



T-Times

Autumn 2023



Chairman's Report

Autumn 2023



There have been some big changes in the Klemmer carriage house lately; most significantly we no longer have Gigi, our MG TC. She was auctioned on Bring A Trailer in early September after a long application process and was delivered to her new home in Ohio a few weeks ago to an enthusiastic new owner. He is planning to attend GOFC in Newark next summer, so we should still see her around.

I was a bit afraid to drive her much after committing to the auction, so mileage was fairly low for the season, only about 600. I'm sure the rest of you had an enjoyable cool driving season and I'm looking forward to giving out the mileage award at the next hibernation party.

As mentioned in the last byline, The Alden sports car show/vacation with our "other" club, Twin Bay British (I think we currently belong to about 10) was a lovely time, spent with fellow club members John and Monique Magee. It was filled with adventure, and we discovered the weak point with Wiggy our 1930 MG, melting an engine bearing. Nevertheless, Wiggy placed first in the British class, despite having to be pushed onto the field the next day.

In his convalescence, Wiggy has a new friend in the garage, a handsome 1931 MG D-type, to keep him company. As yet, I haven't even had the opportunity to start him up, but still hoping to attend the fall drive being organized by Don Westphal. Perhaps by then he will have a name too! This will be the first 4 seat MG we have owned, perfect for Old Car Festival next September.

I look forward to seeing everyone at the last monthly meeting of 2023 and the fall drive. Until then, Safety Fast!

T Times is the official publication of the Michigan Chapter, New England MG T Register Ltd. All members are encouraged to submit articles or information for articles to the editor. Any member may advertise cars, parts and related items free of charge.

The Michigan Chapter was established on March 30, 1971 to provide local activates for Michigan area members of the New England MG T Register.

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 annually.

Membership dues are \$25.00 annually and includes the electronic version of *T Times*. (\$35.00 with newsletter mailed to you), payable by April 1st. Further information is available by contacting the Membership Chairperson.

Editor's Bully Pulpit

The 2023 driving season is almost over for most of us— although I realize there are always those dry, clear winter days when those with heated garages may fire up and venture out for a pleasant, albeit chilly drive. More power to you!

As for yours truly, I try to pack things into mothballs in the old barn somewhere between Halloween and Thanksgiving and start my longed for hibernation, or as it is known to some, “wintering.” If you have a heated garage, it’s a chance to catch up on delayed maintenance or even a restoration project. See Lee Jacobsen’s article if you feel like painting your T-car with a spray can. The rest of us will just dream on.

We’ve had several “group drives” since summer— some groups rather small. You can check out the Alden Sports Car Show that has become a bit of a tradition among many Michigan Chapter members as well as the Put-in-Bay Race Car Revival just around the bend in Lake Erie. By the time you read this, Don Westphal’s Autumn Leaf Tour will likely have happened and perhaps we’ll have some good photos of the event in the winter *T-Times*. Until then, I will watch my in-box for your articles, missives, factoids, or just photos.

Do send me stuff. You can scribble an article or just send me the information and I’ll do the writing. You **know** you have good ideas! deikis@gmail.com

Be kind! *John*

MG cars really don't belong on expressways!



The Booth Story

by John Deikis and Tom Booth

What do the Bi-Autogo and the JBRocket have to do with MGs? Well, every story has to start somewhere and the gifted artist, designer, and self-taught engineer, James S. Booth, born in Detroit in 1888, is as good a place as any to start a tale of relevance to MGs in America and the Michigan Chapter in particular..

Not to rush into MG cars too quickly, let me note that the Bi-Autogo— you have heard of this innovative piece of automotive history, haven't you?— was designed by the 24 year-old Booth. James dropped out of 10th grade after failing three times but had a special interest in automotive engineering and design, and the evolving automobile industry. The scion of publishing wealth from both mother and father, James pursued his interests, not the least of which was the automobile.

