



T TIMES



July 2010 Edition

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.

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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Chairman's Corner

It delights me to see members driving their T cars this year. Rumor has it that by the end of the season, one or two more may be on the road again after a very long absence.

I've attended a few club events in my TD so far this year and although I did not drive it to Ohio (had too much stuff to bring to promote our club's hosting the 2011 GOF Central in Kalamazoo), I have managed to log over 500 miles in the running for the Richardson trophy. We should have more T cars driving and competing for the club trophies, after all, someone is going to be awarded them, so why not you?

I must say, my T car had a wonderful time at the club's Champagne Brunch this year. Thanks again to Beverley Martin who volunteered to host this event for the club. As you can see from the photo below, it was a wild time in Royal Oak that day!



I also attended a Windsor/Detroit MG Club meeting with my T car and was lucky enough to meet Roger

Pratten from Northampton, UK who was touring the USA in his 2003 MG TF 135. Sweet car! Roger was visiting 14 states and Canada during his visit, and if you are interested, you can check out his car and travels at: www.mygraffitsite.freeuk.com/tour_details.html

I gave Roger our club patch, coaster and a couple of copies of our latest T-Times to take back with him. Roger gifted me two dash plaques, one from the Northants MG Owners Club and one he had created for his TF touring the USA and Canada. Nice!



Drive safe out there,
-*Sandy Kuivenhoven* -
Chairman

Events

by shari pelic

Hopefully everyone is enjoying the great weather and driving the T's. I've been having a lot of fun at this year's events. A lot of new T cars out on the road and a lot of new faces.

This is a "CALL OUT" for anyone planning on going to the Alden Car Show. We are looking for people to caravan with - T cars or anything else. Andy Hanzel, Sandy and I are going up on Friday August 6th and returning Monday August 9th. Andy is returning on Sunday. We would really like some more company. The car show is the 8th. It's a really great drive and a lovely British Car Show in the park. You can find out more information about it at www.twinbaybrits.com. Call Andy Hanzel, myself or Sandy if you are planning on attending. We'd like to plan a barbeque or something.

We need to start getting a head count for the Fall Color Tour at MIS. I know it's still a couple of months out but I need to start giving the facilities numbers. We blocked rooms at the Brooklyn Super 8 - see the pages later in the Newsletter for contact information about reservations. We are planning on paying for the Buffalo Ranch with the Events Fund, but the BBQ Dinner will be catered at a cost of \$25.00 per person. I would like to give the caterers a count by the beginning of September. Lots and lots of Ribs, Chicken, Pork, etc. I have arranged to have a photographer film the cars driving around the track and supply DVD's to everyone. Hopefully the Events Fund will continue to grow so we can cover those costs too.

Remember that every Monday evening there is the 'Cruis'n the Grand Monday Night Car Show' at the Village Common Shopping Center in Downtown Farmington. All types of

cars, hot rods, motorcycles - very causal, lots of Oldies music and door prizes. No fees.

A date for the Hibernation Party had be secured - January 22, 2011, at the same place as last year - Carl's Cabin in Plymouth. More information (times, cost) will be forthcoming.

Battle of the Brits is being held in Orchard Lake again this year. Information (including on-line registration) can be found at www.detroittriumph.org. Another wonderful British Car show where the MG's are sure to bet out the Triumph again!

If you have any other event you would like us to promote or set up, please let me know.

2010 Events Fund \$123.50
(from 50/50 raffles)

EVENT	# Members	# T Cars
March Meeting		2
April Meeting		2
April Tech Session	25	6
May Meeting		4
May Tech Session	18	4
June Meeting		9
Motor Muster	16	6
GOF 2010	10	5
July Meeting		5
Mad Dogs	11	5

Champagne Brunch

May 16th, 2010



Melton's 1945 TC



Gersh's 1952 TD MKII



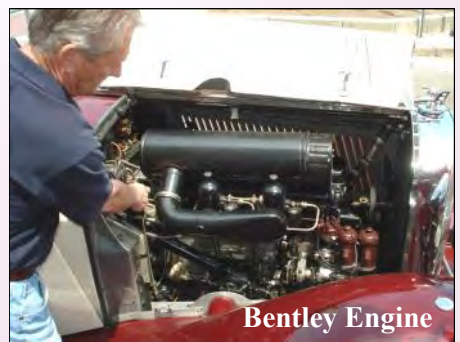
Marshall's 1951 TD



Rolls Royce



Bentley



Bentley Engine



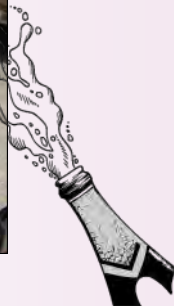
Photos by Richard Quick



Jag



Motorcycle



The Band



Thomai & Cary Gersh

Everyone had a wonderful time, with a very special thank you to Beverley Martin, for hosting and making this a fabulous club event.

