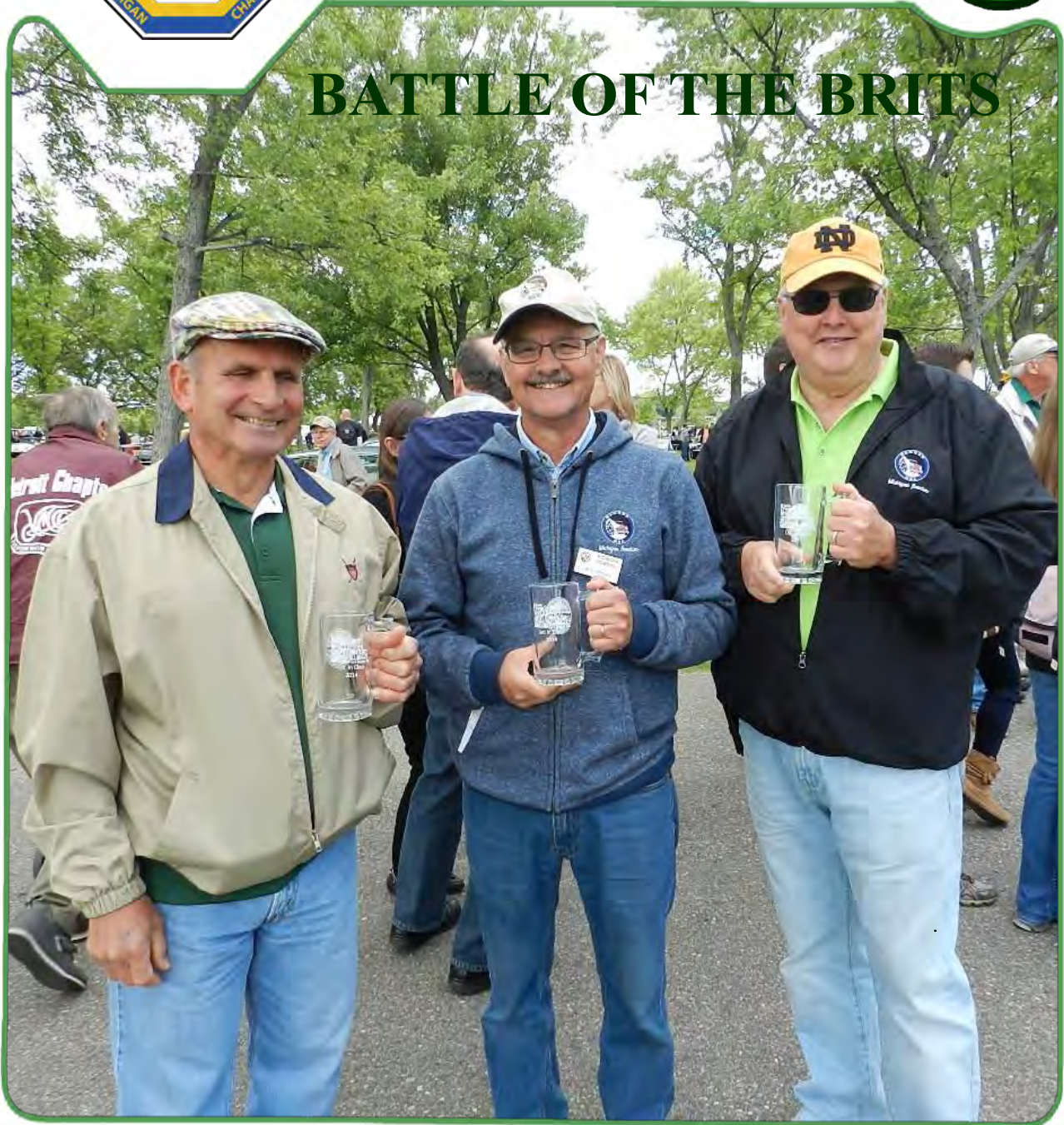




T T TIMES

BATTLE OF THE BRITS



October 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.

The T Times is published 6 times a year by the Michigan Chapter of the New England MG T Register.

