



T TIMES



August 2014 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 \$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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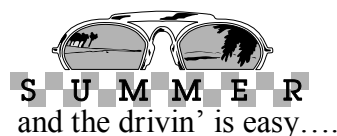
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Chairman's Corner



There has been several events under some car's fan belt already this year. Motor Muster brought out some of our club's best (both vehicles and people). And there was the New England GOF in Vermont and Mad Dogs & Englishmen in Kalamazoo, again, good times as you will see from looking through this edition.

And I am pleased to announce, my 1951 MG TD has a glove box once more (and yes, it is filled with "stuff" again). It was pointed out to me by fellow member Bruce Mann however, the radiator hoses are not looking too good so the repairs continue... Eventually I think I could replace the entire car if this sort of thing goes on.

My TD is back in the storage unit and not too much driving in its future, but thank goodness, other club "T" cars are making up for that. Wonderful showing of vehicles at the monthly meetings and to the mini-events afterward. Last month's trip to the dairy for ice cream, big hit. August meeting involves desserts (British puddings) and valve cover racing, again, should be an excellent time.

Later,

-Sandy Kuivenhoven-



RUNNING SQUIRREL **WINS IN VERMONT**



Valve Cover Racer Running Squirrel (her given Indian name) ventured off to the New England GOF MK 95 in Middlebury, Vermont in June. She numbered up as #11 for the valve cover races and did not disappoint. Decked out in her stylish chains with authentic Indian head buffalo nickels and a twinkle in her eyes, she was ready for the competition.

The racer inspections initially brought bad news as she was too tall and they wanted her head removed, that was just not going to happen. Then she had to go to the weight scales, not pleasant for any lady. So she qualified for the "Outlaw Class" and raced on a "very challenging" track to say the least. Even losing a wheel in one race did not detour her from her first place victory. Way to roll Squirrel!

At the awards banquet, Running Squirrel was represented by T-Diva Shari Pelic who was surprised and proud to not only accept the "First Place" award in her class but also "Beauty" award as well.

Shari brought Running Squirrel home along with her two Woodbury Pewter Handcrafted Cups engraved with the New England MG "T" Register's 50th Anniversary logo on them. Snazzy! They will be placed along side her other trophy won at the 2011 GOF Central in Kalamazoo, Michigan many years ago.



But there is no rest for the Award Winning Running Squirrel, she has her buffalo horns set on the Alden Sport Car Show/Valve Cover Races Challenge where she looks forward to the next race....

NEW T-CLUB MEETING LOCATION

The T-Club is changing it's membership meeting location (starting immediately) to:

Archie's Restaurant
30471 Plymouth Road
Livonia, MI 48150
(734) 525-2820

This location is approximately 9 miles south of our previous meeting location and will now offer us the following : Parking our British Beauties on a half circle drive in front of the restaurant, Full Service of Meal and Beverages from the menu, Displaying our Club Banner in front of the restaurant, and a Banquet Room that seats 70 (since our meeting attendance is continually growing).

The meetings will still be on the first Tuesday of every month, meeting will still begin at 7:30 P.M. (**except July when it begins at 7:00 P.M.**) but everyone is encouraged to arrive early for dinner and conversations with fellow members prior to the meeting. For further information on Archie's (menu, directions, etc.) check out their website at:

www.archiesrestaurant.com



Ice Cream after July Meeting



Thanks to Lee Jacobsen, who created a mini driving tour through Hines Park to Guernsey Farms Dairy in Novi after our July Monthly Meeting. Seven MG's, a GTO and several street cars attracted a crowd while members lined up for the famous Guernsey Farms ice cream inside. Great way to celebrate National Ice Cream Month.

(Thanks Chris & Z for the pictures.)



Jim Pesta's Tech Report

This month's tech article is going to be a little different.

Every year, during the driving season, when we are on the road with our cars, and there is a breakdown, there is usually someone new to the traveling group and they wonder why we carry so many obscure parts with us, or how did we know to carry a spare lower carb float bowl mounting bolt?

History is what tells us. Almost all of these parts have been used on a previous travel repair done on the road. They range from thrown fan belts to doing a valve job in a Albert Lee, Minn. motel bathtub, to a complete engine swap at a motel parking lot in Alamosa, Co., to fabricating a Lock tab for a TC rear axle under the table at the Holiday Inn restaurant next door to the Corn Palace, in Mitchell, South Dakota.

I've driven a lot of miles in a T car with others and have been involved in many breakdowns repairs along the way.

If you are going to be driving your T- car a large amount of miles; you should not live in fear of a breakdown.

DON'T BE AFRAID, BE PREPARED

The following few paragraphs were written by Dave Zyp after the Ocean to Ocean T Tourist Trophy trip we both completed in 1985.