The New T Club Coasters



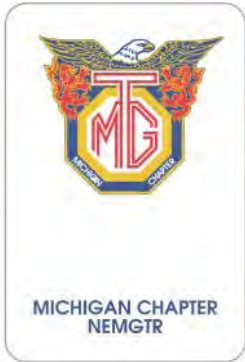
This year we added a new 'prize' for attending events. It's a black leather coaster with gold printing.

Here are the rules (subject to change) as they are now:

1. One Coaster for a member attending a Tech Session and Driving a MG.
2. One Coaster for a member attending a Club Meeting and Driving a MG.
3. One Coaster for a member attending an Event - whether or not you drive your MG.
4. Special Recognition.

LET'S SEE HOW MANY YOU CAN COLLECT !!!!!

Name Badges



The badges cost \$8 for a pin back and \$10 for a magnet back. The magnet back is very nice for those people who don't want to poke holes in clothing. They are also easier to get on straight.

Your first name is engraved larger than your last to make it easier for people to read it when you are in a large group

If you would like one send me the name you want printed via email and a check via mail in the appropriate amount.

Tom Sorensen
226 Dexter Street
Milan, Michigan 48160

Don't Forget To Get Your Club Patches

The Club Patches sales are off to a good start. They measure 5 inches (wing to wing) by almost 4.5 inches top to bottom. Perfect for jackets, lawn chairs, car towels, etc.

The patches were privately funded. The profits will be donated to the Events Fund (see Events page for details). Cost is only \$5.00 per patch. Patches will be available to meetings and/or contact Lou VanKoningsveld or Shari Pelic to purchase yours.





NEW MEMBERS



Carole Marshall
of Pinckney, Michigan
with her 1951 TD



Frank & Judi Blaydon
of Milford, Michigan
with their 1950 TD



Bob & Lenette Ruzzin
of Wyandotte, Michigan
with their 1952 TD



David Deno
of Kalamazoo, Michigan
with his 1951 TD Red

Michael & Gail Liberty
of Fenton, Michigan
with their 1952 TD Red
and 1953 TD Red

G O F

C E N T R A L

2011



**JULY 28th-30th
KALAMAZOO,
MICHIGAN**

M k X X X I I I

Our club, the Michigan Chapter of the New England MGT Register will be hosting the 2011 GOF Central in Kalamazoo, Michigan on July 28th-30th.

We will be staying at the Clarion Hotel, 3600 East Cork Street in Kalamazoo, (269-385-3922 for reservations with a room rate of \$94.99 plus tax per night).

The car show will be held at Gilmore Car Museum in Hickory Corners on Friday, July 29th.

We will be visiting the Kalamazoo Air Zoo on Saturday, July 30th, with the banquet to follow back at the Clarion Hotel in the evening.

We will need all club members to consider volunteering to help host this event, so please watch your e-mail for further updates. Also we would appreciate donated items for the auction for this event. And let us not forget the most important part, let us all have our T cars up and running for an excellent showing at our event!



June 6th, 2010
Flooded - Cancelled



The only three cars that did show up anyway...



EVER WONDERED WHY?

Have you ever wondered why the Brits drive on the left and many other countries drive on the right? Well here's some reasons why. In the Middle Ages when people walked on the violent feudal roads of the day, the best position for using the sword for self preservation was to be on the left, and as most people were right-handed, this was the best angle to draw the sword from its scabbard. This was supposedly formalized by Pope Benefice VIII around 1300AD when he instructed pilgrims to keep left on their way to Rome.

Ancient ruts found in a quarry in Southern England show Roman chariot wheels dug deeper on the right side as they were leaving the quarry heavily laden, and the empty carts returning to the quarry were on the left and therefore left shallower ruts.

In England in 1756 there was an Ordinance passed declaring all traffic using London Bridge would pass on the left, and nothing really changed again until 1773, when the

General Highway Act was passed, due to the large increase in horse traffic.