Submissions for publication must arrive by:
November 15th for the December edition

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Table of Contents

Chairman's Corner	Page 2
New Members	Page 2
Doyle Meredith's Car Update	Page 3
Monthly Club Meetings Location	Page 3
British Pudding Recipes	Pages 4-5
British Pudding Word Search	Page 5
Alden Car Show	Pages 6-7
Farwell to Running Squirrel	Page 7
Battle of the Brits Car Show	Pages 8-9
Club goes Putt-Putting	Page 10
Cruisin' Hines	Page 10
Old Car Festival	Page 11
Overheating Tech Session	Page 11
Corn Maze	Pages 12-13
Jim Pesta's Monthly Tech Report	Pages 14-17
Community Picnic & Car Show.....	Page 18
Hibernation Party	Page 18
Fun Stuff - Szalap's Car Takes Awards!.....	Page 19
Want Ads.....	Page 20
Club Patches.....	Page 20
Club Logo Apparel.....	Page 20
Business Ads	Page 21

Chairman's Corner

Since my last writing, there have been some very nice British club member car sightings.

The first was at Alden for the car show/valve cover races. We also signed up Bud Alkema and his 1951 TD into the club.

Next came the Woodward Dream Cruise. Now one would think with a slight overheating problem T-cars have in gridlock, that this would not be the place. But to my surprise, I spotted Jim Bauer in his 1950 gorgeous red TD checking out the Jaguar Car Show in a parking lot off Woodward. Jim was kind enough to take me for a loop in the traffic, overheating was not too much of a concern. Thanks Jim, enjoyed it.



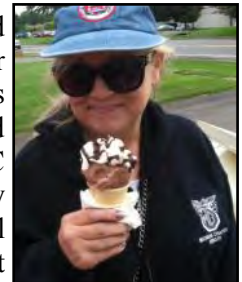
Jim also indicated that Doyle Meredith and his 1952 TD hit the cruise the day before. Then we spotted former member Colin Stafford's 1954 TF checking out the Jags, well, actually Colin and his lovely wife Jan. And let us not forget Lee Jacobsen and his 1967 Jaguar XKE and Tom Norman's 1950 Chevy Pick-Up Truck (which I was fortunate enough to have a little ride in the bed of that puppy). Former member Frank Ligon who sold his 1951 TD was there with one of his Jags. And there was a rare sighting of Tom Shipley, but we all have our stories...

Gene Ledbetter, my sister Shari and I were also there for the day without cars.

And there was the Community Picnic event offered to the club by Lou VanKoningsveld in September. This was an outing my TD actually went to (pictured with Lou and Dick Axford discussing, what else, cars!).



Oh, and did I mention, they had free ice cream there (thanks for the photo Bruce Mann). It was a very pleasant car show and was great fun until Shari's TC stopped running on the way back to the storage unit - fuel pump issue, the TD made it back just fine, just sayin'.



On the TD note, radiator hoses have been ordered for my car, but that will be a spring project (before driving season hopefully). Think there is also a few other parts involved but I'm not sure. And like everyone, there are great expectations for improvements before next year, but a usual, we shall see....

And in closing, club elections are scheduled for January at the Annual Meeting/Hibernation Party so if you are interested in stepping up to volunteer for some position in the club, please let me know.

As always,

DRIVE IT LIKE YOU STOLE IT!

-Sandy Kuivenhoven-



NEWEST MEMBERS OF THE T-CLUB



At the Alden Car Show,
we gained an additional member to the T-club:

Bud Alkema
Ludington, Michigan
**Car: 1951 TD Cream/
Chocolate**

Welcome!



And we also had another sign-up:

David B. & Paula Long
Allen Park, Michigan
Car: 1949 TC Green
1973 MGB Orange

Thanks for your membership!

DOYLE MEREDITH: WHAT A DIFFERENCE A YEAR MAKES



Last winter Doyle purchased a 1953 (which was actually a 1952) TD. Not only did he change the title to reflect the correct year but he also transformed the TD to what he refers to as a “very drivable” vehicle.

This car replaces the 1955 TF which he also got back on the road and then sold to work on this beauty. Sweet ride, great job!



T-CLUB MEETING LOCATION

The T-Club monthly membership meetings are at :

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

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

www.archiesrestaurant.com

Parking our British Beauties on a half circle drive in front of the restaurant next to our club banner is always encouraged.





BRITISH PUDDINGS

FROM AUGUST MEETING



RICE & RAISIN PUDDING

100 g (4 oz) rice
225 ml (8 fl oz) water
Pinch of salt
100 g (4 oz) sugar
5 g (1 tsp) ground cinnamon
900 ml (1 1/2 pt) milk
2 eggs
50 g (2 oz) raisins

Serves 8



1. Wash rice in running water until water is clear.
2. Put it in a bowl with enough hot water to cover and soak for 15 minutes.
3. Drain rice and put it in a heavy-bottomed pan with the water and salt.
4. Cover the pan, bring to a boil and then cook at low heat until water has been absorbed.
5. Stir most of the sugar and half of the cinnamon into the cooked rice. Add the milk and mix well. Cook uncovered, over low heat until most of the milk has been absorbed. Stir occasionally.
6. Lightly beat the eggs and mix into the cooked rice. Continue to cook for 5 minutes.
7. Stir in the raisins and turn the pudding into a serving dish. Combine the remaining cinnamon and sugar and sprinkle over the pudding.
8. Cool and chill before serving, perhaps with fresh raspberries and single cream.

