires***

"Got safety tubes, but I ain't scared. The brakes are good, the tires fair."

Is this you? Probably. MGers, by and large, are more responsible regarding their vehicle's braking functionality than they are about the condition of its tires and tubes, but each affects the other.

A tire that looks "OK", even looks "almost like new", could fail at speed, and cause you (or a loved one, or a stranger) serious injury or death. Vredestein (a Dutch tiremaker) recommends having a tire professional examine your tires and least once a year once they are five years old, and replacing them at ten years, REGARDLESS of mileage. Other tire manufacturers recommend shorter life-spans, some as short as six years. And that is from the date of manufacture, not your purchase date! Tires degenerate just sitting on a shelf. Really!

Safety tubes? Who me? Unless your MG has wire wheels, you probably run tubeless, probably because your tires say "tubeless" on them somewhere. However, I have never seen a T car road wheel identified as "tubeless", and the wise majority of MG enthusiasts, and the factory, when it existed, recommend tubes; not for originality, but safety. The wheels were designed to be fitted with tubes, but you do what you want.

Rolling on, whether you are driving an old beater Escort, your T, or a brand new Caddy, the only parts of the vehicle that EVER touch the ground are the tires! Think about this.

Many of us have restored our cars. We all know someone who has done a frame up restoration. There are those out there that have spent 20, 30, 40 times as many dollars (or more) on cosmetics as they spent on tires and tubes. Maybe, for the sake of originality, they just "cleaned up" those old bias plies, and didn't purchase new rubber at all. Ask yourself, is this a wise allocation of resources? For an automobile?

Another issue, and, actually, before I found my soapbox, it was the whole point of this little article, is that it is not so very easy to find tire and tubes that properly fit our cars. Stop by Belle Tire, Discount Tire, Firestone, Goodrich, Sears, Pep Boys etc., and no one will have anything suitable in stock. Modern tires are fatter and lower than what we need.

I do not know why it is so difficult to find tires, as the TD, TF, and early MGA used basically (not exactly, but very close) the same size tires as old Volkswagen beetles, and there are hundreds of thousands of those still on the road. I don't get it. TC tires (4.50x19 bias) seem easier to find!

Coker Tire, out of Chattanooga, Tennessee, has the widest TD-TF selection by far, about 15 radials from half a dozen different companies, and bias plies from four. Wide whites abound! The complication is that they are there and we are here. One can order the tires oneself, and pay the shipping, then have a local company mount, balance, and dispose of the old tires. My local Discount and Belle charge \$20 per tire.

One can also have a local tire company (Discount for sure, maybe others) order from Coker. The shipping (and maybe more) is rolled into the price, and one would also pay Michigan sales tax, plus the mounting, balancing, disposal etc.

There are several other good online sites: The Tire Rack (Kumho); Tires Unlimited (Vredestein); and British Wire Wheel (several brands). I have no relationship with any company except as a customer or potential customer. I ordered tires and tubes from Tires Unlimited on a Monday lunchtime phone call and they arrived (from Dayton, Ohio) on Wednesday afternoon. I had them mounted and balanced (per Andy's suggestion) at Utica Tire Service (hand mounting). So far so good.

Some quirks: Belle Tire neither sells tubes nor guarantees tube installation; Goodyear has a contract with Tire Rack, but will not mount/remove tires on wire wheels; Kumhos (very inexpensive, but liked by the Miata boys) always seem to be backordered.

For the record, 155/80 15 is a little skinny, but OK; 165/80 15 is better. 5.50x15 to 6.00x15 is the bias ply range for a standard wheel. Pressed steel road wheels are a nominal 4" wide, as are 48 spoke wire wheels. 60 spokes are 4.5" wide, 72 spoke are 5" wide.

I suppose that driving on your 20 year old tires might be considered a badge of courage, but I hope you will turn chicken. I gave up my 165/80 Michelin XXZs (with twin spares, no less) with only 6000 miles (looked like new!) because they had been on my TD for 16 years.

Good luck!

Cliff Schnell     June, 2008  
*"Hot Rod Lincoln", by Charlie Ryan.*



## Do you know about these .....

[www.british-cars.co.uk/](http://www.british-cars.co.uk/)

Although perhaps old news to some, this website is a U.K. managed and hosted hub for British cars - consisting of at least eleven different marques.