He started as a youngster, tinkering with his parents' car in the family "coach house" in Grosse Point and became a self-taught mechanic and engineer. His design for the Bi-Autogo has two wheels and looks as much a motorcycle as a car— hence the term *cycle-car*. If you're wondering how this invention kept from falling over, Booth included two smaller side wheels that could be lowered as the vehicle slowed down. It was (and still is) powered by Detroit's first V-8 motor (6.4 liters!) and could hit 75 mph. It also had a self-starter operated by compressed air, a 4-speed transmission, and an aluminum body. Keep in mind, the Bi-Autogo was designed in 1911 and went into production (of sorts) in 1913— an era of horseless carriages, two, three and four cylinder cars, hand-crank starting, and Henry Ford's planetary transmission. This was the explosive start of the Scripps-Booth Automobile Co. named after the founder's parents.



Bi-Autogo Described by WayBackMachine Internet Archive as

"A 3,200-lb. motorcycle with training wheels, a V8 engine and enough copper tubing to provide every hillbilly in the Ozarks with a still"

Photo: Wikipedia

If the "training wheels" concept is not to your liking, perhaps a JBRocket cycle car would feel more at home. One is in the Henry Ford Museum and another was found in the weeds behind a garage in Ludington and recently sold by the Holland gentleman who bought it 20 years ago. You can now see it at the Wheels Through Time Motorcycle Museum in Maggie Valley, NC.

James dabbled briefly in the cycle-car segment of a growing industry and eventually came to the notion that the wealthy would buy and enjoy a light, well-appointed car as an addition to a stable that already contained at least one large prestige vehicle. The first variants of the Scripps-Booth automobile targeted this market successfully. Soon after, James left the company amid a dispute with the directors and in the following few years the Scripps-Booth company fell upon hard times, was absorbed by Chevrolet and eventually General Motors.



JB Rocket, leaving Holland, Michigan for North Carolina Photo: MLive

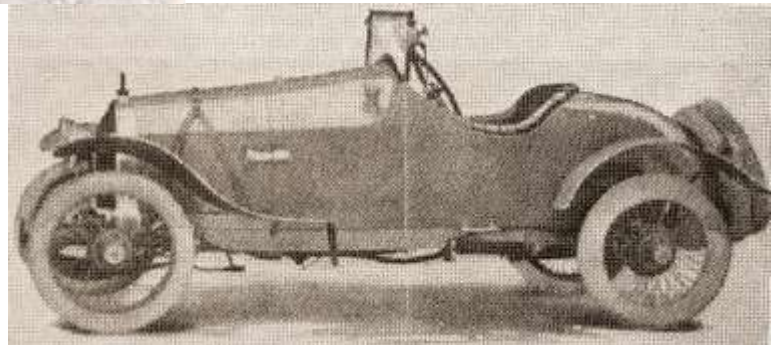


JB Rocket with obvious admirers

SCRIPPS-
BOOTH
COMPANY
DETROIT
MICHIGAN

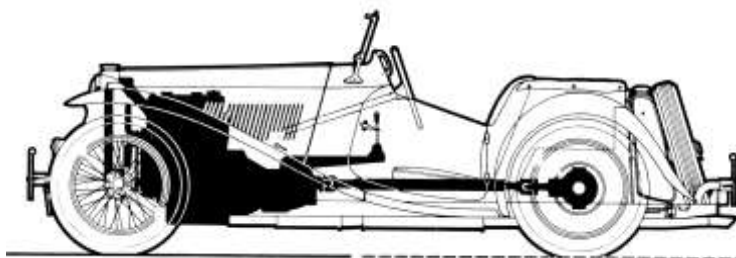


SCRIPPS-BOOTH ROADSTER—D



1916 Scripps-Booth Vitesse Roadster

By 1923, James was designing a light sportster with an underslung chassis and low ground clearance which he called the DaVinci. In an apparent patent infringement, this design became the Stutz Bearcat. Although James won in a legal battle with Stutz, he apparently abandoned his efforts to produce cars beyond “one-offs” that he kept in his private collection. The careful reader might sense an “echo from the future” here. MG sports cars designed in the 1930’s became known for their underslung chassis and low ground clearance as well. Not necessarily a patent infringement, but read on as the family history unfolds. According to University of California art historian Jason Weems, James Scripps Booth’s designs were considered to be decades ahead of their time. Fortunately for FDR, but not so for Booth’s progeny, several of the actualized custom autos were donated to the scrap steel drive during World War II and probably ended up as artillery shells. However, a few survivors do still exist around Michigan, including in the collection of the Detroit Historical Museum.