Dave had already owned his TD for about 8 years and had already clocked over 20,000 miles on it by 1985.

On the other hand, I met with Hank Rippert who organized this trip, the year before it was scheduled to transpire. It became abundantly clear that this was going to be an opportunity that I could not pass up. I loved the idea of making this trip in a T-car.

The problem was I did not own a T-car so I had to purchase my TF 1500 specifically to participate in this adventure. We prepared our cars together and planned our spares and tools to be able to handle most anything on this 6,000-mile trip.

Dave has a MG parts business specializing in T-cars. On this trip, he was joining with about

100 of his MG friends not only from the United States but all over the globe. As a result of the trip, his business expanded from a regional to a national and international client base.

During those years, I would help him whenever he got too busy to do all the work himself. I credit Dave for showing me what these cars needed in order to keep them functioning properly in a reliable condition on the road.

Dave wrote;

"I know that everyone has a different way of traveling and always seems to get by when a sticky situation arises. But I like to be prepared and want to be able to keep going. There is no substitute for a well-prepared car, both, with how it was built and how it is maintained, both of which will determine how it will take care of itself on the road."

The New England MGT Register's Ocean-to-Ocean trip started a string of long distant trips for, T cars, to Alaska, Canada, England, Nova Scotia, and various spots throughout the States during the following years.

The Tools and Parts list was provided by Motor Good Automotive in 1986.

"As I have said many times, the cars that are being put on the road for a long trip should have at least 1000 road miles on the clock before they even leave home for the starting line. No brand new engine should be starting a long trip unless it is well broken in."

"On the Ocean to Ocean trip there were cars that suffered from freeze plugs blowing out, new clutch pilot bushings making noise, camshafts giving out, and many bolts or nuts coming loose causing adjustments not staying fixed.

Report Prepared by:



MG Services
349 Glenroy Ave.
Cincinnati, Ohio 45238-5762

In short, usually during the first 1000 miles a new engine or a car, for that matter, can succumb to Murphy's Law. So please drive the cars and get them to prove themselves before you start.

Although it makes for great stories, it is really not very much fun to be fixing the car on the side of the road."

"I know that the following list seems to be a lot and is a very complete list of spare parts; I will carry every part on the list. I carry two 50 caliber ammo boxes in my car filled with spare parts at all times. I carry the same boxes where ever I go, no matter if its across town or cross country.

As far as I'm concerned, the spares have become part of the car. It may seem that I am harping on the point to carry spares. Even if you have no idea how to fix the car yourself, when you have the parts to repair it when it breaks down, then one of your traveling companions or a local mechanic can get you back on the road because you are well prepared.

On a trip to Cape May, New Jersey it was clear that many cars left home without proper spares aboard. The parts that I loaned to people they should have had with them. The parts I supplied did not come from my store stock but from behind my seat in my spares box. Please understand I do not mind giving my fellow drivers a spare part. I will do that in a heartbeat. Lord knows many have helped me when I was in trouble. But by not having your own spares you only exposes the donor to not being able to deal with his own problems if he breaks further down the road. Without the parts it is most inconvenient to break down. It also seems that whenever I travel with groups the cars have sympathy breakdowns. Many trips have had part failure themes. If one fuel pump fails then half of the fuel pumps in the caravan will fail, again Murphy's Law.

A trip is an adventure in motoring but should also be a study in survival. When you are on the road, the parts suppliers are usually a long way away, so please be prepared!"

Most of the parts and spares are listed as assemblies. The theory here is that it is easier to replace a part than try to repair a

component on the road. Almost always it is dark, wet, or both. When the mishap occurs. Example, a water pump pulley seldom falls off but needs to be pressed off and many times when doing that it will break. So have both the pump and the pulley assembly already together to be installed as a complete spare part.

Most of my experiences are with TD's and TF's, I have tried to remember what some of the TC problems were and suggested spares for that model.

This is a very important part of the discussion! If your car has been modified from stock; and stock repair parts do not fit your car, you must be aware of what parts that you would need to repair your modified car. Superchargers, custom axle shafts, disc brakes, special oil filters, etc. could cause some real problems on the road.

The first and foremost tool that is the required; Local club directory, and if your travels take you outside of your local area; a National club directory. The people in these directories could not be willing to help out another T owner who is out on the road, away from home, and in trouble. Not only may they have what you need to make your repair, if he doesn't he will know where to get it close by.

These two lists are only a suggestion, you can make up your own list after you have been a couple of trips and see what others need for repairs.

I know that everyone reading this is not capable of doing all of the repairs associated with these tools or parts. If you have the parts it doesn't matter if you can't do the repair someone who knows what they are doing will need them anyhow.

