



T-Times

Winter 2024



Chairman's Report

Winter 2024

Welcome to 2024! It came up quickly, and I'm also putting together the chapter report for the NEMGTR "Sacred Octagon" at the last minute. Once again, a fun year is in the planning stages for the Michigan chapter; 2024 is still considered a centennial year on some MG calendars, so we'll take full advantage of it.

We'll start things out with the Hibernation Party on February 10 this year with a "Roaring 20's" theme at Ford's Garage in Dearborn. It will be a fun filled night with our favorite thing, good food and drink! While we are still in the planning stages, you should have received a "save-the-date" communique, and the official invite will be coming soon.

Two important items in the Hibernation Party are the election of officers, so consider giving back to the club by running for a position... it's pretty easy and fun. We are also looking for better event planning, so if that's your interest, we have a small job for you! The other item is awards; please turn in your 2023 MG mileage soon! Contact me with your interest or mileage.

In June, the GOF Central is taking place close to home in Ohio and promises to be fun for all MG aficionados. Once again, the MG MMM group is teaming up with the GOF, so if you have or want a MMM car, consider arriving a few days early for the MMM-specific portion of the event.



Here in the Klemmer house, we are deep in MG repair projects, which will hopefully be done by spring! With some earnest help Craig Faulk and John Gervasi, Wiggy's motor was removed recently for a rebuild and is now at a machine shop in Ohio.

Happy New Year!

A handwritten signature in black ink that reads "Ken".

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

It's hard to believe I was rolling around in the driveway doing an oil and filter change on my truck in late December. Where did 52 degrees come from!? Had I thought about global warming, I would not have put the top up on the TD. Fortunately, I am blessed with a "winter MG" as well and could still do some casual British motoring. How about you? Do you just roll your sweetie into the garage for the winter or do you have a ritual?

Some of us do a total detail job, wash, polish and wax, lube and oil, fogging oil into the cylinders, jack the weight of the car off of the suspension, bring the battery into the house, maybe even stuff dryer sheets or some other anti-mouse concoction into the exhaust pipe and around the wiring. I must admit, I have done that much — and far less, depending on the time available, the weather, and my mood. Remarkably, the TD has started right up in the spring (or the summer, if I am really late!) whether I have primped or been really irresponsible with my hibernation routine.

For the last 20 years or so, I have used a heavy plastic zippered "bag" that I bought online from an awning company in Connecticut. I put brownie trays under the "diaper areas," a bunch of mothballs scattered around, seal up the exhaust and aircleaners, and fog the cylinders. I also take the battery out and put it on a BatteryTender, put a length of 2-by-4 between the seat squab and the depressed clutch pedal to disengage the pressure plate, and set out some tubs of calcium chloride to absorb moisture. Even though the car lives in a leaky old dairy barn full of mice, raccoons, possums and a herd of feral cats, this isolation chamber has worked well. Except for the year a core plug popped and all of the coolant poured out into the bag. On unzipping my baby the following spring, I found the entire car body, hood, upholstery and carpeting covered in gray-green mold. Spring prep took an entire sunny weekend that year.

So what is your secret formula for storing an old car over a Michigan winter? Do you own a climate-controlled garage and not notice the change of seasons? Do you pull your lawn mower out of a tin shed and push your MG in? Does your spouse park at the curb and you take over the garage?

Yep! I am inviting your "letters to the editor" describing your sacred ritual or your disaster for all to ponder, commiserate and enjoy. "Dear Editor....." See how easy it can be! Send to: Deikis@gmail.com

Be kind! *John*



FALL COLOR TOUR

The Chapter's annual Fall Color Tour took place on Saturday, October 28th in the upper reaches of the Detroit suburbs (Oakland County, that is). The route laid out by Don Westphal started off from the Paint Creek Cider Mill and followed around to the Goodison and Barkham cider mills. The tour ended with good food and libations at a Rochester brew pub.

— Grateful thanks to Melody Klemmer and John Magee for photos!





The following braved the chill:

Don & Ryan Westphal, Les & Cynthia Miller, Roger & Beverley Melton, John & Mary Gervasi, John Magee, Dirk Van den Muijsenberg and his mistress, Bob & Denise Humphrey, Ken & Melody Klemmer. "Food tour" additions were Dave Cook, Roger Williams, Judy (not sure of last name).



Bob Humphrey tries to explain why his MG has two extra cylinders for going uphill



Why is this man smiling??

2023 ENGLAND CAR-CENTRIC ADVENTURE

by Art Lewis

In September 2022 when Bill Hirsch returned from the International Beaulieu Autojumble with wide eyed excitement as he shared story after story about the cars, the treasures he found, the super MG people that he met, I was hooked! It was his first visit to England, the guest of avid MGer and Beaulieu veteran Tom Wilson. Bill's enthusiasm was so contagious that when he mentioned that he wanted to go back in 2023 during MG's Centenary and that I should go too, the hook was set even deeper. My decades-long bucket list dream to attend the Beaulieu Autojumble could soon become a reality. When Tom graciously agreed to include Tim Scheerhorn and me for the 2023 trip, the countdown began to plan ten glorious days immersed in the world of British cars, especially MGs!