ENGLISH

STICKY TOFFEE PUDDING

CAKE:

4 Tbsp butter
3/4 cup dark brown sugar
1 egg
1 cup all-purpose flour
1/2 tsp baking powder
1/2 tsp baking soda
1 cup boiling water
3/4 pitted dates
1 tsp vanilla extract

SAUCE:

3/4 cup brown sugar
6 Tbsp butter
1/2 cream

Serves 8

1. Directions for pudding:
2. Preheat oven to 350 degrees.
3. Chop the dates as finely as you prefer.
4. Boil the water and pour over the dates. Add the baking powder, baking soda and vanilla extract. Let soak for 5 minutes.
5. While the dates soak, cream the softened butter and sugar in a mixer.
6. Add the eggs and beat until combined and smooth. Add the flour.
7. Stir in the soaked dates mixture and mix until combined.
8. Place in a 8x8 greased baking tray or something similar and bake for 30-40 minutes at 350 degrees. Toothpick should come out clean.
9. Directions for the sauce:
10. Melt butter in saucepan
11. Add brown sugar and cream, bring to a boil.
12. Boil for 2-3 minutes until texture is slightly fudgy and velvety.
13. Serve cake warm with warm sauce. Top with whipped or clotted cream.
14. The more sauce you use, the stickier the wicket!





BRITISH PUDDINGS FROM AUGUST MEETING CONTINUED



PEAR AND CHOCOLATE PUDDING

100g dried breadcrumbs
100g dark chocolate, chopped
100g demerara sugar
85g butter
3 tbsp. maple syrup
4 ripe pears, peeled, cored
and cut into chunks



1. Heat oven to 190C/170C fan/gas 5.
2. Mix the crumbs, chocolate and sugar.
3. Melt the butter with the maple syrup, then stir into the dry ingredients.
4. Put the chopped pears in a 1-litre shallow ovenproof dish.
5. Spoon over the chocolate mixture, then roughly spread to cover the pears.
6. Bake for 25-30 minutes.
7. Cool for 10 minutes, then serve on its own or with vanilla ice cream or yogurt.

Serves 4

BRITISH PUDDINGS WORD SEARCH

BREAD
CABINET
CUMBERLAND
EVES
FIGGY
GROATY
HASTY
HAGGIS
MALVERN
OXFORD

PEASE
RICE
SUET
SUMMER
SYLLABUB
TREACLE
WALDORF
WHITE
YORKSHIRE

E S Y L L A B U B E F I G G Y
W R R N K D R G L Y C Y R D X
X Y I T R I A C R U W H I T E
T T H H C E A E M V W R K Z B
E A A E S E V B R A Y T S A H
N O G O R K E L L B S R R D D
I R G T X R R D A U E S A E P
B G I E L F O O M M S J N G R
A J S A V R O M Y U V G K J Y
C Y N J F E E R E J P K N N D
D D Y R B R S T D J T M Y T B



Alden Classic Sports Car Show

August 10th, 2014



The Alden Classic Sport Car Show, again this year, was excellent. On display were 106 lovely British vehicles for all to enjoy. There were 21 Healeys (the marque this year), 4 Sprites, 1 Jensen, 30 MGs, 10 Jaguars, 12 Triumphs, 9 Porsches, 6 Corvettes, 9 Mazdas and many others.

T-Club members in attendance included Bud Alkema (new member), Mike Barnes with his TD, Malcolm & Nancy Castle, Ken & Melody Klemmer with their Sprite, Sandy Kuivenhoven, George & Rita Patrick, Shari Pelic, Larry & Mitzi Pittman with their MGA, John & Meg Russell with their TD and Bernie & Chris Thompson.



People above cleaned, polished, dusted, shined and fluffed their cars and the show began!



Larry & Mitzi Pittman's MGA



Ken & Mel Klemmer's Sprite



John & Meg Russell's TD



Nancy Castle & sister



Paul & Pauline Blunt's Jaguar



Ken Klemmer speaks

Alden Classic Sports Car Show continued



Alden Valve Cover Racing



In Alden last year, T-Club member Linda Northrup won the "Overall Winner" traveling trophy in the Valve Cover Races. This year TBBCC member John VanRaalte brought it home for his club. But there is always next year....