JIM HAS OFFERED TO ANSWER REPAIR / SERVICE QUESTIONS FOR OUR CLUB MEMBERS.

**DIRECT YOUR QUESTIONS TO:
spelic@simplexgrinnell.com. YOUR QUESTIONS WILL BE PROMPTLY ANSWERED VIA EMAIL AND THEN SHARED WITH THE REST OF OUR CLUB IN THE NEXT NEWSLETTER. THANK YOU JIM !**



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Motor Good Automotive

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513-922-8076

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Tools and Traveling Spares

DON'T BE AFRAID, BE PREPARED

Tools carried in each car

Fire Extinguisher!!

1/2 drive socket set	1
12 volt drop cord	1
3/8 socket set	1
6' gear puller	1
Allen wrench for wind wings	1
1/2" Breaker bar	1
Combination wrench set	1
Hacksaw blade with handle	1
Ignition file	1
Jet centering tool	1
Lead hammer	1
Punch set	1
Tire irons	2
Tube cutter	1
Valve lapping tool with compound	1
Valve spring compressor	1
Vise grips	1
Volt/ ohm meter	1
1/4" steel rod (rear axel tool)	1
3/8" diam. cotton rope 6 feet	1
Spark plug socket	1
Socket nut for rear axel nut	1
Nylon Stocking (color optional)	1
Correct repair manual for your car	

Tools carried by the group

12 volt air compressor	1
8" gear puller	1
Brake cylinder hone	1
Clutch pilot tool	1
Come-a-long with sling	1
Cordless drill	1
Drop cord	1
Tap and die set (Metric fine)	1
Torque wrench	1
MISC.	
8mm X 1 bolt assortment	20
8mm X 1 nuts	20
8mm washers	20
1/4" Wit bolts	10
1/4" Wit, nuts	10
5/16" Wit bolts	10
5/16" Wit. Nuts	10
Assorted cotter pins	10
Bars stop leak	1
Duct tape	1
Gasket cement	1
Lapping compound	1
Mechanic's wire	1
Rubber bands	1
Misc., Electric wire	1
Tire chains	1
Rain gear	1
Tow line	1
Brake fluid	



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Tools and Traveling Spares

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1 5/8" rubber expanding core plug	1
Generator with pulley installed (MGA)	1
Main bearings (to match your crankshaft)	1 set
Rod bearings (to match your con. rods)	1 set
Valves for your cylinder head (intake & exhaust)	2

The following parts are identified by the Moss part numbers. There are many other suppliers we just use these numbers just to identify them.

142-000 Regulator	1 All	180-470	Rear Brake cylinder	1 TC
143-200 Coil	1 All	180-620	Front Brake cylinder	1 TD,TF
120-700 Rear axle seals	2 TD,TF	180-910	Master Cyl. rebuild kit	1 All
121-200 Oil seal	2 TC	180-840	Flex Brake hose	1 TD,TF
125-100 Bearing generator	1 TD,TF	180-850	Brake hose rear	1 TC
125-200 Bearing generator	1 TC	180-860	Front Brake Line	1 TC
141-700 Brake light switch	2 TD, TF	180-900	Mas Cyl. Rebuild Kit	1 TC
147-100 Brush set	1 TC	180-920	Rear Wheel Cyl. kit	1 TC
147-200 Brush set	1 TD, TF	180-930	Front Wheel Cyl. kit	1 TC
147-600 Bushing	1 TD, TF	181-070	Steel Brake line	1 TD,TF
148-000 Bushing	1 TC	182-130	Brake shoes	4 TD,TF
151-800 Rotor	1 All	190-280	Clutch cover 8"	1 TD,TF
152-110 Spark plug (1/2")	4 TC,TD	190-290	Throw out Bearing	1 All
152-120 Spark plug (3/4")	4 TD, TF	190-420	Clutch link	1 TD,TF
152-200 Points set	1 All	266-420	U-bolt	2 TD,TF
153-000 Distributor cap	1 All	311-758	U-bolt nuts	2 TD,TF
163-900 Condenser	1 All	268-060	U-joint	1 All
146-700 Fuses	2 All	294-400	Axle Gasket	1 TD,TF
171-618 Wires, nuts, etc.	1 All-	297-708	Gasket set 1250cc	1 All



