



T TIMES



August 2019 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.

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GOF Central 2019

Gigi goes to GOF Central

Ken told me last fall that he was chairing GOF Central 2020 and that we would need to go to GOF Central 2019 so he would know what's going on. I had never been to a GOF, so it would be a new experience for me too; a little scary since it would take me far away from home.

As the event got closer, Ken made sure it was ready. I was treated to a new oil filter system, new coolant Y pipe, and countless other little things. Ken also washed out my oil filter... I was waiting for him to get to that for some time! A few months before, Melody found out she had to go to California for a conference on the same date, so it would just be Ken and me, cruising the country together. The one thing Ken didn't do was get me some new shoes (tyres) before we left (uh oh).

We departed on a sunny Wednesday morning. Once we got away from Detroit traffic I could really get going and after a quick snack stop in Clinton, we zipped through the Irish Hills which was fun. A short time in Ohio, then we crossed into Indiana. I could add another state to my list! By this time it was getting pretty hot; we hit a detour, a quick thunderstorm, then got lost and I got to experience my first 60mph gravel road. So now I was wet AND really dusty, not my favorite combination. We finally made it to an odd little B&B in Fowler, Indiana where they let me park under Ken's window. There were storms and lightning all around but I stayed pretty dry. The day's total was 305 miles.

Starting out early the next morning we planned to arrive in St. Louis in time for the 5pm BBQ. Ken noticed my front tyres were alarmingly worn, but we set off anyway. All uneventful except I decided he didn't need a tachometer anymore when it stopped working in Gibson City, IL. We stopped again in Carlinville, IL for lunch. Just before, at a fuel stop, I tried to tell Ken we had a problem by my starter being reluctant to work. So later in Carlinville, after lunch, he pulled the button and...nothing. The screws on my starter switch had worked their way out. Fortunately, there was an Ace Hardware across the street. Ken bought all the screws he thought might fit and fortunately one did! I'll bet he wished he parked me in the shade though. Roaring along back on our route, we crossed the Mississippi River and into Missouri around 2:30



and made it through busy St. Louis to the hotel by 3:30. We had covered 275 miles. Ken gave me a light cleaning and I appeared in the First Timer's car show, since I had never been seen at a GOF before. I got a lot of attention at the show, but even more because of my front tyres, which by now had no tread at all!

The next day I went with Ken to Hyman Motors, a classic car dealer in St. Louis. It was a little scary getting there as it was all busy freeway driving. I nearly kissed Ray Costa's TD when he had to make a sudden stop. Ken found a much slower and twistier route to go back to the hotel. Ken said there were some really great cars for sale at Hyman, but he said I was still his favorite!

That afternoon while everyone was inside at the Pinewood Derby, a storm blew into town. Ken was watching the radar and let everyone know; there was a lot of scurrying around getting all of us covered up. Ken brought a rain cover so I stayed nice and dry but it was briefly windy with heavy rain, lightning and hail, before it all stopped.



Saturday morning was the big car show. Ken made sure I looked nice and put me out on the field with my sign he made. It tells the story about how he found me, brought me home and made me very happy. It makes people cry when they read it. It must make them vote too, because even though I am a little scruffy looking, I won second place out of 6 VERY nice TCs. Ken fixed my tachometer while hanging around me at the show too. Later that day, we rotated my tyres with the help of Lee Jacobsen, then I got to do the funkhana. Ken had to drive me blindfolded and we mowed down a couple cones.

Ken said the banquet was nice and he checked my oil and water and a bunch of other little things as we were going to leave very early the next morning. The temperature had been in the high 90's with humidity to match, and neither one of us wanted to spend the whole day traveling in *that*!



Early Sunday morning we took off for Monticello, IN. We saw a deer and a coyote on the way out of town. We also went through a lot of very flooded areas, especially between the Missouri and Mississippi Rivers. We were making really good time through Illinois. So good, Ken cancelled his B&B reservation for that night and decided we were going to try to make it all the way back to Michigan to beat the heat and coming storms. Other than accidentally getting on a freeway for about 15 miles in Fort Wayne, we flew across Indiana and it started to get much cooler. I said 'hello' to some horses pulling buggies with Amish people in them as we went up into Ohio. A quick dinner stop (burger for Ken, 93 octane for me) and we

flew through the rest of Ohio and into Michigan. Five states in one day! As we turned onto US12, the sun was setting. Ken was worried about deer; I certainly didn't want to meet up with one either!