There are many specific MG sites, as our own marque is subdivided: MMM, TA-TB-TC, TD-TF, MGA, MGB, MGC, Midget and Sprite, Y, Z, and more. All sites are ongoing message boards, filled with technical tips, photos, and supplier/parts info, as well as archived tips dating back almost a decade.

I have found this to be an extremely valuable resource. Registration is free.

Cliff Schnell

<http://www.cartype.com/type>

I ran across this website and thought I'd share it with the club. It offers a look at automotive marques past and present, plus posters, advertising and other arcana. It's a great time-killer.

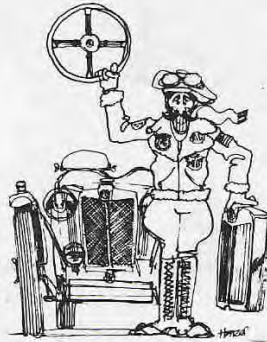
Cary Gersh



Remember when????



## 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.

Rosella Bannister Ann Arbor, MI 48104

734-973-2869 Mobile 734-255-8626

[rosellabannister@hotmail.com](mailto:rosellabannister@hotmail.com)



### For Sale:

Tonneau Cover. TC Black Haartz. Brand new, includes installation hardware. (Moss \$525) **\$350**

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 Generator. Chrome plated body. Fair condition. **\$35**

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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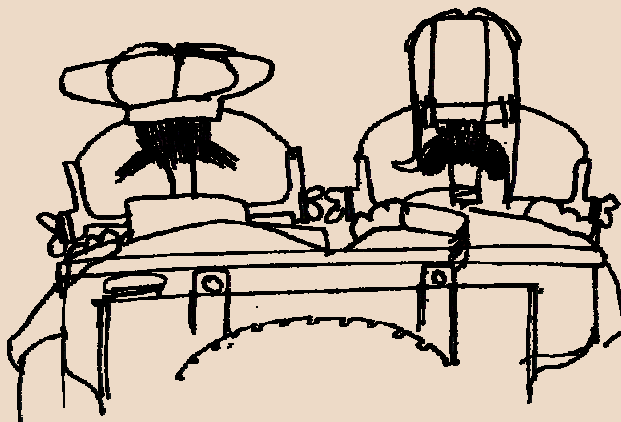
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for more details.



## **MICHIGAN CHAPTER EVENTS**

- JUL 10-13** MG GOF CENTRAL AUBURN, IN
- JUL 13** MAD DOGS & ENGLISHMEN CAR SHOW-GILMORE CAR MUSEUM HICKORY CORNERS, MI
- JUL 14-19** GT33 NAMGAR ANNUAL MEETING- EXPERIENCE THE MAGIC SEVEN SPRINGS, PA
- JUL 16** SUMMER BRITISH KNIGHTS-BRANN'S STEAKHOUSE NORTHVILLE, MI
- AUG 3** MEADOW BROOK CONCOURS D'ELEGANCE AUBURN HILLS, MI
- AUG 5** MONTHLY MEETING-JOHN COWLEY'S PUB FARMINGTON HILLS, MI
- AUG 8-9** UNIVERSITY MOTORS OCTAGON PARTY GRAND RAPIDS, MI
- AUG 9-10** ALDEN SPORTS CAR SHOW ADLEN, MI
- AUG 13** SUMMER BRITISH KNIGHTS-BRANN'S STEAKHOUSE NORTHVILLE, MI
- AUG 16** WOODWARD DREAM CRUISE ROYAL OAK, MI
- SEPT 2** MONTHLY MEETING-JOHN COWLEY'S PUB FARMINGTON HILLS, MI
- SEPT 14** 28TH ANNUAL BATTLE OF THE BRITS-FREEDOM HILL COUNTY PARK STERLING HEIGHTS, MI
- SEPT 17** SUMMER BRITISH KNIGHTS-BRANN'S STEAKHOUSE NORTHVILLE, MI
- SEPT 27-28** AMERICAN'S BRITISH RELIABILITY RUN
- OCT 4** FALL COLOUR TOUR LOCATION TBD
- OCT 7** MONTHLY MEETING-JOHN COWLEY'S PUB FARMINGTON HILLS, MI
- OCT 15** SUMMER BRITISH KNIGHTS-BRANN'S STEAKHOUSE NORTHVILLE, MI