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Tools and Traveling Spares

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297-908	Gasket set 1500cc	1 TF	297-008	Gasket set	1 TC
298-108	Gasket set	1 TD	298-208	Gasket set	1 TF
298-308	Gearbox set	1 TC	298-408	gearbox set	1 TD,TF
453-220	Axle Shaft	1 TD,TF	310-590	Axle nut	1 TD,TF
311-200	Cyl. head nut	2 All	328-780	Cyl. head stud	2 All
321-268	Rod bolts	2 All	321-338	Dr shaft bolts	1 All
324-760	Copper washers	4 All	324-968	Oil In washers	1 All
325-120	Clevis Pin	2 All	325-130	Clutch Pins	2 All
329-310	Return Spring	1 All	330-040	Pilot Bushing	1 All
370-010	Carb. Float	2 All	370-120	Carb bolt	1 All
375-258	Carb rebuild kit	1 All	376-060	Oil flex line	1 All
376-070	carb to carb fuel line	1 All	376-090	Carb to pump	1 All
376-990	Fuel Pump	1 TC,TF	376-040	Fuel Pump	1 TF
424-420	Top Rad. Hose	1 TF	326-388	Top Rad. Hose	1 TC,TD
433-108	Lock tabs	1 All	433-330	Push Rods	2 All
433-350	Tappet (used)	2 All	433-618	Side cover set	1 All
434-010	Water Pump	1 All	434-060	Wa. Pmp pully	1 All
434-120	Fan Belt	1 All	434-438	Bott Rad hose	1 TC,TD
434-448	Bott. Rad hose	1 TF	435-350	Oil Filter	1 TD,TF
435-360	Oil Filter	1 TC,TD	435-440	Oil Line to filr	1 TC
435-460	Oil line to block	1 TC,TD	435-460	Oil Line bolts	2 TC,TD
435-490	Oil line bolt	1 All	435-500	Oil Line bolt	1 TC
435-548	Solid oil line to gauge	1 All	453-210	Rear axle	1 TC
454-410	Inner tube 19"	2 TC	452-765	Inner tube 15"	2 TD,TF
264-368	steering bolts/rubber	1 TD,TF			

Used

Knock offs one each side	2 All
complete cylinder head with valve job	1 All
Set con rods	2 All
Distributor complete	1 All



24th Annual Show



Mad Dogs & Englishmen

Gilmore Car Museum, Hickory



By shari pelic

If you haven't been to the Gilmore Car Museum recently, you should have come out the Mad Dogs & Englishmen Car Show this July. We had perfect weather for the event this year - no rain for the show, that was I first I think. And almost all of the new buildings were open with the new exhibits. If you're like me, I never get a chance to view the collections of magnificent cars in the buildings due to being too busy talking to people around my car. But this year, I went as a spectator and it was fabulous though I did really miss having my TC there.

I tagged along with Lee Jacobsen and Gene Ledbetter who were trailering Lee's 38 SA Tickford (better known as the Big Green One). Once we arrived there and freed the Tickford from the trailer, we hooked up with Bill & Dawn Hirsch and their recently back on the road, 53 TD Mk II. (Bill & Dawn are putting on the Second Annual Corn Maze Race again this year - see page ?? for more information on that.) Terry Frisch was there with his 34 Vauxhall and I also saw Rick Peet (car ??) in passing. Rumor had it that former Chairman, Andy Hanzel was there, but I failed to find him among the crowds.

Although it seemed like there were less cars this year (only 5 T's), we still had a great time talking with everyone and looking at a field of British. I personally loved dragging Mr. Ledbetter through all the buildings, viewing all new collections of vehicles, like the 'Hot Rods', Race Vehicles" and even the "Franklin Collection". (Who knew that there were that many types of Franklins? I personally didn't even know what a Franklin was until the Vermont GOF.) Thanks, Gene for giving me lots of information on the cars. (That man knows his cars!)

Our club did us proud again. Lee Jacobsen's Tickford won 1st Place in the "MG Pre 1956" category and Terry Frisch's Vauxhall's won 2nd Place in the "Other British to 1964" category. Congrats Lee & Terry - Woof, Woof ! (that's British Bull Dog language for great job.)



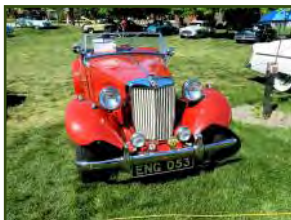
Motor Muster 2014

Our club invaded the Motor Muster's almost all American 700+ vintage car show with British beauties. John & Marilyn Engfehr brought their 53 TD, John & Mary Gervasi their 52 TD Mk II, Lee & Karen Jacobsen their 38 SA Tickford & 52 Jag 120, Ken & Melody Klemmer their 51 TD, Roger & Beverley Melton their 45 TC, Dave & Jean Miller their 53 TD, Shari Pelic her 49 TC, Bob & Lenette Ruzzin their 52 TD, Edmund & Chris Szelap their 52 TD & 78 Clenet, Dirk van den Muijsenberg his 48 TC. And if that wasn't enough, some members also brought some American beauties too - Melton's Dodge, Doug & Christine Richman's Kaiser Darrin, Eric Richardson's 41 Ford Jeep & Jacobsen's 47 Packard.