This article will focus on cars, car people and more cars, but mention should be made of the cool British pubs and restaurants that Tom led us to. The Midget Pub, Newlyn Farm, The Kings Head, The Horse & Groom, The Beckford Arms, The Barley Mow, The Compasses Inn, Rockingham Arms, some occupying centuries old structures with thatched roofs, low ceilings, flickering fireplaces, cozy bars, you get the picture, very, very British. We loved it!



Bill Hirsch, Tim Scheerhorn and Old Number 1



DAYS 1 & 2 - After a red-eye flight our first stop was Abingdon to visit Kimber House, headquarters of The MG Car Club where we were greeted by Andy Knott, Colin Grant and Ineke Sherman. This place is as close to MG Mecca as one



Cecil himself showing Art around Kimber House

will ever get. A beautifully restored MG-M Boat-tail was on display along with historically significant MG memorabilia, all anchored by a treasured MG research library. Check it out at www.mgcc.co.uk. After loading up on gift shop souvenirs we headed to the Midget Pub (formerly the Magic Midget Pub). For many decades this was an MG themed neighborhood bar popular with MG factory workers. When I shared with John the barkeeper my December 7, 1990 visit to this very bar and my connection with Old Speckled Hen, he surprised me by digging out the 1990 guest book that I had signed, AND, he presented me with OSH memorabilia including a rare OSH pump clip! Blew me away!!



L to R: Bill Hirsch, Tim Sheerhorn, Tom Wilson, and Art Lewis

DAY 3 - Our stay at the Abingdon Hilton Garden Inn was first class luxury. We hit the road for a late morning proper English breakfast at Tom's favorite farmhouse restaurant off the beaten path. Excellent! Next stop was the Burlen SU Carburettor headquarters in Salisbury. Tom is currently restoring several pre-war MGs and had a long list of needed carb parts to fill. Then it was off to connect with Tom's friends, Digby and Nat Elliott (father & son), at a former



Nice mugs, lads!

WWII munitions depot, now converted to a modern storage facility. Very impressive, especially when the doors opened up to reveal a treasure trove of unrestored pre-war MGs. MG stories ensued non-stop from that moment and throughout dinner that night. Digby and Nat are dedicated, knowledgeable and enthusiastic about all things MG, what a pleasure getting to know them.

DAYS 4, 5, 6 - INTERNATIONAL BEAULIEU AUTOJUMBLE - This experience was everything that I hoped it to be! Imagine 2,000 vendor stalls offering mostly British cars, parts, accessories and memorabilia. Row after row of British goodies, some unique items that I've never seen before and very likely will never see again, it was heaven! That I only filled a large roller board suitcase with treasures to bring home was a minor miracle. A highlight was seeing several friends from the USA and connecting with British pals, especially Paul Cheal and Steven Churchill at their vendor stall, always smiling, always fun! Another high was capturing Bill Hirsch's excitement as he negotiated to buy a Mopetta that required a shoehorn to squeeze into the cockpit, HILARIOUS! (see pictures). An added bonus was visiting the National Motor Museum connected to the Autojumble grounds. Featured is a jaw dropping, impressive display of British motorcars and artifacts presented in a very engaging way. One room houses a 1920 Brooklyns, a 1929 Irving-Napier Special "Golden Arrow" and a 1960 Jet-Powered Bluebird, all three land speed record breakers in their time. The magnitude and enormity of the display along with a historical video loop running every half hour rocked me. Each car is much, much larger than I ever imagined. An equally impressive record breaker on display near the museum entrance is a 1927 Sunbeam powered by twin 22.5 Litre V-12 engines. All that and witnessing Bill in the Mopetta made my trip up to that point. On one of the Beaulieu evenings Digby, Nat and Tom arranged a dinner at Rockingham Arms for their MMM MG comrades. I sat next to Roger Furneaux, noted MMM expert and parts supplier, a very interesting man. Tom Metcalf and Jack Kahler, well known USA restorers and collectors along with a few of their buddies made for lively, interesting conversation. MMM = "Magic MG Moments".