MG TC 1948-1949

The same year James spawned the Bi-Autogo, he also fathered a son, John H. Booth. John took an interest in cars and imported an unusual small British roadster in 1930, an MG Midget Type M which was developing a reputation as a “baby car” racer in England. Although Edsel Ford is credited with importing the first MG-M in 1929. John Booth’s MG is arguably one of the first such cars to hit our shores.

In 1940, John joined the Army Air Corp and was eventually stationed at Camp Carson in Colorado Springs. He liked Colorado so much he moved his wife and two kids there and opened an auto dealership in 1950. He dealt in “foreign cars”— the term then used for imports. He liked all sorts of cars and always had a few on hand for his own use, especially Jaguars. He also happily drove Rolls-Royces, Allards, Mercedes, Austin Minis, Morris Minors, Crosleys (okay, so it’s American), an Issotta-Fraschini, and— get ready!— more MG cars. Obviously, he liked all kinds of cars and in 1960 moved the family back to the Detroit area.

The Booths lived in the northern suburbs and John was early into the post-war sports car movement in the U.S. He drove an MG TB in the ‘40’s and collected all sorts of photographs, literature and advertising related to the cars he loved. He also fathered Tom Booth, MG enthusiast and esteemed member of the Michigan Chapter. At the October chapter meeting, Tom presented a wonderful slide show of photographs and images from his deceased father’s collection. To everyone’s dismay, there was insufficient time to view them all and hear Tom’s stories related to his dad and to the cars he remembers. Perhaps this might be the basis for a another presentation at next summer’s GoF-Central. Now that would be a treat!



1932 MI license plate
Grosse Pointe, MI

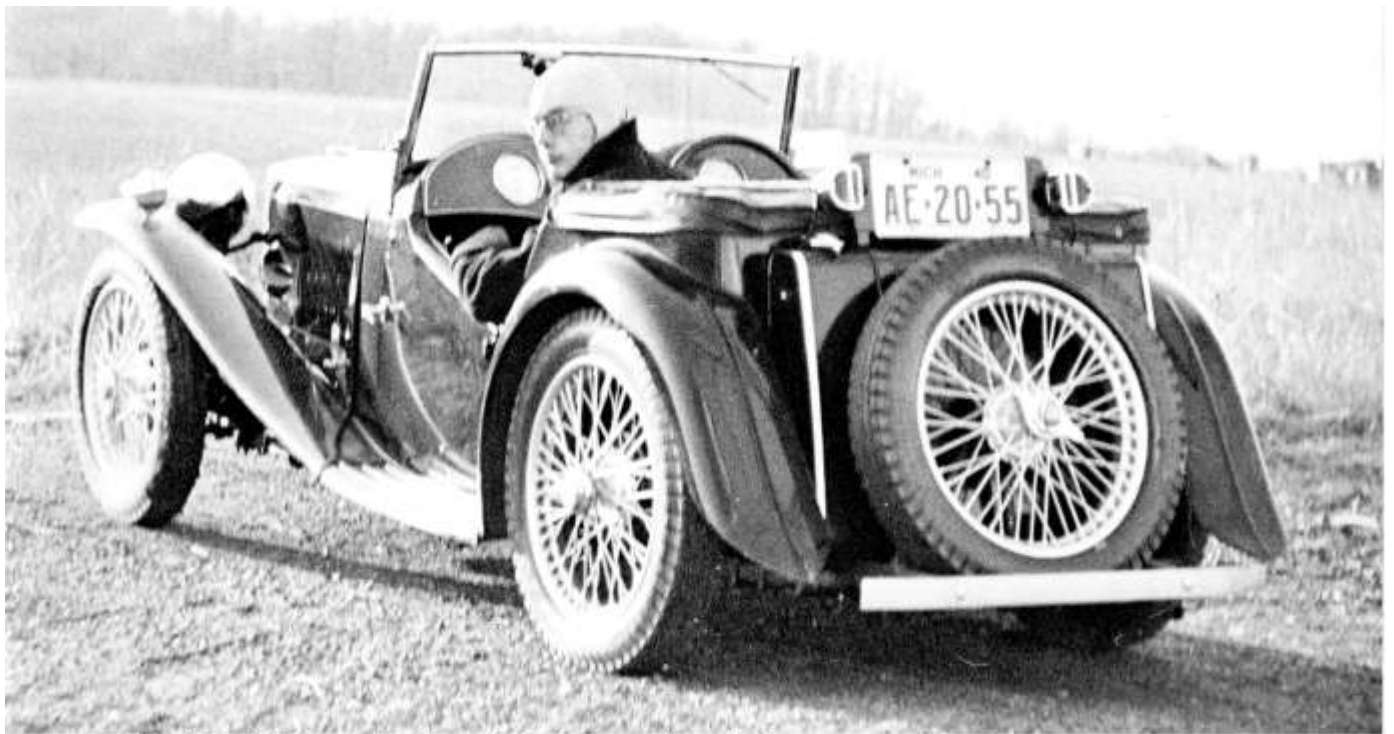
Notes on photo:
MG Midget Mark I
Price 1930 - £185 Fabric Body
Pneumatic Cushions
Property of John M. Booth