Club members without there cars also enjoyed the show; George Patrick, Tom & Lois Booth and Gene Ledbetter.

Saturday night dinner at the Eagle Tavern sent us back in time to the 1830's where we enjoyed a wide array of interesting conversations. We learned that Sarsaparilla was just Root Beer and contrary to popular belief, Melody was NOT drinking alcohol that night, that's just her bubbly personality.

The only award that our club took this year was Dirk's third place in the 1940-1949 category. (Bob would have been proud.) Congrats Dirk!





My First New England GOF

**GOF MK 95
50TH ANNIVERSARY
Middlebury, Vermont
June 18-24, 2014**

By shari pelic

People have all kinds of opinions when you mention a New England GOF - and they are not shy about telling you all about them. I heard everything from "They know how to do it up right" all the way down to "They are very snobby and unfriendly". I had to go see for myself. So I hitched with Lee Jacobsen, Gene Ledbetter and George Patrick in Lee's Jeep trailing his 38 SA Tickford.

We started out Wednesday morning in the POURING rain - you know it's done right when this happens. After we loaded everyone in with their luggage (I won for the most!) we set out for . . . what else? Cracker Barrel. A hearty breakfast and a map of all the nation's Cracker Barrel locations and we were finally on our way. Long drive, bathroom breaks, gas stops, cd's loaded with jokes, and a lot of New York countryside until it was dinner time and you guessed it - Cracker Barrel.

When we arrived in Vermont it was already after midnight. A bit scary driving winding two lane roads not knowing where we were going but we all agreed that it was probably pretty scenery if we could have seen it. At 3 am we knew we were at the right place, the hotel parking lot was full of T cars.

Not an early start on Thursday (can't imagine why not) to go to the host hotel to get our registration packages. Lots more T cars in that parking lot. T cars took over the whole town - they were everywhere. It didn't take George but 5 minutes and he was off and running with long time MGT friends. So Lee, Gene and I headed out to the Shelburne Museum - much like our Greenfield Village.



The Auction was that night with lots of interesting car things and lot of interesting people. All the people were extremely friendly and shared all their wonderful T stories - tours they had taken, restoration projects and yes, breakdown tales.

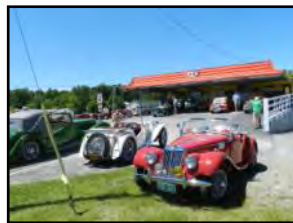
Friday was the big Covered Bridge Tour. There were so many T cars going that they broke it up into two groups - one starting at the Northern Bridge and the other starting at the Southern Bridge. Approximately 25 cars in each group. Lee and George took the Tickford while Gene and I played photographer and back up vehicle. Every time we stopped, crowds gathered around the Tickford. The tour was so well done, a spiral bound booklet was supplied which identified each bridge and it's history. Each T car



went through the bridges one at a time, for great photo opts. I may have gotten a bit carried away taking pictures. (You can check out our Facebook page for all the photos.)



The tour ended at a A&W Root Beer stand with complementary Root Beer Floats. More friendly people with more T car stories. T cars of all types were there - drivers, original, restorations and show cars. Crowds of people driving down the road all stopped to view the gathering.



The First Timers Show was held out at the Middlebury Airport. What a view ! T cars all lined up with airplanes and the mountains in the background. Of course, Lee's Tickford took 1st Place !!!!! People just couldn't get enough of that car.



And you would think that was a pretty full day, but no. Off to the Dinner Cruise. We piled into buses and headed off on an hour drive to Lake Champlain, the largest US Lake besides the Great Lakes. A bit of heated conversation was created as us Michiganders, were calling it a 'puddle'. The dinner buffet included whole lobsters, crab legs and all kinds of fresh seafood. Now, all of us know Lee Jacobsen - and I bet none of you would believe that it was Lee's first time having lobster. But it's true. After when asked about his lobster experience, his response was "Way too much work for so little." After dinner there was dancing with a DJ and strolling on deck viewing the



sunset. Couldn't have planned better weather and people to share it with.



Saturday was the big car show. All the T cars parked in a school parking lot. Rows and rows of T cars. Cars from Florida to Maine. I have never seen so many of them all in one place. Each owner having stories of how they acquired their beauty. I could have spent a couple more days talking with everyone but after pizza that was brought in for us, it was time to get ready for the Valve Cover Racing!