The results were as follows: (with a field of 31 racers)

Under 12 lbs:

1st: John VanRaalte - TBBCC

2nd: Larry Pittman - T-Club

12-30 lbs:

1st: Awarding Winning Running Squirrel (Sandy & Shari) - T-Club & TBBCC

2nd: Bernie Thompson - TBBCC & T-Club

Fan Favorite: Mary Ann & Chris's Racer - TBBCC



Sandy awarding trophy to John VanRaalte



Larry Pittman Winning 2nd Place



Sandy accepting for Running Squirrel Winning 1st Place



Sandy with Bernie Thompson Winning 2nd Place



Larry Pittman Going for the win!

Special thanks to John Russell & Shari Pelic for photos



RUNNING SQUIRREL WINS IN ALDEN

Award Winning Running Squirrel wrapped up its career in Alden with a first place win. Taking home the trophy is what AWR Squirrel does best, like at the GOF in Vermont earlier this year.

We will all miss AWR Squirrel but will always have the copies of the T-Times to reflect back on one snazzy, little buffalo decorated MG valve cover racer.

Thanks Squirrel for the memories-

Sandy & Shari (T-Divas)





September 14th brought perfect weather for the Annual Battle of the Brits Car (and Motorcycle) Show at Camp Dearborn in Milford. (Just the kind of weather that my TC loves to run in, but because of his bad behavior the previous day, he was sitting in the corner at the shop awaiting a new fuel pump.) British beauties lined up at the gate with engines purring to get in.

The members of Michigan MGT Club did us proud. Not only did we have a lot of cars attending, but we took our share of awards.

Attendees

Andy Bashford (Midget)

Jim Bauer (TD)

Terry Frisch (Vauxhall)

John Gervasi (TD)

Lee Jacobson (Jaguar XKE)

Ken & Melody Klemmer (Austin Healey Sprite & TD)

Gene Ledbetter (no car)

Bruce & Willie Mann (MGA)

Dave Miller (TD)

Linda & Jim Northrup (no car)

Shari Pelic (no car)

Larry & Mitzi Pittman (MGA)

Eric Richardson (MG M)

Guy St. John (no car)

Ed & Chris Szalap (Clenet)

Jeff & Jan Zorn (no car)

Awards

4th Place - MG Midge MK IV

3rd Place MG T-Series

Best in Show - Open Class, 1st Place - Open Class & Peoples Choice - Open Class

1st Place MG T-Series

1st Place MGA

3rd Place MGA

4th Place TRV & Peoples Choice TRV

3rd Place - Open Class

(I apologize if I missed anyone - so many cars, so much running around.)





Photos by Marc Stump - more pictures on Facebook

T-CLUB GOES A "PUTT-PUTTING" AFTER SEPT. MEETING



The Patricks, the Northrups, the Kuivenhovens, Gene Ledbetter, Lee Jacobsen, Tom Norman and Shari Pelic all met to putt a few.



Gene looks the other way to allow Lee to take a "most difficult shot" without any added pressure.



Rita retrieving her golf ball after a perfect hole in one. She gave George a good run for his money (oh wait, it's her money too).



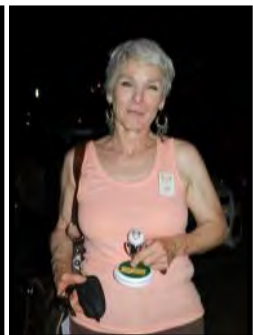
Linda putts like a pro, who would have guessed this was her first game of miniature golf!



Specially designed club trophies await the winners of the evening being guarded by the lizard.



Tom had the lowest score of the night followed by Lee who posed with their trophies and friends.



Lee shared his trophy with Linda since this was her first time. Sweet!



The Windsor-Detroit MG Club invited us to join them at the Cruisin' Hines this past August. Not quite sure about this event only a few members ventured out to see what it's all about. Lee and Karen Jacobsen brought out their Jaguar XKE and Gene Ledbetter showed off his newly painted MGA. Shari Pelic joined them without a car.

WDMGC rented a site, set up a tent and barbequed for the group while the cars cruised by. Many of the cruisers stopped by to see all the British Beauties.

Thanks Windsor-Detroit for the invite - it was a great time and next year we'll try to bring some T's out there.



Old Car Festival - Greenfield Village

September 6-7, 2014

Authentic vehicles from the 1890's - 1932

Both Eric Richardson and Roger Melton showed their 1930 MG M's at America's Longest Running Antique Car Show.

Roger Melton's 1930 MG M Roadster took 1st Place in the 1930-1932 category. Roger also took 3rd Place in the 1909-1912 category with his 1910 Buick F.