Notes:
1930 MG Midget
John M. Booth, driver
Standing: James S. & Jean M. Booth



1940 MG



1940 MG - John M. Booth, driver

ALDEN SPORTS CAR SHOW 2023

The 24th Alden Sports Car Show took place the weekend of August 12-13 in— you guessed it— Alden, MI. In case you haven't been, it's south of Charlevoix, west of Mancelona, east of Elk Rapids, and north of Kalkaska.

As has been the case for the past 20 years (15? 23?), several Chapter members participated in the show and the rally around Torch Lake put on by our friends in the Twin Bay British Car Club. Ken & Melody Klemmer, John & Monique Magee, Jim & Pat Bryant, and Lee Jacobsen.

Klemmers won 1st Place in the British Car Class and Lee took home a prize for Best of Show with his TA Tickford (yes, he has more than one Tickford, so pay attention)! To his chagrin, he only garnered a 2nd Place in the Valve Cover Racing event. Perhaps he was hampered by aging eye-hand coordination with his new drag strip Christmas tree starting gate system on the VCR track.

Klemmers also won the Gas Fumes Award with their 1932 M-type for the highest ratio of fumes relative to liquid gasoline in the tank. This made them eligible for coveted ride-on-a-trailer experience so sought after by MG drivers five hours from home.



Cars entering the Alden show

Every journey an adventure



Les and Cynthia Miller Visit Dayton

By Les & Cynthia Miller

We decided to take in “Dayton British Car Day” on Saturday August 4, 2023, www.britishcardaydayton.com. (Les needed time away from the T.C.) The show was held in Eastwood Park, a beautiful location! Put on by two clubs, the MG Car Club of SW Ohio Centre and the Miami Valley Triumphs.

The show was huge! We had never seen so many MG’s and TR’s in one location!! There were only 7 T model MG’s including a lovely supercharged P-Type parked next to an “oily rag” T.D. The Open Class was the most interesting. Including Land Rovers, several Lotus, Morgans, and a very rare Gilbern GT powered with a small block Chevy.

On Sunday we visited the Packard Museum, www.americaspackardmuseum.org, which is worth the trip to Dayton. The displays have great signage that tells about the car, price when built compared to house prices, average income, etc., from the same year. Boy, they were sure pricey!!

On Monday we visited the British Transportation Museum, www.britishtransportationmuseum.org, in Dayton. They celebrated paying off the building’s mortgage at the “British Car Day” event with a symbolic burning of the note ... a good thing! Now they can focus their money on much needed repairs to the building. They are very worth supporting and can use all our help! Think about becoming a member.

They have quite a few interesting cars and several restorations projects underway. They also have a large collection of British car automobilia.

After the British Transportation Museum, we traveled to the Hocking Hills area south of Columbus to drive some “twisty bits”. Route 734 is just wonderful, kind of a mini “Tail of the Dragon”!



MG-Ts at Dayton





Odd cars from somewhere in England



Best of Show contender?

British Transportation Museum

Packard Museum



Options on Spray Painting Your MG

Lee Jacobsen, Tech advisor.

Let's say your MG needs a paint job....how to go about it? Options? High quality painters such as C.A.R. do not come cheap. However, their work is shown at many concours for a reason. There are also backyard, budget folk that will do painting at a low rate, but beware of scams, and don't advance them any serious \$\$.

One option is to spray paint your vehicle at home and avoid the mess with air lines, compressor, HVLP (high velocity low pressure) spray guns. In other words, do a paint job on the 'cheap'.