DAY 7 - The morning began with coffee and a tour of Digby's historic home as well as showing us several on-going MMM MG restoration projects. He and Nat have seemingly boundless energy and enthusiasm for the MG marque and are to be commended. Afterwards, Bill, Tim and I said our goodbyes and at this point parted ways with Tom who had other engagements to attend to. That meant Tom, our chauffeur, was handing over the steering wheel to me to pilot the remainder of the trip. Thus, Mr. Toad's Wild Ride began! I've driven on English roads many times, but never in a rather large van on ridiculously narrow rural roads. Navigator Tim cringed and jerked when an oncoming truck or bus greeted us, especially when rounding a curve. Backseat Bill, when he wasn't pointing out cows and hayfields, was fumbling with rosary beads and trying to cheer me on. Admittedly, *Buy me THIS, Mommy! No, Billy. You're much too big for that.*



The model below is a half-sized MG-TD. In 2020, museum volunteers completed its 2-year restoration.

We know that the full-size car exists – a cream-coloured MG-TD with the same number plate – and its last two owners have been traced, but who made this model is still a mystery. Being too small for a child to ride in, it seems likely that it was made by the car's owner just for pleasure.



it was scary at times and was a huge relief to finally cover nearly 200 miles that day without a scratch, dent or blown tire (yes, we slammed a pesky curb).

Our destination was to make it to Malvern to rest up for the Morgan Motor Company factory tour the following day. Along the way we scheduled a stop at Arkell's Brewery, founded in 1843. It so happens that a descendant of the brewery's founder, Oliver Arkell, purchased the very first MG sports car offered to the public. To celebrate that fact along with MG's 100 year anniversary, Arkell's brewed a special ale, "PETROL HEAD" (see picture). My intent was to bring a case home, only to learn upon arrival that it was completely sold out. Luckily, Arkell's Spirits Director, Richard Bailey, saw my frown and came to the rescue with a ribbon of unused MG Petrol Head bottle labels for the celebration ale. And, later he located and sent me a rare Petrol Head pump clip. I was thrilled for Richard's kind gesture.

Next stop was Malvern for a late lunch before heading to the nearby medieval looking town of Bourton-On-The-Water to visit the Cotswold Motoring Museum. What a special treat! The wide array of automotive history crammed into a relatively small facility was astounding, floor to ceiling, the ceiling itself, every square inch held eye candy. A unanimous highlight was a stunning half scale model of an MG TD (see picture). Thanks to the scaled down actual license plate on the model, the previous two owners of the full sized TD were traced. However, who made this incredible model is still a mystery. Tim was so impressed that he is seriously considering doing a TC scale model. Stay Tuned!

DAY 8 - MORGAN FACTORY TOUR - Bill and I signed up for an "Experience Drive" prior to the factory tour. After a quick introduction we launched into eighty minutes of chasing each other around the countryside behind the wheel of new Morgans, Bill in a Super 3 and me in a Plus Four. EXHILARATING-WHAT-A-BLAST!! It's good that we each had a factory co-driver (Colin and Ian) riding along or we would have driven directly to the moon, never to be seen again! Bill drove his three wheeler like a rocket, it was challenging to keep up. His ear to ear smile would surely break all Guinness world records! Did we have fun? Yes, Yes and Yes!!! The guided factory tour helped us to calm down a bit. Ian, my co-driver, conducted the tour and is a long time Morgan owner, very knowledgeable and enthusiastic. We were allowed up close access to each phase of production to experience the sights, smells and sounds of old fashioned hand-made sports car creation. The 150 craftsmen/women we witnessed could be compared to a well orchestrated symphony, shaping wood, metal, leather, rubber, paint into exquisite works of art. Sappy but true! After the tour we headed to the Morgan showroom to assist Bill in selecting colors and options for his dream Super 3. There is no doubt that Bill will one day own a Super 3!



DAY 9 - BRITISH MOTOR MUSEUM - Billed as the world's largest collection of historic British cars, this museum with over 400 vehicles and tens of thousands of artifacts, is a sparkling crown jewel. I could write ten more pages in an attempt to paint a proper picture of this world class museum. Instead, please visit www.britishmotormuseum.co.uk or watch a related YOUTUBE video, you will be glad you did. We spent six hours meandering through the main museum and also an adjacent building, home to a collection of an additional 200 British vehicles, mostly Jaguars. Highlights were many, MG Old Number One for me, MG EX-181 for Tim and the Morgans for Bill, we loved them all!

DAY 10 - All good things must come to an end, so after reconnecting with Tom the night before and enjoying another great dining experience, we made our way to Heathrow for the flight home. Bill's tightly packed carry-on suitcase full of MG parts and souvenirs was pulled aside at TSA for a security inspection. His packing skill is proof that ten pounds really can fit into a five pound sack. As the TSA agent carried out her task, gentleman Bill patiently explained the what and why of each precious treasure being unpacked. The back and forth conversation and some of the agent's puzzled expressions would have made a great YouTube video!



There was never a dull moment during the entire ten days of this trip, attributed in large part to Tom Wilson's travel expertise, MG connections and willingness to share. Bill, Tim and I are most appreciative, THANK YOU TOM!