How HOT is your T Car Tech Session

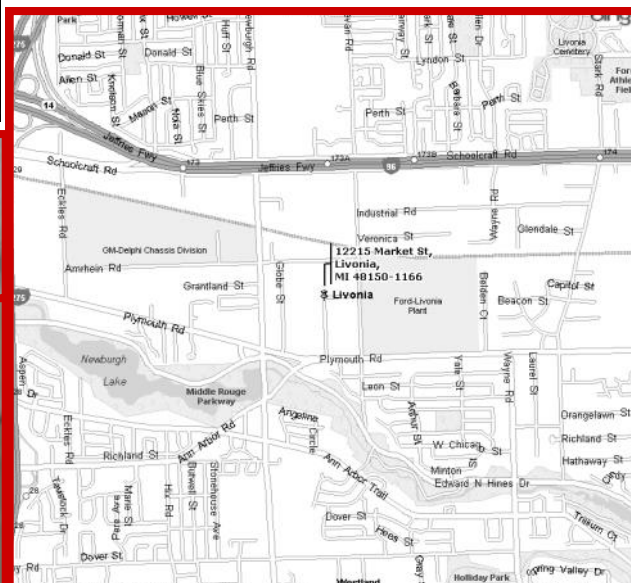
Date: Saturday, November 15th, 2014

Place: Jacobsen Industries (with our host, Lee Jacobsen)
12173 Market Street, Livonia, MI 48150

Time: 10:00 AM - coffee will be ready (Lunch served around Noon)

Purpose: To explore / discuss possible solutions to over heating & cooling system issues.
(And to get together with friends.)

Technical Instructor: Jim Pesta





Leave it to President Bill Hirsch and First Lady Dawn (of the Speckled Hens) to put on another glorious day of MG fun!

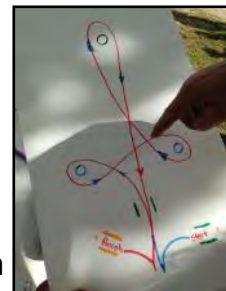
My TC and I headed west on Friday morning just like the frontier people of yesterday. Packed with all the essentials (cell phone, AAA card and GPS unit), we leisurely drove across tree lined two lane roads enjoying the start of the fall colors. Sunny with temps in the high 60's and no traffic made the four hours pass quickly and I found myself in Grand Rapids mid afternoon. The TC performed famously. Everyone at the Hotel came out to see him (he may have become a bit excited and left an oil leak on the driveway). We both rested comfortably awaiting the 'big fun day'.

The morning routine of checking fluids revealed a minor gas leak from the newly installed fuel pump. A quick call to Gene Ledbetter asking him if he would bring some tools along with him and the TC drove me over to Bill's dairy farm.

When I arrived MG's were lined up on the lawn getting the once over from everyone. Andy & Jana Bashford brought their Midget along with friends and another MG. Lee Jacobsen and Gene Ledbetter trailered Lee's TD. Noel & Nancy Miller had a green B - I think. Manley Ford drove his TF. A quick "Hello" to the ladies (cows) and it was time for the driver's meeting.



Bill pulled out the poster with the Barrel Racing course on it. While some people tried to memorize it, I used my handy iPhone to take a picture to use while driving.



The course started with your front bumper touching the pitch fork, you had to back up through the hay bails, go around the barrel on the left, then around the barrel on the right to the straight away, around the barrel at the top, back down the straight away to back in through hay bails hitting the flag with your back bumper. See why I took a picture of the course?

Wet grass proved helpful in rounding the barrels. I think I even saw wheels off the ground when Lee was racing. A lot of fun. My favorite moment was when I had Bill in my TC, gunning it down the straight away and Bill turned to me and said "Your Dad is smiling down on you right now". Of course, I replied that my Dad would probably be calling me an idiot for driving his TC that way.



Photos by Marc Stump - more pictures on Facebook

After the Barrel Racing, we moved on the Passenger Flies A Kite While Driver Races To Far End Of Field Race. Well, let's just say - in theory this would have been a good time. Reality was that in order to keep the kite up in the air, the MG would have to run with a perfect constant speed through the field. A couple of busted kites and we moved on to the main event.

Up until this point, Bill was keeping it a secret about completing the Corn Maze. Weather had been so wet that it was questionable whether or not he would be able to cut the path without getting his machinery stuck in the mud. But just like Santa, Bill pulled it off the day before - all in one day!