In 1835 the General Highway Bill made it law that all traffic was to keep to the left. Due to the expansion of the British Empire, the colonies also drove on the left, and most still do today - the exception being some of the African nations who gained independence and changed over to the right. The odd fact that Japan drives on the left, is thanks to Britain's „Gun boat diplomacy’ in the 1850’s. Sir Rutherford Alcock as Queen Victoria’s representative persuaded the Japanese Court to adopt the “Keep Left” rule.

France, being Catholic, followed the Pope’s edict for pilgrims, but in the build up to the French Revolution apparently the aristocracy drove their carriages at high speeds on the left, and this forced the peasantry to flee to the right as a means of survival on the roads. During the French Revolution, the aristocracy (those

who still had their heads) joined the peasants on the right. The “Keep Right” rule was introduced in Paris in 1794, and Napoleon enforced this as he marched throughout Europe.

As far as America goes in the early colonial days traffic moved on the left, and then the left/right dilemma was largely solved by the War of Independence. General Lafayette recommended the “Keep Right” rule as part of the help he gave in the build up to the war. Also there is an agrarian aspect to the gradual change to the right. It had become common practice for farmers to haul huge wagons laden with farm products, and these were pulled by several pairs of horses. There was no driver’s seat on these huge wagons, so the driver sat on a horse at the left rear, (this would place him more in the centre of the road) keeping his right arm free to lash the team. The first reference to “Keep Right” rule coming into law took place in 1798, and this covered the Lancaster to Pennsylvania turnpike, other states following suit at later dates.

Now Canada. Well Ontario and Quebec have always driven on the right due to their French immigrant

roots, but in the areas such as British Columbia, and the Atlantic provinces settled by the British, traffic moved on the left, switching over in the 1920’s, Newfoundland hung out until 1947 when they finally succumbed and joined the rest of Canada.

As for Europe, Germany forcibly changed Austria in 1938, and Czechoslovakia in 1939, then Sweden finally changed over in 1967. Today the countries that had any historical ties with Britain still drive on the left, e.g.: Australia, New Zealand, most Pacific Islands, Malta, Malaysia, Hong Kong, Singapore, most Caribbean Islands, Seychelles, Mauritius, Nepal, just to name a few. So there you have it.

Adrienne Wilson

May 2010 Octagram

Official Publication of the

West Michigan Old Speckled Hen
MG Club



Meet Bridget!

I have always liked 'T' cars. When I was little I remember getting a Dinky Toy MG TD. It eventually lost all of its red paint due to many hard miles and little maintenance. Fast-forward to my freshman year at Michigan Tech. My dorm room was decorated with the usual posters, but my 'pinup' was the centerfold from Road & Track magazine, a British Racing Green MG TC. Fast-forward again to Denver, Colorado, where I worked in the parts departments for MG, Jaguar, and Triumph dealers. I found a '66 Midget at a wrecking yard that I tore apart and rebuilt. The last time leap is a move back to Michigan with the Midget in tow. It did not like that at all and was never the same...

June 2004 found me working at an environmental consulting firm in Auburn Hills. A co-worker remembered I liked MGs and offered to sell me his dad's car. We had discussed the car several years earlier... It was a right hand drive 1953 TD. Oh my.

The rule at my house is that I can have one project car at a time. By then I had a '53 Ford that had replaced the '66 Midget. When I got home, I told my wife about it and said my brother might be interested. She told me, "You have to buy it." I said, "Yes, dear." We've been married almost 30 years and I didn't want to argue with her!

We went to Saginaw the following Saturday to look it over. It had been stored in a shed for 20+ years, but was outside, in the sunshine, on inflated tires. The car was solid and complete, numbers matching, but very neglected. I found out later that it had been banged up a little and repaired on the right side, and there was just a touch of rust-through on the panels below the doors (behind the running boards), and the driveshaft tunnel.



Almost all of the wood was in acceptable condition. The engine was seized, the brakes were no good, and it looked like it had been rewired by a drunken chimpanzee.

We trailered it home, and it spent the winter outside under a tarp. Remember, I had to sell a '53 Ford to make room in the garage. That one finally went out the door in May 2005 and in went the TD.

During spring and summer 2005, I rebuilt the brakes and coaxed the engine back to life. I was able to drive it up and down the driveway a couple times before the engine started making nasty noises. It went back into the garage, I took a deep breath, and disassembled it to the frame.