Crowds gathered in the courtyard as the track was set up. Racers checked out the competition. Running Squirrel, my car, wasn't worried about the racing, she was more concerned about the hours of traveling and that her fur needed a bit of combing. I spruced her up, even curling her eye laces as she awaited her entry check up. She did well, her wheel base checked out and all, but then it came to the weighting in No girl wants to get on the scale and this was extremely embarrassing when she was over weight !!!!! And then on top of that, she was too tall. Her confidence plummeted as she was put in the "Outlaw" class - the class for all the racers that

didn't play by the rules. The crowd was devastated, but she held her too tall head up as well as she could as she poised for the people. The rule followers raced first. A couple of accidents, always a crowd pleaser, occurred. Then it was time for the "Outlaw" class - which was the group from Michigan. It seems the people from Michigan don't play by the rules. Lee pulled his racer out - the track was too bouncy for his long racer. Running Squirrel was up against Bob Leinen's red TC car. The crowd went wild as Running Squirrel beat the TC racer. Then as a surprise the organizer decided put the "Rule Followers" winner up against Running Squirrel. Let's just say she didn't embarrass herself - she took one of the three races. But she had the final word - she took the crowd voted "Beauty Award".



Thanks to all that voted for her. She since has demanded to be called "Award Winning Running Squirrel". She won for the "Outlaw Racing Class" and "Beauty".

All the excitement died down and it was time for the Banquet. I can't say enough about the people attending this event. And the people that put on this event. Every detail was fabulous, down to the Vermont Honey Bears at each place setting. (Oh yeah, Lee I think we left all the Honey Bears in the back of your Jeep - hope you found them.) We all hung around after dinner and awards, no one wanting this event to be over.

Sunday morning was our final saying "Good-byes" to everyone along with the winners photo shoot. And then we were back on the road to Michigan. At least we now got to see the Vermont landscape in the daytime.

Another long drive, bathroom breaks, gas stops, cd's of jokes and . . . yes, you guessed it - Cracker Barrel !

And then it was done, 5 am and I was home.



2014 Alden Classic Sports Car Show Registration

August 10th 9 am to 3 pm



Assigned Car Number

Name _____

Date _____ Address _____

City _____ State _____ Zip _____

Phone _____ E-mail _____

No Kit Cars or Replica Cars will be admitted. If you're not sure, please ask before arrival

This Classic Sports Car Show is open to any restored or un-restored sports car. Our goal is to gather with people who love classic sports cars. It is for Sports Cars only! Not Hot Rods, Muscle Cars or "Sporty" cars. If you have questions whether your car qualifies please contact us for clarification before the day of the show. Chairman Eric Sturdy will consult with our head judge and his word is final. Show day registration 9-12pm.

"NO SOLICITATION OF GOODS OR SERVICES ALLOWED BY PARTICIPANTS"

CAR MAKE	MODEL	YEAR	COLOR
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A "New" Saturday afternoon tour departing the depot at 3:30pm and arriving at the Blue Pelican Inn for Pulled Pork or Chicken Sandwiches with salads and cash bar. The cost is eight dollars per person. So come up a little early and see some of the beauty the area has to offer.

_____ Number attending catered picnic at \$8 each

The cost of the per car entry is \$15. This includes a commemorative tee shirt for the first 50 pre-registered entrants.

Enclosed is:

Cars at \$15 each: _____

Persons attending

picnic at \$8 ea. _____

TOTAL _____

Please make checks payable to TBBCC and Mail to:



**Alden Car Show
E L Sturdy
4904 Valley View Road
Bellaire MI. 49615**

Circle tee shirt size: LS LM M L XL XXL

Valve Cover Racing from 12:30 to 2:00

(Please feel free to make this form available to others)



THE VALVE COVER RACE CHALLENGE

The Alden Car Show's Valve Cover Challenge is on again this year. Everyone is encouraged to bring a racer (or just turn out to cheer on your club favorites) and give it your best shot.

Club bragging rights are everything!



VALVE/ROCKER COVER RACER OFFICIAL RULES

THE COURSE:

- o The course shall consist of a launch incline eight (8) feet long, followed by a level run out of twenty (20) feet.
- o The launch incline shall be divided into two (2) lanes, each two (2) feet wide. The incline shall be two (2) feet high at the rearmost part and level with the course at the front edge. The front edge shall be mitered so as to provide a smooth transition from the incline to the run out area.
- o The official "starting line" shall be two (2) feet from the rear edge of the incline. A mechanized starting gate may be provided.
- o The run out section of the course shall consist of two (2) lanes, each three (3) feet wide. The lanes shall be clearly marked.
- o The finish line shall be marked twenty (20) feet from the front edge of the launch incline.

THE CARS:

- o The cars shall have no power source. All motive force is provided by gravity.
- o Cars shall be based on an actual rocker cover or cam cover from a British automobile engine.
- o Wheelbase shall be no more than twenty-four (24) inches.
- o Wheel track shall be no more than fourteen (14) inches.
- o Cars must have four functioning wheels, each no more than six (6) inches in diameter.
- o The maximum weight of the cars to be up to 12 pounds, and up to 30 pounds.