There were no hotels or B&Bs to be had however. Finally near Ann Arbor, we pulled into a hotel for the night. Only 35 miles to go, but Ken was just too tired. We covered 550 miles that day, which I think is a record, at least for me!

Tuesday morning, we did the last 35 miles home, in the busiest traffic we saw all week. I got a bath and got to go back into my little garage where Stirling was waiting for me. I've got a lot of stories to tell him about the last 1200 miles!

Kisses,
Gigi





LOU VANKONINGSVELD'S 1951 MG TD RESTORATION PROGRESS



WELCOME NEW T-CLUB MEMBER

John M. Nikolas
Bloomfield Hills, Michigan
1952 MGTD Cream Color



Safety first!

Valve Cover Racing Musings....

Lee Jacobsen doing the musing.....



Valve cover racing is still in it's infancy.....not that there is any need to 'grow up'.

At the Central 2019 GOF in St. Louis, the heat and humidity, 97 degrees and 99% humidity, sort of discouraged fast movement in the asphalt parking lot for the valve cover races. Participation was light. However, it was 'game on' as my nemesis from the last 3 GOFs, Dick Hall, with his unique triangular racer based on a SA valve cover, sporting full suspension and laser sights, was present to defend his title for the unlimited weight class. He always seems to win.

First however, was the 12 lb. or less weight class. Long story short, Lee's 'guest' racer, wooden chassis etc., was a winner against all comers, but not recognized at the Awards banquet. No matter. The heavy weight class was where the action was, essentially Lee's SA valve cover against Dick's SA valve cover. Best out of three. The first race went to Lee by 1/2". The second race went to Dick, again by 1/2". The final race went to Lee, again only by 1/2". Fist bumps all around, and all retreated to the A/C of the hotel. In years of racing, Lee's first 'win'.

Mad Dogs & Englishmen, July 7th, has a very active interest in Valve Cover racing. Ten racers, limited to 12 pounds or less. competed. Many were 'young adults', and the adults helped them during the afternoon with the usual steering adjustments. Brackets were established, and it quickly became evident that 6-cylinder valve covers were the better racers, and ran straighter. Why?

The longer wheel base racers, like Lee's 6 cylinder TR-6 cover guest racer, proved to be more stable than shorter 4 cylinder valve covers, especially as the end of the ramp was engaged, the two rear wheels, higher on the ramp, adding the needed stability to go straight. Most participating were 4 cylinder racers.

There was another 6 cylinder TR-6 racer, with solid steel wheels. It was fast, and was the defending Mad Dogs & Englishmen Valve Cover champion for the last 3 years. Everyone wondered what this mystery racer with the 'wire' wheels, and rubber tires, would do, as both were TR-6 valve covers. The kids were all hoping this new racer would beat the champ (Rick)as he kind of basked in the glory 'way too much'.

After an hour of racing, Lee and Rick were the last two racers left, going for all the marbles. Best out of three runs wins. The first race was won by Rick, a mere 1/2" being the difference. The second race went to Lee, again by 1/2". The third race went to Lee by a DQ, as Rick's racer, with the metal wheels, veered at the bottom of the ramp and went into Lee's lane at the finish line, both crossing the finish line at the same time. Lee suggested a fourth run, and eked out a 1/2" victory, becoming the new 'champ'.

With respect to the vehicles at Mad Dogs & Englishmen, the weather was perfect, hundreds of beautiful British cars, and many glorious MGs, as they were the featured class. Many club members were there, Ken and Melody Klemmer with their TC, Manley Ford with a TD, John and Carol Deikis with a TD, John and Mary Gervasi with a TD, Bob and Denise Humphrey with a MGC, Bill Hirsch, and yours truly, Lee Jacobsen and his SA Tickford.

The featured class was won by Jack Smittle, of Wisconsin, with his custom MMM replica racer. Not sure who came in 2nd and 3rd. Lee Jacobsen won first in the 'Q' class, 'Other British Cars', which was sort of a surprise to the 'Q' class, as Lee parked with the other MG's. They rejoiced however. Why? For the past 4 years, a certain silver Jensen has won the 'Q' class at Mad Dogs. He was somewhat disliked as he seemed to 'expect' it. This time, the unexpected happened, he came in 2nd, and there was 'great rejoicing'.....all the 'Q' class owners came over and gave me 'fist bumps'.