Over the intervening years, I have rebuilt the engine (the nasty noise from before was due to the usual XPAG cam/lifter pitting), spiffed up the frame, differential, transmission, steering, and suspension. I added an MGB front sway bar, then stripped and repainted the body. Originally it had a red exterior with a red interior. When I brought it home, it was maroon metallic with a black interior. Stripping the body for repairs and paint revealed, in reverse order – maroon metallic, silver, white, red, and finally the original red. It is now a Volkswagen color from the 2000 New Beetle, Vapor Blue, with a dark blue interior.



I found a company that makes a dark blue hood and can send me bulk material so I can redo the side curtains to match. I uncovered

one piece of the original red upholstery that I'm going to put on the inside of the glove box door.

My niece saw the car in pieces in the garage last summer, and I told her that it needed a 'proper' English name. I didn't know whether the car was going to have a masculine or feminine personality, but after careful consideration, she was christened 'Bridget', the MG TD Midget. I think she and 'Pugsley' will get along famously.

This project has been done on a shoestring. Thanks to Lou, Shari, and Eric who have contributed parts, and I've picked up a few parts for free/cheap along the way. Except for some machine work, instrument repairs, and powder coating that I've had to farm out, I've done all the mechanical, body, electrical, and interior work. I'm getting very close to starting the engine for the first time in 5 years. The plan is to have her running and reliable for the Fall Color Tour/laps at MIS this October. The only improvements I want to do some time in the future are to have the brake cylinders sleeved, and to fit an MGA ring and pinion so Bridget will have longer legs.

She's not perfect, and I never expected her to be. The goal is reliability over cosmetics because I don't want to be afraid to drive her. It's getting really exciting to almost have her back on the road.

One last tidbit – after some research, I found out she came off the assembly line in Abingdon-on-Thames three days after I was born. It looks like we were meant for each other.

Safety Fast.

Tom Sorensen and 'Bridget' (TD22927)



T-Club Meeting

June 2st, 2010



British Car Week was from May 29th - June 6th and all British car owners were encouraged to proudly drive their vehicles. The June monthly meeting was held during that time and what a great turn-out of vehicles on display.

British Car Week began back in 1997, when Road & Track May edition promoted the first annual tradition of driving classic British cars the last week of May. This special week is a calling for all British car owners to get their machines out of the garage and onto the roads and byways throughout their corner of the world, and give these timely classics of the past the exposure they so deserve.

The Michigan Chapter, it can safely be said, did it's part to share the enthusiasm for our beloved and cherished cars of the past.

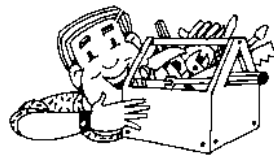


George & Rita Patrick's Ride



Photos by Shari Pelic

TECHNICALLY SPEAKING COTTER PINS



An assortment of cotter pins is of some use to the mechanic who performs general automotive repairs. For the "T" series enthusiast, these assortments are of little value since one always needs the same size over and over.

The useful sizes are quickly used up and one is left with the bulk of the assortment which is of no use at all. Why not buy a box of each required size and forget the rest.

A cotter pin must be a snug fit in its hole and be bent over in such a manner so that it is tight. If it is loose, it is guaranteed to rattle around and wear from the vibration of the engine. It will soon wear through and fall out; I have seen oil sumps cluttered with cotter pin pieces from the main bearing caps and the connecting rod caps.

If cotter pins are not installed correctly - that means tightly - don't bother to put them in because they just go to wear in half and drop out.

After you install one, try to wiggle it back and forth with your thumb. If it moves at all, pull it out and fit a new one.

Below is a list of cotter pin sizes for the TD-TF, buy a box of each.

The first number refers to the diameter of the cotter pin, and the second to the length.

7/64 X 1	Main bearing studs
3/32 X 1	Connecting rod bolts
1/8 x 1 1/2	Front axle
5/32 X 1 1/2	Rear axle
3/32 X 3/4	Clevis pins (Clutch linkage)
1/16 X 3/4	Buy brass cotter pins for the carburetor. Buy steel cotter pins for the torque reaction link.

Article by Carl Cederstrand
Taken from the February 24, 1976 issue of the "Octagon Topics" and also seen in the Fall of 1980 edition of the T-Times.