THE RACES:

- o Cars will be run in heats of two (2) cars each.
- o Race will be single elimination random draw pairings.
- o The cars are to be launched with their front wheels on the starting line. The first car to have its front wheels cross the finish line is the winner. If neither car makes it to the finish line, the car going the furthest wins.
- o If the wheels of a car should touch the lane markers, or cross over the lane markers, the car shall be disqualified. The competing car immediately becomes the winner.
- o Winning cars will advance to the next round until all are eliminated except one car.





2014 PIB Road Races Reunion To Feature Expanded Race Car Eligibility for August 25-27 Event

The 6th annual Put-in-Bay Road Races Reunion (PIBRRR) will feature an expanded race program this year with classes for production sports cars and sedans under 3.0 liters made as late as 1973*. Previous events have limited production-built race entries primarily to cars under 2 liters built prior to 1963. This year's event will also continue to accept sports racers under 1.5 liters, Formula Vees, and Formula Jrs and offer an exhibition class for selected race cars that don't meet the general criteria.

Much more than just a vintage race, the Put-in-Bay Road Races Reunion also welcomes owner-drivers of non-racing vintage sports cars of all types to come and participate in various events and activities.

Jack Woehrle, race director of the event since its founding in 2009, says he is excited to broaden the spectrum of eligible race participants. "The secret is out that Put-in-Bay offers probably the most relaxed, enjoyable and family-friendly vintage sports car racing event on the planet, so we think it's time to let drivers of later and bigger displacement vintage race cars come and share the fun," said Woehrle.

This year's reunion will again encompass the annual Turner USA Reunion under the leadership of Turner enthusiast, John Ruth. PIBRRR event organizers also expect another healthy turn out of MGs and Morgans, which put on a great show – both on and off the track – at the 2013 PIBRRR, by far the largest PIBRRR to date.

Beginning with a small event in 2009, the Put-in-Bay Road Races Reunion celebrates sports car races held on the streets of the town of Put-in-Bay on Ohio's South Bass Island from 1952 to 1959 and in 1963. The steadily growing, three-day reunion engages racers and non-racers alike in an event that reaches back in time to capture the atmosphere of sports car racing of that era in a uniquely beautiful setting. So book-ended around one day of sports car racing at the island's historic airport is a mix of events honoring the island's racing history, a few social gatherings, course marker dedications, a car show, original course and airport-track touring, an on your-own rally and plenty of unstructured time as well.

Put-in-Bay is a nostalgic island enclave and a short ferry ride off the shore of Lake Erie near Sandusky, Ohio. A summer resort community little changed from the '50s, it is one of the very few places in North America where post-war sports cars raced through towns and countryside on public roads and where those roads exist today virtually unchanged.

** All entries subject to official acceptance. PIBRRR prides itself on being low-key and very flexible when it comes to race entrant eligibility. If you'd like to come and participate and have a car that may not strictly meet the published criteria but is consistent with the spirit of the event, please contact Jack Woehrle.*

For PIBRRR details see the racecar eligibility form, registration form, preliminary event schedule and other information under the registration section at www.pibroaddrace.com. 2014 will be the third year that a full day of racing has been included in the program.

2014 event coordinator/media contact: Manley Ford 734-502-2435 manley776@yahoo.com

Commemorative markers, historian and event co-founder: Bob Williams 570-724-5794 thornapple25@Frontier.com

Co-founder, race director/race car entry eligibility: Jack Woehrle 803-463-5388 JWoesvra@aol.com

Join Us for an A-Mazing Time!

Sept 27th 2014



Bill Hirsch of the "Speckled Hens" MG Club has invited the Michigan MGT Club to the second annual weekend of Corn Maze Racing.

Racing will begin on Saturday September 27th at approximately 2:00pm. Bill's farm is located at 8005 Breton Avenue in Caledonia, MI. Bill and his sons are creating a track in his corn field. There will be one way in and one right way out. There will also be several wrong ways out. If you exit the track via one of the incorrect exits, you will have to start over.

We will have our club Photographer on hand to capture the moments from above. (And as always we will make these photos available for everyone on a free website. So just enjoy & leave the pictures to us.)

Bill has arranged seating with a view of the track in the upper level of a barn, so even if you don't have a car to race, please join in!

After the excitement of the racing is completed, there will be a BBQ dinner provided.