All in all, a great time at Gilmore, where we will be hosting our 2020 GOF car show next year. Many of the Speckled Hen MG club folk have volunteered to help in 2020, so it should be a great time for all.

Respectively submitted,
Lee Jacobsen
Tech and library advisor



SUPPLEMENTARY COMMENTARY ON THE 2019 GOF CENTRAL - ST. LOUIS



By Lee Jacobsen...some observations

St. Louis, the site of the 2019 Central GOF, was, in a word, hot. Also humid.

St. Louis was surrounded by temporary lakes, the result of massive rains. It only rained twice during the 3 day GOF, and that was considered 'refreshing'.

Many drove long distances to the GOF, but the others had modern backup vehicles and alternate drivers.

Our stalwart leader, Ken Klemmer, made the trek in his TC solo, over 600 miles, and had only one or two minor breakdowns... On the way back, as many know, he did the drive in 16 plus straight hour through 95 degree heat and 99% humidity.

Incredible!

How was the GOF? It was decent, and that was due to a host hotel with a very excellent A/C system. Attendance was somewhat low due to the massive rains, etc. but still 45 cars made a showing. Many old friends were reunited and Ken and I made a few new ones.

We had BBQ in a nearby park, visited Hyman's Classic Car Sales, who has their HQ nearby, had a fun auction, and enjoyed a very nice banquet and awards ceremony.

With respect to awards, Ken took 2nd in the TC Class, and yours truly won the Premier Class with the SA Tickford. The valve cover races were unique, two SA valve covers fighting for bragging rights. The last 3 times Dick Hall's fancy triangular racer with independent suspension has bested me by an inch or so. This time, I turned on the headlights, and ground effect lights, and that seemed to make a difference, victory by 1/2 inch.....:)



All in all, a pretty successful GOF in many respects. Can our club do better? Just the thought and anticipation of less humidity and high temperatures will make that so. We will bring back some GOF traditions, and create some new ones. Talks are continuing with Greenfield Village and the 2020 Sport Car theme.

Bottom line, 2020 GOF Central in Marshall, Michigan will be one of the best. Together, as a club, we will raise the "bar" a few notches. Many of the Midwest and Canada are looking forward to attending.

We will not disappoint them.....:)



Car Shows and Father's Day



Sunday, June 9th, just prior to Father's Day, was the date of one of the most prestigious Charity Concours car shows, the 46th Ault Park Concours in Cincinnati, Ohio. It is an invitational, to be invited to this show is an honor by itself. The 38 MGSA Tickford was invited 9 months ago, joined 425 incredible cars, Packard Twelves, Ferraris, 75 other featured class rare MGs only seen in books, etc.

Long story short, 23 different car classes, with awards for 'Car of distinction, 1st place, or Best in class ribbons. The Best in class also got to drive up on the pavilion and get a big crystal goblet from a pretty lass...}. Initially, the MGSA received nothing. I watched the awards for 2 hours, all the class winners driving up. When they were almost done, I got a call, "Lee, get in line, you got an award!"

The MGSA was last on the pavilion, and received the 'Chairman's Choice' award, given to the vehicle considered the best at The Ault Park Concours 2019....deliberately kept as a suspenseful surprise, and what a pleasant surprise it was!

But wait, it gets better.



The next weekend, Greenfield Village in Dearborn, The Motor Muster, Father's Day, my daughter shows up as a surprise, (cars not her first interest) and, as father and daughter, we tour the village, grab hot dogs, and view all the cars. We do a pass-in-review with the XKE Jaguar, (see pic), and later, while at the 1938 MGSA Tickford on display, daughter Bonnie is there to see the Village officials walk up and proclaim the MGSA to be 'Best in Class', Best of Show, for the Motor Muster. Again, the pavilion, the crowd, blue ribbon, large ceramic donut proclaiming 1st place award, with daughter Bonnie in the MG accepting it for me. All in all, a great Father's Day weekend!

Regards, Lee Jacobsen



What's your MG's name?



Ever wondered why everyone has a name for their MG and why?



Please write a detailed story (with pictures) of what and why you named your MG. We will share your stories in the next T-Times. There may even be prizes!!!!



Send your articles to: shari.mary.pelic@jci.com





What's your MG's name?



CAR NAMES

by Ken Klemmer

A funny topic...there are those that swear the car is just a machine and has no soul and therefore deserves no name. These individuals are usually engineers, accountants or serial killers.