Art Lewis Safety Fast!

Simple Stuff — The Story Behind the MG Octagon

by Bob Vitrikas

(As pilfered from MG Vintage Racers Newsletter)

The MG logo is instantly recognizable and has remained true to its original form since 1923. It first appeared in an advertisement in the March 2nd 1923 Oxford Times. The octagon was used in advertisements for the MG car to distinguish it from the Morris line from which it was derived. An accountant working for Cecil Kimber at the Morris Garages, Ted Lee, is credited with the design. Simple, easily recognized and timeless.



In an interview with Jonathan Wood in *Thoroughbred and Classic Car*, Lee recalled that he took the initiative to design the octagonal logo using a small ruler he had from high school. He showed it to Kimber who exclaimed, "That's just the thing!" In turn it was shown to Sir William Morris who remarked, "The best thing to come out of the company...and it will never go out of it." No truer words were ever spoken!

Surprisingly it wasn't until April 1928, one month after the factory moved to Abingdon, that the trademark application was submitted. Beginning in 1927, MG badges, first with German silver letters without the octagon, gradually began to appear on MG conversion radiators.

In 1928 the enameled badge we are so familiar with began to appear on MG grilles. Soon Kimber was overcome with 'octagon fever' and the MG octagon began appearing all over the cars; door handles, dash knobs, instrument bezels, shift knobs, valve covers and even the oil dipstick! Kimber had a set of octagonal dishes at his home in Abingdon, "Boundary House", and used them for special occasions. Today "Boundary House" is a popular Abingdon pub. To take it a bit further... South African MG aficionado Norm Ewing had an octagonal toilet seat made for his home in Johannesburg. Now that's the mark of a true MG enthusiast!

Off Limits

The new man must be mindful of his own limits. You owe it to yourself and to your companion to let her know *what* subjects are out of bounds. All men are touchy about one subject: their driving.

Our research shows that most men would rather be considered bad lovers than bad drivers. This primordial need is particularly strong in men who drive stick shifts, which they do for reasons having nothing to do with control on slick surfaces or better mileage. Unless it presents a clear and present danger, a man's driving must not be criticized inside a dating arena. Remember that, ladies!



— Alfred Gingold,

Fire in the John: The Manly Man in the Age of Sissification

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.

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

OTHER STUFF:

- *Hibernation Party, February 10*
- *Champaign Brunch, *soon as it gets warm**
- Motor Muster, mid-June
- ***GOF Central, June 17-21, Granville, OH***
- Cherry Valley Hotel**
(which is shaped like an octagon, so you gotta go!)
- *Mad Dogs and Englishmen, July 13-14, Gilmore Museum*
- *Alden Sports Car show, August, *Up North**
- *Battle of the Brits, September*
- *Tech Sessions, TBA*
- *Fall Color Tour, *in the fall**



Alien flying saucers, having penetrated the roof of the Belden Garage, set down to await the next tech session

HIBERNATION PARTY

THE MICHIGAN CHAPTER OF THE
NEW ENGLAND MGT REGISTER

THE ROARING TWENTIES

SAVE THE DATE

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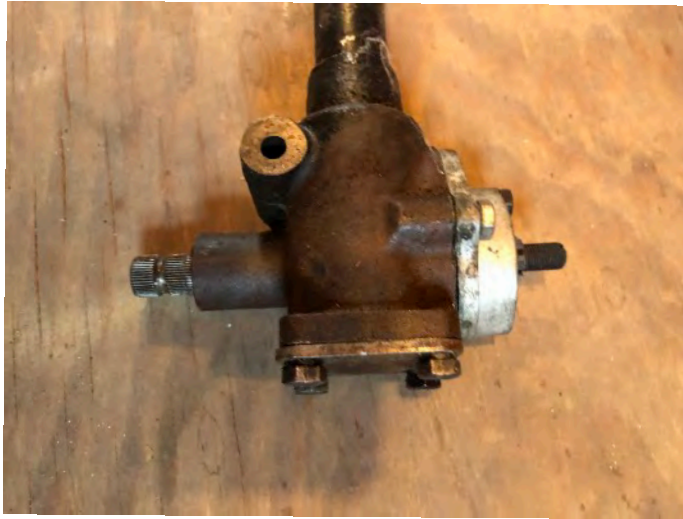
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248-682-4490

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

For Sale:

I have a re-buildable MG TC Bishop Cam steering box and shaft. Turns freely. Modified with upper bearing (probably a good thing) Shaft has been drilled for a steering wheel at some point but should not affect it fitting a normal splined wheel, the splines still look good. Includes a Tompkins adjuster kit which is why I'm calling it rebuildable, as these are not really the right way to go about minimizing play. \$50 obo Call Ken at 248-444-4096.



Who to blame?

Website:

www.michiganmgt.com

Facebook:

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

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