Hotels in the area:

10 min away - Baymont Inn 8282 Pfeiffer Farms Drive Byron Center 49315 (616) 583-9535

15 min away - Quality Inn Byron Center 7625 Caterpillar Ct SW Grand Rapids 49548 (616) 827-9900

15 min away - Comfort Suites South 7644 Caterpillar Ct SW Grand Rapids 49548 (616) 301-2255

20 min away - Holiday Inn Express South (569 Clay Ave SW Grand Rapids 49548 (616) 871-9700

Plans are still in the works for a ride out to the Gilmore Car Museum on Sunday Sept 28th. It's about a 20 minute ride there from the farm. More details to follow on that.

For more details or to RSVP please contact Shari Pelic at:
(248) 761-0097 or at spelic@simplexgrinnell.com.



Ohio Covered Bridge Tour

October 17th-19th, 2014

STARTING: Friday October 17th at 9:00 am at Bob Evans (2277 North Telegraph Monroe, MI 48162 (734) 243-1724) (Come earlier if you want to have breakfast.)

After Breakfast we will be taking a *leisurely* drive down to Clyde, Ohio stopping at interesting points along the way. Always remember—life's a journey to be shared with good friends!

LODGING: Quality Inn (1927 Ohio 53 Tiffin, Ohio 44883 (419) 447-6313)
\$90.00 (plus tax) approx. - *ask for "MG CAR CLUB rate"* per night—breakfast included.

Saturday we will tour the area visiting 5-6 Wooden Covered Bridges. Our photographer will be snapping shots at each bridge to use in a 2015 MGT Club Calendar. We'll stop for lunch along the way along with other sites. It will be a day of casual driving with lots of stops. (And for Sandy, maybe even a COW viewing or two—*No Tipping Please.*)

Friday Night Dinner will be just down the road from the hotel at the Plank Road Tavern and Saturday Night Dinner will be at Shell Shuckers (within the hotel).

Sunday we will head for home, there again taking our time and exploring the local sites.

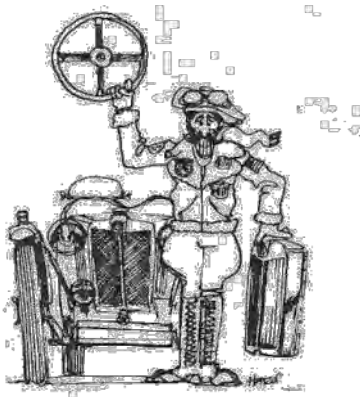
Any type of vehicles are welcome, please don't shy away because you can't drive your T. This is going to be a really fun weekend driving and sharing lots of good times!

RSVP—to Shari Pelic (248) 761-0097 or spelic@simplexgrinnell.com

Just picture yourself driving your car through these bridges!



Wants & Disposals



For Sale - 1950 MGTD project.
75% finished with parts to complete.
\$10,500 **OBO**.

Ted Hight, [248-682-8408](tel:248-682-8408) or thightjr@aol.com

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.

Cost is only \$5.00 per patch.


Patches will be available at meetings and/or contact Lou VanKoningsveld or Shari Pelic to purchase yours.



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). 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. The club is not stocking any items.



Adria DeAngelis Veit
Your Promotional Marketing Partner / Owner

27857 Orchard Lake Road
Farmington Hills, MI 48334
adria@embfh.com
www.embfh.com

Phone 248-994-0105
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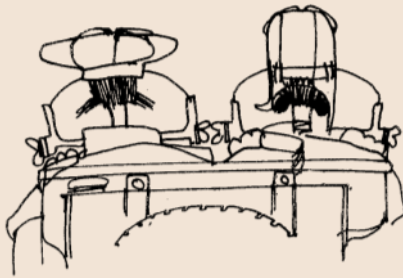
Guy St. John
Phone: (248) 349-3649
email: guystjohn@comcast.net

Hours: M - F 8:30 - 5:30
Saturday By Appointment

1520 Scio Church Road
Ann Arbor, MI 48103

Service & Repair for the
Vintage British Motor Car

MICHIGAN CHAPTER EVENTS



Aug 10th	Alden Sports Car Show & Valve Cover Racing, Alden, MI
Aug 25th-27th	Put-In-Bay Reunion 2014, Ohio - Manley Ford
Sept 2nd	Monthly Meeting - Archie's Restaurant (Livonia)
Sept 14th	Battle of the Brits (Milford)
Sept 27th	Speckled Hen's Corn Maze (Caledonia)
Oct 7th	Monthly Meeting - Archie's Restaurant (Livonia)
Oct 17th-19th	Ohio Covered Bridge Tour
Nov 4th	Monthly Meeting - Archie's Restaurant (Livonia)
Dec 2nd	Monthly Meeting - Archie's Restaurant (Livonia)
Jan 24th, 2015	Hibernation Party/Annual Meeting, The Garage (Northville)

*** Please make suggestions for events you would like to do! ***



shari pelic
37580 Spring Lane
Farmington Hills, Michigan 48331