Cheap and quality really don't go together very well, especially with paint jobs on classic cars like our MGs. Maaco will throw paint on a vehicle, but that's it,—no prep underneath. That is your job. Plus, they don't care as much as you do for a 'decent' result. I let them do my Mom's car years ago for \$200....it looked nice for 4 months.

An alternative option is the 'do it yourself' approach. How so??

For small stuff, a \$7-\$8 Preval rattle can disposable sprayer available at any Lowes, Menards, Walmart, Home Depot, etc. This allows one to mix paint and slowly get it onto a surface. It is nowhere near as nice as a HVLP, but anyone can use a 'rattlecan' and it does get the paint on the panel with decent results. It is slow and not as precise, which is why it only costs \$8. Pressure cartridges are \$5 each. I did paint one car at home, outside, with Prevals,. It took 3 per fender and 20 of them to do a 1952 MGTF years ago. Back then, they were \$5 each.

<https://www.walmart.com/ip/Preval-267-Power-Spray-System-Paint-Sprayer-Unit-Quantity-of-12/1541569950>

All the prep, what is underneath prior to spraying color is the important stuff. Imagine the painting process of doing an MGA at home in the driveway. Briefly, the process and costs today would be....sand or paint remover to get to bare metal, 1 quart (epoxy primer (4 Prevals), remove dents, a thin skin of filler, (Evercoat at \$125 per gallon), sand smooth with 80 grit, 1 quart primer surfacer (4 Prevals), sand with 400 grit, 1 quart sealer (4 Prevals), then 4 coats of single stage urethane color or 3 quarts at \$500 a quart, or one coat of base color (one \$500 quart) and 4 coats of clear at \$125 a quart, much less cost which is why most modern cars have clearcoat on them. (4 Prevals per coat, 20 Prevals.) Now that the paint is on the MGA, let dry for a week, then....

Sand final coats wet with 600, 1000, 2000, 3000, and then compound and polish like in the pics below with 3M #1, #2, and #3. Still not shiny enough? Swirl removers with another two stages using Adams products.

Follow the process in this video....Mark is a friend and does good work.....<https://www.youtube.com/watch?v=1PQtIFKXhvo>

Some comments on costs....

It would require 32 Prevals at \$8 each at a cost of around \$200 as 20 would be the \$5 air cartridges. One quart Epoxy primer and activator is \$150, 1 quart primer surfacer and activator is \$200, 1 quart of color is \$300, 1 gallon of reducer \$100, color activator \$70, 2 quarts clear \$250 ,<https://www.oreillyauto.com/detail/c/deltron/ppg-refinish-deltron-urethane-clearcoat/ppg1/dcu2021qt>

<https://www.ebay.com/itm/295872930725?var=0&mkevt=1&mkcid=1&mkrid=711-53200-19255-0&campid=5338590836&toolid=10044&customid=2950344d8ea61d8d84eb51493195b5ce>

So, to get the paint on the MGA, basecoat/clearcoat, with quality urethane paint, the total material cost using Prevals is around \$1,270.

Add in sandpaper, misc rags, tools, figure an all-in total of \$1500 for the materials for a concours worthy basecoat/clearcoat urethane paint job on an MGA. A pic is attached of a test red color on my MGA, applied with a Preval. The job itself I took to Complete Auto Restoration where it remains on their 'to-do' list.

Why does a paint job from a restoration/collision shop cost more than a \$500 Maaco job, or \$1500 doing it at home? Maaco uses large discounts and modern equipment to keep costs low. Maaco does not color sand or polish. Not so with a good collision shop. Add in hours of sanding, polishing, etc at \$100 average shop rate and the cost of a nice paint job can easily increase to \$15,000. Since most of us can do sanding and polishing ourselves, we save thousands...right?

Cheers, Lee





New vs. New— It Ain't All The Same

By Jim Northrup

We've been running the Dynamator alternator(s) for quite a few years with mixed results. I was initially disappointed since they behave like a generator, they don't charge until 1100-1200 rpm. As for 45 amps- I've never seen more than about 15 amperes, but then again, I can turn on the engine, fuel pump, every light, heater fan, blow the horn and still not exceed that much juice.

I scored my first alternator for cheap when the newness wore off, maybe \$150. There's been no production for years and no negative ground units available for a long time but some positive ground might still be found for big bucks.