The course was a bit more challenging than last year - still only one way in and several wrong ways out. But this year there were more path options - one spot had a choice of three. I invited Manley to be my navigator and we headed in. After 5 fun runs and 5 ears of picked corn, we successfully exited. Not the best, not the worst but sooooo much fun!



Having worked up quite an appetite, we moseyed up to the massive spread of food that Dawn and the other Hens put on. Good down home cooking!

After supper, having spotted Bill's SA "guts" I went over to Bill batting my eyelashes and asked if I could give it a go. Of course Bill was elated that I wanted to take it for a spin.

After stepping up and sitting down, Bill informed me that although the seat was attached to the floor, the floor wasn't attached to anything so hold on to the steering wheel. Bill helped me shift (the timing of the shifts are a bit tricky) as we cruised down the road - my second favorite moment of the day! I can't wait for it to be finished - well, on second thought, it's perfect as it is now.



With the bonfire going and everyone 'veg'ing out, I said my 'thank you's and goodbyes' and headed back to hotel for rest after an 'amazing' fun day.

Sunday morning, after a hearty breakfast, the TC sporting some corn maze dirt and I were ready for the four hour drive home. Everything was going great, we were singing songs enjoying the 45-50 mile an hour drive. Then the TC started driving squirrely. I pulled off to the side of the road and yes, you guessed it - a flat tire. Now normally that wouldn't be an issue, just jack it up, remove the knock off and put the spare tire on. Simple. Okay here's the deal - when I changed out the then 45+ year old tires 7 years ago, I didn't buy a new one for the spare, I used one of the old ones. Okay enough said so I used my speed dial and called AAA for a tow.

The short wait was interesting. The house that I stopped in front of had chickens. The chickens (and rooster) all came over to see if they could help. After I explained that I was good, the chickens decided they should go across the street. I spent the next half an hour chasing the chickens back to the lawn.

Anyway, Kenny at Feinn Tire, fixed the tire (thank you Roger Melton for the tube) and I'm ready to go to Ohio!

shari pelic &
"The White One" TC



Jim Pesta's Tech Report

Cooling System

This winter I made a commitment to go give a tech talk to our friends up north in Michigan. The consensus of the group was that they wanted to “cure” their overheating issues.

Even though I have not yet spoken with them, I thought that I might address the cooling system on our cars in this report and why some of our cars overheat.

These cars tend to run hot; it is not unusual for these cars to run around 190 degrees F.

If that scares you to look at; put a piece of black tape over the gauge.

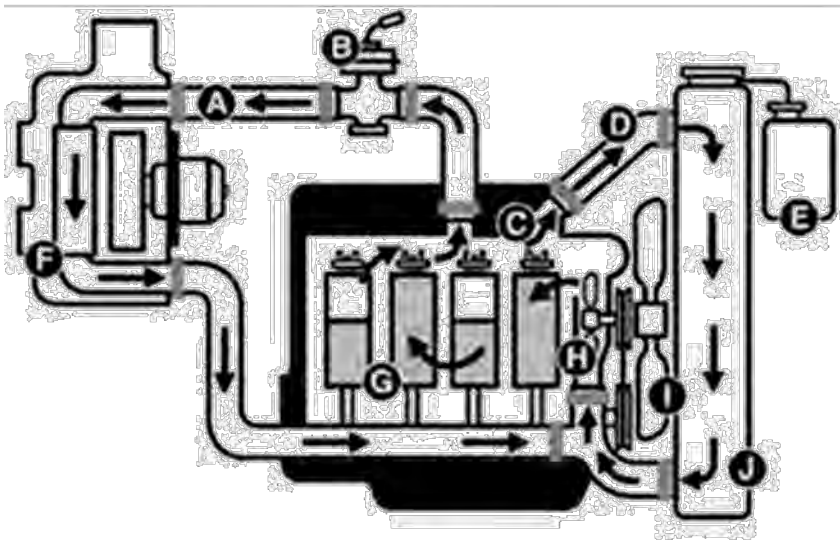
Report Prepared



MG Services
349 Glenroy Ave.
Cincinnati, Ohio 45238

Below is a drawing of a typical cooling system.

Our T-cars not have a catch tank (E) just a discharge tube running down the right side of the radiator housing.



- A. Water inlet to optional heater
- B. Heater control valve.
- C. Thermostat
- D. Upper heater hose
- E. Catch tank (NA)
- G. Engine waterjacket
- H. Water pump impeller
- I. Fan blades
- J. Radiator

There are many different things can affect the efficiency of your cooling system but we need to know how the make the original system, itself, to work to its maximum efficiency.

The drawing (above) is quite close to the configuration of what is on our cars with the exception of a standard heater and the catch tank. Now some of us have heaters in our cars, but those were not standard options from the factory but were offered as an aftermarket option.