Blast from the past, but still good information for everyone.



Checkerered Flag Tour



a.k.a. Cliff Schnell Fall Colour Tour



October 9th & 10th, 2010

Gentlemen (and women) start your engines! The Fall Colour Tour has been renamed for this year. This year we are calling it the CHECKERED FLAG TOUR. (Due to availability of the track at Michigan International Speedway we had to move the tour up to October 9th-10th, 2010.)

The agenda for the weekend is to drive to Brooklyn Saturday morning. The T Cars will run laps around the race track at Michigan International Speedway around noon (maybe a little friendly competition). And if this wasn't enough, we will then do a short drive to the all famous Buffalo Ranch where we will be wagoned back through the fields to feed the buffalo. Supper will be catered by the even more famous BBQ Shack (mmmmm, mmmmm good) - cost will be \$25.00 per person. We drive home Sunday. Room have been blocked at newly renovated Brooklyn Super 8 (see next page) - just mention you are part of the MG Club. There is also a Bed & Breakfast, Dewey Lake Manor in the vicinity if you wish to stay there.

Of course everyone is welcome—whether you drive your T Car or not, it will be a lot of fun. So come for all, or part of the trip. (The laps on the race track will be limited to the T Cars.)

As time gets closer, we will post more details.



Michigan International Speedway
12626 US 12
Brooklyn, Michigan 49230
www.mispeedway.com



SUPER 8 HOTEL

Super 8 Brooklyn

M-50 and Wamplers Lake Rd
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www.Super8.com/Brooklyn

Rooms \$65



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(517) 563-8249
www.horsesandbuffalo.com



MOTOR MUSTER 2010

Greenfield Village-Dearborn, Michigan

June 19th-20th, 2010

This year's Motor Muster was a grand event. Wonderful weather, and over 500 cars from 1933 to 1973. This year they pay homage to the 1953 GM Futurliner. Also highlighted was the American compact car, including the Ford's Falcon, the Plymouth Valiant and the Chevrolet Corvair. There were also trucks, motorbikes and bicycles to enjoy at this event.

Several of the club brought out their vehicles, while other just came out to enjoy the cars. Among members present this year were Roger Melton, Beverley Martin, John Gervasi, Lee Jacobsen, Bob Leinen, Dave Miller (sorry Dave, did not get a photo of your 1953 TD which was there on Saturday), Eric Richardson, Bob & Lennett Ruzzin, Doug & Chris Richman, Tom Booth, Sandy & Larry Kuivenhoven, Gene Ledbetter, Frank & Rhonda Ligon, George & Rita Patrick, Rick Peet, and Shari Pelic.

Special thanks to Roger Melton for organizing the Saturday dinner for the group present at the Eagle Tavern, always a nice time.

So if you did not attend this year, put it on your calendar for next year. The car show is perfect place to take the family and/or friends. Always on Father's Day week-end, the Village is the place to be.



John Gervasi -1965 Mustang



Frank Ligon-Jag



Shari Pelic-1949 TC



Roger Melton-1945 TC



Bob Leinen-1948 TC



Lee Jacobsen-Jag



Bob & Lennett Ruzzin-1952 TD



Sandy Kuivenhoven-1951 TD

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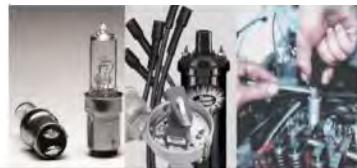
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MG SERVICE



T Club Member, Tom Sorenson, is looking to take on some MG repair/service work. Call for details.

Safety first!

Tom Sorenson
(734) 439-5691



MICHIGAN CHAPTER EVENTS



Aug 3 Monthly Meeting - BRASS POINTE (Farmington Hills)
(Parking Lot Games)

Aug 8 Alden Car Show

Sep 7 Monthly Meeting - BRASS POINTE (Farmington Hills)
Sep 12 Battle of the Brits
Sep 18 Oktoberfest (Frankenmuth)

Oct 5 Monthly Meeting - BRASS POINTE (Farmington Hills)
Oct 9-10 Checkered Flag Tour (Brooklyn)

Nov 2 Monthly Meeting - BRASS POINTE (Farmington Hills)

Dec 7 Monthly Meeting - BRASS POINTE (Farmington Hills)

Jan 22nd Hibernation Party (Carl's Cabin)