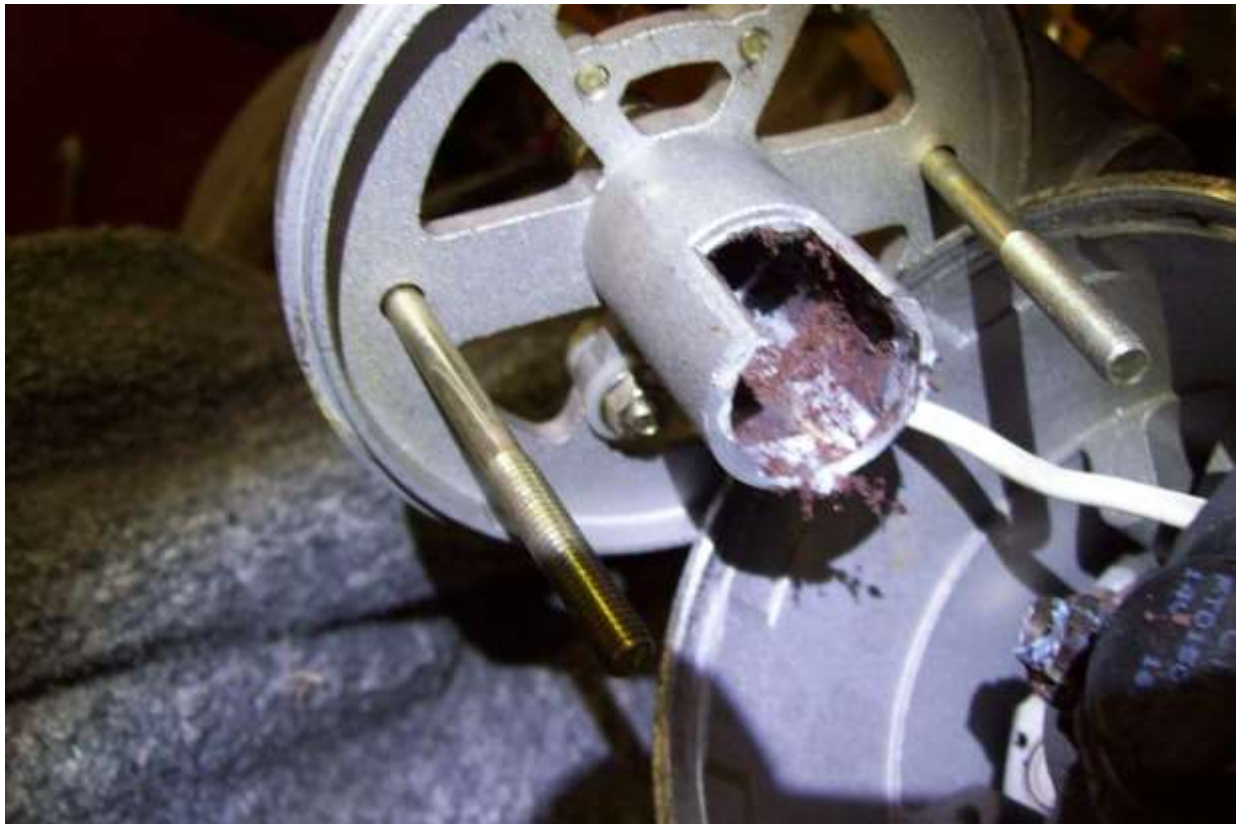
One of the real pissers was the tach drive wouldn't screw on. It worked for about a year and pretty much crapped out, or crapped in as I discovered. The brushes & sliprings were covered in a brown shit! The one slipring had worn down significantly.

About that time, Mort Rensnicoff bought one but the battery would drain back through it. I chirped in with some suggestions on the Bulletin Board, but it had a bad parasitic drain. They sent him a new one and didn't ask for the bad one back. He sent it to me. I was grateful just to get an endplate that would accept the tach drive. In spite of the fact the drive flops around sloppy, the tach works.

I tore his unit apart and couldn't put my finger on anything responsible for a small short, but did find a wire pinched against the frame but no skinned insulation. The draw disappeared but even if it persisted, I could have just added a power diode on the output to block the drain. I can't recall whether I used his alternator as-is or used his new rotor & voltage regulator in our original.