The addition of the heater core into the cooling system helps the system run cooler when the heater fan is blowing.

Now, if you're paying attention I just said the car will run cooler when you have the heater fan running. Which brings me to the big question; are you concerned enough about the temp of your car to run the heater during a hot summer day? or are you just uncomfortably hot while driving the car?

Do you think the car is running hot because the car is running hot or are you just too hot while driving the car, big difference.

This is where a lot of people stop talking about how hot their car runs, when they realize it is not the car that is running hot. One of the reasons we love our cars is because of the way they look. See the two photos below (a TC on the left and a TD on the right). On the front of the radiator there are about 18 slats that are 3/4" wide and are 16" long, (that is that is 216 square inches of obstruction directly in front of the radiator).

If you look at these photos you can see that the slats have been positioned at such an angle to allow air flow around the slats. You would be amazed how many cars have these slats fattened out in front of the radiator.

Let's review;

The radiator has 244 square inches of area, but the grill slats are 216 square inches of obstruction covering the front of it; that is a loss of about 86% of the cooling area.

Who though that this was a good idea?



Moving back from the radiator, the next parts are the thermostat and the water pump/ fan blade assemblies.

Let's do the thermostat first. The job of the thermostat is to restrict the flow of water until the engine reaches its optimum operating temperature. If these cars have a thermostat installed, it should be rated around 165 to 185 degrees.

A lot of our cars do not have any thermostats installed in them, (I do not have one in my TF), and it has always run fine without one.

If the water pump assembly is complete and was in good working order, great. But you should take the time to look at your water pump pulley while the engine is running to see if it wobbles. If it does, either the water pump impeller shaft is bent or the pulley is worn and needs to be replaced. This issue does not necessarily affect the efficiency of the cooling system, or at least not until it fails (usually many miles from home).

The other, usually ignored, component is the fan belt. Make sure yours is in good shape and the tension is adjusted correctly. It should not be as tight as you can get it!

At right is an early TD water pump, fan blade assembly. The assembly is comprised of the pump and pulley, (left), spacer, and the fan blades.



At the left is a photo of three fan blades. I know it is hard to see but the top two blades show signs that the blades have been bent and then they were bent back into the correct shape.

If you look at the top two just at the end of the supporting gusset, you should be able to see a perpendicular pattern on the blade, which is where they usually bend.

Jim Pesta's Tech Report - Cooling System - continued



We're not going to discuss heaters at this point so let's talk about the other cooling components. Let's start with the radiator itself.

Our cars have radiators that are about 14" X 16", give or take. That is 244 square inches of surface cooling area. The important part of the rad. is that it needs to be clean, the fins straight, and the area in-between the fins and the cooling tubes must be clear of any debris so the air will pass through without any obstructions. The interior of the radiator also needs to be boiled out and cleared of all debris or obstructions to operate efficiently.

As you can see, the spaces around and through my TF radiator are open enough to easily see through the radiator.

Bending these blades back into the correct position after they have been bent is only a temporary fix. The blades are weakened by this bending. This weakening could lead to the end of the blade separating from the rest of the blade and going somewhere you would rather not have it.



I've seen more than one car that has a substantial dent in the bonnet from a fan blade trying to escape. Any blade that has been bent should be replaced very soon, the last thing that you need is further expense that can be, easily and cheaply, avoided.

Now, the third blade is something different. It does not have any sign that it had been bent but you can see a crack at the end of the gusset. When you turn the blade over (below), you can see that the crack has gone all the way through the blade.

Have you ever thought about why there is a fan blade at the front of the engine?

Contrary to popular belief, it is not there to cut your fingers when you are trying to tighten the loose hose clamps while the engine is running or especially it is not there to blow cool air across the front of the engine!

Talking about fan blade disasters;

I have seen my share of major dents to the underside of bonnets caused by the ends of fan blades flying off the rest of the blade due to weakened metal of a bent blade.

However, my best story of fan blade issues is a disaster that happened to me.

I haven't thought about this story for quite a few years but it came rushing back as soon as I started to think about fan blades.

Back in the mid-eighties, there was a NEMGTR meet in Painted Post, New York.

After driving the TF from Cincinnati on Thursday, I was out getting some gas on Friday morning on my way to the Watkins Glenn Racetrack when I heard a small sound coming from under the bonnet and then noticed my temp gauge, immediately climbing off the chart.

When I stopped and opened the bonnet, I discovered that the fan blade had flexed enough to hit the bottom collector tank of the radiator. The tank is made from a lot heavier metal than that of the blade so, the end of the fan blade was bent 90 degrees forward. That was enough to cut a 10" diameter hole through half the thickness the radiator.