Then there are those that name their cars, they are usually artists, or writers or Episcopalians. They have conversations with their dogs.

We are in the car naming crowd. But before a car is named, we have to determine its gender. Usually I find this readily apparent when I first see the car. Don't ask me how I know...I just KNOW. From there it is usually a quick progression to determining a name. It sometimes relates to the car's nationality, or color, but not always.

Since this article is primarily about British cars, I will share our British cars names and why.

The first British car I owned, a Mini, was Winston. As a fan of Winston Churchill (I even have his speeches on my iPad) this British racing green classic embodied the gruff bulldog tenacity of the Prime Minister.

The second, also a Mini, was bright red, and named Chloe, another classic British name.



The Austin-Healey frogeye Sprite was obviously a boy, and immediately christened Austin Powers, but referred to by us as Mr. Powers (try saying it using Dr. Evil's voice). If you have no idea what I'm referring to, go watch Austin Powers, International Man of Mystery, and try again.



Next was Diana, a 1951 MG TD. She was clearly a lady of refined elegance, and named after Princess Diana, Melody's hero.

Sonny, the Bahama Yellow Europa, was an attempt to put a more positive spin on what was not a very attractive color for a car. Sonny didn't stick around very long.



Ginger, a 1957 MGA, was ginger white (really Olde English white) and was elegant with a fiery red interior (and personality).



Stirling, a black Lotus Elise, was named for Stirling Moss, one of England's greatest racing champions, who survived the most dangerous period of F1 racing, and nearly died driving a Lotus before switching sides to Maserati and Mercedes.



Another racing great, even though actually Scottish, is Jackie Stewart, and our current Mini Cooper S is named after him although sometimes we shorten this to just Jack.

Last and latest is Gigi, our MG TC. Although obviously a girl, but a tough one, I'm not really sure how this name was chosen...it just sort of happened.



Late add! We recently found another cute little British car, on his way to us now all the way from Alberta, Canada. His name is Buddy. He is a 1932 Austin 10-4 Sunshine Deluxe.

Why Buddy?

So we can say 10-4 Good Buddy!

What's your MG's name?

THE RED ONE



Walkin' down the road...



Busted



Winning

Growing up, there were several MGs in my family. There was my 1951 Red MG TD (which my father purchased when I was about 8 years old)and many others. The name “**The Red One**” came about due to a 1949 White MG TC also in the family, and as kids, we called them as we saw them, by color.

In 2000, I inherited “**The Red One**” , the White One went to my sister, and the TF was sold as it was a complete pile of parts. There was repairs to get “**The Red One**” up and running since it sat with the White One for about 16 years in storage.

There were many discussions on renaming “**The Red One**” after it was back on the road again, but no other name seemed to fit it properly.

So there you have it boys and girls, the history behind the “**The Red One**”.

It has been a fun ride!
By *Sandy Kuivenhoven*



Running with the big guys



Holy Cow!



Winning Again



TDs, not just for summer fun



To Hell and back



Amazing Corn Mazing



Onto every TD, a little rain must fall.



Styling'

What's your MG's name?



My Love Affair with Bridget



by Tom Sorensen

For almost as long as I can remember I have lusted for T cars. The pinup in my dorm room was the MG TC salon centerfold from Road & Track.

Fast forward 35 years and an acquaintance popped into my office and said, “Want to buy an MG?” It was his dad’s 1953 TD and had been tucked in a shed for about 25 years. She came home with me and 4 years later, after a total tear down and reassembly in my garage, I got her back on the road.

I wanted a British-sounding name and enlisted my niece in Colorado to help me out. I don’t recall whose idea ‘Bridget’ was, but it had a nice ring to it, especially since it is a TD Midget. Sadly, she’s in sickbay at the moment because she doesn’t know when to stop (brake master issues have been diagnosed and are being treated).



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Mon-Fri 8-5 Sat 8-1

MICHIGAN CHAPTER EVENTS



Sept 3rd
Sept 8th
Sept 24-26

Monthly Meeting - place to be announced
Battle of the Brits (Camp Dearborn Milford, MI)
Put-In-Bay Race Reunion

Oct 1st
Oct 12th

Monthly Meeting - place to be announced
ARMOR Great Pumpkin Classic Car Show (Howell, MI)

Nov 5th

Monthly Meeting - place to be announced

Dec 3rd

Monthly Meeting - place to be announced



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