Have you notice a late model fuel injection fuel pump could last 10-20 years and a replacement might need replacement after a couple years? My buddy did an autopsy on one replacement and was disgusted to find the Chinese brushes crumbled like brown sugar, like my Dynamator's. I immediately recognized the regulator/brush holder as identical to Bosch units. I may transplant a Bosch regulator into our Dynamator.

I spent about \$65 on ebay for an MGB electronic distributor Chinese clone. I already had a Pertronix on it but the new distributor has a nice tight shaft with new bearings and the big attraction to me is the vacuum advance. Almost not enough room to mount it, but it squeezed in. With the 3:92:1 MGB rear end, cruise range 60-90mph is only 3000-4500rpm, far short of peak engine power. I stuck one of Len's street/supercharged grind roller lifter cams in for midrange so the vacuum advance will help in that power range. I also scored two of his performance/supercharged roller lifter kit for our other 2 TDs with the original gearing. I need to live to be over 100 to get all our projects finished.



Put-in-Bay Racecar Revival 2023



Manley's very quick TD

2023 Put-in-Bay Sports Car Races Set High Mark For Sheer Enjoyment *By Manley Ford*

Put-in-Bay OH –September 28, 2023–

The 2023 version of the Put-in-Bay Sports Car Races --held Sept 19-21 in ideal weather conditions --by all measures was a big success for this unique event.

Beginning in 2009 with a small reunion celebrating the original '50s era races at Put-in-Bay on Ohio's South Bass Island, vintage sports car races have been held here annually by the "Put-in-Bay Road Race Heritage Society" since 2012 (except the 2020 COVID year).

Several Chapter members have been regulars at PiB, some racing and some just enjoying the unique ambiance.

Tentative 2024 dates: September 17-19, 2024.

For further info:

Manley Ford, (MGTD racer) Event Coordinator/
Media Contact--
manley776@yahoo.com
734 502 2435

Kurt Byrnes, (MGTD racer) Web Master/
Registrar
kdb@kbyrnes.com
412 400 9156



An early race trailer unloading from Miller's Ferry six miles into Lake Erie at South Bass Island and Put-in-Bay, OH



TD taking the checkered flag at the airport track

T-cars and others gridding for high-speed (or not) exhibition laps



The serious racers gathered at the Goathead's beer garden for spirited valve cover racing



TDs lined up for the ubiquitous beauty pageant on the lawn of South Bass Island's winery

CORRECTION!

I regret that last issue's report on the GoF-Central failed to mention that our own Don Westphal and his MGTF won the award for *Excellence in Class*. Congratulations, Don!





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April Trobaugh
James Trobaugh
Mon-Fri 8-5 Sat 8-1

What's Coming Up?

MONTHLY MEETINGS:

General membership meetings are held on the first Tuesday of each month at Mama Mia in Livonia. Meetings begin at 7:30 pm. Those who wish to order dinner should arrive at 6:30 pm.

Aug 1, Sept 5, Oct 3, Nov 7, Dec 5

Mama Mia
27770 Plymouth Rd.
Livonia, MI 48150
(734) 427-1000
[Website](#) | [Map](#)

OTHER STUFF:

Fall Color Tour: October 28 (Don Westphal)

Hibernation Party & Annual Meeting: TBA

Tech Session: TBA

Champagne Brunch: TBA

SAVE THE DATE June 17-21, 2024

2024 Gathering of the Faithful-Central

Cherry Valley Hotel between Newark and Granville , Ohio

Who to blame?

Website:
www.michiganmgt.com

Facebook:
Michigan Chapter: [New England MGT Register](#)

Chapter Officers

Chairman

Ken Klemmer
Email: kaklemmer1969@gmail.com

Vice-Chairman

Melody Klemmer
Email: msklemmer@comcast.net

Recording Secretary

Sandy Kuivenhoven
Email: sandybear890@gmail.com

Interim Treasurer

Mike Nestell
Email: mikenestell@gmail.com

Membership Chair

John & Mary Gervasi
Email: jagervasi@yahoo.com

Webmaster

Cary Gersh
Email: cgersh@comcast.net

Editor of the T Times

John Deikis
Email: deikis@gmail.com

Technical Support of the Editor

Carol Blotter
Email: secret