I did manage to nurse the car back to the hotel, where I removed the radiator, found a shop that could do the repair that day in order for me to pick it up the next morning.

When I got it back it had so much solder in the radiator it weighted almost twice as much as it originally did.

Did I mention that I had to drive the TF back to Ohio? Well, it made it and I drove the car with that repaired radiator throughout the rest of the driving season before I replaced it.

That is not the kind of thing that I would wish on anybody. The repair was not complicated, but the overall stress was rather excessive.

The correct answer is that it is there to pull the air through the radiator core. This air flow is designed to cool the water in the cooling system. As the car is moving at speed, the fan is unnecessary, but at slow speed or while the car is at idle it is indispensable.



Are your fan blades configured like the ones on the right or left above?

The top left photo is from a TD, water pump, fan blade assembly, and the top right photo is from a TC with an obscured, water pump fan blade assembly.

If you look closely, you will notice that the TC does not have a spacer behind the fan blades. The fan blades on a TC are farther away from the back of the radiator.

Engineering principles say that the closer the blades are to the back of the radiator, the more efficient the air will be pulled through the radiator. The spacer was a design improvement to the cooling system on the TDs and TFs.

If you have a TD or TF check to see if your spacer is in place, if is not, buy one and install it.

What I haven't mentioned are the hoses. They tend to dry out and become brittle. They also deteriorate from the inside out.

Every once in a while, you should check them by pushing in on the hoses to see how flexible they are.

The fan belt is in the same category. If you are not sure if they are in good shape, replace them anyhow!

Even when our cars have properly operating cooling systems that does not mean the car will automatically run cooler.

There are many other things that cause the engine to overheat. The engine and brake systems must also be operating at their optimum.

If the engine is not tuned correctly, then it will be working harder than necessary which, in turn, generates additional heat.

The braking system needs to be working well or it may cause drag which, again, could cause the engine to overheat.

**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 !**

COMMUNITY PICNIC AND CAR SHOW SEPTEMBER 13TH, 2014



Shari's 1949 T C



G. Patrick's MGB



Bruce Mann's MGA



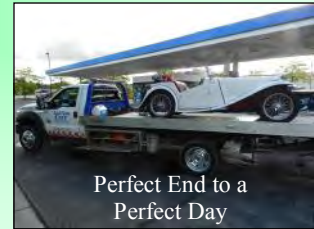
Cy's 1952 TD MKII



George & Cy



Dick Axford's 1953 TD



Perfect End to a
Perfect Day

Special thanks to Lou & Elaine VanKoningsveld for the invitation to a very charming Community Picnic Event!

1950's THEME HIBERNATION PARTY/ANNUAL MEETING JANUARY 24th, 2015

The T-Club Hibernation Party/Annual Meeting will be held on Saturday, January 24th. The location will be:



**The Garage
Grill & Fuel Bar
202 West Main Street
Northville, Michigan
www.garagenorthville.com**



This year we are encouraging everyone to dress in the "Fabulous 50's" attire, blue jeans, white t-shirts, poodle shirts, bobby socks, leather jackets, saddle oxfords, jelly rolls, you get the idea. Need inspiration, watch the movie "Grease". Dressing "50ish" is optional but certainly a blast!

Initiations will be mailed to all club members, along with further information on time, menu, directions, price and RSVPs in the near future. Please mark your calendars, boss drive-in food, good sounds and cool elections of club officers are among the groovy things happening that evening. Later gator!





T-CLUB FUN STUFF



Edmund & Chris Szalap, along with their 1978 Black Clenet took **Best in Show** at the car show in Northville, Michigan. **Congratulations!**

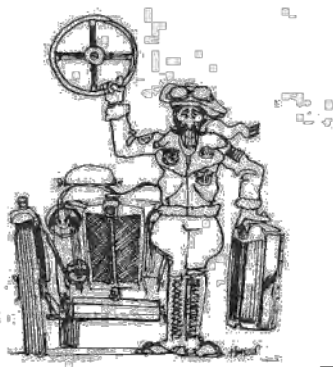


And Edmund & Chris Szalap, with their Clenet took **"First in Show"** at the Milford Car Show. **Congratulations again!**



And then in Davisburg, at the October Car Show, the Clenet belonging to Edmund & Chris Szalap was awarded **"Best in Show"**.
Great showings for the Clenet this year!

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

For Sale - 1952 MG TD

Owner: Dale McQuillin
6210 US 20 A
Delta, Ohio
419-822-4515

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

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